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

DATE: April 19, 2022

TO: Chris Ferko

FROM: Nabila Comstock, Assistant Planner

PROJECT: PLPRE20220035

SITE ADDRESS: 1201 39th Ave SW, Puyallup, WA 98373

PROJECT DESCRIPTION (as provided by applicant): The proposal is to develop a vacant property located at the northwest corner of 39th Avenue SW and 14th Street Place SW with a new carwash, relocated fuel facility, and new auxiliary parking. The existing fueling facility on the warehouse site will be decommissioned and replaced with parking stalls after the new fuel facility opens for business.

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.

ACTION ITEMS

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

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

GENERAL SITE PLAN COMMENTS SUMMARY

Applicant question and staff responses:

- **Question from the meeting: If the car wash was eliminated from the site plan, will city staff and zoning code allow for the gas station to be located central of the site plan with parking on the street frontage (set back with landscape yards from the applicable yard areas)?**

City staff believes yes this could occur and would be permitted. The placement of any attendant building or structure may be associated with the pumps and will not be subject to the site plan design principles (PMC 20.30.037).

- **Question from the meeting: Is the parking on this site, if used by Costco across the street, allowed?**

While car washes and gas stations do not require parking per PMC 20.55, we would associate the on site parking as associated with uses on site. If employees or customers use this site to park and walk across the street, there is no land use issue and is not considered an off site parking lot under PMC 20.55.057.

1. Please confirm that the proposed car wash and fuel facility are permitted in the underlying zoning district. Please identify any special operational standards and/or restrictions.

The uses are permitted per the standards of PMC 20.30.0285 Road service uses in the CB zone. The site plan layout is governed by PMC 20.30.037.

2. Please identify requirements for site design and building architecture, including setbacks, height, parking, pedestrian circulation, and landscaping. Is the site plan generally consistent with these standards?

The site plan is not consistent. The carwash is a drive thru use – drive thru lanes cannot locate on street corners of developments (PMC 20.30.045 (15)(A)). The drive thru lane / covered portion (car wash structure) must be moved off the street corner to a distance of 30′ minimum from 39th Ave and 14th Street, with a possible reduced 15′ setback option per 20.30.045 from 14th Street only. Locating the car wash in an alternate location rear (north) of the site and completely interior / off street frontages is recommended and preferred by code 20.30.045. Traffic Engineering is requesting the gas pumps move forward to allow additional queue space for pumps so a site plan re-design is necessary. Having the car wash on the far north side of the site is preferred.

- See PMC 20.26.300 for architectural design (where applicable)
- See PMC 20.30.045 for on site ped circulation and drive thru regulations
- See PMC 20.30.030 for site development bulk regulations
- See PMC 20.58.005 for landscaping regulations. See implementing Vegetation Management Standards manual for parking lot (type IV) landscaping requirements. This will affect the parking lot layout and total stall count (landscape islands every 8 stalls with specific dimensions of 12-15′ in width required).
- See PMC 20.30.037 for site plan design principles. In the event the site plan changes to include structures regulated by the site plan design principles code (staff has determined for the purposes of the 04.12.22 pre-app review that the site plan design principles do not apply to the gas pumps, small attendant building assumed to be associated with the gas pumps nor the car wash structure as the car wash is a drive thru, not a building subject to PMC 20.30.037).

3. Please describe the required land use and environmental review process, including estimated timeframes, public notification requirements, and requirements for special meetings and/or hearings. Please also describe the appeal process.

Project is required preliminary site plan and SEPA. Review is administrative. Review cycles are targeted at 30-45 days. Appeals of SEPA go to the Hearing Examiner.

4. Please identify any special submittal requirements for land use review, such as renderings, photometric plans, etc.

We will need a wetland report to study areas just north of the site development area (suspected wetlands). We need an aquifer recharge area report for a new underground storage tank in a well head protection area (Fruitland mutual well heads).

5. Please identify any mapped critical areas and associated study requirements.

See below.

Staff question: How is Costco proposing street improvements to facilitate safe pedestrian crossing at logical crossing locations for pedestrians? The concern is how will folks with shopping carts safely cross 14th Street?

LAND USE PERMIT REQUIREMENTS

The following land use permits are required for your proposal:

- Preliminary site plan application: http://www.cityofpuyallup.org/DocumentCenter/View/13471/Preliminary-Site-Plan-Review1-1
- SEPA environmental checklist: http://www.cityofpuyallup.org/DocumentCenter/View/9788/SEPA-Checklist-FILLABLE
- Non-residential design guidelines review applications (See below for more information regarding architectural design review, where applicable)
- 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:
    - Permit submittals will be accepted by via the Cityview permit portal only (https://permits.puyallupwa.gov/Portal).
    - Complete application form and supporting documents, as outlined on the application form checklist.
    - Contact a permit technician for permit submittal instructions or if you have questions about the minimum submittal checklist requirements (PermitsCenter@puyallupwa.gov).
    - SEPA checklist with an 8.5″X11″ or 11″X17″ PDF copy of the site plan
    - Written cover letter with project description (recommended)

- Proposed building elevations, along with any applicable design review application checklist.
- Required preliminary storm water report, consistent with Engineering's requirements and notes contained in this letter or as otherwise directed by the case Engineer.
- Required Traffic Scoping Worksheet and/or Traffic Impact Analysis, consistent with Traffic Engineering's requirements and notes contained in this letter or as otherwise directed by the city Traffic Engineer.
- Any required critical areas report, as noted herein by the case planner
- Preliminary landscape plan
- Geotechnical report, where required.
- Preliminary utility plan, or preliminary Technical Information Report (TIR), consistent with Engineering's requirements and notes contained in this letter or as otherwise directed by the case Engineer.

PERMIT TIMING

- Preliminary Site Plan with SEPA Review: 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 CB zone district and the AOC Comprehensive Plan designated area. Consult PMC 20.30 for zone specific standards.
- In the CB zone district, proposal for Road Services is a permitted use under PMC 20.30.0285 (gas station and auto services).

PROPERTY DEVELOPMENT STANDARDS
Table 20.30.030
Property Development Standards – C Zones

		CB	Analysis
(1)	Minimum lot area per building site in square feet	–	N/A
(2)	Minimum lot width	75	Complies
(3)	Minimum lot depth	100	Complies
(4)	Minimum front yard setback	Refer to PMC 20.30.037	Gas station must be setback min 20'. .037 does not apply to gas station. 20.30.045 regulates car washes which must meet 30' setbacks
(5)	Minimum rear yard setback	10	Complies
(6)	Minimum interior side yard setback	–	Complies
(7)	Minimum street side yard setback	Refer to PMC 20.30.037	Does not comply. Review code section 20.30.037
(8)	Minimum street frontage	35	Complies
(9)	Minimum landscaped setback along any common boundary with property zoned RS, RM or PDR	15 Refer to PMC 20.26.500	N/A
(10)	Maximum lot coverage	75%	Complies
(11)	Base building height	50' (four stories)	Complies
(12)	Maximum building height, with bonuses (see PMC 20.30.032)	75' (six stories max)	Complies
(13)	Maximum floor area ratio	4.0	Complies

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
X	10-year wellhead protection area
X	5-year wellhead protection area
	1-year wellhead protection area
	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
X	Contaminated Site

- The following critical area report requirements may be triggered by known or suspected critical areas:
    - **Critical aquifer recharge areas:**
        - 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. Fuel storage tanks trigger critical area report requirements.
    - **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.

ARCHITECTURAL DESIGN REVIEW ANALYSIS

- The project is subject to PMC 20.26.300. Review standards in that section; given the proposal and issues with the site plan / buildings, staff is not itemizing all the standards in the non residential design code until the site plan design principles are worked out. Design review on the project will be reviewed by staff administratively.

OFF-STREET PARKING ANALYSIS

- 20.55.010 Number of parking spaces required:
    - PMC does not itemize code required parking for gas stations and car washes. See the Type IV landscaping code requirements for parking lots – there is not enough parking lot islands/landscaping to meet code. That will affect the overall parking total.

- Other relevant parking code sections to consult:
    - PMC 20.55.016 Motorcycle/bicycle parking requirements.
    - PMC 20.55.018 Reduced parking requirements for low impact development

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

OPTIONS TO REDUCE PARKING REQUIREMENTS

20.55.018 Reduced parking requirements for low impact development.

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

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

LANDSCAPING REQUIREMENTS ANALYSIS

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

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

Perimeter landscaping requirements:

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

- Site Specific analysis:

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

** 30′ landscape setbacks for car wash drive thru from 39th and 14th , with a possible 15′ setback option per 20.30.045 from 14th Street only.*

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

Pedestrian Access and Circulation. Pedestrian walkways shall be constructed to provide safe, convenient and direct access between 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. 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) All walkways shall be delineated by painted markings, distinctive pavement, or by being raised a minimum of six inches above the parking lot pavement;

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

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

Drive-Through Lanes. The following rules are defined in order to mitigate the potential negative impacts drive-through lanes may create on site design and to improve street corner building orientation for commercial development. All drive-through lanes shall be designed to mitigate negative visual/auditory effects and to improve site design principles, which should be to reduce the

prominence of automobiles in general while still providing safe and convenient access to drive-through commercial establishments (where allowed). The following performance standards shall apply:

(a) In no event shall a drive-through lane be placed on the street corner of a commercial development site. See subsection (15)(c) of this section for further design details related to drive-through lanes parallel to roadways;

(b) Drive-through lanes shall be designed to be internal to a site development and laid out in a manner which will eliminate the prominence of the drive-through or incidence of headlights shining directly toward an abutting or adjacent street right-of-way. Drive-through lanes oriented perpendicular to a public right-of-way shall include landscape screening to shield headlights from shining directly into an abutting or adjacent street right-of-way. Drive-through lanes should include appropriate signage encouraging motorists to turn headlights off while stacking in the drive-through lane;

Examples of preferred site designs:

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

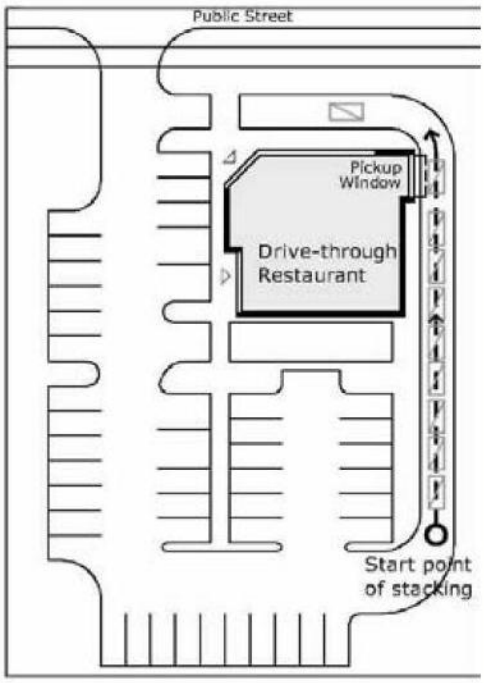

Figure 2 – Stacking lane starts toward the rear of the site to provide adequate queuing distance; landscaping along the street frontage will screen headlight glare onto the abutting street. A single consolidated access point reduces the number of driveways along the abutting street.

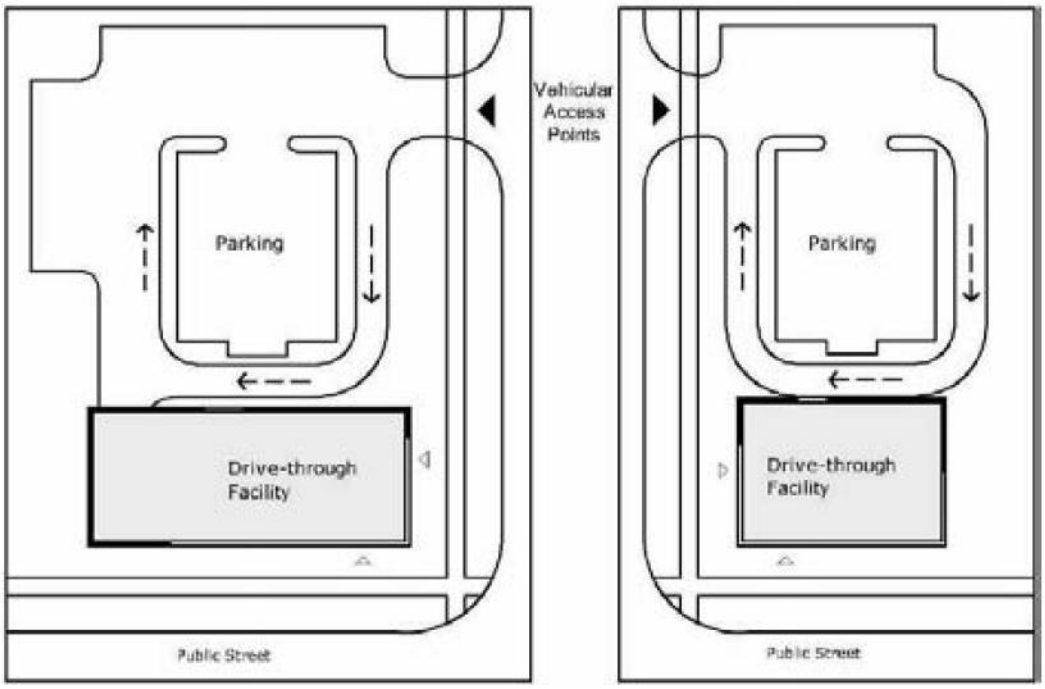

Figure 3 – Example shows preferred design on a street corner; note the building is the prominent feature on the street corner with parking and drive-through lane secondary and behind the structures. Landscaping and screening berm/wall would obscure drive-through lanes that are parallel to the abutting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

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

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

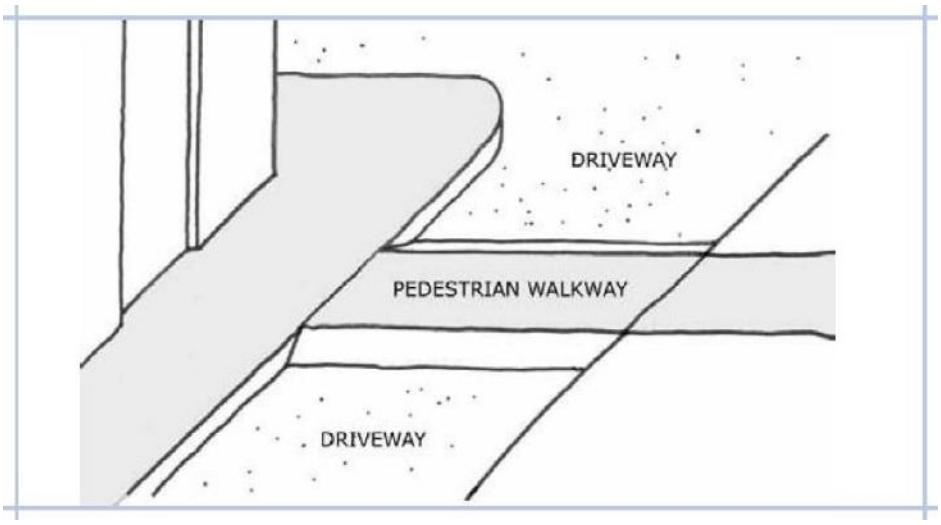

Figure 4 – Example of a pedestrian walkway through a drive-through lane. The walkway shall be constructed using distinctive stamped asphalt or concrete.

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

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

Building Review - David Leahy; (253) 435-3618; DLeahy@PuyallupWA.gov

- Plans to be complete with all building, plumbing, mechanical and accessibility requirements per the codes in place at the time of a complete submittal. Code in place at this time are the 2018 versions of all code.

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

- • Please describe the City's requirements for fire suppression.
  2018 IFC, IBC, City Municipal Codes, NFPA
  • Please describe the City's requirements for emergency vehicle access.
  2018 IFC Appendix D
  • Please identify the number and location of additional hydrant(s) required, if possible. Please
  • discuss fire flow availability.
  2018 IFC, Two Fire Hydrants, one per structure, locations to be determined
  Fire Hydrant is on 14th and we wouldn't want to run the hose across 14th being the main entrance and exit.
  • Please identify any special design requirements for the car wash and fueling facility.
  2018 IFC, IBC, NFPA, and all other applicable State codes
  • Please identify all required Fire Permits and processing timeframes, including permits for
  underground storage tanks and decommissioning
  Any structure over 10k sqft will require a Fire Sprinkler System
  Any structure over 7500k sqft will require a Fire Alarm System
  Fire Construction Permits for underground storage tanks
  Building Permits
  • There is not enough room for traffic queuing. Traffic will back up into the fire lane and on to 14th St Pl SW. Fuel station orientation may need to be flipped to bring all traffic queuing onto the parcel. Or flip the carwash with the gas station. Reconfiguration required
  • Queuing would block both parcels 0419043115, 3317200061, and Trojan Storage which is currently impacted.
  • Peak station hours are a concern, what precautions will be taken to meet code compliance.
  • Maximum road grade shell be 10%
  • The entrances shall meet ladder truck fire apparatus truck turning radiuses and approval of the angle of inclination.
  • Auto-turn or equivalent program required to demonstrate code compliance.

Engineering Review - Anthony Hulse; (253) 841-5553; AHulse@PuyallupWA.gov

- CIVIL PERMIT APPLICATION
  • Civil engineering drawings will be required for this project prior to issuance of the first building permit (The city has transitioned to electronic review. Please reach out to the city permit technicians at PermitCenter@PuyallupWA.gov and they will guide you how to submit). Included within the civil design package will be a utility plan overlaid with the landscape architects landscaping design to ensure that potential conflicts between the two designs have been addressed. Engineering plans cannot be accepted until Planning Department requirements have been satisfied, including but not limited to, SEPA, Preliminary Site Plan

approval, CUP, and/or Hearing Examiner conditions.

- Civil engineering plan review fee is $670.00 (plus an additional per hour rate of $130.00 in excess of 5 hours). The Civil permit shall be $300.00 and the inspection fee shall be 3% of the total cost of the project as calculated on the Engineering Division Cost Estimate form. [City of Puyallup Resolution No. 2098]
- Civil Engineering drawings shall conform to the following City standards Sections 1.0 and 2.0:
  - Engineering plans submitted for review and approval shall be on 24 x 36-inch sheets.
  - Benchmark and monumentation to City of Puyallup datum (NAVD 88) will be required as a part of this project / plat.
  - The scale for design plans shall be indicated directly below the north arrow and shall be only 1″=20′ or 1″=30′. The north arrow shall point up or to the right pon the plans.
  - Engineering plan sheets shall be numbered sequentially in this manner: Sheet 1 of 20, Sheet 2 of 20, etc. ending in Sheet 20 of 20.
  - All applicable City Standard Notes and Standard Details shall be included on the construction plans for this project. A copy of the City Standards can be found on the City's web site under Office of the City Engineer, Engineering Services.

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

  Water Outside City Service Area:
  - Water to this site is to be provided by Fruitland Mutual Water Company. Applicant shall design and construct watermain to meet Fruitland Mutual Water standards. Applicant is responsible for verifying the required level of backflow protection with the water authority. Water connection fees and systems development charges shall be in accordance with Fruitland Mutual Water Company. The applicant shall provide a water availability letter prior to building permit issuance for the site. [RCW 19.27.097 & PMC 14.02.130]
  - Fire hydrants and other appurtenances such as Double Detector Check Valve Assembly (DDCVA) and Post Indicator Valve (PIV) shall be placed as directed by the Puyallup Fire Code Official.

- SEWER
  - The proposed sewer system shall be designed and constructed to current City standards. [PMC 14.08.070]
  - The pump dispensing island (Filling Station) shall be designed to isolate collected

stormwater from the adjoining parking areas. The pump-island stormwater shall be connected to the sanitary sewer system through a pre-manufactured oil-water separator rated for HS-20 loadings. [PMC 14.06.031 & CS 402.2]

- Coordinate with The Department of Ecology for the re-location of the Underground Storage Tanks (UST's)
- The applicant shall connect into the existing public system located within 14th St Pl SW. If the side sewer can be connected via gravity, that will suffice. If the side sewer cannot be gravity fed, a main extension along 14th St Pl SW will be necessary along the project's frontage. [PMC 14.08.070, PMC17.42 & CS 401(14)]
- The manhole in 14th St Pl SW is approximately 207″ deep. A gravity sewer connection is likely feasible.
- The sanitary sewer main shall be located 5-feet east or north of roadway centerlines. [PMC 17.42]
- A separate and independent side sewer will be required from the public main to all building sites for each proposed lot. Side sewers shall be extended from the main 15-feet beyond the property line at the building site and shall be 6-inch minimum diameter with a 0.02 foot per foot slope. [PMC 14.08.110 & CS 401(7)]
- Side sewers shall have a cleanout at the property line, at the building, and every 100 feet between the two points. [PMC 14.08.120 & CS 401(6)]

Oil/Water Separator

- The wash water from the carwash shall be discharged into the sanitary sewer system through an oil/water separator. [PMC 14.06.031 & CS 402.2]
- The gas station will require an oil/water separator to be installed prior to discharging stormwater runoff to the city sewer system.
- All private oil-water facilities shall be maintained in accordance with Puyallup Municipal Code 14.06.031. Under this Title, records and certification of maintenance shall be made readily available to the City for review and inspection and must be maintained for a minimum of three years. If the owner fails to properly maintain the facility, the City, after giving the owner notice, may perform necessary maintenance at the owner's expense. [PMC 14.06.031 & CS 402.2]

- STORMWATER
  - Design shall occur pursuant to the 2012 Stormwater Management Manual for Western Washington as amended in December, 2014 (The 2014 SWMMWW). Note that the city is adopting the 2019 Ecology manual in June of 2022. Vesting to an Ecology manual is granted with an approved permanent stormwater plan as part of a City of Puyallup permit.
  - Preliminary feasibility/infeasibility testing for infiltration facilities shall be in accordance with the site analysis requirements of the Ecology Manual, Volume I, Chapter 3, specifically:
    - Groundwater evaluation, either instantaneous (MR1-5) or continuous monitoring well (MR1-9) during the wet weather months (December 21 through April 1).
    - Hydraulic conductivity testing:
      - If the development triggers Minimum Requirement #7 (flow control), if the site soils are consolidated, or is encumbered by a critical area a Small Scale Pilot Infiltration Tests (PIT) during the wet weather months (December 21 through April 1) is required.
      - If the development does not trigger Minimum Requirement #7, is not encumbered by a

critical area, and is located on soils unconsolidated by glacial advance, grain size analyses may be substituted for the Small Scale PIT test at the discretion of the review engineer.

- Testing to determine the hydraulic restriction layer.
- Mounding analysis may be required in accordance with Ecology Volume III Section 3.3.8.

* Currently the existing catch basin at the north end of the cul-de-sac discharges across 3701 14th St Pl SW back into 1201 39th Ave SW. It does not appear there is a formal easement granted from this parcel to the City of Puyallup to allow for right of way water to be discharged on this property. Further discussion of stormwater mitigation with regards to this catch basin in the cul-de-sac will be necessary.

• 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 Volume I, Section 2.5.1. The preliminary stormwater site plan (PSSP) shall be submitted prior to Preliminary Site Plan approval to ensure that adequate stormwater facilities are anticipated prior to development of the individual lot(s). The preliminary stormwater site plan shall reasonably estimate the quantity of roof and driveway stormwater runoff and the application of On-site Stormwater Management BMPs for the proposed development.

• The applicant shall include a completed stormwater flowchart, Figure 3.1, contained in Ecology's Phase II Municipal Stormwater Permit, Appendix I with the stormwater site plan. The link below may be used to obtain the flowchart:
https://ecology.wa.gov/DOE/files/7a/7a6940d4-db41-4e00-85fe-7d0497102dfd.pdf

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

• A written technical report that clearly delineates any offsite basins tributary to the project site and includes the following information: [PMC 21.10.060]

o the quantity of the offsite runoff;
o the location(s) where the offsite runoff enters the project site;
o how the offsite runoff will be routed through the project site.
o the location of proposed retention/detention facilities
o and, the location of proposed treatment facilities

• A Construction Stormwater General Permit shall be obtained from the Department of Ecology if any land disturbing activities such as clearing, grading, excavating and/or demolition will disturb one or more acres of land, or are part of larger common plan of development or sale that will ultimately disturb one or more acres of land. The link below may be used to obtain information to apply for this permit:
http://www.ecy.wa.gov/programs/wq/stormwater/construction/

Stormwater R/D Facilities:

• Any above-ground stormwater facility shall be screened in accordance with planning requirements.

- 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]
- A minimum of 5-feet clearance shall be provided from the toe of the exterior slope/embankment to any tract, property line, fence, or any required vegetative buffer. [PMC 21.10 & CS 206]

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

  ?Sewer
  - A sanitary sewer system development charge (SDC) will be assessed based on the number of plumbing fixture units as defined in the Uniform Plumbing Code. Current SDC's as of this writing are $5,890.00 for the first 15 plumbing fixture units and an additional charge of $394.63 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.10.010, 14.10.030]

  ?Stormwater
  - A Stormwater Systems Development fee will be assessed for each new equivalent service unit (ESU) in accordance with PMC Chapter 14.26. Each ESU is equal to 2,800 square feet of 'hard' surface. The current SDC as of this writing is $3,560.00 per ESU.

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

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

Peak demand must maintain queuing on-site.

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

- Trip credits are not allowed to be transferred between the old/new fuel station.

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.

- Frontage improvements will be required along 14th St SW and along all other City ROW frontage that does not meet current standards.
- As part of these improvements, additional right-of-way (ROW) may need to be dedicated to the City.

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

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

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

Access:

The current Costco gas station and the storage facility to the north are using an existing residential cul-de-sac for access. This design is not adequate to accommodate additional vehicle trips (and increased pedestrian demand) in this area.

To mitigate additional vehicle trips and improve site circulation, the City will require roundabout to be constructed near the existing cul-de-sac location. Design will need follow current best practice and must be large enough to accommodate trucks and emergency vehicles.

A roundabout constructed at this location will allow the entire length of 14th St SW to be access restricted (no left turns). This design would have a significant operational & safety benefit

South side of the roundabout would require a pedestrian crossing to be installed to accommodate the parking on the west side of 14th St SW. Additional treatments/conspicuity devices would be necessary. On-site ADA compliant paths to/from Costco would be required.

39th Ave SE along the site is designated as a major arterial. City standards (Section 101.10.1) require minimum driveway/intersection spacing of 300 feet for arterials, measured between closest edges of each access.

- The proposed access off of 39th Ave SE does not meet spacing standards for arterials. The existing curb cut could be used for gated EV access only.