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

DATE: January 13, 2022

TO: Andrew Hunt, Alex Clohesey, Holli Heavrin, and Project File

FROM: Nabila Comstock, Planning Technician

PROJECT: P-21-0144

SITE ADDRESS: 506 33rd St SE & 602 33rd St SE

PROJECT DESCRIPTION (as provided by applicant): Mixed use residential and commercial development in CMX zone. 114 two-story townhome units in 4, 5, and 6-plex configurations. Commercial portion visioned as food/beverage purveyor. Predestination oriented structure located centrally on the commercial parcel and serve as hub to tie together Van Lierop Park, Farm 12, and future townhomes.

Thank you for meeting with the city's Development Services staff to discuss your proposed project. The following information highlights the issues discussed at our meeting and is provided for your use. Please note that the information provided is a list of specific issues discussed and is not intended to replace the final condition letter that will be provided to you when a formal application is submitted and reviewed. We hope that you find this information helpful and informative as you proceed through the permitting process. If you have any questions or concerns regarding these notes, please do not hesitate to contact the appropriate staff member or me directly at (253) 770-3361, NComstock@PuyallupWA.gov. We look forward to working with you on the completion of this project.

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

ACTION ITEMS

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

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

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

  -Park impact fee was established by Ordinance 3142 dated July 3, 2017 and shall be charged per new

dwelling unit based on its size:
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

The city has adopted a City-Wide Traffic Impact Fee of $4,500 per PM peak hour trip and shall be paid prior to building permit issuance.

-Per Puyallup Municipal Code Section 11.08.135, the applicant/owner would be expected to construct half-street improvements including curb, gutter, planter strip, sidewalk, roadway base, pavement, and street lighting. Any existing improvements which are damaged now or during construction, or which do not meet current City Standards, shall be replaced. Based on the materials submitted, the applicant would be expected to construct half-street improvements on the following streets:
-5th Ave SE is classified as Major Collector and shall consist of curb, gutter, 36ft roadway, 8' sidewalks, 3.5' planter strip (modified with integrated 6.5ft tree cut outs), consistent with the frontage on the north side of 5th Ave SE. The improvements shall be from street centerline. Assuming a symmetrical cross section, additional right-of-way (ROW) may need to be dedicated to the city. Roadway structural design shall accommodate heavy truck traffic. Coordinate with the City during the design phase to ensure the roadway design matches the roadway section on the north side of 5th Ave SE

-33rd St SE is classified as a Minor Arterial and shall consist of curb, gutter, 36ft roadway, 8' sidewalks, 10ft planter strip, and streetlights. 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. Half-street improvements would require 36.5ft dedication. Full buildout of 33rd St SE will require 73ft of ROW.

-Per City standards (Section 101.10.1) require minimum of 300 feet of driveway spacing on Arterial roadways (33rd St SE) and 150ft of driveway spacing on Collector roadways (5th Ave SE). Driveway spacing is measured between closest edges of each driveway (between radius PT). This includes driveways/intersections across the street.

-Access driveways shall be aligned with driveways across the street the street

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

-City standard commercial driveway(s) shall be required along frontage. The width of the proposed site access driveway(s) shall be 30ft.

-During preliminary site plan review a sight distance analysis may be required ensure driveway locations meet City standards.

-AutoTurn analysis will be required to ensure the largest anticipated design vehicle can safely maneuver throughout site and driveways.

-Analysis shall also include the intersection 5th Ave SE & 33rd St SE to ensure frontage/radius design will accommodate WB-67 trucks

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

- Notes are based on 2018 IFC, IBC and Puyallup Municipal Codes.
  Permitting for phasing, buildings will need to be individually permitted. Fire Sprinkler and Fire Alarm are required to be individually permitting for each building. Construction sequence Phasing plan required.
  Maintain fire lane width throughout construction. Do not block fire lane with construction materials or parking. No vertical construction until fire hydrants are flushed and approved.
  Alleys over 150' will require fire truck turn-arounds, or complete connection to north and south alleys.
  Roads are required to be a minimum of 26' based on current site plan to meet fire hydrant requirements 2018 IFC Appendix D103.1.
  There will be No parking allowed on both sides of streets and alleys. Fire Lane No Parking Signs and painted curb will be required throughout the whole project on both sides of streets and alleys. Streets and alleys that are "more than" 26' can have parking on one side of the street. Signs and painted curb will be required on opposite side.
  Auto-turn or equivalent program required to demonstrate fire apparatus turning radiuses.
  A Monitored Fire Sprinkler System will be required in all buildings R313.1.
  Riser room locations require paved access to room and are clearly marked from street. Riser rooms need to be shown on site plan.
  FDC, PIV, and Fire Hydrant locations, need to be shown on site plan.
  All points of the building need to be within 400' of a Fire Hydrant.
  Separate dedicated fire hydrant required for FDC's within 10-15' show on site plan.
  Any structure over 7500 square feet shall require a fire alarm system per Puyallup Municipal Code. The Fire Alarm System shall be designed to Total Coverage NFPA 72 and require U.L. certification per the PMC.
  Notes are based on information provided. More information is required to move project forward.

  R313.1Townhouse automatic fire sprinkler systems.
  An automatic residential fire sprinkler system shall be installed in a townhouse unit.
  Exceptions:
  1. 1.An automatic residential fire sprinkler system shall not be required where additions or alterations are made to an existing townhouse unit that does not have an automatic residential fire sprinkler system installed.
  2. 2.Townhouse buildings containing no more than four townhouse units.

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

- See additional Engineering review comments on the preliminary plans submitted with the pre-application packet.
- **Engineered plans must follow the latest regulations and standards set forth in the Puyallup Municipal Code (PMC), the City Standards for Public Works Engineering and Construction (design standards), and the current City adopted stormwater manual at the time of civil permit application [PMC 21.10.040].**

  The comments provided below are intended to assist the applicant with incorporating City requirements into the project design documents, but should not be considered an exhaustive list of all necessary <u>provisions from the PMC, design standards, or the Ecology stormwater manual.</u>

- Comments regarding design and construction of new utilities and road improvements are provided for the applicant's information and use. Unless specifically noted, construction of these infrastructure

improvements is not a condition of landuse approval. However, infrastructure improvements must be approved and permitted prior to issuance of the first building permit associated with the project. [RCW 58.17.120 and 19.07.080]

WATER:

- The proposed water system shall be designed and constructed to current City standards. [PMC 14.02.120]
- The domestic service line and any fire system service line shall have separate, independent connections to the supply main. [PMC 14.02 & CS 302.3(4)]
- A new water main shall be extended to, and through, the site sufficient to provide the necessary flows for both the domestic system and fire system. The minimum water pipe size shall be 8-inch diameter. (Exception: A 4-inch water main may be installed beyond the last fire hydrant if the proposed main is a dead-end line with no possibility of being extended in the future.) [PMC 14.02.190, 14.20.010 & CS 301.1(1)]
- The water main shall be located generally 10 or 12-feet west or south of roadway centerlines per city standard drawings. Any portion of a public mainline extension located outside City right-of-way must be centered in a minimum 40-foot wide easement granted to the City for maintenance purposes. The easement shall be clearly indicated on the plat document. [PMC 14.02.120(f) & CS 301.1(11)]
- A 2-inch blow-off assembly is required on dead-end water mains except where fire hydrants are installed at the dead-end. [PMC 14.02.120(f) & CS 301.1(7)]
- The applicant shall be responsible for the operation and maintenance of the proposed water system located on private property.
- Any wells on the site must be decommissioned in accordance with Washington State requirements. Documentation of the decommissioning must be provided along with submittal of engineering drawings. If an existing well is to remain, the well protection zone shall be clearly delineated and appropriate backflow protection (Reduced Pressure Backflow Assemblies) shall be installed at all points of connection to the public water system. [PMC 14.02.220(3)(b)]
- The minimum distance between water lines and sewer lines shall be 10-feet horizontally and 18-inches vertically. If this criterion cannot be met, the applicant shall isolate the sewer and water lines by encasement, shielding, or other approved methods. [PMC 14.02.120(f) & CS 301.1(8)]
- The applicant shall be responsible to provide and install the water meters required to service the site. Domestic service water meters shall be located within the public ROW, or in the case of a private road adjacent to the road section, in accordance with City Standards. [PMC 14.02.120(f) & CS 301.3]
- Water pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines.
- The applicant is required to provide backflow protection on the domestic line in accordance with City Standards. Based on the current application materials, a double check valve assembly (DCVA) will be required for any building greater than 4-units. The DCVA shall be located outside the building, immediately downstream of the water meter. If an irrigation system is also proposed, a DCVA is required on that line as well. [PMC 14.02.220(3) & CS 302.2]
- 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 $400 and shall be paid by the applicant.
- Fire hydrants and other appurtenances such as DDCVA and PIV shall be placed as directed by the Puyallup Fire Code Official. Fire hydrants shall be placed so that there is a minimum of 50-feet of separation from hydrants to any building walls. [PMC 16.08.080 & CS 301.2, 302.3]
- Maximum fire hydrant run is 20-feet.
- Any fire sprinkler double detector check valve assembly (DDCVA) may be located either inside, or outside, of a 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. [CS 302.3, CS 303]

- The Fire Department Connection (FDC) shall be located no closer than 10-feet and no further than 15-feet from a fire hydrant. (**NOTE**: If the project is utilizing a fire booster pump, the FDC must connect to the sprinkler system on the discharge side of the pump in accordance with NFPA regulations.) A post indicator valve (PIV) shall be provided for the fire sprinkler system in advance of the DDCVA. [CS 302.3]
- The property lies within a water latecomer's agreement. The latecomer's charge is $275,787.33 [PMC 14.20.030, 14.20.040]
- For each multifamily building, a water system development charge (SDC) will be assessed based on the number of "residential" units in the facility. Current SDC's as of this writing are $4,020.00 for the first residential unit and $3,015.00 for each additional unit per building. [PMC 14.02.040, 14.10.030]
- For any commercial building, including common/administrative facilities associated with a residential use (office, clubhouse, hallways, pool areas, etc.), a water system development charge (SDC) will be assessed based on the number of plumbing fixture units as defined in the Uniform Plumbing Code. Current SDC's as of this writing are $4,020.00 for the first 15 fixture units and an additional charge of $269.34 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.02.040]
- Water connection fees and systems development charges are due at the time of building permit issuance and do not vest until time of permit issuance. [PMC 14.02.040, 14.10.030]

SANITARY SEWER:

- The proposed sanitary sewer system shall be designed and constructed to current City Standards. [PMC 14.08.040, 14.08.120]
- There are three existing 8-inch sewer stubs currently serving the property that were installed by the adjacent Viking project. It is the City's request that one, or more, of the existing services be utilized for the project rather than a new connection to the main as proposed on the pre-application documents. Any existing sewer stub not used shall be plugged and abandoned in accordance with City requirements.
- Sanitary sewer mains shall be 8-inch minimum and located 5-feet east or north of roadway centerlines per City Standards. [PMC 14.20.010 & CS 401(6)]
- A separate and independent side sewer will be required from the public main to the project site. Side sewers shall be 6-inch minimum diameter with a 0.02 foot per foot slope. Side sewers shall have a cleanout at the property line, at the building, and every 100 feet between the two points. [PMC 14.08.110 & CS 401(6)]
- If the proposed side sewer is greater than 6-inches, a sanitary sewer manhole shall be provided at the property line.
- Sewer main pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines.
- Grease Interceptors are required for all commercial facilities involved in food preparation. If there is potential for a future tenant to serve food as part of the commercial alternative, an external grease interceptor shall be provided in accordance with the current edition of the Uniform Plumbing Code adopted by the City of Puyallup, Puyallup Municipal Code, and City standard details. [PMC 14.06.031(3) & CS 401(5), 402.3]
- The construction of a trash enclosure will require the enclosure pad to be elevated to prevent stormwater run-on. If a sewer area drain is proposed for any trash enclosure, then the entire enclosure shall be covered to prevent stormwater run-on and inflow into the sewer system.
- The property lies within a sanitary sewer lift station latecomer's agreement. The latecomer's charge is $117,058.24. [PMC 14.20.030, 14.20.040]
- The property also is within a sanitary sewer gravity main latecomer's agreement. This latecomer's charge is $102,110.50. [PMC 14.20.030, 14.20.040]
- For each building, a sanitary sewer system development charge (SDC) will be assessed based on the number of "residential" units in the facility. Current SDC's as of this writing are $5,560.00 for the first residential unit and $4,170.00 for each additional unit. [PMC 14.10.010, 14.10.030]

- For any commercial building, including common/administrative facilities associated with a residential use (office, clubhouse, hallways, pool areas, etc.), a sewer system development charge (SDC) will be assessed based on the number of plumbing fixture units as defined in the Uniform Plumbing Code. Current SDC's as of this writing are $5,560.00 for the first 15 fixture units and an additional charge of $372.52 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.02.040]
- Sewer connection fees and systems development charges are due at the time of building permit issuance and do not vest until time of permit issuance. [PMC 14.10.010, 14.10.030]

STORMWATER/ EROSION CONTROL:

- Stormwater design shall be in accordance with PMC Chapter 21.10 and the Department of Ecology (Ecology) Stormwater Management Manual for Western Washington (aka "Ecology Manual") as adopted by the City Council at the time of project application. (Note: The City anticipates adopting the 2019 Ecology Manual in June 2022.)
- The storm drainage system shall be designed and constructed in accordance with current City Standards. [PMC 17.42]
- The applicant shall complete the stormwater flowchart, Figure 3.1, contained in Ecology's Phase II Municipal Stormwater Permit, Appendix I. The completed flowchart shall be submitted with the preliminary stormwater site plan and highlight the Minimum Requirements (MR) triggered by the project thresholds. The link below may be used to obtain the flowchart:

Western Washington PH II Stormwater Permit

- **NOTE: Areas of disturbance within the public ROW must be included in the project area as part of the stormwater thresholds and calculations.**
- The applicant is responsible for submitting a **preliminary** stormwater management site plan which meets the design requirements provided by PMC Section 21.10 and Ecology Manual. The preliminary stormwater site plan (PSSP) shall be submitted with the landuse application to ensure that adequate stormwater facilities are anticipated prior to development of the property. The preliminary stormwater site plan shall reasonably estimate the quantity of stormwater runoff and the application of On-site Stormwater Management BMPs for the proposed development.
- The written technical report shall clearly delineate any offsite basins tributary to the project site and include the following information: [PMC 21.10.060]
    - the quantity of the offsite runoff;
    - the location(s) where the offsite runoff enters the project site;
    - how the offsite runoff will be routed through the project site.
    - the location of proposed retention/detention facilities
    - and, the location of proposed treatment facilities
- Each section of the TIR/SSP shall be individually indexed and tabbed with each permit application and every re-submittal prior to review by the City. [PMC 21.10.060]
- **Public right-of-way runoff** shall be detained and treated independently from proposed private stormwater facilities. This shall be accomplished by enlarging the private facilities to account for bypass runoff; providing separate publicly maintained storm facilities within a tract or dedicated right-of-way; or, other methods as approved by the City Engineer. [PMC 21.10.190(3)]
- Development and redevelopment projects are required to employ, wherever feasible, Low Impact Development (LID) Best Management Practices (BMPs) to meet the design criteria set forth in PMC 21.10.190, the Ecology Manual Volume I, Minimum Requirement 5; Volume III, Chapter 3; and Volume V, Chapter 5.
- If infiltration facilities/BMPs are anticipated, the number of infiltration tests shall be based on the area contributing to the proposed facility/BMP, e.g., one test for every 5,000 sq. ft of permeable pavement, or one test for each bioretention cell.

- **Preliminary feasibility/infeasibility testing for infiltration facilities/BMPs** shall be in accordance with the site analysis requirements of the Ecology Manual, Volume I, Chapter 3, specifically**:**
    - **Groundwater evaluation**, either instantaneous (MR1-5), or continuous monitoring (MR1-9), during the wet weather months **(December 21 through April 1)**.
    - **Hydraulic conductivity testing**:
        i. If the development meets the threshold to require implementation of Minimum Requirement #7 (flow control); **or**, if the site soils are consolidated; **or,** if the property is encumbered by a critical area, then Small Scale Pilot Infiltration Testing (PIT) during the wet weather months **(December 21 through April 1)** is required.
        ii. If the development does not meet the threshold to require implementation of Minimum Requirement #7; or, is not encumbered by a critical area; and is located on soils unconsolidated by glacial advance, grain size analyses may be substituted for the Small Scale PIT test at the discretion of the review engineer.
    - Testing to determine the **hydraulic restriction layer**.
    - **Mounding analysis** may be required in accordance with Ecology Volume III Section 3.3.8.
- Upon submission of 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, Volume III, Chapter 3. **Provide the long-term infiltration rate calculation in the stormwater report**.
- At the time of civil permit application, the applicant is responsible for submitting a **permanent** storm water management plan which meets the design requirements provided by PMC Section 21.10. [PMC 21.10.190, 21.10.060]
    - When using WWHM for analysis, provide the following WWHM project files with the civil permit application:
        - Binary project file (WHM file extension)
        - ASCII project file (WH2 file extension)
        - WDM file (WDM file extension)
        - WWHM report text (Word file)

- Based on the pre-application materials and prior communication with project representatives, the project intends to direct discharge stormwater to the existing stormwater trunkline. The applicant should be aware that the project site currently releases surface flows to the roadside ditches along 33rd St SE and 5th Ave SE which ultimately flow westward under Shaw Road. Once conveyed under Shaw Road, the surface water is then conveyed northward under the BNSF railroad where the flow splits and is tributary to Deer Creek and associated wetlands to the west, and the Puyallup River to the north. In an effort to utilize the existing trunkline, the applicant will be required to maintain the existing hydrology to the Deer Creek-Puyallup River system (essentially an MR8 analysis). Any stormwater release above and beyond the MR8 analysis may be conveyed to the trunkline in accordance with current regulations.
- The applicant should be made aware that the existing stormwater trunkline outfall is currently being investigated for stability as a result of recent scouring by the Puyallup River. The City has hired consultants to evaluate the outfall and it is anticipated that the results of their evaluation will be completed by March 2022. If any repairs or remediation are necessary to the outfall, and depending on the timeline of this project, it may prevent this project from using the outfall until the repairs/remediation is completed.
- Overflow facilities shall be provided for any proposed detention/retention (R/D) facilities in accordance with the City Standards. This includes a downstream analysis a minimum of ¼ mile downstream from the site.
- Any above-ground stormwater facility shall be screened from public right-of-way and adjacent property per the underlying zoning perimeter buffer requirements in the PMC.

- Stormwater R/D facilities shall be a minimum of 20-feet from any public right-of-way, tract, vegetative buffer, and/or property line measured from the toe of the exterior slope/embankment of the facility. [PMC 21.10 & DOE Manual, Vol. V, Pg 10-39 and Pg 10-9]
- Water quality treatment of stormwater shall be in accordance with the Ecology Manual, Volume 1, Minimum Requirement 6; and Volume 5, Runoff Treatment. Specifically, treatment facilities shall be provided for the project site (private) and the frontage improvements (public).
    - On 5th Ave SE, there are existing stormwater stubs available for connecting the half-street improvements. These stubs are tributary to an existing water quality facility located on 33rd St SE adjacent to the Viking project. However, this water quality vault was only sized to treat the Viking project frontage (both 5th Ave SE and 33rd St SE). The WQ vault is in an easement granted to the City, so the applicant may wish to consider the possibility of upgrading the facility to account for the additional frontage treatment flows associated with this project.
    - Depending on the final design, it is likely that a separate public WQ facility will be required to treat 33rd St SE stormwater prior to discharge to the trunkline.
- If the applicant proposes to use bioretention cells for water quality treatment, the following notes shall be added to the civil design plans:
    - "At the completion of the bioretention cells construction, the engineer-of-record shall provide a written statement to the City of Puyallup that the bioretention cells were built per the approved design."
    - "The bioretention soil media (BSM) supplier shall certify in writing that the bioretention soil media meets the guidelines for Ecology-approved BSM including mineral aggregate gradation, compost guidelines, and mix standards as specified in the 2012 Low Impact Development Technical Guidance Manual for Puget Sound. And, if so verified, no laboratory infiltration testing, cation exchange, or organic content testing is required."
- Construction of frontage improvements associated with this project will require installation/extension of stormwater piping to accommodate road runoff. The new stormwater conveyance system shall be adequately sized to accommodate any upstream basins tributary to the system.
    - In addition, the applicant will be required to connect to the existing stormwater trunkline located at the intersection of 5th/33rd and extend a new 24-in stormwater trunkline across the 33rd St SE frontage.
- At the time of civil permit application, all pipe reaches shall be summarized in a Conveyance Table containing the following minimum information and included in the TIR:

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

- All storm drains shall be signed as follows:
    a) Publicly maintained stormwater catch basins shall be signed using glue-down markers supplied by the City and installed by the project proponent.
    b) Privately maintained stormwater catch basins shall be signed with pre-cut 90ml torch down heavy-duty, intersection-grade preformed thermoplastic pavement marking material. It shall read either "Only Rain Down the Drain" or "No Dumping, Drains to Stream". Alternatively, the glue-down markers may be purchased from the City for a nominal fee.
- All private storm drainage facilities shall be covered by a maintenance agreement provided by the City and recorded with Pierce County. Under this agreement, if the owner fails to properly maintain the facilities, the City, after giving the owner notice, may perform necessary maintenance at the owner's expense.

- Erosion control measures for this site will be critical. A comprehensive erosion control plan will be required as part of the civil permit application.
- The applicant should be aware that the property is located in an area currently under negotiation for a stormwater latecomer's agreement. The actual latecomer's charge has not been finalized as of this writing, but likely will be in the range of $675,000 to $700,000. [PMC 14.20.030, 14.20.040]
- A Stormwater Systems Development fee will be assessed for each new equivalent service unit (ESU) in accordance with PMC Chapter 14.26. Each ESU is equal to 2,800 square feet of 'hard' surface. The current SDC as of this writing is $3,360.00 per ESU.
- Stormwater Systems Development fees are due at the time of site development permit or in the case where no site development permit is required, at the time of building permit issuance for the individual lot(s); and the fees do not vest until the time of site development permit issuance, or at the time of building permit issuance in the case where a site development permit is not required.
- A Construction Stormwater General Permit shall be obtained from the Department of Ecology if any land disturbing activities such as clearing, grading, excavating and/or demolition will disturb one or more acres of land, or are part of larger common plan of development or sale that will ultimately disturb one or more acres of land. The link below may be used to obtain information to apply for this permit:

Construction Stormwater General Permit

STREET:

- Half-street improvements shall be completed along the entire property frontage and include curb, gutter, sidewalk, roadway base, pavement, street lighting, and drainage. Dedication of right-of-way will be necessary along 33rd St SE. [PMC 11.08.120, 11.08.130, 19.12.050(1)]
- 5th Ave SE shall be constructed using a heavy duty road section which was approved for use on the Viking project:
  - 5" HMA/2"CSTC/4" CSBC/8" Gravel Base/Mirafi 600X Geotextile, or as an alternate;
  - 5" HMA/2"CSTC/10" CSBC/Mirafi 600X Geotextile
- Existing public utilities that are in conflict with proposed frontage improvements shall be relocated as necessary to meet all applicable City, State, and Federal requirements.
- Existing private utilities (gas, telcom, cable, fiber optic, etc…) that are in conflict with City maintained right-of-way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area.
- Upon civil permit application, the following items shall be provided:
  - Road plans shall include a plan and profile view of the roadway indicating both the centerline and flow line elevations. [PMC 17.42 & CS 2.2]
  - A separate street lighting and channelization plan shall be provided in accordance with City Standards.
  - Commercial and Multi-family projects shall provide an autoturn analysis for the largest anticipated vehicle that would access the site. Curb radii and entrance dimensions shall be increased as necessary to allow vehicles to access the site without encroaching into adjacent lanes of traffic.
  - Root barriers in accordance with City Standard Detail 01.02.03 shall be installed for all street trees within ten (10) feet of the public ROW.
  - Wheel chair ramps, accessible routes, etc. shall be constructed in accordance with City Standards and current ADA regulations. If there is a conflict between the City Standards and ADA regulations, the ADA regulations shall take precedence over the City's requirements. [PMC 17.42]
  - Any surface area proposed for parking, drive aisle, or outdoor storage shall be paved with asphalt or concrete. [PMC 20.30.045(3), 20.35.035(3), 20.44.045(2)]
- Upon review of the required, submitted traffic report, additional off-site improvements may be required as directed by the Traffic Engineering Department. [PMC 17.42]

GRADING:

- A Grading Plan conforming to all requirements of PMC Section 21.14.120 will be required for this project. The Plan shall be prepared by a Civil Engineer licensed in the State of Washington. [PMC 21.14.070]
- A geotechnical report conforming to all requirements PMC Sections 21.14.150 and 21.14.160 will be required for this project. The Report shall be prepared by a Civil Engineer or Engineering Geologist licensed in the State of Washington. Prior to final acceptance of this project, the author of the Report shall provide certification to the City the project was constructed in accordance with the recommendations contained in the report.
- Cross sections will be required at various points along the property lines extending 30-feet beyond the project limits to assure no impact from storm water damming or runoff. [PMC 17.42 & CS 502.1]
- At the time of civil permit application, the following notes shall be added to the first sheet of the TESCP:
  - "At any time during construction it is determined by the City that mud and debris are being tracked onto public streets with insufficient cleanup, all work shall cease on the project until this condition is corrected. The contractor and/or the owner shall immediately take all steps necessary to prevent future tracking of mud and debris into the public ROW, which may include the installation of a wheel wash facility on-site."
  - "Contractor shall designate a Washington Department of Ecology certified erosion and sediment control leadperson, and shall comply with the Stormwater Pollution Prevention Plan (SWPPP) prepared for this project."
  - "Sediment-laden runoff shall not be allowed to discharge beyond the construction limits in accordance with the Project's NPDES General Stormwater Permit."
- **RCW 19.122 requires all owners of underground facilities to notify pipeline companies of scheduled excavations through the one-number locator service if proposed excavation is within 100 feet. Notification must occur in a window of not less than 2 business days but not more than 10 business days before beginning the excavation. If a transmission pipeline company is notified that excavation work will occur near a pipeline, a representative of the company must consult with the excavator on-site prior to excavation.**

MISC:

- All proposed improvements shall be designed and constructed to current City Standards. [PMC 14.08.040, 14.08.120, 17.42]
- Civil engineering drawings cannot be accepted until Planning Department requirements have been satisfied, including but not limited to, SEPA, Preliminary Site Plan approval, CUP, and/or Hearing Examiner conditions.
- Civil engineering drawings will be required for this project prior to issuance of the first building permit. **Included within the civil design package shall be a utility plan overlaid with the proposed landscaping design to ensure that potential conflicts between the two designs have been addressed.**
  - At the time of civil application, submit electronic files in PDF format, through the City's Permit Portal. Contact the Permit staff via email at PermitCenter@ci.puyallup.wa.us for the initial project submittal.
- Civil engineering plan review fee is $470.00 (plus an additional per hour rate of $130.00 in excess of 5 hours). The Civil permit shall be $300.00 and the inspection fee shall be 3% of the total cost of the project as calculated on the Engineering Division Cost Estimate form. [City of Puyallup Resolution No. 2098]
- Benchmark and monumentation to City of Puyallup datum (**NAVD 88**) will be required as a part of this project / plat.
- Engineering plans submitted for review and approval shall comply with City Standards Section 1.0 and Section 2.0, particularly:
  - Engineering plans submitted for review and approval shall be based on 24 x 36-inch sheets.
  - The scale for design plans shall be indicated directly below the north arrow and shall be only 1"=20' or 1"=30'. The north arrow shall point up or to the right on the plans.

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

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

Building Review - Janelle Montgomery; (253) 770-3328; JMontgomery@PuyallupWA.gov

- BUILDING – JANELLE MONTGOMERY, 253-770-3328 Jmontgomery@Puyallupwa.gov RAY COCKERHAM, 253-841-5585 RayC@ci.puyallup.wa.us
    - Building plans will need to be complete with all building, mechanical, plumbing, energy code items and accessibility requirements that may apply on the plans.
    - The truss specs will also be required with the truss engineers' stamps and a layout that matches the submitted plans at the time of submittal.
    - Plans will need to be per the applicable codes 2018 adopted February 1, 2021 for all permits. Include Geotech report to determine any flood proofing that may be required.
    - All electrical is permitted by the Washington State Department of L & I.
    - Proposed container structure for commercial will be required to have L & I Label.
    - No other Building items at this time.

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

GENERAL SITE PLAN COMMENTS SUMMARY

- The master site plan requirements of PMC 20.31.010 (5) requires demonstrating comprehensive pedestrian and vehicular accessibility and connectivity throughout the Shaw-Pioneer CMX zone. Comprehensive street accessibility must be provided through public streets as opposed to the proposed private streets shown. Staff provides mark ups with these notes.
    - Internal public roadway network shall be 60' public local ROW
    - Rear loaded garages and alley ways shall be provided for all units to promote a pedestrian environment and development per PMC 20.31
    - The intersections on 33rd Street (new intersection and 5th/33rd) must provide enhanced crossing treatment to allow access to the park.
    - Staff is willing to examine a system or hybrid approach to some public/some private streets and alleys.
    - Other street frontage improvements are covered in Traffic Engineering notes
- If the project plans to tie into the storm water system and discharge pipe on the Puyallup River, be aware that system is being studied by the city's consultant as there are concerns about the function of that spillway and outfall. This may impact this project's ability to tie into this outfall/spillway.
- Project needs to conduct a wetland site inspection conducted by a qualified professional biologist. Please submit a report with your master site plan / SEPA.
- Hire a local archeologist and conduct a site inspection and report; please contact State DAHP and Puyallup Tribe to scope the methodology of work and standards; failing to do so may require a revised report as a result of plan review.

- Plan to incorporate a heavy use of daffodil flower bulbs throughout the site development landscaping to reflect the bulb farming heritage of the area. Consider landscaping the open space areas on the site corner to reflect a small replicated agricultural farm field of bulbs.

Master Site Plan requirements – a master site plan and supporting narrative document is required outlining the following requirements:

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

(1) The boundaries of the project site area;

(2) Prominent natural features including critical areas, topographical contours, forested areas and/or significant trees, and water bodies. Topographic information should also indicate preliminary grading contours;

(3) The gross land area of the development, the future land use designation, zoning classification(s) and existing land use of the area surrounding the proposed development, including the location of structures and other improvements;

(4) A comprehensive development site plan identifying the location, number and types of uses to be included in the development;

(5) The location and dimensions of all elements of the public realm, including proposed streets, pedestrian paths, trails, open areas, and parking facilities of the specific site, while demonstrating comprehensive pedestrian and vehicular accessibility and connectivity throughout the Shaw-Pioneer CMX zone;

(6) Plans and elevations of buildings and structures sufficient to indicate the architectural theme, massing, building materials and construction standards;

(7) Specific development standards to be applied to the project, including building heights, yard setbacks, lot coverage and individual lot sizes, widths, lengths and uniform shapes;

(8) A preliminary landscaping plan;

(9) Proposed development phasing if proposed;

(10) Open space calculations for common and private open space;

(11) Preliminary storm water management plan;

(12) Master parking plan;

(13) Documentation demonstrating compliance with CMX design intent guidelines as set forth by PMC 20.31.035;

(14) Such other information as may be required to enable complete analysis and appraisal of the planned development.

Master Site Plan criteria – a master site plan would be reviewed by the Hearing Examiner under the following criteria:

20.31.012 Master site plan criteria – CMX zone.
The following criteria shall apply to all new development projects in the CMX zone:

(1) Comprehensive Plan Compatibility. The development density and design shall be consistent with the goals, objectives and policies of the comprehensive plan.

(2) Density. The residential density of the project shall not exceed the minimum or maximum development density of the CMX zone.

(3) Open Space Requirements. Each individual residential unit shall provide private open space as set forth by MX building form standards. Open space shall be interspersed throughout to provide both passive and active open space opportunities for a full spectrum of age groups and household types.

(4) Compatible Architectural Theme. All buildings and structures in the project site area are to share a common architectural theme that, in the CMX zone, reflects the area's agricultural heritage.

(5) Land Use Compatibility. The project site design shall be laid out in a manner which ensures compatibility and harmony with adjoining land uses and infrastructure both interior and exterior to the subject project.

(6) Design Character. Project site design shall comply with CMX design intent/purpose statements, principles and applicable standards per PMC 20.31.035.

(7) Pedestrian Connectivity. Site design shall facilitate internal walkability throughout and integrate connectivity between adjacent residential, surrounding trail systems and transit stops.

(8) Required Mix of Use Types. Master site plan shall demonstrate a creative intermixing of use types throughout. Vertical mixed-use buildings shall maintain residential components above ground floor commercial tenant space in perpetuity.

CMX design intent – a master site plan design review would be reviewed by the Hearing Examiner under the following criteria:

20.31.035 Design intent guidelines – CMX zone.
Master plan design submittal shall demonstrate that the following intent guidelines are implemented into building and site design:

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

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

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

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

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

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

(2) Public Space.

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

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

(c) Building entrances shall orient toward the street.

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

(3) Pedestrian Experience.

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

(b) Weather protection awnings.

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

(4) Building Orientation.

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

(b) Locate building entrances and use prominent architectural elements at street intersections and key sidewalk locations.

(c) At least one building entrance shall face each public street frontage.

(5) Signage.

(a) Signage shall be pedestrian-scaled.

(b) Signage shall incorporate specific design themes from the associated building.

(6) Parking and Loading Facilities.

(a) Allow parking facilities to be efficiently designed and located to reduce visual prominence of visibility of parked vehicles.

(b) Parking and loading facilities shall be designed and located to enhance pedestrian safety through the use of pedestrian walkways delineated by distinctive pavements.

To address Blue Fern's questions on the pre-app form:

Tree Retention requirements: Other than the requirements for Heritage Trees in section 20.58.025, are there other tree retention requirements? The site plan currently retains several of the existing on-site trees, are these trees regulated and if so, what are the requirements?

Yes, see the notes later in this report. All trees over 15" DBH must be assessed for retention

Common Open Space requirements: The regulations in section 20.31 for MX zones specify minimum private open space requirements, but not common open space. Are there prescriptive common open space requirements for CMX zoning?

See PMC 20.31.026 14. 15 for open space requirements. There are no common open space requirements in the CMX zone.

Requirements for interface and future connections with adjacent parcels along the West and South property lines?

Connectivity is part of the analysis under PMC 20.31.012 – master site plan for CMX.

Design Guidelines

- Section 20.31.027.2.a – how does this section apply to townhome development? A pedestrian oriented plaza does not seem like a compatible use with townhome residential frontage. Would a public-to-private transition zone consisting of small yard/porches/etc. meet the intent of the code, but in a manner more appropriate for residential frontage?

It does not apply to townhomes. Please review and refer to PMC 20.31.035 design intent for CMX. Staff does not believe that having more than half the development as front loaded garages will meet the intent of pedestrian orientation as cars and parking will be the dominant street frontage feature throughout the entire development. Staff expects the development proposal to include all rear loaded townhome development. See PMC 20.31.035 (2), (3), (4), (6).

The site <u>is not</u> in the MX overlay PMC 20.52.

20.31.035 Design intent guidelines – rustic, farmhouse style. The site plan currently proposes 3 building types (4,5 and 6-Plex), are there further requirements for variation amongst the structures/multiple elevation styles/etc.?

The biggest issue is the front loaded garages on each unit in the development, not the architectural style.

Define the entitlement and permitting process. Is concurrent review of sitework permit and land use application possible? Maybe City could begin reviewing permits after Planning Dept approval, before Hearing Examiner approval?
Define ownership options – We'd like to retain the option for the townhomes to be 'for sale' or 'for rent'. Possibly separating individual ownership via unit lot subdivision and condominium legal structure – or similar. Would the entitlement process change if 'for sale' or 'for rent'?

Unit lot subdivision is a preliminary major plat; a site plan with rentals is a preliminary site plan application. Both will need master site plan approval under PMC 20.31.012. Code does not have a zero lot line unit allowance and any town home development on individual lots would need to obtain approval under PMC 20.31.010 (7) from side yard setback requirements in the underlying zone.

Confirm if Cultural Resources Study is required.

Tribes and DAHP have been requesting cultural resources reports for all local development in this area and you should expect to be required to prepare a report.

Confirm phasing options for the two uses. i.e. does commercial and residential need to move forward on the same schedule? At what point can ownership transfer to a separate entity?

Yes, mixed use is needed to remain on the same schedule basically. Ownership transference questions I cannot answer.

LAND USE PERMIT REQUIREMENTS

The following land use permits are required for your proposal:

- Preliminary site plan / master site plan narrative
- SEPA environmental checklist
- CMX design guidelines review applications (See below for more information regarding architectural design review)
- Preapplication vicinity meeting required for proposals of a new multiple-family project that containing 20 or more dwelling units or for commercial and/or any nonresidential projects on sites that are within 300 feet of residential development and which either: (a) are greater than 10,000 square feet in floor area; (b) include more than 20,000 square feet of impervious coverage; or (c) involve outdoor sales, fueling, services or repair. Prior to submittal of an application for a land use permit, an informal preapplication vicinity meeting shall be held in accordance with the terms and requirements outlined in PMC 20.26.009. Contact the case planner for assistance with noticing address list and material requirements.
- To facilitate a complete submittal, provide the following documents:
    - Complete application form, with required # of copies and supporting documents, as outlined on the application form checklist.
    - Contact a permit technician for permit submittal instructions or if you have questions about the minimum submittal checklist requirements (PermitsCenter@puyallupwa.gov).
    - SEPA checklist with an 8.5"X11" or 11"X17" copy of the site plan
    - Proposed building elevations, along with any applicable design review application.
    - Required preliminary storm water report, consistent with Engineering's requirements and notes contained in this letter or as otherwise directed by the case Engineer.

- Required Traffic Scoping Worksheet and Traffic Impact Analysis, consistent with Traffic Engineering's requirements and notes contained in this letter or as otherwise directed by the city Traffic Engineer.
- Any required critical areas report, as noted herein by the case planner
- Preliminary landscape plan
- Geotechnical report, where required.
- Preliminary utility plan, or preliminary Technical Information Report (TIR), consistent with Engineering's requirements and notes contained in this letter or as otherwise directed by the case Engineer.

PERMIT TIMING

- Preliminary Site Plan with SEPA Review: 1st review is completed approximately 45 days from complete application. All subsequent reviews are approximately 30 days. The timing of final approval depends on the number of revisions requested.
- Administrative design review occurs in conjunction with the land use and SEPA review. Conditions may be issued that would be plan checked at the time of final permit(s).
- Development review for land use permits occurs in a 'phased' approach:
  - Preliminary site plan (or any other land use permit) with SEPA precedes any submittal of a civil (site development) permit or building permit.
  - After receiving the first DRT review letter, an applicant may petition development review team (DRT) staff for an early submittal waiver which would allow, at the risk of the applicant, the early submittal of civil and/or building permit(s) prior to the final DRT condition letter and SEPA.
  - Approval of an early submittal waiver to allow concurrent review of civil and building permits with the land use permit(s) and SEPA is at the discretion of DRT review staff.
  - Early submittal waivers are not always approved and are considered at the discretion of staff based on the outstanding issues with the land use process and SEPA checklist.
  - If a final condition letter is issued in lieu of a comment letter, no early submittal waiver is needed and the project may proceed to civil and/or building permit(s). SEPA is most typically issued at the end of the DRT process, after a final DRT condition letter is issued.
    - For qualified projects in the Downtown Planned Action SEPA area, concurrent review of land use permit(s) and civil/building is allowed by right with no early submittal waiver required

LAND USE ANALYSIS

- The site is in the CMX zone district and the AOC Comprehensive Plan designated area. Consult PMC 20.31 for zone specific standards.
- In the CMX zone district, proposal for mixed use residential is a permitted use as specified in PMC 20.31.017

PROPERTY DEVELOPMENT STANDARDS

	CMX	Proposed Project
(1) Minimum project size area	4 acres	Complies
(2) Site plan design principles	PMC 20.31.027	.027 is required for the commercial component
(3) Front yard setback	12' – 20' BTA(1)	Development setbacks may be established on the master site plan. The front/street side yard

	CMX	Proposed Project
		BTA in 20.31.027 shall be used for the commercial component
(4) Interior side yard setback	6'	Development setbacks may be established on the master site plan.
(5) Street side yard setback	12' – 20' BTA(1)	Development setbacks may be established on the master site plan. The front/street side yard BTA in 20.31.027 shall be used for the commercial component
(6) Rear yard setback	10'	Development setbacks may be established on the master site plan.
(7) Maximum building height	40' (3 stories). See PMC 20.31.028	Cannot determine at this time.
(8) Minimum building height	24' (2 stories)	Cannot determine at this time.
(9) Maximum lot coverage	85%	Cannot determine at this time.
(10) Maximum commercial floor space (in any one structure)	30,000 square feet	Complies
(11) Maximum individual commercial tenant space	5,000 square feet	Complies
(12) Vertically mixed-use building	Ground floor public street frontage shall be commercial tenant space and access to upper floors only	N/A
(13) Design standards	10 feet depth x 15 feet width facade modulation per 75 feet	This standard applies to the commercial component
(14) Private open space (ground floor dwelling unit)	200 square feet	Cannot determine compliance
(15) Private open space (upper floor dwelling unit)	10' x 8'	No stacked upper floor units shown – N/A

CRITICAL AREAS ANALYSIS

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

	CRITICAL AREA
X	Critical aquifer recharge area

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

- The following critical area report requirements may be triggered by known or suspected critical areas:
  - **Critical aquifer recharge areas:**
    - Reporting requirements vary based on the proposed use of the property. Most land subdivisions will not trigger these report requirements for the purposes of subdividing the land, but may be triggered by future planned use of the land.
    - Activities that do not cause degradation of ground water quality and will not adversely affect the recharging of the aquifer may be permitted in a critical aquifer recharge area and do not require preparation of a critical area report; provided, that they comply with the city storm water management regulations and other applicable local, state and federal regulations. These activities typically include commercial and industrial development that does not include storage, processing, or handling of any hazardous substance, or other development that does not substantially divert, alter, or reduce the flow of surface or ground waters.
    - Activities that have the potential to cause degradation of ground water quality or adversely affect the recharging of an aquifer may be permitted in critical aquifer recharge areas pursuant to an approved critical area report in accordance with PMC 21.06.530 and 21.06.1150. These activities include:
      - Activities that substantially divert, alter, or reduce the flow of surface or ground waters, or otherwise adversely affect aquifer recharge;
      - The use, processing, storage or handling of hazardous substances, other than household chemicals used according to the directions specified on the packaging for domestic applications;
      - The use of injection wells, including on-site septic systems, *except those domestic septic systems releasing less than 14,500 gallons of effluent per day* and that are limited to *a maximum density of one system per one acre*;
      - Infiltration of storm water from pollution-generating surfaces; or
      - Any other activity determined by the director likely to have an adverse impact on ground water quality or on a recharge of the aquifer.
  - **Volcanic hazard areas:**
    - The site is within a volcanic hazard area. In the event of an eruption of Mt. Rainier, the site is expected to be inundated by pyroclastic flows, lava flows, debris avalanche, inundation by debris flows, lahars, mudflows, or related flooding resulting from volcanic activities. Uses and activities on this site shall comply with the city's critical area ordinance (Puyallup Municipal Code 21.06, Article XII, section 21.06.1260, or succeeding section, regarding volcanic hazard areas.

- **Seismic hazard areas:**
  - The site may or may not be within a seismic hazard area, which is dependent upon site soil conditions. Please consult the building department and your geotechnical engineer for more information.
- **Wetland and/or wetland buffer areas:**
  - A report from a qualified wetland biologist, meeting the requirements of PMC 21.06.950 and 21.06.530 is required for any lands suspected (mapped or unmapped) or known on a site or a site within 300' of suspected or known wetlands.
- PMC 21.06.1120 Performance standards – Alteration of critical aquifer recharge areas.
- PMC 21.06.1260 Performance standards – Volcanic hazard areas

- **Subdivisions/plats - Critical area tracts required:**
  - Critical area tracts shall be used in development proposals for subdivisions to delineate and protect the following contiguous critical areas and buffers comprising 5,000 square feet or more of area:
    - All landslide and erosion hazard areas and buffers;
    - All wetlands and buffers;
    - All fish and wildlife habitat areas and buffers; and
    - All other lands to be protected from alterations as conditioned by project approval.
  - 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.
  - 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:
    - An assurance that native vegetation within the growth protection area will be preserved;
    - The right of the city to enforce the terms of the restriction; and
    - 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).
  - Critical area report(s) may be reviewed by the city's third-party critical area review consultant. Please be aware that applicants are responsible for the cost of review by the city's third-party consultant; there's an initial fee of $160, followed by the consultant's review fee which is dependent on the amount of time spent on review (varies on the project).

ARCHITECTURAL DESIGN REVIEW ANALYSIS

- The project is subject to PMC 20.31.027 (site plan design principles) and 20.31.035 (Design intent guidelines – CMX zone). Your project will be reviewed by staff and approved by the Hearing Examiner. The Board/Director will review and approve, approve with conditions or deny your application.
- The following is a short summary of areas flagged for attention as you finalize the design. This is not an exhaustive review of the design review submittal and is advisory only.

The following standards apply in all MX zones, except the CCX zone. In order to encourage pedestrian movement and the use of public transit within mixed-use zone districts, and to promote development of an attractive streetscape, appropriate building orientation is needed to provide for convenient, safe, direct and

enticing pedestrian access between commercial developments and the right-of-way. Site plans shall be subject to the following location and design criteria:

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

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

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

(i) Covered bike parking, as required by Chapter 20.55 PMC;

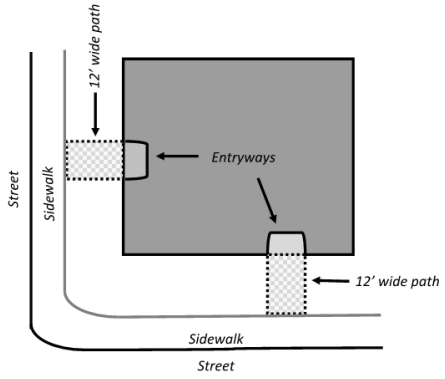
(ii) Bench seating (one bench for every 50 feet of site frontage, to be evenly distributed);

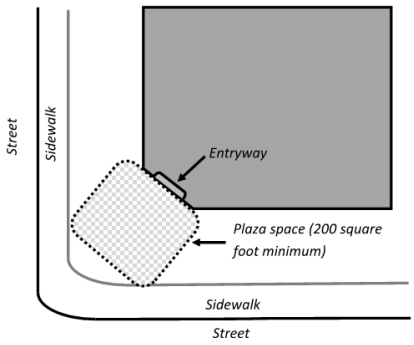
(iii) Decorative planters;

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

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

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





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

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

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

spaces or outdoor cafes may project into the required landscape buffer by a maximum of six feet; and

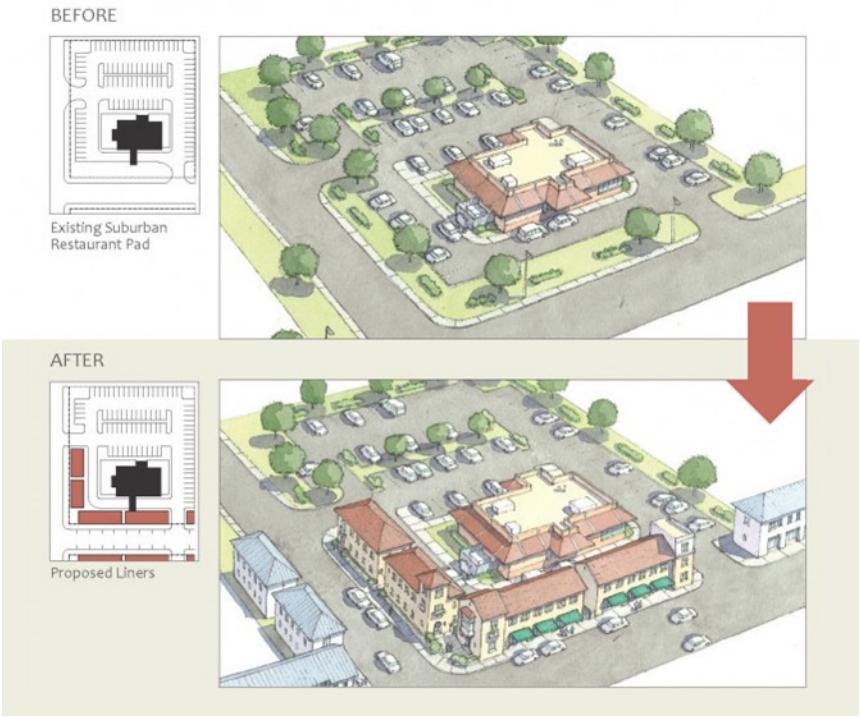
(d) Site development plans shall be designed so that, to the greatest extent feasible, buildings and building entries are at street level and not elevated by retaining walls, particularly on sides of buildings where an entryway is oriented toward the abutting right-of-way;

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

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

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

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



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

- Master plan design submittal shall demonstrate that the following intent guidelines are implemented into building and site design:
- (1) Architectural Theme. The primary design objectives for the CMX zone are to reflect the area's agricultural heritage while promoting the pedestrian-scale environment.
- Toward this end, the overall architectural theme shall reflect a rustic, farmhouse-style design in residential, commercial and mixed-use buildings.
- (a) Flat roof design, in conjunction with gabled parapets, strongly encouraged for commercial buildings.
- (b) Use of high quality building materials (use of sustainable building materials and use of LEED building practices strongly encouraged).
- (c) Building modulation to reinforce each building's individual character and to reduce bulk.
- (d) Incorporate multiple building features such as cornices, special wall-mounted lighting fixtures, window shutters, planter boxes, various window styles and other elements to reinforce the pedestrian scale, ground floor orientation and visual continuity to abutting buildings.
- (2) Public Space.
- (a) Public space design that enlivens the pedestrian experience through the extensive use of pedestrian amenities.
- (b) Careful and deliberate design that buffers the pedestrian experience from auto travel.
- (c) Building entrances shall orient toward the street.
- (d) Implement transition design that provides compatibility to abutting land uses.
- (3) Pedestrian Experience.
- (a) Creative treatment of blank walls (i.e., wall art, multiple facade materials).
- (b) Weather protection awnings.
- (c) Varied glazing and framing designs that create an interface between ground floor retail and the public realm space.
- (4) Building Orientation.

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

OFF-STREET PARKING ANALYSIS

- MX zones - PMC 20.31.030 Parking facilities in MX zones:

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

OPTIONS TO REDUCE PARKING REQUIREMENTS

20.55.018 Reduced parking requirements for low impact development.

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

- A 10 percent maximum reduction in parking requirements may be approved for parking areas composed of pervious pavement or where the reduced parking area is used for a low impact development storm water facility.

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

LANDSCAPING REQUIREMENTS ANALYSIS

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

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

Perimeter landscaping requirements:

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

- Site Specific analysis:

Yard	N/S/E/W or street frontage	Width	Landscape type
Front	North	12'	Type II
Rear	South	10'	Type III
Side	West	6'	Type III
Street side	East	12'	Type II

Significant trees

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

Street trees:

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

Parking lot landscaping:

- ***Applicability:*** If the proposed paved areas on site exceed 10,000 square feet, the project landscape architect shall design to the city's parking lot landscaping standards (Type IV standards).
- The site designer and landscape architect will need to review and integrate all the other design requirements of the type IV landscaping standards, including:
  - No more than eight (8) parking spaces shall be placed consecutively without a landscaping island.

- All perimeter landscape islands (defined as islands which project into parking lots from an area connected to a perimeter landscape yard) shall be a minimum of 12' wide with a minimum area of 200 sq ft of area.
- All internal landscape islands (landscape islands entirely surrounded by paving) shall be a minimum of 15' in width with a minimum area of 500 sq ft.
- 'Head-to-head' parking stalls and internal landscape islands shall be separated by a 'connector landscaping strip' a minimum of 6' in width
- All internal landscape islands and connector strips shall include a single row of structural soil cells (EX. Silva cells, or equivalent) along the perimeter of all internal parking lot landscape islands where parking spaces are proposed (under the pavement directly abutting the outer edge of the landscape island, except in drive lanes)
- All 'head-to-head' parking stalls internal to a parking lot shall have internal island 'end caps' to separate the parking stalls from abutting drive aisles. These 'end cap' islands shall follow the requirements for internal islands (size, dimensions, required landscaping, etc.).

- We strongly suggest reviewing these requirements as early as possible to assess and determine costs, parking field layout and configuration of civil utilities as to minimize impacts for consistency with the Type IV standards. The Type IV standards may reduce the overall off-street parking stall count.

Other landscaping standards

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

OTHER RELEVANT CODE SECTIONS TO CONSULT

(1) Exterior Mechanical Devices. Large mechanical equipment shall be screened from surrounding residentially zoned properties and public rights-of-way. Minor utility equipment, such as small generators, utility meters, air conditioners, or junction boxes, which are less than three and one-half feet in height, shall be exempt from screening requirements. Alternative methods for screening may include the use of building or parapet walls, sight-obscuring fencing and/or landscaping, equipment enclosures, consolidation and orientation of devices towards the center of the rooftop, and/or the use of neutral color surfaces.

(2) Required Landscaping. Landscaping required by this title and/or by conditions of approval of discretionary applications required by this title shall be designed, installed and maintained in accordance with Chapter 20.58 PMC. Bioretention swales shall be incorporated into landscape areas where soils permit. In no event shall such landscaped areas be used for storage of materials, placement of temporary signs or parking of vehicles.

(3) 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.

(4) Trash and Recycling Receptacles. Trash and recycling receptacles shall be screened from adjacent properties and public rights-of-way by an opaque visual barrier no lower than the highest point of the receptacles. Except on trash pick up days, all trash receptacles shall be screened from neighboring properties and public rights-of-way by an opaque visual barrier no lower than the maximum height of the receptacles. For

multiple-family uses of five or more dwelling units and commercial uses, trash receptacles shall be permanently maintained within such opaque visual barrier. Proposed multifamily residential projects of five or more dwelling units shall provide at least one on-site recycling area for each 25 dwelling units. Each recycling area shall be located not more than 200 feet from the intended user units and, at a minimum, shall include separate receptacles for glass, newspaper, aluminum and cardboard. All recycling areas shall be screened in a manner consistent with trash receptacles under this subsection.

(6) Yard Projections. Any required yard shall be open and unobstructed from the ground to the sky unless otherwise provided:

(a) Fences and walls as specified and limited under this section may project into any required yard.

(b) Cornices, sills, eaves projections, and awnings without enclosing walls or screening may project into a required yard but not more than two feet, provided the width of any required interior side yard is not reduced to less than two feet, six inches, and any yard abutting a street is not reduced to less than five feet.

(c) Open, unenclosed decks not covered by a roof may project into any required yard; providing, however, that said decks are constructed at grade elevation, or in no event exceed 18 inches above adjoining grade.

(7) Fences and Walls. Except as regulated under subsection (11) of this section, fences and walls constructed shall not exceed a maximum height above the adjacent grade as set forth in this subsection:

(a) Fences and walls located within the front yard BTA shall not exceed a height of three and one-half feet;

(b) Fences and walls located within the rear yard or interior side yard shall not exceed a total height of six feet;

(c) Fences and walls located within the street side yard shall not exceed a total height of six feet; provided, however, that any portion of a fence or wall lying between the front lot line and a parallel line extending from that point of a building nearest the front property line shall not exceed a height of three and one-half feet;

(d) Fences and walls constructed within the building area of a lot may be as high as the building existing within said area; and

(e) No fence or wall may include the use of barbed wire or razor wire

(10) Truck Parking and Loading/Unloading Areas. Truck parking and loading/unloading as required under PMC 20.55.061 shall be screened from public right-of-way and any adjoining residential development. Said loading/unloading facilities shall be accessed from the alley or adjoining parking lot only.

(11) Sight Distance Requirements. At all street, alley and driveway intersections there shall be triangular yard area within which no tree, sight-obscuring fence, shrub, wall or other visual obstruction shall be permitted higher than 30 inches above the adjacent street, alley or driveway grade. This triangular area shall measure as follows:

(a) At any intersection of two street rights-of-way, two sides of the triangular area shall extend 20 feet along both right-of-way lines, measured from their point of intersection. For the purpose of this subsection, an alley shall be considered as a street.

(b) At any intersection of a driveway with a street or alley, the sides of the triangle shall extend 10 feet along the street or alley right-of-way and 15 feet along the edge of the driveway, measured from their point of intersection.

(c) The provisions of this subsection shall be in addition to any other site distance protection requirements of the city and in the event of conflict between requirements, the more restrictive shall apply.

(12) Pedestrian Access and Circulation. Subject to the limitations below in this subsection (12) on where the standards are intended to apply as a result of a project proposal, pedestrian walkways shall be constructed to provide safe, convenient and direct access to and from building entrances, transit facilities, passenger loading areas, public sidewalks, adjacent properties and pedestrian plazas. All parking lots which contain more than 90,000 square feet of paved area including driveways and traffic aisles shall include clearly defined pedestrian routes from parking stalls to main building entrances. The director, or designee, shall exercise discretion in the application of the standards in this subsection (12) as to the needed quantity and location of the pedestrian routes on a site as defined by the scope of work in the project proposal; pedestrian routes should provide accessible and reasonable access to site uses and structures.

These standards are intended to apply to the parking areas, walkways, and access drive aisles internal to a lot only where new development or redevelopment is proposed. Redevelopment is defined as exterior additions or tear-down and rebuild of existing structures. Applicable standards and locations are determined by the parcel lines encompassing the new development or redevelopment, the areas of the site substantially altered by the new development or redevelopment or the areas of the site necessary and intended to directly serve the proposed use or structure, all as defined by the scope of work in the project proposal.

All required walkways shall meet the following minimum requirements:

(a) All walkways shall be a minimum of five feet wide with no encroachments (vehicle overhangs, displays, etc.) permitted;

(b) All walkways shall be handicapped accessible and comply with the Washington State barrier-free design standards;

(c) Painted crosswalks may be required outside of the area altered by the project proposal to delineate walkways for pedestrians to adjacent building entrances on the same site, where warranted;

(d) All walkways and pedestrian crossings of parking lot drive aisles shall be delineated by painted markings, decorative stamped concrete or asphalt, decorative pavers, distinctive pavement, or by being raised a minimum of six inches above the parking lot pavement;

(e) Walkways within parking lots shall be located along major access corridors (primary driveway entrances between primary building entrances, etc.); and

(f) Walkways within parking lots shall be integrated into interior landscape areas, whenever possible, to separate pedestrian access and vehicular travel routes. Pedestrian walkways shall preferably be located

in the “connector landscaping strip” area, as required by the Type IV parking lot landscaping design standards in the vegetation management standards manual. The pedestrian walkway shall not offset required landscaping as stipulated by the Type IV standard.