



City of Puyallup

Development and Permitting Services

333 S. Meridian, Puyallup, WA 98371

(253) 864-4165

www.cityofpuyallup.org

DATE: August 02, 2022

TO: Evan Mann

FROM: Gabriel Clark, Planning Technician

PROJECT: PLPRE20220098

SITE ADDRESS: 3305 S FRUITLAND, PUYALLUP, WA 98373;

PROJECT DESCRIPTION (as provided by applicant): This a proposal to rezone and subdivide 2 parcels into 52 single family lots. Additionally, this includes a large sewer main extension.

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

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

- Improvements shall include roadway widening (36ft roadway) 10ft planter strip, 5ft sidewalk, 5ft bike lanes, street lighting.
- 60ft ROW - 34ft roadway width, 7.5ft planter strips, 5 sidewalk. This road section will accommodate on-street parking on both sides of the street. Shared driveways could minimize driveway cuts, and increase on-street parking.
- Driveway does not align across the street.
- Operational analysis of 31st/Fruitland needs to account for unserved demand from excessive queuing. Analysis of peak hour vehicle throughput (traffic counts) will not represent actual vehicle delay.
- Off-site paved transition to face of curb
- Off-site paved transition from face of curb
- Engineering standards have a maximum 500ft length for cul-de-sacs per 01.01.16
- For a local roadway, minimum 35ft spacing from radius PT
- Center TWLTL required to safely accommodate inbound/outbound vehicles for Arterial roadway.
- City estimates ROW dedication will be ~9ft.
- Minimum 25ft radius
- 971.02 ft
- 35.00 ft

- 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.

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 per new dwelling unit based on its size:

Park Impact Fee (Per residential dwelling Unit):

Less than 500 sqft \$1,560.05

500 - 999 sqft \$2,313.53

1,000 - 1,999 sqft \$3,291.31

2,000 sqft or more \$4,017.30

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:

-Fruitland is classified as a Minor Arterial and shall consist of curb, gutter, 36ft wide roadway (2-12ft drive lanes, 1- 12ft TWLTL), 5ft bike lanes, 5ft sidewalks, 10ft planter strip, and streetlights.

-This section of Fruitland is designated to have bike lanes per our active transportation plan.

-City estimates approximately 9ft of ROW dedication will be required to construct frontage.

-Center TWLTL will be required along frontage to safely accommodate inbound/outbound vehicles for Arterial roadway. See Fruitland Estates & Fruitland Ridge developments for similar requirements. The City requires 75ft of TWLTL in both directions, extending both directions from proposed driveway location.

-Frontage design will likely require off-site transitions

Fruitland along the site is designated as a Minor Arterial. City standards (Section 101.10.1) require minimum spacing of 300 feet

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

-Depending on the location site access, and alternative methods request may be necessary based on driveway spacing.

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

During preliminary site plan review a sight distance analysis will be required ensure driveway location will meet City standards.