



City of Puyallup

Development Services Center

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www.cityofpuyallup.org

DATE: August 25, 2021

TO: Theresa Greene, Swarn Soldate & Project File

FROM: Nabila Comstock - Planning Technician

PROJECT: P-21-0082

SITE ADDRESS: 719 RIVER ROAD -SUITE A

PROJECT DESCRIPTION (as provided by applicant): Proposing to enclose the existing un-used covered level loading dock area on the north side of the main building and convert it to a secure enclosed car wash bay with new trench drain and oil-water separator.

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

For your use here is a memo to the file for this project, which highlights the issues discussed at our meeting. Please note that this is a list of specific issues discussed and is not intended to replace the final condition letter that will be provided to you when a formal application is submitted and reviewed.

We hope that you find this information helpful and informative as you proceed through the permitting process. If you have any questions or concerns regarding these notes, please do not hesitate to contact the appropriate staff member or me directly at (253) 770-3361.

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

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

- These notes are a follow up to P-20-0010. Those notes cited that DPS interpreted PMC 20.31.016 to include car rental businesses under that category of pre-existing uses exceptions. That previous determination would have allowed the Enterprise rental car business to relocate their professional office and expand with a car wash, which was not in the shoreline environment; the current is to retain the existing office location and add a new detail shop in the unused loading dock behind Planet Fitness, in the shoreline and the 150' buffer area for the river.
- At this time I can confirm we will make the same use interpretation, which would allow the expansion of use to allow a new car wash. However, the permit pathway to getting there is challenging due to shoreline permitting and our comprehensive plan policies. The major difference at this time being the location of the proposal referenced in these notes.

Issues discussion:

- An auto car wash is a non-water oriented use under shoreline as it has no connection to the water, does not depend on a location near the water, does not enhance the shoreline environment and could exist and locate in a non shoreline area. The project is therefore not water dependent, water related or water enjoyment and is a non-water oriented use. This is significant under SMA because non water oriented uses are not preferred uses and their location in shoreline is heavily scrutinized under permitting processes.
- Per the SMP, chapter 7, footnote 3, table 7-1, non-water oriented uses may only be permitted if allowed by the underlying zoning, through a Shoreline Conditional Use Permit.
 - We will need to confirm that Dept. of Ecology will agree with the city's interpretation on the use exception to allow the expansion. The issue is that our code is not extremely clear on car wash expansions for auto rental businesses, as we discussed above.
- A Shoreline CUP requires a public hearing with the city's hearing examiner to approve. You should expect 60-120 days to get to and through a local hearing examiner process.
- Shoreline CUP is reviewed by Ecology under the state Shoreline Management Act and will take additional review time; Ecology can modify or deny local permit decisions, so there is some risk there as well.
- The proposal is in the 150' buffer area for the river and in the 100-year floodplain. The proposal will need a critical area report (PMC 21.06, Article X) and a floodplain habitat assessment (PMC 21.07.050)
- A shoreline CUP requires showing the proposal meets the city's shoreline policies and the city's Comprehensive Plan. Some of the policy hurdles include:

Shoreline policies:

- III. Non-water-oriented commercial and industrial uses located in the Puyallup River Urban Conservancy shoreline environment shall provide a significant public benefit with respect to providing public access and/or shoreline ecological restoration.

- VII. All commercial and industrial development shall observe the applicable environmental protections and buffers prescribed by this Master Program and the city's critical areas ordinance to ensure no net loss of environmental functions in the following manner:
- a. Non-water-oriented commercial/industrial uses should not locate in the shoreline environment unless no other feasible alternative exists on-site; non-water oriented uses shall only be located in the shoreline environment to the minimum extent needed to facilitate the development and shall not be located over water. Non-water-oriented commercial/industrial uses shall provide significant public benefit with respect to public access, in accordance with chapter 4 of this Master Program, and restoration goals of the Master Program Restoration Plan. Applications for non-water-oriented commercial/industrial uses shall demonstrate ecological restoration is undertaken to the greatest extent feasible in addition to any and all required compensatory mitigation as a result of critical area/buffer encroachments. Non-water oriented uses in the shoreline environment requires a shoreline conditional use permit.

River Road corridor plan policies:

- RR - 3.2 The Riverwalk Trail Design Overlay District will encourage a mix of uses complementary to the River and Trail to locate in buildings facing and oriented towards the River.
- a. The area along the River (on the north side of River Road) is envisioned as a place offering a mix of uses that both cater to the needs of neighborhood residents and strengthen the area as a regional draw for shopping, employment, and recreation. New uses will complement existing uses.
 - b. Temporary uses such as food vendors, businesses supportive of local recreational activities (e.g., fishing, biking, running, etc.) and/or special events are allowed and encouraged in this area. This may include establishing temporary stands on City owned property along the Riverwalk Trail, provided that the trail is still accessible by emergency services.

Urban Form and Design

- RR-2 The urban form of the River Road Corridor will change significantly over the long-term, from an auto oriented to pedestrian-oriented form. The vision supports: addition of residential buildings; an emphasis on mixed uses; providing standards that require buildings to relate better to both the street and Riverwalk Trail; deemphasizing the visual dominance of parking areas; and integrating pedestrian-oriented design elements in buildings and along street fronts within the mixed use area and along the Corridor in general.
- RR - 2.3 Create a Riverwalk Trail Overlay that requires new buildings to be designed to acknowledge and face both the adjacent street (whether River Road or a new internal street) and the River, as appropriate for the building location.

- b. Strengthen the trail/building/street relationship and minimize visual impacts of parking areas by locating parking on the south side of buildings that front the River, on the north side of buildings facing River Road, and behind buildings facing internal streets. Generally, off street parking areas should be located behind buildings or in places that will not interfere with the pedestrian experience.
- d. Require standards to ensure that pedestrian oriented design is emphasized, both along the river-facing and street-facing sides of buildings. The standards should address transparency, blank walls, weather protection, lighting, entrances, signage, and site amenities.

RR - 2.4 Existing developments are encouraged to re-orient buildings and businesses towards the River and Riverwalk Trail.

ENGINEERING –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 (8 sets stapled and bound, and a PDF of the full submittal). 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 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 Office of the City Engineer, Engineering Services.

Revised Frontage Code:

New Commercial/Industrial Buildings or Expansion of Existing buildings:

- Any person or entity who constructs or causes to be constructed any new commercial/industrial building or expansion of an existing commercial/industrial building either of which have a structure improvement value exceeding \$200,000 in valuation shall construct curb, gutters, planter strips, street trees, sidewalks, storm drainage, street lighting, and one-half street paving (only required if the existing pavement condition is poor) in accordance with the city's Public Works Engineering and Construction Standards and Specifications. The frontage improvements shall be required

along all street frontage adjoining the property upon which such building will be placed. Frontage improvements shall also be required where any reasonable access to the property connects to the public right-of-way, although the primary access is located on another parcel. There is no cap on frontage improvements for new buildings or expansion of existing buildings.

WATER

Water Within City Service Area:

- The proposed water system shall be designed and constructed to current City standards. [PMC 14.02.120]
- A reduced pressure backflow assembly (RPBA) is required on the connection from the water main prior to the car wash usage. [PMC 14.02.220(3) & CS 302]
- The water department has reached out to the building owner regarding three past due backflow devices. These services are subject to be turned off if the city does not receive updated testing.
 - 625 River Rd: Wilkins 375xl Test Due 11/30/21
 - 625 River Rd: Apollo/c RPLF4A Test Past Due 4/15/21 Located behind the building
 - 625 River Rd: Apollo/c RPLF4A Test Past Due 4/15/21 Located behind the building
 - 621 River Rd: Wilkins DCDA Test Due 9/15/21
 - 621 River Rd: Wilkins DCVA Test Due 9/15/21
- Any wells on the site must be decommissioned in accordance with Washington State requirements. Documentation of the decommissioning must be provided along with submittal of engineering drawings. If an existing well is to remain, the well protection zone shall be clearly delineated, and appropriate backflow protection (Reduced Pressure Backflow Assemblies) shall be installed at all points of connection to the public water system. [PMC 14.02.220(3)(b)]
- The applicant shall be responsible for the operation and maintenance of the proposed water main located on private property.

SEWER

- The proposed sewer system shall be designed and constructed to current City standards. [PMC 14.08.070]
- 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 oil water separator shall be sized and stamped by a Washington State Licensed Professional Engineer. The plan should show capacity, detention times and removal efficiencies.
- 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).
- Preliminary feasibility/infeasibility testing for infiltration facilities shall be in accordance with the site analysis requirements of the Ecology Manual, Volume I, Chapter 3, specifically:
 - Groundwater evaluation, either instantaneous (MR1-5) or continuous monitoring well (MR1-9) during the wet weather months (**December 21 through April 1**).
 - Hydraulic conductivity testing:
 - If the development triggers Minimum Requirement #7 (flow control), if the site soils are consolidated, **or** is encumbered by a critical area a Small Scale Pilot Infiltration Tests (PIT) during the wet weather months (**December 21 through April 1**) is required.
 - If the development does not trigger Minimum Requirement #7, is not encumbered by a critical area, and is located on soils unconsolidated by glacial advance, grain size analyses may be substituted for the Small Scale PIT test at the discretion of the review engineer.
 - Testing to determine the hydraulic restriction layer.
 - Mounding analysis may be required in accordance with Ecology Volume III Section 3.3.8.
- The applicant shall include a completed stormwater flowchart, Figure 3.1, contained in Ecology's Phase II Municipal Stormwater Permit, Appendix I with the stormwater site plan. The link below may be used to obtain the flowchart:

<https://ecology.wa.gov/DOE/files/7a/7a6940d4-db41-4e00-85fe-7d0497102dfd.pdf>
- Public right-of-way runoff shall be detained and treated independently from proposed private stormwater facilities. This shall be accomplished by providing separate publicly maintained storm facilities within a tract or dedicated right-of-way; enlarging the private facilities to account for bypass runoff; or other methods as approved by the City Engineer. [PMC 21.10.190(3)]

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

- A **permanent** storm water management plan which meets the design requirements provided by PMC Section 21.10. The plan and accompanying information shall provide sufficient information to evaluate the environmental characteristics of the affected areas, the potential impacts of the proposed development on surface water resources, and the effectiveness and acceptability of measures proposed for managing storm water runoff. The findings, existing and proposed impervious area, facility sizing, and overflow control shall be summarized in a written report. [PMC 21.10.190, 21.10.060]

For Properties in the Floodplain (PMC 21.07.050)

- This site is within a Special Flood Hazard Area as determined by the National Flood Insurance Program Community Panel Number 53053C0XXXX, dated March 7, 2017. Development of the property shall adhere to the regulations contained in PMC Chapter 20.49 and Chapter 21.07. Specifically:

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

- New construction and substantial improvement of any structure will require that the lowest floor, including the basement, shall be elevated 1-foot above the base flood elevation (BFE) of the site. See PMC 21.07.06(2)(b) below:

(b) Nonresidential Construction. Except in AO zones which are regulated under subsection (5) of this section, new construction and substantial improvement of any commercial, industrial or other nonresidential structure shall either have the lowest floor, including basement, elevated to a level of a minimum of one foot or more above base flood elevation, or as required by ASCE 24, whichever is greater; or together with attendant utility and sanitary facilities, shall:

(i) Be floodproofed so that below one foot above the regulatory flood level the structure is watertight with walls substantially impermeable to the passage of water or dry floodproofed to the elevation required by ASCE 24, whichever is greater;

(ii) Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;

(iii) Be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on their development and/or review of the structural design, specifications and plans. Such certifications shall be provided to the official as set forth in PMC 21.07.06(3)(c)(ii);

(iv) Nonresidential structures that are elevated, not floodproofed, must meet the same standards for space below the lowest floor as described in subsection (2)(a)(iii) of this section;

(v) If located in an unnumbered A zone for which a BFE is not available and cannot be reasonably obtained, the structure shall be reasonably safe from flooding, but in all cases the lowest floor shall be at least two feet above the highest adjacent grade.

(vi) Applicants floodproofing nonresidential buildings shall be notified that flood insurance premiums will be based on rates that are one foot below the floodproofed level (e.g., a building constructed to the base flood level will be rated as one foot below that level). Floodproofing the building an additional foot will reduce insurance premiums significantly.

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

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

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

FEES

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

→ **Water**

- A water system development charge (SDC) will be assessed based on the number of plumbing fixture units as defined in the Uniform Plumbing Code. Current SDC's as of this writing are \$4,020.00 for the first 15 fixture units and an additional charge of \$269.34 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.02.040]

→ **Sewer**

- A sanitary sewer system development charge (SDC) will be assessed based on the number of plumbing fixture units as defined in the Uniform Plumbing Code. Current SDC's as of this writing are \$5,560.00 for the first 15 plumbing fixture units and an additional charge of \$372.52 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.10.010, 14.10.030]

→ **Stormwater**

- A Stormwater Systems Development fee will be assessed for each new equivalent service unit (ESU) in accordance with PMC Chapter 14.26. Each ESU is equal to 2,800 square feet of 'hard' surface. The current SDC as of this writing is \$3,360.00 per ESU.

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

- Based on added enclosed space being proposed, a Traffic Scoping Worksheet will be required. The City policy requires the project trips to be estimated using the Institute of Transportation Engineers' (ITE) Trip Generation, 10th Edition. In general, trip generation regression equations shall be used when the R2 value is 0.70 or greater. For single-family units and offices smaller than 30,000 SF, use ITE's Trip Generation, average rate. The project trips shall be rounded to the nearest tenth.
- The city has adopted a City-Wide Traffic Impact Fee of \$4,500 per new PM peak hour trip. The project's proportionate share to this fee program would be determined when the traffic scoping worksheet has been submitted. The \$4,500 traffic impact fee per PM peak hour trip shall be paid prior to building permit issuance.
- IF \$200,000 building improvements are exceeded, per Puyallup Municipal Code Section 11.08.135 the applicant/owner would be expected to construct half-street improvements including curb, gutter, sidewalk, roadway base, pavement, and street lighting. Any existing improvements which are damaged now or during construction, or which do not meet current City Standards, shall be replaced.

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

- Carwash bay will be required to maintain fire sprinklers.
- Fire sprinkler system maintenance will be required to be completed for the whole building prior to Final.
- Any outstanding code violations with Central Pierce Fire & Rescue will need to be resolved prior to Final.
- All Fire Lane Stripping / No Parking Signage will be required to be updated prior to final.
- Fire Hydrants NW 231 and NW 232 will be required to meet current standards for maintenance and stortz fittings.

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

- A cursory review was completed and not for building code compliance.
- Building plans will need to be complete with all building, mechanical, plumbing, energy code items and accessibility requirements that may apply on the plans. Include what items is stored to verify if there would be separation requirements. Reference Table 508.4 of the 2018 IBC. Depending on wall construction, being located in the flood plain, flood vents may be required.
- Plans will need to be per the 2018 codes adopted February 1, 2021 for all permits.
- All electrical is permitted by the Washington State Department of L & I.
- For all accessible requirements the City uses adopted 2018 IBC and the ICC A117.1-2009 standard not the ADA.
- Please reach out to me if I can answer any other questions in relationship to Building code items for this project. No other Building items at this time.