



**B A R G H A U S E N**

# **PROJECT NARRATIVE WITH CRITERIA RESPONSES**

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## **Design Review**

### **ARCO ampm Convenience Store, Fueling Facility, and Car Wash**

1403 South Meridian  
Puyallup, Washington 98371

Prepared by:  
Barghausen Consulting Engineers, Inc.

May 13, 2022  
Our Job No. 21730

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## **Project Overview**

The proposed scope of work includes construction of a new 3,349-square-foot ARCO ampm convenience store, a 49- by 129-foot fuel canopy with eight (8) multi-product dispensers (MPDs), a 25,000-gallon underground storage tank (UST), and a 22,000-gallon split UST (12,000/10,000) allocated for diesel and premium fuel. Additionally, the project will include the construction of a detached 24-by 48-foot Car Wash with single drive-through lane and one (1) vacuum station. Site improvements will include surface parking for 21 vehicles, including four (4) EV charging spaces, interior and perimeter landscaping, pedestrian walkways, and a trash and recycling enclosure. The existing restaurant building will be demolished to accommodate new improvements.

The convenience store would replicate typical elements and fixtures associated with convenience retail (ARCO ampm). Items being sold would include prepackaged convenience grocery items, sundries, hot and cold drinks, tobacco products, beer and wine, and automobile-related convenience items. Cold storage facilities and limited on-site dry storage would be provided to support both retail sales and food service. Food preparation is limited to warming (reheating) and packaging for resale. The facility proposes alcohol sales, tobacco sales, and 24-hour operation on the property.

The subject property is zoned General Commercial. The proposed project is a permitted use within the General Commercial district.

## **Site Design**

The project is designed to satisfy the City's site design guidelines and principles that promote an attractive streetscape. The ampm convenience store is located within 20 feet of South Meridian on the north half of the property with pedestrian plaza and entrance that fronts the right-of-way. All surface parking is located on the side of the building as viewed from the public roadway. The car wash is located on the southern half of the property with the canopy located between the ampm and car wash. The trash enclosure is located internal to the site and to the west of the ampm convenience store. The vacuum station is also located within the interior of the site at the further point from the roadway, and to the west of the car wash building. Perimeter landscape with trees and shrubs consistent with code requirements will provide a visual screen of the fuel pump areas from the right-of-way.

## **Access**

The subject property currently shares access onto South Meridian with surrounding hospitality and office uses within the established commercial complex. The shared access driveway allowing full turn movements is located along the southern perimeter of the project site. The project proposes to maintain the existing cross-access and shared driveway on the site without modification. Additionally, the project proposes a new right-in-right-out driveway on the northern-half of the property to allow a direct access to the ARCO ampm Fueling Facility. A concrete curb is proposed within the centerline of South Meridian to physically prohibit left turn movements. The project will result in a significant net increase in the number of trips to the subject property and therefore the direct access driveway is proposed to alleviate any potential new congestion from the existing driveway that is currently shared amongst the multiple established tenants. It is understood that a deviation to allow this new driveway is required which will be submitted concurrently with the design review application for staff consideration.

## **Architecture**

The convenience store and carwash feature a combination of composite materials intended to impart a Pacific Northwest feel in both color and texture. Vertical and horizontal façade breaks, building massing,

and modulation have all been incorporated into the design of the building. The building features modulation of the roofline, building wall articulation, and building materials that are aesthetic and compatible with other newer developments in the community.

The ampm convenience store building is designed with a customized floor plan to accommodate a storefront design with windows that offer clear visibility into the store from the public roadway. In addition to storefront windows, a second building entrance is also proposed on the east elevation of the ampm convenience store that is located within 20 feet of the South Meridian. Large awnings will span across 25-feet of the east elevation to provide weather protection.

### **Signs and Lighting**

Signs proposed for use at the project site will conform to City Land Use Code. Signs proposed to be installed at the project site include a freestanding sign, wall signs, canopy signs, and directional signs. Signs will be constructed with high-quality materials and properly installed under separate permits.

Site lighting will be provided at the project site for the safety and security of all customers, pedestrians, and employees. Outdoor lighting and illumination at the site will include parking lot security lighting and internal sign illumination. Exterior building lighting will be installed on the building and canopy frontage. Under-canopy lighting will consist of LED lighting directed toward the fueling area. All lights will be shielded and/or directed toward the project site and keep glare away from the adjacent land uses and rights-of-way.

### **Traffic**

A City of Puyallup Traffic Scoping Worksheet prepared by Transpo dated April 20, 2022 is currently under review by the City Traffic Engineering Division. The Scoping Worksheet indicates that the project is expected to result in a net increase of 872 average daily trips with 47 occurring during AM Peak Hours and 59 during PM Peak Hours. The project proposes a concrete curb within the centerline to physically prohibit left turn movements from the proposed new driveway onto South Meridian. No other right-of-way improvements or mitigation is proposed or required at this time. The project will be subject to payment of the City's Traffic Impact Fees at the time of building permit issuance.

### **Purpose of Request:**

#### Design Review - Project Approval

Pursuant to Puyallup Zoning and Development Code, the following information is considered for approval of a Design Review:

1. *Foster good decision-making in architectural and site design within the context of the community's built and natural environmental character, scale, and diversity.*

**Response:** Our subject is located on an arterial road with proximity to Highway 512 and adjacent to two hospitality driven businesses. There is a significant amount of vehicular traffic to be captured that will directly benefit from the amenities this project provides. The proposed convenience store will offer hot food and pre-packaged food options to replace the previous restaurant use on the property. The project is designed to serve both vehicular traffic and pedestrians through the site safely and efficiently. Additionally, the design of the building, stormwater management, lighting, and landscaping will enhance the commercial character of the surrounding area.

The City of Puyallup Zoning Map designates the project site as General Commercial and compatible uses include established commercial areas with off-street parking and service establishments. The uses included in the General Commercial designation are consistent with the convenience store and fuel station, which will operate as a retail and service establishment.

2. *Promote the scale of buildings and the configuration of open space and parking areas to safely and comfortably accommodate pedestrian activities.*

**Response:** The east side of the convenience store will feature a 20-foot deep pedestrian-oriented plaza abutting South Meridian. Additionally, delineated pedestrian pathways are proposed to link the parking areas, convenience store, and right-of-way to provide an inviting and safe property for pedestrian activity.

3. *Discourage placement of multiple-family complexes around large expanses of vehicular circulation and parking without providing adequate places for recreational and play activities.*

**Response:** The project is classified as non-residential, and no multiple-family complexes are proposed.

4. *Discourage monotony in building design and in the arrangement of commercial and large multiple-family complexes, while promoting harmony amongst distinct building identities.*

**Response:** The proposed project features several structures of varying size and shape and varied material palette. The convenience store and carwash feature a combination of composite materials intended to impart a Pacific Northwest feel in both color and texture. The main façade of the convenience store building is predominately transparent storefront for clear visibility into and outside of the building. The elevation has articulated planar shifts, varied parapet heights, accent materials to accentuate the main entry, and awnings that break up the massing of the glazing while protecting from the elements.

5. *Mitigate, through design and site plan measures, the visual impact of large building facades, particularly those which have high public visibility (these standards encourage creative use of architectural and landscape features so as to reduce the actual and perceived scale and bulk of commercial and multifamily structures).*

**Response:** The proposed convenience store is one-story and uses articulated parapet heights and varied building materials to reduce the perceived scale of the structure. Additionally, the landscaping proposes trees behind the convenience store, along South Meridian, and abutting the carwash to reduce visual impact and provide partial screening and shade of the improvements from the right-of-way.

6. *Offer incentives of density bonus or height bonus to encourage the provision of community benefits, facilities, or improvements above and beyond those required in city ordinances, and supporting the goals, objectives, and policies of the adopted comprehensive plan.*

**Response:** As stated in the chart below, our project meets or exceeds the development standards for this site.

<u>Development Standard</u>	<u>Requirement</u>	<u>Response</u>
Setbacks	Front setback: 0 feet Side setback: 0 feet Side setback (street): 12 feet Rear setback: 0 feet	Front Setback provided: 20 feet. Side Setback provided: Variable. Site Plan exceeds minimum. Rear setback provided: Variable. Site Plan exceeds minimum.
Maximum Height	50 feet	Convenience store height is approximately 26 feet.
Parking	1 parking space / 300 SF GFA = 12 parking spaces required.	21 parking spaces provided
Landscaping	The site perimeter shall be landscaped the full depth of each of the required setbacks or 12-feet, whichever is less. Overall landscaping must be at minimum of 10 percent of paved areas. Landscape islands must be provided at the ends of parking rows.	Besides a required plaza space and the driveway, the frontage along South Meridian is landscaped at various depths, exceeding the setback requirements. The proposed improvements include 8,822-square feet of new landscape that will cover approximately 17 percent of the property. Landscape islands are provided at the end of each parking row.

#### **PMC 20.26.300 Nonresidential 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.)*

**Response:** The proposed ARCO ampm convenience store and carwash are single-story. The convenience store is 3,349 square feet with façade length of 86-ft by 40-ft and the carwash is 1,152 square feet with façade lengths of 24-ft by 48-ft. The above elements and features in design and construction of the building is not applicable.

- 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*
- iii. The minimum width of each modulation is 15 feet.*

**Response:** The proposed ARCO ampm convenience store and carwash are single-story. The convenience store is 3,349 square feet with façade length of 86-ft by 40-ft and the carwash is 1,152 square feet with façade lengths of 24-ft by 48-ft. The above elements and features in design and construction of the building is not applicable.

- 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.*
- 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.*

**Response:** The proposed ARCO ampm convenience store and carwash are single-story. The convenience store is 3,349 square feet with façade length of 86-ft by 40-ft and the carwash is 1,152 square feet with façade lengths of 24-ft by 48-ft. The above elements and features in design and construction of the building is not applicable.

- 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.*

**Response:** The proposed ARCO ampm convenience store and carwash are single-story. The convenience store is 3,349 square feet with façade length of 86-ft by 40-ft and the carwash is 1,152 square feet with façade lengths of 24-ft by 48-ft. The above elements and features in design and construction of the building is not applicable.

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;*

**Response:** The proposed parking areas are located to the side of the convenience store and car wash and do not front on South Meridian Street.

- 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. *(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.*

**Response:** The proposed ARCO convenience store is set back 20-feet to accommodate a pedestrian-oriented plaza space that runs along the full width of the building that fronts South Meridian. The proposed plaza space is designed at street grade and features a bike rack and awnings with direct access to the convenience store. The east elevation of the building will have an awning that spans approximately 25-feet over the pedestrian plaza to provide weather protection. The proposed site is not considered to be on a street corner.

- 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.*

**Response:** Not applicable. The subsections referenced are for buildings exceeding 10,000-square feet.

- 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.*

**Response:** The convenience store includes a building entrance on the east elevation of the building that is oriented to face South Meridian Street. This entrance door is located within 20 feet of the public right-of-way. Both building entrances for the convenience store include pedestrian access that provide direct access to the existing sidewalk improvements within South Meridian Street.

The length of the convenience store fronting South Meridian is 44 feet. The project proposes 25 feet of full height storefront windows in addition a secondary sales



entrance that has direct access to the public right of way. This is a completely customized design and floor plan with the design intent to maximize the available space for windows on the east elevation. The fueling canopy, car wash, and trash enclosure shall not have public access and therefore, the above standard does not apply to those buildings.

The convenience store is designed to satisfy the 60 percent transparency standard when measured at a pedestrian scale of 2 and 8 feet along the east building façade. This point of measurement is consistent with the application of the standard in the mixed use and downtown overlay zones within the City of Puyallup. However, it is acknowledged that City staff may measure the transparency requirements in the commercial district based on the full surface area of the exterior wall under the roofline. Based on these points of measurement, the current building design would not satisfy the 60 percent transparency requirement due to floor plan requirements for restrooms, coolers, and utility areas on outside walls. These areas are of vital importance to allow the operation of a convenience store on the site and are not appropriate spaces to include exterior windows.

We understand the design review standards do not provide the points of measurement for the transparency standard in non-residential areas outside the downtown or mixed-use overlay. However, it does not seem appropriate or the intent of the design standards to require a higher standard for window transparency in areas outside the City downtown or mixed-use overlay. As mentioned above, the convenience store requires storage areas, coolers, restrooms, utility areas, and office space to support the use that is permitted in this commercial district. These areas are not all appropriate for windows or attractive for the pedestrian environment. The intent of the non-residential site design principals is to encourage pedestrian activity and an attractive streetscape. This project is proposing a building that features a combination of windows, a 2<sup>nd</sup> building entrance, variation of building materials, roofline and tower treatment, wall modulation, and large awnings for weather protection. These features in combination all contribute to providing an attractive streetscape and meeting the intent of the design principals for non-residential buildings.

Applying the transparency standards between 2 and 8 feet at the pedestrian scale would allow staff to have a consistent application of the transparency standard across all areas of the City as opposed to an unequal treatment between districts. The project respectfully requests a new interpretation from the City Planning Department to determine the appropriate points of measurement for the application of the 60 percent transparency standard.

- 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.*

**Response:** It is our understanding that the proposed new access driveway onto South Meridian is not allowed per the City's Standards (Section 101.10.1) for required minimum spacing from driveways and intersections. A deviation/variance application will be submitted concurrently with the Preliminary Site Plan Review and Design Review.

- 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.*

**Response:** A landscape buffer is provided along the entirety of the street frontage, excluding driveways and required pedestrian-oriented plaza space. The project does not propose any parking areas that front the street.

- 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.*

**Response:** The proposed siding materials on the ARCO convenience store includes shingles along the top of the building just below the roofline, horizontal lap siding along the majority of the building, and some cement vertical siding along the bottom section of the building. Aluminum composite is utilized as an accent material and are highlighted with contrasting colors and shades.

- 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.*

**Response:** The above standard is not applicable because the proposed buildings are not categorized as multiple-tenant buildings.

- 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. (Ord. 3193 § 1, 2019; Ord. 3143 § 2, 2017; Ord. 3119 § 29, 2016; Ord. 2954 §§ 10, 11, 2010; Ord. 2851 § 9, 2006; Ord. 2694 § 2, 2001).*

**Response:** The proposed project consists of four (4) structures of varied size and shape: a convenience store, fueling canopy, car wash, and trash enclosure. While similar branding standards and material palette are consistent throughout the project, each structure is unique to its intended function and maintains an individual aesthetic.

This is achieved through diversity of footprints, rooflines, façade modulation and fenestration patterns as stated above.

**PMC 20.30.037 Site plan design principles in CL, CG and CB zones.**

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

**Response:** Parking is located within the interior of the site and to the side of buildings when viewed from the street. No parking areas are fronting on a public street.

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

- a. *For developments outside of the downtown planned action area, 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. Within the downtown planned action area, see PMC 20.30.033(1); and*

**Response:** The proposed ampm convenience store lies outside the downtown planned action area and the building is set back 20-feet to accommodate a pedestrian-oriented plaza space that runs along the full width of the building. The proposed plaza space features a bike rack and awnings. The pedestrian amenity plaza extends the length of the east elevation of the convenience store and allows access from the public right-of-way to the entrance of the store. The east elevation of our building will have an awning that spans the width of the approximately 25-feet and is over six-feet (6-ft) in depth that covers the building entrance.

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

**Response:** The above standard is not applicable because the project site is not classified to be located on a street corner

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

- i. *Buildings may be set back to a maximum of 20 feet to accommodate an eight-foot plaza space as required by subsection (2)(a) of this section.*
- ii. *Optionally, the pedestrian plaza space may project into the required front or street side yard landscape buffer (as required under PMC 20.58.005(2)) by a*

*maximum of four feet; corner plaza spaces or outdoor cafes may project into the required landscape buffer by a maximum of six feet.*

**Response:** The proposed ARCO convenience store building is set back 20-feet to accommodate a pedestrian-oriented plaza space abutting South Meridian, the public right-of-way.

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

**Response:** The proposed ARCO ampm convenience store, entrance, and plaza space is at street level.

- 3. 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.*

**Response:** As stated above, our project does not qualify as requiring to meet the standards referenced in subsections (1) and (2).

- 4. Building Entrances and Design. At least one building entrance for an individual building (or individual tenant spaces) shall face each public street frontage or be located within 50 lineal feet from a public street frontage. Directly linking pedestrian access shall be provided between the street right-of-way and each building entrance. No less than 60 percent of the surface area of any street-facing wall shall consist of windows and/or transparent doorways.*

**Response:** The convenience store includes a building entrance on the east elevation of the building that is oriented to face South Meridian Street. This entrance door is located within 20 feet of the public right-of-way. Both building entrances for the convenience store include pedestrian access that provide direct access to the existing sidewalk improvements within South Meridian Street.

The length of the convenience store fronting South Meridian is 44 feet. The project proposes 25 feet of full height storefront windows in addition a secondary sales entrance that has direct access to the public right of way. This is a completely customized design and floor plan with the design intent to maximize the available space for windows on the east elevation. The fueling canopy, car wash, and trash enclosure shall not have public access and therefore, the above standard does not apply to those buildings.

The convenience store is designed to satisfy the 60 percent transparency standard when measured at a pedestrian scale of 2 and 8 feet along the east building façade. This point of measurement is consistent with the application of the standard in the mixed use and downtown overlay zones within the City of Puyallup. However, it is acknowledged that City staff may

measure the transparency requirements in the commercial district based on the full surface area of the exterior wall under the roofline. Based on these points of measurement, the current building design would not satisfy the 60 percent transparency requirement due to floor plan requirements for restrooms, coolers, and utility areas on outside walls. These areas are of vital importance to allow the operation of a convenience store on the site and are not appropriate spaces to include exterior windows.

We understand the design review standards do not provide the points of measurement for the transparency standard in non-residential areas outside the downtown or mixed-use overlay. However, it does not seem appropriate or the intent of the design standards to require a higher standard for window transparency in areas outside the city downtown or mixed-use overlay. As mentioned above, the convenience store requires storage areas, coolers, restrooms, utility areas, and office space to support the use that is permitted in this commercial district. These areas are not all appropriate for windows or attractive for the pedestrian environment. The intent of the non-residential site design principals is to encourage pedestrian activity and an attractive streetscape. This project is proposing a building that features a combination of windows, a 2nd building entrance, variation of building materials, roofline and tower treatment, wall modulation, and large awnings for weather protection. These features in combination all contribute to providing an attractive streetscape and meeting the intent of the design principals for non-residential buildings.

Applying the transparency standards between 2 and 8 feet at the pedestrian scale would allow staff to have a consistent application of the transparency standard across all areas of the city as opposed to an unequal treatment between districts. The project respectfully requests a new interpretation from the city Planning Department to determine the appropriate points of measurement for the application of the 60 percent transparency standard.

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

**Response:** It is our understanding that the proposed new access driveway onto South Meridian is not allowed per the City's Standards (Section 101.10.1) for required minimum spacing from driveways and intersections. A deviation/variance application will be submitted concurrently with the Preliminary Site Plan Review and Design Review.

We believe that the above responses, together with the enclosed revised plans and technical documents, address the comments in your letter dated May 2, 2022. Please review and approve the enclosed at your earliest convenience. If you have questions or need additional information, please do not hesitate to contact me at this office. Thank you.

Sincerely,



Nick Wecker  
Senior Planner

NAW/jk  
21730c.004  
enc: As Noted