City of Puyallup

Development Services Center

333 S Meridian, Puyallup, WA 98371
(253) 864-4165 Fax (253) 840-6678
www.cityofpuyallup.org

DATE: **July 8, 2021**

TO: **Mettie Brasel, Dan Goalwin & Project File**

FROM: **Nabila Comstock - Planning Technician**

PROJECT: **P-21-0059/ ARCO AM/PM CONVENIENCE STORE**

SITE ADDRESS: **1402 S MERIDIAN**

PROJECT DESCRIPTION (as provided by applicant): FEASIBILITY TO DEVELOP ARCO AM/PM CONVENIENCE STORE, (8) MULTI PRODUCT DISPENSERS, CAR WASH; PARKING STALLS, VACUUM STALLS, TRASH ENCLOSURE; AIR/WATER UNIT

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

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

- The site plan design need to be modified such that the building location is positioned with the widest portion of the building fronting onto Meridian. We will need that building to be turned with the widest portion facing the street to meet PMC 20.26.300 (3)(a), with a door way facing the right of way.
- Planning and Engineering will coordinate on the review of the easements on site to determine flexibility of location encroachments into the easement.
- The 12' setback standard (see below) ends up being a standard of 16' – 20' with the ped plaza requirements. Preferably with the gas station canopy/pumps behind the retail store up front not Meridian. Staff will accept the convenience store near the corner of the site at the off-ramp and

South Meridian where the street is closest to at grade with the lot, so long as the widest portion of the building is fronting the street with entry off the street.

- The setback standard does not apply to the car wash because it's a use with a drive thru/drive queuing lane. You'll need to meet the 30', or 15', standard ~ see drive thru code below.
- Other note: The site may be required to upgrade the transit stop to a bus shelter at the developer's cost. The city is coordinating with Pierce Transit at this time regarding possible requirements.

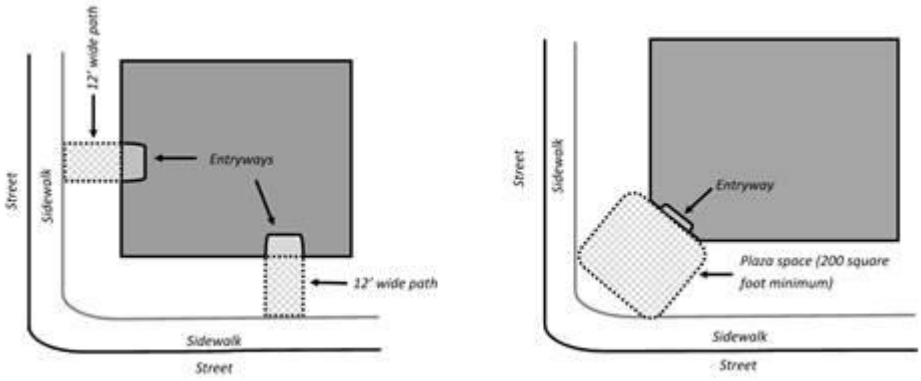
(3) Site Plan Design Principles. The following design principles shall be required of any new building proposed for construction subject to this section, with the exception of public or private schools. In order to encourage pedestrian movement and the use of public transit within commercial districts, 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. Site plans shall be subject to the following location and design criteria:

(a) Parking Area Location. The maximum width of parking lots 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;

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

(i) A pedestrian-oriented plaza space in front of the building at least eight feet deep running the full width of the building. This area shall be covered by awnings covering at least six feet of the plaza space. This plaza space shall include amenities such as bike parking, bench seating, planters, fountains, artwork, decorative railing, decorative light fixtures, hanging baskets or other features that are pedestrian scaled in nature; and

(ii) 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; and



(iii) 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:

(A) Buildings may be set back to a maximum of 20 feet to accommodate an eight-foot plaza space as required by subsection (3)(b)(i) of this section.

(B) 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.

(iv) 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.

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

(e) 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.

(f) 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

A good example of a site plan to look at is the Jacksons food store and gas station at south 38th and Pacific ave in Tacoma:

(15) 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.

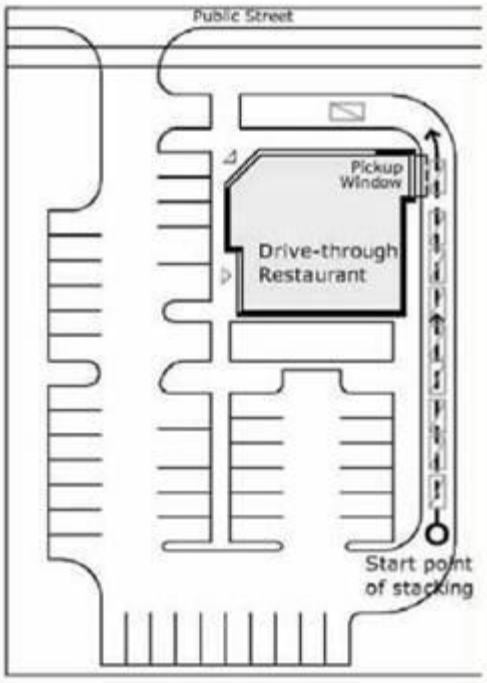


Figure 2 – Stacking lane starts toward the rear of the site to provide adequate queuing distance; landscaping along the street frontage will screen headlight glare onto the abutting street. A single consolidated access point reduces the number of driveways along the abutting street.

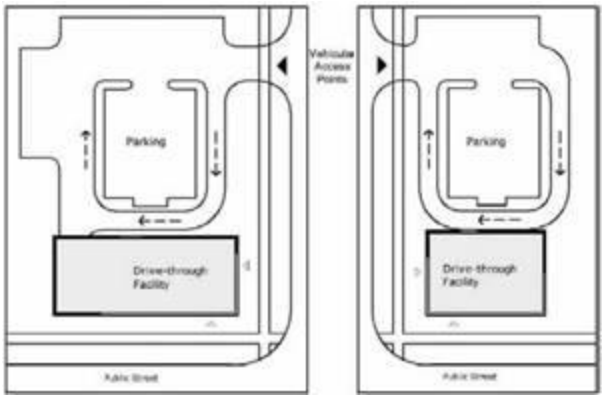


Figure 3 – Example shows preferred design on a street corner; note the building is the prominent feature on the street corner with parking and drive-through lane secondary and behind the structures. Landscaping and screening berm/wall would obscure drive-through lanes that are parallel to the abutting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

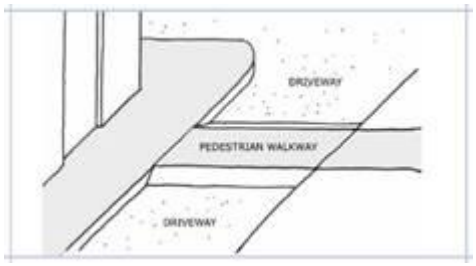


Figure 4 – Example of a pedestrian walkway through a drive-through lane. The walkway shall be constructed using distinctive stamped asphalt or concrete.

(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

LAND USE PERMIT REQUIREMENTS

The following land use permits are required for your proposal:

- Preliminary site plan,
- SEPA environmental checklist
- Downtown/MX/Multiple family/nonresidential design guidelines review applications (See below for more information regarding architectural design review)
- 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.

GIS PROPERTY DETAILS

QV Puyallup Detailed List - 7730000281

General Information	
Puyallup City Limit	Yes
City Owned Property	No
Concomitant Agreements	No
Regulated Floodplain 1980	No
Regulated Floodplain 2017	No
Regulated Seclusion Area	No
Future Land Use	AOC
General Habitat Areas	No
Plats	773000
Potential Land Slide Hazard	Yes
Regional Growth Center	No
Revenue Development Area Boundary	Yes
Short Plat Number	77-315
Soils	38A
Urban Growth Boundary Area	Yes
Volcanic Hazard Areas	Yes
Water System Name	CITY OF PUYALLUP
Wetlands Inventory Puyallup	No
Zoning	CG
Zoning Overlay	N/A

LAND USE ANALYSIS

- The site is in the CG zone district and the AOC Comprehensive Plan designated area. Consult PMC 20.30 for zone specific standards.
- In the CG zone district, proposal for Road Service Uses are a permitted/conditionally permitted use.

CRITICAL AREAS ANALYSIS

- The project will need a geotechnical report with a hydrogeologist section addressing critical areas report requirements of 21.06. This is required to place an underground storage fuel tank in an aquifer recharge zone.

21.06.1150 Critical area report requirements for critical aquifer recharge areas.

(1) In addition to the general critical area report requirements of PMC 21.06.530, a hydrogeologic report for aquifer recharge areas shall include the following site- and proposal-related information at a minimum:

(a) Available information regarding geologic and hydrogeologic characteristics of the site including the lateral extent and depths location of all critical aquifer recharge areas located on-site or immediately adjacent to the site, and the permeability of the unsaturated zone;

(b) Ground water depth, flow direction and gradient based on available information;

(c) Currently available data on wells and springs within 1,300 feet of the project area;

(d) Location of other critical areas, including surface waters, within 1,300 feet of the project area;

(e) Historic ground water and surface water quality data for the area to be affected by the proposed activity compiled for at least the previous five-year period;

(f) Federal, state, and local regulations and requirements that pertain to the proposed project;

(g) Best management practices proposed to be used. The type, extent and nature of the proposed BMPs shall be specific to the level of aquifer susceptibility (high or low) where the development is proposed;

(h) Ground water monitoring plan provisions;

(i) Discussion of the effects of the proposed project on the ground water quality and quantity, including predictive evaluation of ground water withdrawal effects on nearby wells and surface water features; and predictive evaluation of contaminant transport based on potential releases to ground water; and

(j) A spill plan that identifies equipment and/or structures that could fail, resulting in an impact. Spill plans shall include provisions for regular inspection, repair, and replacement of structures and equipment that could fail.

21.06.1130 Performance standards – Specific uses.

(1) The following standards shall apply to uses within critical aquifer recharge areas in accordance with the provisions of this chapter.

(a) Underground Storage Tanks. All new underground storage facilities proposed for use in the storage of hazardous substances or hazardous wastes shall be designed and constructed per the requirements of Chapter 173-360 WAC, Underground Storage Tank Regulations and the International Fire Code, so as to:

(i) Prevent releases due to corrosion or structural failure for the operational life of the tank;

(ii) Be protected against corrosion, constructed of noncorrosive material, steel clad with a noncorrosive material, or designed to include a secondary containment system to prevent the release or threatened release of any stored substances; and

(iii) Use material in the construction or lining of the tank that is compatible with the substance to be stored.

(b) Aboveground Storage Tanks. All new aboveground storage facilities proposed for use in the storage of hazardous substances or hazardous wastes shall be designed and constructed in accordance with Chapter 173-303 WAC, Dangerous Waste Regulations, and the International Fire Code, so as to:

(i) Not allow the release of a hazardous substance to the ground, ground waters, or surface waters;

(ii) Have a primary containment area enclosing or underlying the tank or part thereof; and

(iii) Include a secondary containment system either built into the tank structure or a dike system built outside the tank for all tanks.

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
	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
	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

- 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.
    - PMC 21.06.1120 Performance standards – Alteration of critical aquifer recharge areas.
    - PMC 21.06.1260 Performance standards – Volcanic hazard areas

ARCHITECTURAL DESIGN REVIEW ANALYSIS

- The project is subject to PMC 20.26.0300. Your project will be reviewed by the Director, or designee. The 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.

20.26.300 Nonresidential design review standards.

Any nonresidential structures constructed, or subject to major expansion and/or extensive exterior remodeling, and located in any zone except the ML, MR, CBD-Core or CBD zone shall be subject to the following design review standards:

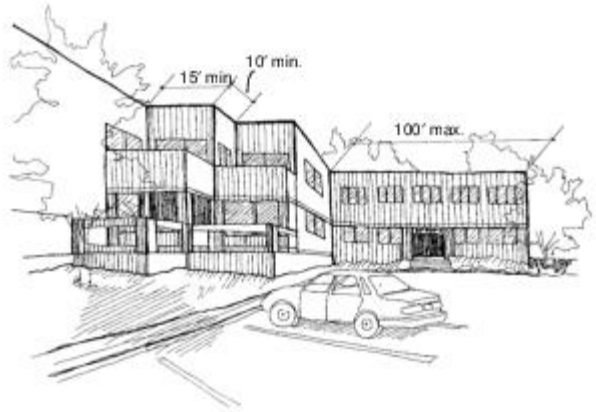
(1) Building Wall and Roof Modulation. All buildings which contain two or more stories or have a building footprint of more than 10,000 square feet or which have any facade length greater than 100 feet, and which will be visible from a public street or residential zone for more than three years beyond the date of construction completion, shall use the following elements and features in design and construction of the building:

(a) Wall Plane Proportions. No wall plane visible from any public right-of-way shall be wider than two and one-half times the height of the wall plane. (A wall plane is a flat vertical surface on a building facade, which may include doors, windows, openings, or other incidental recessions that do not extend through to the roofline.)

(b) Horizontal Modulation. All building walls shall provide horizontal modulation consistent with the following standards:

(i) The maximum allowable horizontal length of a building wall between modulations is 100 feet;

(ii) The minimum depth of each modulation is 10 feet; and



Example of Horizontal Building Wall Modulation

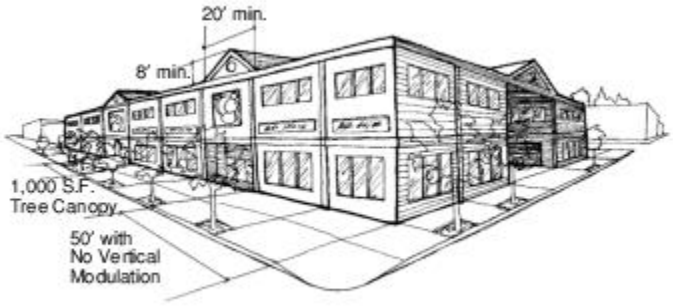
(iii) The minimum width of each modulation is 15 feet.

(c) Roofline Modulation. If the continuous roofline exceeds 50 feet in length on a building with a flat, gabled, hipped or similar roof, or on a roofline with slopes of less than three feet vertical to 12 feet horizontal, the following methods shall be used:

(i) The height of the visible roofline must change at least four feet if the adjacent roof segments are less than 50 feet in length.

(ii) The height of the visible roofline must change at least eight feet if the adjacent roof segments are 50 feet or more in length.

(iii) The length of a sloped or gabled roofline must be at least 20 feet, with a minimum slope of three feet vertical to 12 feet horizontal.



Example of Vertical Building Wall Modulation

(d) Buildings with other roof forms, such as arched, gabled, vaulted, dormered or sawtooth, must have a significant change in slope or significant change in roofline at least every 100 feet.

(2) Building Wall and Facade Articulation. All buildings which contain two or more stories or have a building footprint of more than 10,000 square feet or which have any facade length greater than 100 feet and which are visible from a public street for more than three years beyond the date of construction

completion or located within 100 feet of a residential zone shall use the following elements and features in design and construction of the building:

(a) Any wall or portion of a wall which is visible from a public street or residential zone and contains at least 400 square feet of surface area without any window, door, building wall modulation or other architectural feature shall screen or treat the wall using at least two of the following methods or techniques:

(i) Installation of a vertical trellis with climbing vines or plant material in front of the blank wall;

(ii) Providing a landscaped strip at least 10 feet in width in front of the blank wall and planted with plant materials which will obscure or screen at least 50 percent of the blank wall within three years;

(iii) Use of alternate building materials or wall textures in the exterior treatment of the blank wall; or

(iv) Use of functional or nonfunctional architectural features such as windows, doors, pillars, columns, awnings, roofs, etc., which cover at least 25 percent of the wall surface.

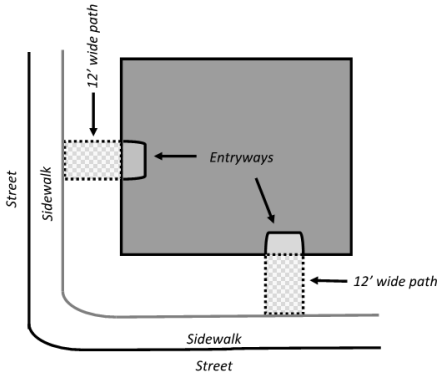
(3) Site Plan Design Principles. The following design principles shall be required of any new building proposed for construction subject to this section, with the exception of public or private schools. In order to encourage pedestrian movement and the use of public transit within commercial districts, 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. Site plans shall be subject to the following location and design criteria:

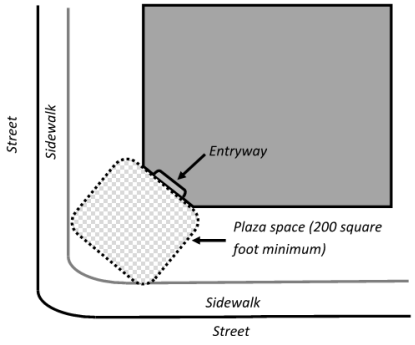
(a) Parking Area Location. The maximum width of parking lots fronting on a public street shall not exceed 64 feet or 50 percent of the subject site frontage, whichever is greater, to the extent feasible;

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

(i) A pedestrian-oriented plaza space in front of the building at least eight feet deep running the full width of the building. This area shall be covered by awnings covering at least six feet of the plaza space. This plaza space shall include amenities such as bike parking, bench seating, planters, fountains, artwork, decorative railing, decorative light fixtures, hanging baskets or other features that are pedestrian scaled in nature; and

(ii) 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; and





(iii) 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:

(A) Buildings may be set back to a maximum of 20 feet to accommodate an eight-foot plaza space as required by subsection (3)(b)(i) of this section.

(B) 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.

(iv) 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.

(c) 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.

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

(e) 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.

(f) 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.

(4) Siding Materials. Acceptable siding materials include brick, stone, marble, split-face cement block, shingles, and horizontal lap siding. Other materials, such as stucco, may also be used as an accent if: (a) they are used as accent materials in conjunction with acceptable siding materials; and (b) said accent materials are characterized by details or variations in the finish that create a regular pattern of shapes, indentations, or spaces that are accented or highlighted with contrasting shades of color.

(5) Achieving Building Design Variety.

(a) Multiple-tenant buildings shall be designed with common materials, colors and styles across their entire facades so as to create cohesive building designs. Nonetheless, they shall be characterized by variation in the application of said materials and colors and also in fenestration details at least at any point where modulation is required under the provisions of subsection (1)(b) of this section. For example, siding materials or colors may be alternated between building sections; provided, that no single section be of a material or color that is not found on other portions or elements of the facade design. Accent siding materials and prominent siding materials may also be reversed to create interest. Tenant-specific motifs are prohibited if they do not reflect the style, colors and materials that characterize the overall facade design. For purposes of this section, a "single building" is defined as any structure that is completely separated from another structure by at least a 10-foot distance.

(b) Multiple buildings on a single site shall not be exact or close replicas of each other. While common materials, colors and styles are acceptable, each building shall be unique in terms of its general massing design and fenestration design. Variety in design may be achieved by variation in each building's footprint, rooflines, facade modulation, and window arrangement. Color and materials may also be varied.

OFF-STREET PARKING ANALYSIS

- 20.55.010 Number of parking spaces required:
    - Dwellings, multiple-family, including apartments, condominiums, duplexes and townhouses: two spaces per unit, except that in the RM-Core zone, the following parking standards shall apply:
        - In the RM-Core zone there shall be 1.5 parking spaces per unit;
    - Professional offices: one space for each 200 square feet of gross floor area for medical, clinical and dental offices or one space for each 300 square feet of gross floor area for other professional and business offices

- 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

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	East	12'	Type II
Rear	West	6'	Type III
Side	North	6'	Type III
Side	South	6'	Type III

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. In no event shall such landscaped areas be used for storage of materials, placement of temporary signs or parking of vehicles.

- (3) Outdoor Storage. Outdoor storage as defined in PMC 20.15.005, including merchandise display, equipment and materials storage, and junk and scrap storage, when permitted in any commercial zone shall comply with the following requirements:

- (a) Fencing and Screening Required. Sight-obscuring fencing or screening is required around all portions of a lot utilized for outdoor storage of component merchandise, equipment and materials, and junk and scrap as defined in PMC 20.15.005, except for component merchandise which is stored and displayed only during business hours. All fencing and screening shall be installed in accordance with the following requirements:

- (i) Building Setbacks. All fencing and screening shall comply with the building setback requirements for the zone in which it is located unless specified otherwise;

- (ii) Minimum Screening Requirements. When required, all outdoor storage areas shall be screened from adjoining properties and public rights-of-way by a wall, fence, landscaping and/or structure. Such screening shall serve the purpose of concealing and obscuring the storage area from view. Landscape screening shall consist of plantings designed and installed in such a manner to provide year-round screening in terms of vegetation density and height within three years of planting, and shall be maintained in a healthy, growing condition. Landscape plantings installed to screen outdoor storage from public rights-of-way shall be installed on the right-of-way side of any wall, fence or structure;

- (iii) Maximum Fence Height. Fencing and walls surrounding outdoor storage areas which are not part of a building wall shall not exceed a maximum height of eight feet;

- (iv) Maintenance Required. Fences, walls and landscaping surrounding outdoor storage areas shall be maintained and kept free of litter, posters, signs, trash or stored items;

- (v) Outdoor Storage Height Limitations. Outdoor storage shall not exceed the height of required screening;

- (b) Exemption from Fencing and Screening Requirements. Fencing and screening is not required around those portions of a lot utilized for “complete” merchandise display, or the display of “component” merchandise when said merchandise is stored within a structure or fenced and screened area during the hours the business is closed;

- (c) Improvement and Maintenance of Outdoor Storage Areas. All outdoor storage areas and access to them shall be paved or otherwise surfaced and maintained so as to eliminate dust or mud. All outdoor storage areas shall be graded and storm drainage facilities installed to collect and dispose of all surface runoff in accordance with city requirements;

- (d) Outdoor Storage of Materials Prohibited. No outdoor storage of materials such as fertilizers, pesticides, etc., which potentially pose a threat to water quality shall be permitted; and

- (e) Outdoor Storage Prohibited in Required Parking Areas and Walkways. No outdoor storage shall be permitted to occur in required parking areas, access drives or walkways.

- (4) Outdoor Lighting. Building-mounted lighting and aerial-mounted floodlighting shall shield direct lighting from other properties. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise. All lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source. Temporary outdoor lighting intended to advertise a temporary promotional event shall be exempt from this requirement.
- (7) 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.

ENGINEERING –ANTHONY HULSE, 253-841-5553 AHulse@puyallupwa.gov

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 stormwater design associated with this Development Permit will be reviewed for compliance with the 2014 amended Stormwater Management Manual for Western Washington (DOE manual), which is the current adopted stormwater manual. The comments provided below are project-specific in nature and should not be considered an exhaustive list of the requirements from the PMC, design standards, or the DOE manual.

Applicant Questions:

1. Identify any special requirements for grading/utilities
    a. The max driveway grade allowable is 10%. See utility information below for water/sewer/stormwater
2. Confirm applicable Storm and water quality standards
    a. This project shall be designed and reviewed per the 2014 Ecology manual. This project will be required to meet the minimum requirements of the Ecology manual. More specifically, MR 6 Runoff Treatment. The site will need advance treatment for oil/phosphates.
3. Special Requirements for detention.
    a. Any proposed detention vault will require a separate building permit. The vault will need to provide capacity and sized orifices to meet Minimum Requirement 7 Flow Control from the Ecology Manual.
4. Identify infiltration rates for the project
    a. The city does not have infiltration rate information for this property.
5. Identify if a Grease Interceptor is required for the convenience store or trash enclosure.
    a. A grease interceptor is required for the convenience store if food will be prepared or a type 1 fume hood is proposed. See notes regarding the trash enclosure under the sewer heading.

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.

- Show the existing easement for the storm, water and sewer main on the plan set. Ensure the trash enclosure is located outside the easement.
- A minimum of 10-feet of separation shall be provided between building structures and any closed system, or 10-feet from the utility easement line in a public system.
- If there are issues with building placement due to utilities, the utilities can be re-located at the owner's expense. The easement language will also likely need to be updated if the utilities are re-located.
- The building canopy should not be placed within the 60' easement for maintaining water, sewer and stormwater mains.

FRONTAGE IMPROVEMENTS

- Any person constructing any new commercial building which has a structural value of $200,00 in valuation shall construct curb, gutter, planter strips, street trees, sidewalks, storm drainage and one-half street paving dependent on the existing conditions in accordance with the City's public works engineering and construction standards and specifications. There are no cap on frontage improvements for new buildings.
  - A Engineering Inspector will be sent out to the site to evaluate the extents of frontage requirements.
  - A commercial drive approach will need to be upgraded per city standards
  - Right of way dedication will be required for the 1320 S Meridian property to match the existing lot to the south

WATER

Water Within City Service Area:

- The proposed water system shall be designed and constructed to current City standards. [PMC 14.02.120]
- Water is located on the north side of 1403 S Meridian. This is an 8" Cast Iron line
- 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 provide and install the water meters required to service the site. [PMC 14.02.120(f) & CS 301.3] Note: a 1" minimum water meter is required for buildings requiring a sprinkler system [PMC 14.02.120(f) & CS 301.3]

- Any existing services that are to be abandoned at this site shall be disconnected at the main, the corp. stop removed, and the service plugged to city standards. [PMC 14.02.120(f)]
- The applicant shall be responsible for the operation and maintenance of the proposed water system located on private property.

→ ***Backflow Protection***

- A reduced pressure backflow assembly (RPBA) is required on the domestic line at each location where the proposed water main connects to the public system. If an irrigation system is also proposed, a DCVA is required on that line as well. [PMC 14.02.220(3) & CS 302]. A plumbing permit is required for this work to be completed; and the unit should be located outside the building, immediately downstream of the existing water meter if possible. [PMC 14.02.220(3) & CS 302.2]
- To obtain credit towards System Development Fees for any existing fixture units, 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]

→ ***Fire*** **(See Fire's requirements below, this information will likely be informational as David didn't mention sprinklers were required per the existing site plan shown during the pre-application meeting)**

- If necessary, the domestic service line and fire system service line shall have a separate, independent connection to the supply main. If a separate fire line is to be utilized, a Double Check Valve Assembly (DCVA) will be required near the property line at the point of connection to the public main. The fire sprinkler double detector check valve assembly (DDCVA) may be located either inside, or outside, of the building. The sprinkler supply line shall be designed, and shown on the plan, **into the building** to the point of connection to the interior building riser. Provide plan and elevation detail(s) where the riser enters the building with dimensions, clearances, and joint restraint in accordance with NFPA 24. A post indicator valve (PIV) shall be provided for the fire sprinkler system in advance of the DDCVA. [PMC 14.02, CS 302.3, & CS 303]
- Fire hydrants 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]
- The fire sprinkler double detector check valve assembly (DDCVA) may be located either inside, or outside, of the building. The sprinkler supply line shall be designed, and shown on the plan, into the building to the point of connection to the interior building riser. Provide plan and elevation detail(s) where the riser enters the building with dimensions, clearances, and joint restraint in accordance with NFPA 24. [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. [CS 302.3]
- The domestic service line and fire system service line shall have separate, independent connections to the supply main. [PMC 14.02 & CS 302.3(4)]

SEWER

- The proposed sewer system shall be designed and constructed to current City standards. [PMC 14.08.070]
- The applicant shall connect into the existing public system located within the 1403 S Meridian property just south of the northern property line situated in a 60' easement. The sewer main here is 10" and made of concrete. If a proposed connection is to occur elsewhere, the applicant shall confirm that the system is located within a 40-foot easement dedicated to the City for maintenance purposes [PMC 14.08.070, PMC17.42 & CS 401(14)]
- Sewer main pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines.

- 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)]
- The City Sewer Department must conduct a visual inspection of a previously used side sewer to determine if that side sewer can be used again. Existing laterals must meet current standard to be used again. It is the responsibility of the property owner to expose the line as necessary for that inspection. The City reserves the right to request video inspection of the side sewer to assist in its determination. Redevelopment projects shall utilize the existing trench where possible. CS 401(15) and CS 401(16)

- Grease Interceptors are required for all commercial facilities involved in food preparation. Provide a menu of items to be cooked. If a type I hood fan is to be constructed a grease interceptor will be required. Based on my conversation with you during the pre-app meeting the store will only be cooking pre-package food which does not require a grease interceptor. [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 wash water from the carwash shall be discharged into the sanitary sewer system through an oil/water separator. The separator should be designed per city standards in combination with the 2018 UPC. The Engineer of record shall provide quantifiable flows entering the separator from the car wash and fuel canopy [PMC 14.06.031 & CS 402.2]
- 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]
- 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 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 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]

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

  - All pipe reaches shall be summarized in a Conveyance Table containing the following minimum information and included in the 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)
HGL for each Pipe Reach	Percent full at Design Flow (%)

- 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/

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

- 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 R^2 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.
- 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.

- 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). Typically, PM trip generation of 25 or more vehicles will require a traffic analysis.
- 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.
- 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.
    - The S Meridian driveway shall meet minimum commercial driveway requirements (35ft curb radius, 30ft width). This is could change based on the design vehicles used for the AutoTurn analysis.
- S Meridian along the site is designated as a major arterial. City standards (Section 101.10.1) require minimum driveway spacing of 300 feet from the nearest intersection or driveway measured between closest edges of each access.
    - To mitigate deficient driveway spacing along this heavily congested arterial section, access shall be restricted to right-in/right-out.
- Sight distance analysis may be required during the preliminary site plan review. On-site monument signage must be located outside sight distance triangle.
- The need for a right turn pocket along S Meridian shall be evaluated using WSDOT Exhibit 1310-11.

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

- Comply with 2018 IFC and IBC
- Comply with all NFPA requirements
- Comply with all City Municipal codes

BUILDING – DAVID LEAHY, 253-435-3618 DLeahy@puyallupwa.gov **RAY COCKERHAM, 253-841-5585** RayC@puyallupwa.gov

1. Plans for this store and car wash will need to be complete with all building, plumbing, mechanical, accessibility and energy code information included per the current codes in affect at the time of a complete submittal. Which is currently the 2018 versions of all codes along with all Washington State Amendments.
2. All electrical is permitted by the Washington State Department of L & I.
3. Accessible parking and access to the public way would be required as well as the accessibility requirements for inside the store.
4. For all accessible requirements we use the 2018 IBC and the ICC A117.1-2009 standard not the ADA.
5. The City of Puyallup is in the seismic zone "D", ground snow load of 25 psf and wind loading of 110 V and 85 V asd per your questions.
6. Please reach out to me if I can answer any other questions in relationship to Building code items for this project.