



City of Puyallup

Development and Permitting Services

333 S. Meridian, Puyallup, WA 98371

(253) 864-4165

www.cityofpuyallup.org

DATE: July 14, 2022

TO: Michael Chen

FROM: Gabriel Clark, Planning Technician

PROJECT: PLPRE20220091

SITE ADDRESS: 240 15TH ST SE, PUYALLUP, WA 98372;

PROJECT DESCRIPTION (as provided by applicant): Construct a new 133,272 sf warehouse.

Thank you for meeting with the city's Development Services staff to discuss your proposed project. The following information highlights the issues discussed at our meeting and is provided for your use. Please note that the information provided is a list of specific issues discussed and is not intended to replace the final condition letter that will be provided to you when a formal application is submitted and reviewed. We hope that you find this information helpful and informative as you proceed through the permitting process. If you have any questions or concerns regarding these notes, please do not hesitate to contact the appropriate staff member or me directly at (253) 770-3330, GClark@PuyallupWA.gov. We look forward to working with you on the completion of this project.

ACTION ITEMS

PLANNING – Nabila Comstock, 253-770-3361 ncomstock@puyallupwa.gov

General Comments

- ML – limited manufacturing
- The maximum building height shall be equal to the proposed building setback within the first 35 feet of setback from an adjoining public street. The maximum building height may be increased by one and one-half feet for each additional one foot of setback in excess of 35 feet up to the maximum permitted building height set forth in Table PMC 20.35.020.
- Parking spaces shall not have more than 8 stalls consecutive without a landscape island (12-15' wide dependent upon location – see type IV landscaping standards).
- The trailer storage can forgo the every-8-stalls parking lot landscaping requirement if:
 - o 12' of perimeter landscape is proposed
 - o The landscape area is bermed and 8' fence or wall is provided
 - o The site meets the 10% interior parking lot landscaping as an aggregate. Interior landscape cannot include perimeter landscaping.
- What is the proposed use of the facility? We will need to understand the proposed scoping worksheet land uses for warehouse projects with undefined end users.

- A neighborhood vicinity meeting is required; the applicant must notify and host this meeting to describe the project to the community. This may occur over a virtual platform, city staff has a packet of materials to use to notify and conduct the meeting. Please contact me when you need the materials.

Site Plan #2 w/Railroad

- General requirements still apply
 - o Required landscape setbacks, perimeter, and parking landscaping requirements must still be met if you choose to pursue the second proposed site plan with the railroad.
 - o Parking requirements must also still be met.

Perimeter landscaping requirements:

- o 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
- o 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.
- o 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 landscaped yard. However, in no case shall paving areas project into landscape yards.

Yard	N/S/E/W or street frontage	Width (minimum)	Landscape Type
Front	East	10’	Type I – see PMC 20.35.020 (12)
Rear	West	10’	Type I (12’ adjacent to the truck trailer storage)
Side	North	10’	Type I – see PMC 20.26.400 (3)
Side	South	6’	Type 1

LAND USE ANALYSIS - PROPERTY DEVELOPMENT STANDARDS

Code Standards	ML	Proposed Project
Minimum lot area per building site plan in square feet	10,000 SF	Complies
Minimum lot width	75’	Complies
Minimum lot depth	100’	Complies
Minimum front yard setback	20’	Complies – a 12’ landscape setback is required
Minimum rear yard setback	0’	Complies – a 10’ landscape setback required
Minimum interior side yard setback	0’	Complies – a 10’ landscape setback required
Minimum street side yard	10’	Complies – a 10’ landscaped yard is required

setback		
Minimum street frontage from principal or minor arterial	25'	Complies
Maximum lot coverage (building)	65%	Complies
Base building height	50'	Unknown
Minimum landscaped setback from principal or minor arterial as designated in the comprehensive plan	10'	Does not comply – 6' required along RR track frontage; 10' required along 15th
Max. floor area ratio	4.0	Unknown

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.

CRITICAL AREAS ANALYSIS

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

	CRITICAL AREA
X	Critical aquifer recharge area
	10-year wellhead protection area
	5-year wellhead protection area
	1-year wellhead protection area
X	Geologic hazard area – Volcanic hazard area
	Geologic hazard area – Landslide hazard area
	Geologic hazard area – Erosion hazard area
X	Geologic hazard area – Seismic hazard areas
	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

- 20.26.400 Industrial (ML) design standards.
- The following design standards shall be applied to all development located in the ML zone

(1) Trees along Building Facades. A minimum 15-foot-wide landscape strip shall be provided along the entire length of blank wall facades of buildings in the ML zone district. A mixture of medium to large evergreen conifer and deciduous trees and shrubs (evergreen and/or deciduous shrub mix) shall be planted for all buildings along the entire length of all visible facades on buildings with footprints of more than 10,000 square feet, which have walls reaching 20 feet or more above ground level and which are visible from a public road or located within 100 feet of a residential zone. The stand of trees may include either existing trees or planted trees. The design of the landscaping treatment shall be consistent with the "SLD-01" standard contained in the city's vegetation management standards (VMS) manual.

(2) Siding Materials. Acceptable siding materials include brick, stone, marble, split-face cement block, shingles and horizontal lap siding. Other materials may also be used if:

- (a) They are used as accent materials in conjunction with acceptable siding materials;

or

- (b) Singular 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

(3) Loading and Storage Areas. Loading docks and outdoor product or equipment storage areas shall be screened from public roads by means of a vegetative screen or six-foot masonry wall or wood opaque fence. If a vegetative screen is used, the screen shall conform to the landscape buffering standards described in PMC 20.26.500(1). If a wall is used, it shall include a 10-foot landscaping strip on the side facing the public which is planted with shrubs at least three-gallon container size (spaced no more than five feet on center) and a continuous row of trees (at least eight feet tall at planting) spaced no more than 30 feet on center.

OFF-STREET PARKING ANALYSIS

- 20.55.010 Number of parking spaces required:
 - Manufacturing and industrial uses: one space for each 500 square feet of employee work area, plus open space for each 1,000 square feet of floor area devoted exclusively to storage and/or housing of accessory mechanical equipment
 - Warehouse and storage facilities: one space for each 2,000 square feet of gross floor area.
 - (a) Establishments having not more than 20,000 square feet of gross floor area, on a single parcel of land and/or within a single development, shall provide one space for each 2,000 square feet of gross floor area.
 - (b) Establishments having more than 20,000 square feet but not more than 100,000 square feet of gross floor area shall provide one space for each 2,500 square feet of gross floor area.
 - (c) Establishments having more than 100,000 square feet of gross floor area shall provide one space for each 3,000 square feet of gross floor area.
 - (d) Mini-warehouse or commercial storage locker establishments shall provide off-street parking to the extent required for office space or other uses accessory to the primary use;
 - 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

OPTIONS TO REDUCE PARKING REQUIREMENTS

20.55.018 Reduced parking requirements for low impact development.

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

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

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

LANDSCAPING REQUIREMENTS ANALYSIS

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

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

Applicant Questions

3. **Is there any flexibility in the required 15' landscape buffer adjacent to blank walls? For example, if we were to propose a 5' sidewalk parallel within the 15' landscape buffer can the landscape area that would have been within the 5' be planted elsewhere on site or installed within the remaining 10' of landscaping to provide a denser landscape buffer?**
 - No, there is not a mechanism in code to do this. The perimeter landscape buffer is required to be at least 6' and the building perimeter landscape buffer is required to be 15'.

4. **Is there any flexibility in the required 12' landscape buffer along the property lines? See snippet below; can the 12' landscape buffer be reduced to 0' if a solid fence is installed? The area that would have been landscaped will be added to other landscape areas to increase the buffer beyond 12'.**
 - A variance could be applied for, but you need to provide evidence of special circumstances
 - You stated that there is a water easement that crosses through where the landscaping is required on the northern portion of the site and therefore, trees would not be able to be planted there. Although trees may not be able to be planted due to the waterline, staff would work with you to substitute trees for adequate shrubbery and other vegetation in the required landscape buffer.
 - Application: <https://www.cityofpuyallup.org/DocumentCenter/View/9802/Variance-App-FILLABLE>
 - Chapter 20.85 Variances: <https://www.codepublishing.com/WA/Puyallup/#!/Puyallup20/Puyallup2085.html#20.85>

Each determination granting a variance shall be supported by written findings showing specifically wherein all of the following conditions exist:

- (1) The variance shall not constitute a grant of special privilege inconsistent with the limitations upon uses of other properties in the vicinity and/or contiguous zone in which the property on behalf of which application has been filed is located. For purposes of this subsection, vicinity shall be defined to only include a radius of 1,000 feet or be within the boundaries of an established subdivision when the variance request pertains to a single-family residential use; and
- (2) That the granting of such variance will not be detrimental to the public health, safety, comfort, convenience and general welfare, will not adversely affect the established character of the surrounding neighborhood within a radius of 1,000 feet, and will not be injurious to the property or improvements of such vicinity and/or contiguous zone in which the property is located; and
- (3) That such variance is necessary, because of special circumstances relating to the size, shape, topography, unusual natural features, location or surroundings of the subject property, to provide it with use rights and privileges permitted to other properties in the vicinity within a radius of 1,000 feet and/or contiguous zone in which the subject property is located. Such circumstances shall not be the result of some action caused by the applicant and/or previous property owners.

5. Is there flexibility in the required property perimeter and building perimeter landscaping requirements? For the reduced building perimeter landscaping we propose enhanced façade articulation along the south elevation (as noted by the dashed line).

- No, there is not a mechanism in code to do reduce the landscape buffer along the base of the blank walls. You could apply for a variance for the required landscaped setbacks per PMC 20.85 – Variances.

11. Anticipated entitlement timeline for site plan review with SEPA?

- Preliminary Site Plan with SEPA Review: 1st review is completed approximately 45 days from complete application. All subsequent reviews are approximately 30 days. The timing of final approval depends on the number of revisions requested.
- Administrative design review occurs in conjunction with the land use and SEPA review. Conditions may be issued that would be plan checked at the time of final permit(s).
- Development review for land use permits occurs in a ‘phased’ approach; preliminary site plan (or any other land use permit) with SEPA precedes any submittal of a civil (site development) permit or building permit. After receiving the first DRT review letter, an applicant may petition development review team (DRT) staff for an early submittal waiver which would allow, at the risk of the applicant, the early submittal of civil and/or building permit(s) prior to the final DRT condition letter and SEPA. Approval of an early submittal waiver to allow concurrent review of civil and building permits with the land use permit(s) and SEPA is at the discretion of DRT review staff. If a final condition letter is issued in

lieu of a comment letter, no early submittal waiver is needed and the project may proceed to civil and/or building permit(s).

- For qualified projects in the Downtown Planned Action SEPA area, concurrent review is allowed by right with no early submittal waiver required.

12. Please confirm design review is not applicable for this project.

- Industrial design review is applicable to this project, but it is administrative and does *not* go to the Design Review Historic Preservation Board.

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14. Any other expected permits and duration for review?

- Preliminary site plan
- SEPA
- Industrial design review (PMC 20.26.400)
- Preapplication vicinity meeting required for proposals of a new multiple-family project that contains 20 or more dwelling units or for commercial and/or any nonresidential projects on sites that are within 300 feet of residential development and which either: (a) are greater than 10,000 square feet in floor area; (b) include more than 20,000 square feet of impervious coverage; or (c) involve outdoor sales, fueling, services or repair. Prior to submittal of an application for a land use permit, an informal preapplication vicinity meeting shall be held in accordance with the terms and requirements outlined in PMC 20.26.009. Contact the case planner for assistance with noticing address list and material requirements.
- To facilitate a complete submittal, provide the following documents:

- Complete application form, with required # of copies and supporting documents, as outlined on the application form checklist.
- Contact a permit technician for permit submittal instructions or if you have questions about the minimum submittal checklist requirements (PermitsCenter@puyallupwa.gov).
- SEPA checklist with an 8.5"X11" or 11"X17" copy of the site plan
- Proposed building elevations, along with any applicable design review application.
- Required preliminary storm water report, consistent with Engineering's requirements and notes contained in this letter or as otherwise directed by the case Engineer.
- Required Traffic Scoping Worksheet and Traffic Impact Analysis, consistent with Traffic Engineering's requirements and notes contained in this letter or as otherwise directed by the city Traffic Engineer.
- Any required critical areas report, as noted herein by the case planner
- Preliminary landscape plan
- Geotechnical report, where required.
- Preliminary utility plan, or preliminary Technical Information Report (TIR), consistent with Engineering's requirements and notes contained in this letter or as otherwise directed by the case Engineer.

Building Comments – Janelle Montgomery, 253-770-3328 JMontgomery@puyallupwa.gov

Response to question #8

The Building department views BNSF railroad as private property. The building code provides clear definition of Yard or open space (507.2) so the City would not consider the railroad ROW to utilize as part of calculation of meeting the required 60 ft. yard unlimited building area. If BNSF agreed to either of the proposed site plan we could consider documentation from them to view it to meet the 2018 IBC.

General comments:

- A separate demolition permit will be required for the demo of the existing structures currently on the site and will require documentation from the Puget Sound Clean Air agency at the time of submittal for the Demo permit.
- Building plans will need to be complete with all building, mechanical, plumbing, energy code items and accessibility requirements that apply to project.
- If applicable, truss specs will also be required with the truss engineers' stamps and a layout that matches the submitted plans at the time of submittal.
- Electric Vehicle Charging Infrastructure are required in place for charging stations per IBC section 429 Washington State amendments for occupancy B and will need to be shown on the plans.
- Plans will need to be per the applicable codes 2018 adopted February 1, 2021 for all permits.
- All electrical is permitted by the Washington State Department L & I.
- Accessible parking and access to the public way will be required. For all accessible requirements the City adopted the 2018 IBC / WAC 51-50 and the ICC A117.1-2009 standard. One electric vehicle charging infrastructure is required.
- Depending on what type of use is proposed or potential manufacturing it may require approval from Department of Health prior to release of building permit.
- 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.

Fire Comments – Ray Cockerham, 253-377-0929 RCockerham@puyallupwa.gov

Codes

- <http://www.cityofpuyallup.org/325/Permit-Support-Services>

- IFC 2018 Edition and the referenced standards shall be utilized: subject to state adoption.

Notes

2018 IFC and referenced standards are current at the time of this meeting. Based on City of Puyallup Municipal Codes fire sprinkler and fire alarm systems shall be required.

Fire Sprinklers and Hydrants:

The fire sprinkler system shall be designed and install per NFPA 13

A Water Availability/ Fire flow Letter shall be required.

Based on the type of construction and the size of the largest structure and including a 75% reduction for having a fire sprinkler system, the fire flow requirement is per IFC and IFC Appendix B.

Fire Hydrants shall be at least 50' from the structure and the FDC supporting the fire sprinkler system shall be no closer than 10' and no greater than 15' from the hydrant.

Structures requiring more than 2500 GPM require the fire mains to be looped.

Fire hydrants are required by the Code, and each shall be a minimum of 50' away from the building. Hydrants will be addressed at "Civils".

Fire Alarm: The City of Puyallup Municipal Code requires the fire alarm system to be designed and installed to "Total Coverage" per NFPA 72.

A UL Certificate shall be required for the fire alarm system.

Fire Access: The fire access road (lane) shall be a minimum of 20', 26' in front of hydrants and 26' if the building is over 30' in height. An aerial fire apparatus access road may be required. Building or facilities exceeding 30' or 3 stories in height shall have at least 2 means of fire apparatus for each structure.

The entrances shall meet ladder truck fire apparatus truck turning radiuses and approval of the angle of inclination.

Maximum road grade shall be 10%

Comply with 2018 IFC section 510 Emergency Responder Radio Coverage.

Knox box required, provide compatibly with Central Pierce Fire and Rescue.

Questions 13 from McKenzie: Provide auto turn information for evaluation with the preliminary site plan.

Railroad spur revisions were presented in the meeting. Applicants will need to follow up with the city for fire access clarification. An email has been sent to CPFR to review operational concerns related to the railroad spur revisions.

Engineering Comments – Mark Higginson, 253-841-5599 MHigginson@puyallupwa.gov

GENERAL:

- Engineered plans must follow the latest regulations and standards set forth in the Puyallup Municipal Code (PMC), the City Standards for Public Works Engineering and Construction (design standards), and the current City adopted stormwater manual at the time of civil permit application [PMC 21.10.040].
- The comments provided below are intended to assist the applicant with incorporating City requirements into the project design documents, but should not be considered an exhaustive list of all necessary provisions from the PMC, design standards, or the Ecology stormwater manual.
- Comments regarding design and construction of new utilities and road improvements are provided for the applicant's information and use. Unless specifically noted, construction of these infrastructure improvements is not a condition of landuse approval. However, infrastructure improvements must be approved and permitted prior to issuance of the first building permit associated with the project. [RCW 58.17.120 and 19.07.080]

WATER:

- Refer to City Standards, Section 300 for Water System Requirements. [PMC 14.02.120]
- 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)]
- A new water main shall be extended to, and through, the site sufficient to provide the necessary flows for the proposed fire system. The minimum water pipe size shall be 8-inch diameter for dead-end mains and 6-inch diameter for circulating mains. [PMC 16.08.040, 14.20.010 & CS 301.2]
- The applicant shall be responsible for the operation and maintenance of the proposed water system located on private property.
- 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 minimum distance between water lines and sewer lines shall be 10-feet horizontally and 18-inches vertically. If this criterion cannot be met, the applicant shall isolate the sewer and water lines by encasement, shielding, or other approved methods. [PMC 14.02.120(f) & CS 301.1(8)]
- The applicant shall be responsible to provide and install the water meters required to service the site. Domestic service water meters shall be located within the PUBLIC ROW, or in the case of a private road adjacent to the road section, in accordance with City Standards. [PMC 14.02.120(f) & CS 301.3]
- Water pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines.
- The applicant is required to provide backflow protection on the domestic line(s) in accordance with City Standards. The minimum level of protection would be a double check valve assembly (DCVA). However, the City requires a reduced pressure backflow assembly (RPBA) for any use considered to be a high-hazard as outlined in WAC 246-290-490 Table 9. Depending on the end-user of the individual tenant space(s), the applicant may want to install

an RPBA at this time, in lieu of a DCVA, to avoid the potential expense of upgrading the backflow device in the future. [PMC 14.02.220(3) & CS 302.2]

- If an irrigation system is also proposed, a DCVA is required on that line as well. [PMC 14.02.220(3) & CS 302]
- Available fire flow for the project site must be determined by hydraulic modeling conducted by the City's consultant. The cost of this analysis is \$600 and shall be paid by the applicant.
- Fire hydrants and other appurtenances such as DDCVA and PIV shall be placed as directed by the Puyallup Fire Code Official. Fire hydrants shall be placed so that there is a minimum of 50-feet of separation from hydrants to any building walls. [PMC 16.08.080 & CS 301.2, 302.3]
- Maximum hydrant run is 20-feet. Hydrant runs that exceed this distance shall be served by a mainline with the hydrant feed line set at right angles to the supply main.
- The fire sprinkler double detector check valve assembly (DDCVA) may be located either inside, or outside, of the building. [CS 302.3, CS 303]
- At the time of Civil permit application, the fire sprinkler supply line shall be designed, and shown on the plan, into the building to the point of connection to the interior building riser. Provide plan and elevation detail(s) where the riser enters the building with dimensions, clearances, and joint restraint in accordance with NFPA 24. [CS 302.3, CS 303]
- The Fire Department Connection (FDC) shall be located no closer than 10-feet and no further than 15-feet from a fire hydrant. (NOTE: If the project is utilizing a fire booster pump, the FDC must connect to the sprinkler system on the discharge side of the pump in accordance with NFPA regulations.) A post indicator valve (PIV) shall be provided for the fire sprinkler system in advance of the DDCVA. [CS 302.3]
- 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 \$4,260.00 for the first 15 fixture units and an additional charge of \$285.42 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.02.040]
- Water connection fees and systems development charges are due at the time of building permit issuance and do not vest until time of permit issuance. [PMC 14.02.040, 14.10.030]
- 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]

SANITARY SEWER:

- Refer to City Standards, Section 400 for Sewer System Requirements. [PMC 17.42]
- The applicant shall connect into the existing public system located within 15th St SE. If a proposed connection is to occur elsewhere, the applicant shall confirm that the system is located within an easement to the City of Puyallup. [PMC 14.08.070]

- As of this writing, there are no known sewer constrictions in this system within ¼-mile of the proposed project.
- A separate and independent side sewer will be required from the public main to the project site. Side sewers shall be 6-inch minimum diameter with a 0.02 foot per foot slope. Side sewers shall have a cleanout at the property line, at the building, and every 100 feet between the two points. [PMC 14.08.110 & CS 401(6)]
- If the proposed side sewer is greater than 6-inches, a sanitary sewer manhole shall be provided at the property line.
- Prior to reuse of the existing side sewer, the City Collections Division must conduct a visual inspection of the side sewer to determine whether it can be used again. Existing laterals must meet current standard to be used again. The applicant shall be responsible to expose the line as necessary for the City inspection. The City reserves the right to request video inspection of the side sewer to assist in its determination.
- Sewer main pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines.
- Grease Interceptors are required for all commercial facilities involved in food preparation. If food preparation facilities are proposed now, or in the future, the applicant shall install an external grease interceptor in accordance with the current edition of the Uniform Plumbing Code adopted by the City of Puyallup, Puyallup Municipal Code, and City standard details. [PMC 14.06.031(3) & CS 401(5), 402.3]
- The construction of a trash enclosure will require the enclosure pad to be elevated to prevent stormwater run-on. If a sewer area drain is proposed for any trash enclosure, then the entire enclosure shall be covered to prevent stormwater run-on and inflow into the sewer system.
- A sanitary sewer system development charge (SDC) will be assessed based on the number of plumbing fixture units as defined in the Uniform Plumbing Code. Current SDC's as of this writing are \$5,890.00 for the first 15 plumbing fixture units and an additional charge of \$394.63 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.10.010, 14.10.030]
- Sewer connection fees and systems development charges are due at the time of building permit issuance and do not vest until time of permit issuance. [PMC 14.10.010, 14.10.030]
- 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 14.10.010]

STREET:

- Frontage improvements shall be completed along the entire property frontage and include curb, gutter, sidewalk, roadway base, pavement, street lighting, and drainage. Dedication of right-of-way may be required to provide for adequate roadway section.

Frontage improvements shall meet current City Standards unless otherwise waived by the City Engineer. [PMC 11.08.120, 11.08.130, 19.12.050(1)]

- Existing public utilities that are in conflict with proposed frontage improvements shall be relocated as necessary to meet all applicable City, State, and Federal requirements.
- Existing private utilities (gas, telcom, cable, etc...) that are in conflict with City maintained right-of-way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under the sidewalk area.
- Upon civil permit application, the following items shall be provided:
 - Road plans shall include a plan and profile view of the roadway indicating both the centerline and flow line elevations. [PMC 17.42 & CS 2.2]
 - A separate street lighting and channelization plan shall be provided in accordance with City Standards.
 - Commercial and Multi-family projects shall provide an autoturn analysis for the largest anticipated vehicle that would access the site. Curb radii and entrance dimensions shall be increased as necessary to allow vehicles to access the site without encroaching into adjacent lanes of traffic.
 - Root barriers in accordance with City Standard Detail 01.02.03 shall be installed for all street trees within ten (10) feet of the public ROW.
 - Wheel chair ramps, accessible routes, etc. shall be constructed in accordance with City Standards and current ADA regulations. If there is a conflict between the City Standards and ADA regulations, the ADA regulations shall take precedence over the City's requirements. [PMC 17.42]
 - Any surface area proposed for parking, drive aisle, or outdoor storage shall be paved with asphalt or concrete. [PMC 20.30.045(3), 20.35.035(3), 20.44.045(2)]
- Any curb, gutter, sidewalk, or other existing improvements which currently do not meet City Standards, or are damaged during construction, shall be replaced. [PMC 11.08.020]
- Upon review of the required, submitted traffic report, additional off-site improvements may be required as directed by the Traffic Engineering Department. [PMC 17.42]

GRADING:

- A Grading Plan conforming to all requirements of PMC Section 21.14.120 will be required for this project. The Plan shall be prepared by a Civil Engineer licensed in the State of Washington. [PMC 21.14.070]
- A geotechnical report conforming to all requirements PMC Sections 21.14.150 and 21.14.160 will be required for this project. The Report shall be prepared by a Civil Engineer or Engineering Geologist licensed in the State of Washington. Prior to final acceptance of this project, the author of the Report shall provide certification to the City the project was constructed in accordance with the recommendations contained in the report.
- Cross sections will be required at various points along the property lines in accordance with City Standards Section 502 and 503 to ensure no impact from storm water damming or runoff. [PMC 17.42 & CS 502.1]

- At the time of civil permit application, the following notes shall be added to the first sheet of the TЕСP:
 - “At any time during construction it is determined by the City that mud and debris are being tracked onto public streets with insufficient cleanup, all work shall cease on the project until this condition is corrected. The contractor and/or the owner shall immediately take all steps necessary to prevent future tracking of mud and debris into the public ROW, which may include the installation of a wheel wash facility on-site.”
 - “Contractor shall designate a Washington Department of Ecology certified erosion and sediment control leadperson, and shall comply with the Stormwater Pollution Prevention Plan (SWPPP) prepared for this project.”
 - “Sediment-laden runoff shall not be allowed to discharge beyond the construction limits in accordance with the Project’s NPDES General Stormwater Permit.”
- RCW 19.122 requires all owners of underground facilities to notify pipeline companies of scheduled excavations through the one-number locator service if proposed excavation is within 100 feet. Notification must occur in a window of not less than 2 business days but not more than 10 business days before beginning the excavation. If a transmission pipeline company is notified that excavation work will occur near a pipeline, a representative of the company must consult with the excavator on-site prior to excavation.

MISC:

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

- The scale for design plans shall be indicated directly below the north arrow and shall be only 1"=20' or 1"=30'. The north arrow shall point up or to the right on the plans.
- Engineering plan sheets shall be numbered sequentially in this manner: Sheet 1 of 20, Sheet 2 of 20, etc. ending in Sheet 20 of 20.
- All applicable City Standard Notes and Standard Details shall be included on the construction plans for this project. A copy of the City Standards can be found on the City's web site under City Engineering, Development Engineering.
- Prior to Acceptance/Occupancy, Record Drawings shall be provided for review and approval by the City. The fee for this review is \$200.00. Record Drawings shall be provided as follows:
 - In accordance with City Standards Manual Section 2.3.
 - Electronic version of the record drawings in the following formats:
 1. AutoCAD Map 2007 or newer in State Plane South Projection
 2. PDF

Traffic Comments – Bryan Roberts, 253-841-5542 BRoberts@puyallupwa.gov

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

Vehicle trip credits would be allowed for previous cold storage land use.

Trip generation assumptions need to demonstrate worst-case scenario land use to accurately capture possible traffic impacts particularly if no end user or use is specified and there is no known mechanism to constrain land uses. For warehouse projects with no end user or uses, the City of Puyallup has been using the ITE land use code 155, high cube fulfillment center, for the purposes of assessment of traffic impacts for warehouse development projects.

-Further discussion needed with City on how traffic impact fees would be paid.

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).

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

Park impact fee was established by Ordinance 3142 dated July 3, 2017 and shall be charged \$0.87 per building sqft and shall be paid prior to building permit issuance.

Per Puyallup Municipal Code Section 11.08.135, the applicant/owner would be expected to construct half-street improvements including curb, gutter, planter strip, sidewalk, roadway base, pavement, and street lighting. The extent of paving would be determined based on current condition. Any existing improvements which are damaged now or during construction, or which do not meet current City Standards, shall be replaced. Based on the materials submitted, the applicant would be expected to construct half-street improvements on the following streets:

- 15th St SE is classified as a Minor Arterial and shall consist of curb, gutter, 8' sidewalks, 10ft planter strip, and streetlights. The improvements shall be from street centerline. Assuming a symmetrical cross section, additional right-of-way (ROW) on 15th St SE may need to be dedicated to the city.

15th St SE along the site is designated as a Minor Arterial. City standards (Section 101.10.1) require minimum spacing of 300 feet from the intersection & driveways measured between closest edges of the driveway.

- Per City standards, commercial driveways must be aligned with intersections/driveways across the street.

- Existing driveway near BNSF at-grade crossing will be removed or possibly used for EV access (feasibility needed)

Access restrictions may be necessary if City Standards are not met.

Coordination with BNSF needed regarding the commercial spur

- Consistency with their future plans, Siding capacity, etc.

- Possible safety upgrades at traffic signal (advanced preemption).

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

This commercial/industrial development shall provide an AutoTurn analysis for the largest anticipated vehicle that would access the site (WB-67, fire apparatus). Curb radii and entrance dimensions shall be increased as necessary to allow vehicles to access the site without encroaching into adjacent lanes of traffic.

City standard commercial driveway shall be required along frontage. Minimum commercial driveway width is 30ft with 35ft radius.