City of Puyallup

Development Services Center

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www.cityofpuyallup.org

DATE: **March 2, 2020**

TO: **Corbin Klinkhammer, Swarn Soldate, Theresa Greene, Lara Pharmer, Mike Kirkland, Roger Rahil, and Project File**

FROM: **Nabila Comstock - Planning Technician**

PROJECT: **P-20-0010 – 4th Street Retail Bldg.**

SITE ADDRESS: **1200 4th St NW**

PROJECT DESCRIPTION (as provided by applicant): Propose new multi-tenant retail building to include outdoor seating area and car wash

Thank you for meeting with the city's Development Services staff to discuss your proposed project.
For your use here is a memo to the file for this project, which highlights the issues discussed at our meeting. Please note that this is a list of specific issues discussed and is not intended to replace the final condition letter that will be provided to you when a formal application is submitted and reviewed.
We hope that you find this information helpful and informative as you proceed through the permitting process. If you have any questions or concerns regarding these notes, please do not hesitate to contact the appropriate staff member or me directly at (253) 770-3361.

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

PLANNING – Chris Beale, 253-841-5418 cbeale@ci.puyallup.wa.us

This letter is intended to outline specific code sections and other standards that may be applicable to the project. This is not an exhaustive list and other requirements may be triggered by the actual development proposal. The applicant is advised and encouraged to consult the Puyallup Municipal Code (PMC) when finalizing their application proposal and contact the planner listed above with questions

GENERAL SITE PLAN COMMENTS SUMMARY

- The River Road mixed use zone (RMX) does allow for expanded auto uses under PMC 20.31.016. The Enterprise car rental use will be allowed to move given the common ownership of the parcels and allowed to expand with the car wash, per the Director's interpretation of that code section.
- The primary retail building needs to move up to the street level of 4th Street and the building store fronts need to face the right of way (the store fronts face the parking lot

and back side of the building faces the right of way – the building needs to 'flip'). (PMC 20.31.027).

- Setbacks are a maximum for the building of 20'. PMC 20.31.027
  - 12' of required front yard frontage landscape yard
  - 8' pedestrian plaza space running the length of the building store front
  - 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 (4') feet; corner plaza spaces or outdoor cafes may project into the required landscape buffer by a maximum of six (6') feet

- The River Road corridor plan, as well as PMC 20.52.005 (10), and 20.52.015 (3) requires
  - To promote and establish a coordinated system of internal roadways and nonmotorized pathways and plazas throughout the MX zones.
  - Development in the overlay shall establish a pedestrian-scaled environment within compact development patterns that is urban in scale and form.
  - Development on public streets or internal private roadways shall be human scale at the pedestrian level and enhance the pedestrian environment through the use of the following elements:
  - Active uses on the first floor (e.g., retail or restaurants) with ample glazing for visual transparency and areas for outdoor seating and sales displays;
  - Interconnected network of short internal private roadway blocks;
- Regarding these goals, the site plan will need to incorporate curb/gutter/planter strip and sidewalks along major drive aisles into the site from the public right of way and in the parking lot. Staff will use flexibility in applying these standards and encourages the architect to email with drafts of the site plan prior to formal submittal for review.
- Design review is required requirements - ground floor of a street facing facade shall consist of at least 60 percent visual transparency along the exterior wall area located in the pedestrian view plane. Other architectural standards are included below.
- The project will be reviewed by the Design Review Board. You can schedule a pre-application meeting with the Board through staff. Contact me for more information. **Chris Beale, 253-841-5418** cbeale@ci.puyallup.wa.us
- RMX zone does not all pole signs in this zone; freestanding signs are limited to monument style signs at a maximum of 10' in height (PMC 20.60.047 & 20.60.065 (5))
- The city has specific parking lot landscaping island dimensions and dispersion requirements that will affect parking layout. See landscaping comments later in these notes.
- The applicant shall show the 200' shoreline environment on the site plan. This will require the applicant to hire a biologist to determine the ordinary high water mark for the Puyallup River and survey in the 200' distance from it. Improvements within the shoreline area require shoreline permits.
- PMC 20.31.032 does not allow the site to increase impervious surfaces. Some site reductions may be needed on site. Code:
  - "No Net Increase of Impervious Surfaces. All building permits submitted for any new exterior construction or site alterations shall document all impervious site surfaces (e.g., rooftops, parking lots, walkways, severely compacted soil areas, etc.) relative to overall site area. No new site alterations or construction shall result in an increase in overall impervious surface."

- Maximum Impervious Surface Coverage Established. No site shall maintain or construct impervious surfaces that exceed 70 percent of total site area. Impervious surfaces beyond 70 percent shall be considered nonconforming; reduction and removal of impervious surfaces shall be required upon substantial site redevelopment.
- Substantial site redevelopment – defined for purposes of this subsection, "substantial" site redevelopment shall be any new development, addition, or exterior alterations with value, as determined by the building code official, totaling more than $150,000, within any two-year period – shall result in a site impervious surface coverage of no more than 70 percent.
- Multiple techniques may be utilized to achieve this reduction goal, including, but not limited to, the removal of impervious parking lot surfacing, replacement of impervious surfaces with pervious, installation of soil-amended landscape areas, etc. Given that the following techniques do not either infiltrate rain water or do not provide full interception and infiltration/transpiration of rain water, a credit for up to, but not more than, 50 percent of their site coverage area shall be provided in relation to impervious surface reductions:
- Green roof tops; and
- Deciduous tree canopy coverage area.
- All pervious and landscaped areas disturbed or created by the project will have their soils amended with 10 percent compost by volume or replaced entirely with engineered soils meeting the requirements of DOE BMP T5.13.

LAND USE PERMIT REQUIREMENTS

The following land use permits are required for your proposal:

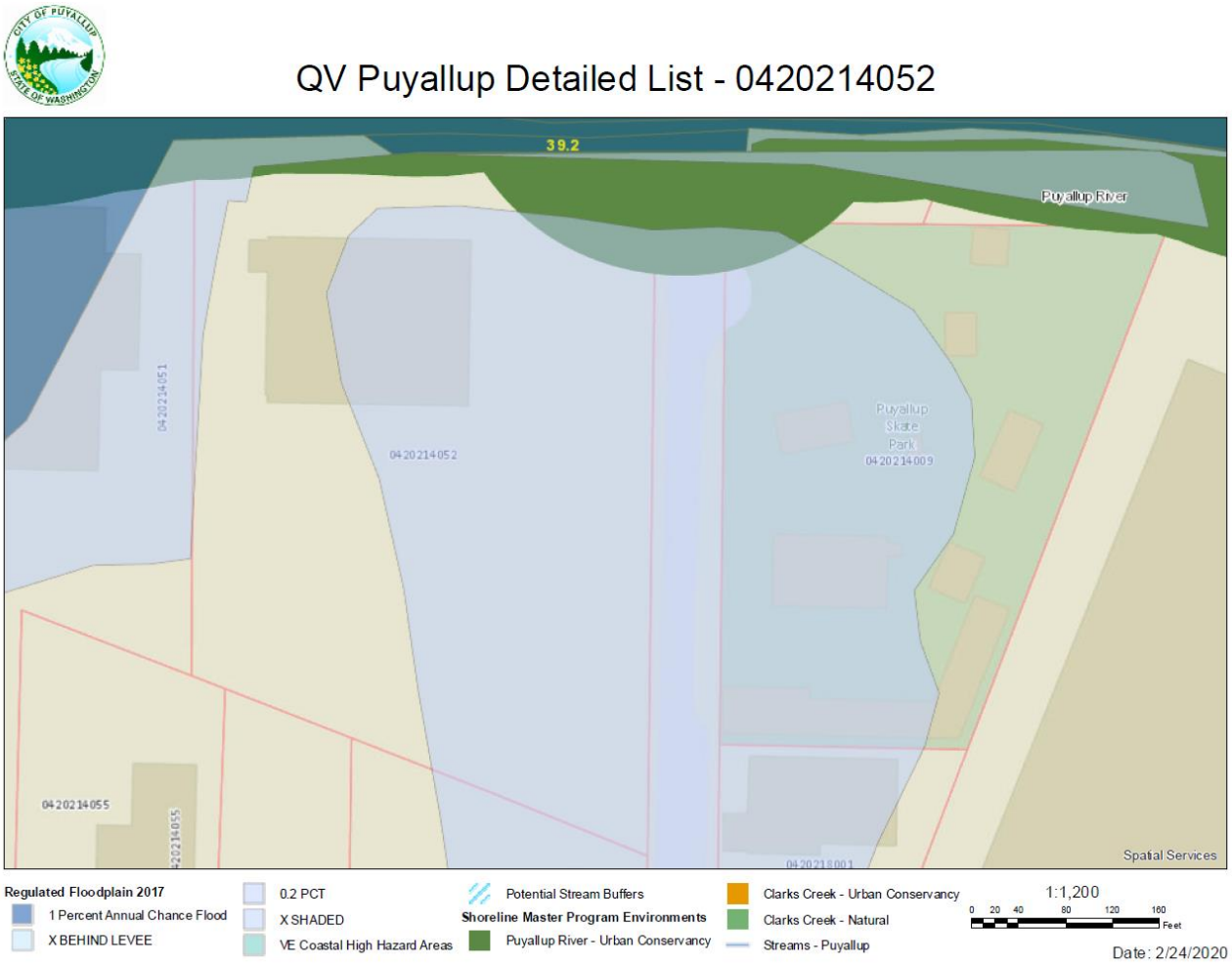
- Preliminary site plan,
- SEPA environmental checklist
- MX design guidelines review applications (See below for more information regarding architectural design review)
- To facilitate a complete submittal, provide the following documents:
  - Complete application form, with required # of copies and supporting documents, as outlined on the application form checklist. Consult with a permit technician if you have questions about the minimum submittal checklist requirements (PermitsCenter@ci.puyallup.wa.us).
  - Please provide the case planner a link to SharePoint, OneDrive, or other cloud storage accessible link (excluding Dropbox), to all documents submitted under the application process.
  - SEPA checklist with an 8.5"X11" or 11"X17" copy of the site plan
  - Proposed building elevations, along with any applicable design review application.
  - Required preliminary storm water report, consistent with Engineering's requirements and notes contained in this letter or as otherwise directed by the case Engineer.
  - Required Traffic Scoping Worksheet and Traffic Impact Analysis, consistent with Traffic Engineering's requirements and notes contained in this letter or as otherwise directed by the city Traffic Engineer.
  - Any required critical areas report, as noted herein by the case planner
  - Preliminary landscape plan
  - Geotechnical report, where required.

- Preliminary utility plan, or preliminary Technical Information Report (TIR), consistent with Engineering's requirements and notes contained in this letter or as otherwise directed by the case Engineer.

GIS PROPERTY DETAILS
QV Puyallup Detailed List - 0420214052

General Information	
Puyallup City Limit	Yes
City Owned Property	No
Concomitant Agreements	No
Regulated Floodplain 1980	Yes
Regulated Floodplain 2017	0.2 PCT, AE, AH
Regulated Seclusion Area	Yes
Future Land Use	MUC
General Habitat Areas	No
Plats	N/A
Potential Land Slide Hazard	Yes
Regional Growth Center	No
Revenue Development Area Boundary	No
Short Plat Number	N/A
Soils	29A, 31A
Urban Growth Boundary Area	Yes
Volcanic Hazard Areas	Yes
Water System Name	CITY OF PUYALLUP
Wetlands Inventory Puyallup	No

Zoning	RMX
Zoning Overlay	MX-DRO



LAND USE ANALYSIS

- The site is in the RMX zone district and the MUC Comprehensive Plan designated area.
- Consult PMC 20.31 for zone specific standards.

https://www.codepublishing.com/WA/Puyallup/#!/Puyallup20/Puyallup2031.html#20.31

- In the RMX zone district, most uses are permitted, such as commercial retail. Some uses are prohibited, such as auto oriented uses. The following uses are prohibited (PMC 20.31.015):

Since appropriate commercial uses to be allowed for future development in most of the MX zones are those that promote a pedestrian-oriented environment that minimizes the dependency on the automobile and encourages pedestrian accessibility by clustering a mix of uses that are accessible on foot, the following are prohibited uses:

- Motor vehicle sales, rental, storage, service and/or repair, body shops, gasoline or diesel service stations and recreational vehicle parks (prohibited in all MX zone districts, except that indoor vehicle displays or showrooms or an outdoor area for a limited number of vehicles used for car-share purposes (i.e., Zipcar) are permitted in the CCX zone);

- Any business with a drive-through window, including limited-service restaurants (prohibited in RMX, CMX, and LMX);

- Limited manufacturing/light industrial uses and warehousing/distribution (prohibited in all MX zones);

- Commercial retail with associated outdoor storage components (prohibited in RMX, CMX, and LMX);

- Adult uses (prohibited in all MX zones);

- A use not listed here that the director determines, per the procedures outlined in Chapter 20.87 PMC, to be similar in nature to an otherwise prohibited use within the zone district (all MX zones).

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
X	Fish and Wildlife Conservation Area - Stream and/or stream buffer
X	Fish and Wildlife Conservation Area – General habitat area
X	Flood prone area – 100-year floodplain AND/OR 500-year floodplain
X	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 projects will not trigger these report requirements, 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.

- **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.
- **Stream and/or stream buffer areas:**
  - A report from a qualified biologist, meeting the requirements of PMC 21.06.1070 and 21.06.530 is required for any lands suspected (mapped or unmapped) or known on a site or a site within 300' of suspected or known streams.
- **General habitat areas:**
  - A report from a qualified biologist, meeting the requirements of PMC 21.06.1070 and 21.06.530 is required for any lands suspected (mapped or unmapped) or known on a site or a site within 300' of suspected or known general habitat areas.
- **100-year floodplain areas:**
  - Applicants for development permits in the 100-year floodplain shall submit a habitat assessment prepared by a qualified biologist evaluating the effects and/or indirect effects of the proposed development (during both construction and operation) on the floodplain functions and documenting that the proposed development will not result in "take" of any species listed as threatened or endangered under the ESA. See PMC 21.07.050 (c) for more details.
- **Shoreline of the state:**
  - An 'ordinary high water mark determination' report from a qualified biologist, present on a surveyed drawing by a licensed surveyor.
  - Areas within 200' of the Ordinary High Water Mark requires compliance with the Shoreline Master Program (SMP).

ARCHITECTURAL DESIGN REVIEW ANALYSIS

- The project is subject to the MX-Design Review Overlay. Your project will be reviewed by the Design Review Board, or designee. The Board will review and approve, approve with conditions or deny your application.
- You can schedule a pre-application meeting with the Board to receive early feedback before proceeding into the formal design review process. Contact me for further details
- The following is a short summary of areas flagged for attention as you finalize the design. This is not an exhaustive review of the design review submittal and is advisory only.

20.52.005 Description and purpose.

The MX-DRO overlay zone is intended to apply to MX zone districts. This design overlay establishes regulations in addition to those prescribed by the underlying zone. This area, as designated, shall have its own set of criteria intended to accomplish the following:

- Support and reinforce the purpose of the city's mixed-use zones and associated subarea plans, where applicable.

- Create compact, mixed-use, multi-modal redevelopment that helps to create and establish a nodal destination point for the community and east Pierce County at large.

- Allow building heights that create space for a critical mass of people needed to make a new urban neighborhood successful. Ensure that development is human in scale at the pedestrian level.

- In the River Road mixed use (RMX) zone, to embrace and integrate the Riverwalk Trail system as a focal point of access and building orientation and accentuate River Road as a gateway to the city.

- Incorporate "green" design, smart growth policies, and sustainable technology into the urban design, site plan design and architectural designs.

- To ensure top quality design and pedestrian orientation in the layout and planning of redevelopment.

- Use sustainable building materials and construction methods (e.g., LEED) that are of the highest quality and appropriate to an urban environment and expected to last at least 50 years.

- To promote and establish a coordinated system of internal roadways and nonmotorized pathways and plazas throughout the MX zones.

20.52.015 Design principles.

The following principles seek to strengthen the overall sense of place, establish a strong gateway and destination point, establish defined boundaries and ensure sensitive transitions to surrounding

neighborhoods, enhance the physical amenities of the neighborhood, create a pedestrian-oriented environment with safe and vital streets, and, in relation to the RMX zone, to create a neighborhood distinctive for its orientation to the amenities of the Puyallup River. All site plan designs for redevelopment projects shall demonstrate that the following principles are incorporated into building and site design. When submitting for administrative design review, the project architect shall demonstrate compliance with the following principles through a point-by-point narrative and supporting graphics describing compliance with the following:

- Urban Form. All development in the MX design review overlay zone shall reflect the area's vision of a pedestrian-oriented environment by establishing a high quality, compact urban node in the community.

  (a) Allow and promote larger scaled mixed-use buildings that provide careful attention to thoughtful/sensitive transition designs that respect and protect adjacent smaller scale residential uses.

  (b) New development should seek to incorporate a mix of residential, retail, commercial and open space uses of various types and scales in order to serve the neighborhood, the city and the region.

  (c) Incorporate multiple building features such as cornices, special wall-mounted lighting fixtures, window shutters, planter boxes, various window styles and other elements to reinforce the pedestrian scale, ground floor orientation and visual continuity to abutting buildings.

- Architectural Design. New development may be a variety of architectural styles, with a focus on the use of innovative, sustainable building materials and design practices, such as LEED. Architectural designs shall seek to promote a high quality architectural theme that minimizes the bulk and scale of compact development.

(a) Mitigation of potential impacts related to larger building heights using appropriate massing, upper floor step-backs, materials, modulations and details and design of the facade at the pedestrian level shall be a primary objective of building design.

(b) Use of high quality, sustainable building materials and utilization of sustainable design practices – such as LEED – are to be incorporated into site and building design.

(c) Large expanses of undifferentiated facades are not allowed along public rights-of-way. The composition of a proposed building facade shall be defined by horizontal and vertical modulation and articulation, with vertical articulation being predominant.

(d) New buildings that are three stories or higher shall have three visual design components: base, middle, and top. The base shall provide a scale and articulation that is related directly to the pedestrian, including elements appearing in other components (e.g., appropriate fenestration). The middle portion of the building shall provide a pattern of fenestration, texture, and detail that lends a sense of rhythm and scale to a building both horizontally and vertically. The top portion of the facade shall typically receive special treatment that terminates the building in a distinctive manner.

(e) Blank, flat, unadorned, or repetitive facades shall not be allowed on facades visible from public rights-of-way, or the Riverwalk Trail in the RMX zone district. Facades visible from public rights-of-way and multi-use trails shall incorporate design elements that break the facades into components scaled to the pedestrian, and to the context of other buildings on the street.

(f) All buildings shall maintain a pedestrian scale through the use of building elements at the street level such as windows, entries, commercial displays, building entries, a variety of materials, colors, ornamentation, texture, elements indicating floor-to-floor heights, appropriately scaled building materials, cornice lines, signage, awnings and canopies. Ground floor facades that face public streets shall actively engage pedestrians through such features listed above.

- Pedestrian Orientation. All development in the overlay shall establish a pedestrian-scaled environment within compact development patterns that is urban in scale and form.

  (a) Development on public streets or internal private roadways shall be human scale at the pedestrian level and enhance the pedestrian environment through the use of the following elements:

    (i) Active uses on the first floor (e.g., retail or restaurants) with ample glazing for visual transparency and areas for outdoor seating and sales displays;

    (ii) Interconnected network of short internal private roadway blocks;

    (iii) Fully functioning entries oriented to public streets and, in the RMX zone district, the Riverwalk Trail system, shall be required;

    (iv) Awnings and weather protection;

    (v) Traffic calming measures such as internal crossings delineated with alternative materials and colors;

    (vi) Trees and landscaping, street furniture, and pedestrian-scaled lighting fixtures and amenities, such as public art, water features, and historical markers. Consistent themes in the use of these design features shall be used throughout.

- Parking Facilities. Parking, loading and service areas shall be designed and located so as to minimize their visual presence in the center, present an attractive facade to neighboring uses, minimize the impact of expansive parking areas along pedestrian-oriented streets and active use areas.

  (a) Parking facilities shall be located behind buildings facing public streets, limited along all street frontages, and screened where visible to reduce visual prominence and visibility of parked vehicles, to the same extent required by PMC 20.31.027.

  (b) Parking and loading facilities shall be designed and located to enhance pedestrian safety through the use of pedestrian walkways delineated by distinctive pavements.

(c) Recognizing that the area will support a mixed set of uses that will facilitate walking between uses and that multi-modal transportation options will serve access to the center, reduced parking standards will be implemented to minimize land dedicated to parking facilities.

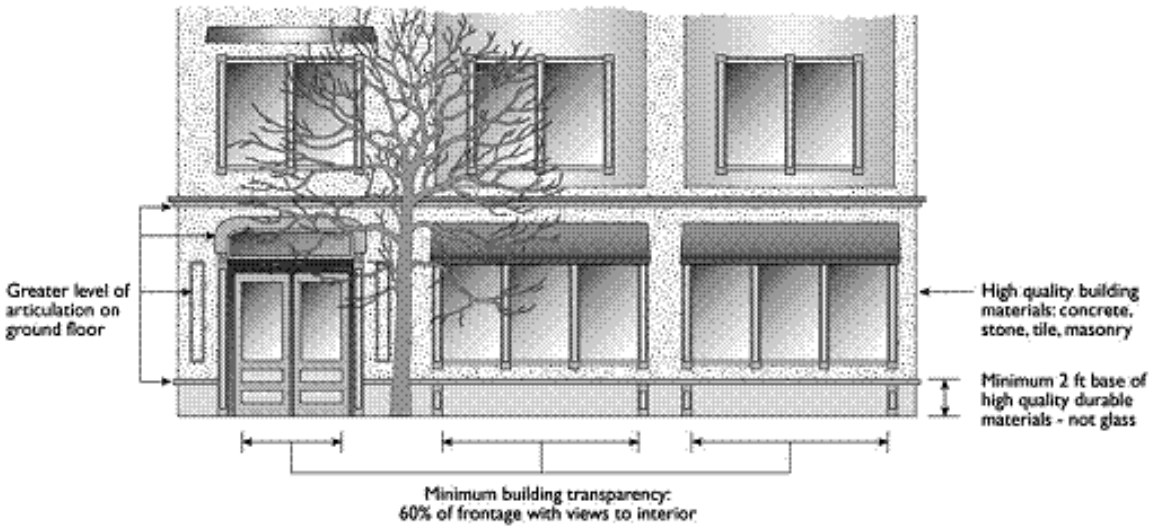
(d) Bike racks (as required by Chapter 20.55 PMC and PMC 20.31.030(4)) shall be provided in convenient, weather-protected locations; office and retail development are encouraged to consider providing showers and locker/changing rooms to support bicycle commuting by employees.

(e) Internal parking lot landscape islands shall be designed to maximize tree canopy coverage growth to mitigate the urban heat island effect and reduce the visual impacts of surface parking lots. See the city's vegetation management standards manual (VMS), Type IV standards, for further design details. The goal is to achieve large, functional canopy in parking areas.

- Street/Trail Level Elements.

(a) The first floor of any street (and Riverwalk Trail in the RMX zone district) facing building shall be at least 12 feet in height – preferably 14 feet – as measured from the floor to the interior ceiling to provide for interior space suitable for retail, commercial services and restaurant functions.

he ground floor of a street or trail facing facade shall consist of at least 60 percent visual transparency along the exterior wall area located in the pedestrian view plane, defined as the horizontal area between two feet and eight feet above the exterior grade, and shall not be coated with a reflective or opaque covering/coating.



(c) At least one building entrance shall be directly facing the sidewalk or trail and shall be publicly accessible and of architectural prominence. Additional access doors may be oriented toward parking lots. At least one building entrance shall be oriented toward the Riverwalk

Trail when a building abuts the trail system in the RMX zone district. Transparent entries shall be used throughout.

(d) Windows shall be trimmed using detailed/ornate and pronounced materials when looking at the finished facade of the building and the windows themselves shall be inset as to create depth and dimension to the facade. Decorative lintels, sills, molding, or framing details are required around all windows and doors located on facades facing or adjacent to public streets. Window openings on brick, stone, cast stone, or synthetic stone buildings do not need to be trimmed. Lintels, sills, and arches are not considered trim; window openings surrounded by stone work shall include windows with frames at least two inches wide.

Window includes window frames in excess of 2 inches and is not trimmed due to being surrounded by stone siding.

Windows are recessed to create depth in the facade.

- Building Modulations. Buildings designed with completely flat facades and monotone color schemes are not permitted. All buildings are required to have horizontal and vertical facade variations such as pop-outs, bays, recesses, arches, banding, columns, or similar features. Such features are required at least every 30 feet along all exterior wall planes and shall be offset at least four feet.

The building facade modulates with pronounced inset and bump-outs along the entire length of wall frontage.

- Building Articulation. Buildings shall incorporate articulation on all sides. The street-facing side(s) shall receive the greatest amount of attention with respect to richness of forms, details, materials, and craft.

- Blank Wall Treatment. Treat any facade with walls containing an area with over 30 feet in length or 400 square feet in area with multiple building materials of varying colors, textures and/or accents or through the use of painted murals, or other artwork. Alternatively, a planted trellis at least seven feet tall and 10 feet wide placed every 10 feet within a minimum five-foot irrigated planting bed. Climbing vines, columnar conifer trees/shrubs and/or other ground cover/shrub grouping shall be planted with the intent to screen the blank wall area. Buildings shall be designed to ensure that they look like the same building on all sides. Consistent or complementary building details and proportions on all sides ensure a “four-sided” quality to a building, but a building is not hereby prohibited from having more than four sides.

- Building Materials. On one- to-two-story structures, cover a minimum of 30 percent of the building facade with a minimum of two exterior building materials. On structures three or more stories tall, cover a minimum of 40 percent of the building facade with two distinct building materials and a minimum of 60 percent with a third material. Building material texture and contrasting/complementary colors are encouraged. The use of stucco siding shall be minimized throughout and the use of metal paneling, brick, decorative faux stone, masonry, and masonry veneer shall comprise a minimum of 60 percent of the exterior facade, excluding gables, windows, doors, and related trim, throughout; all stone, masonry or faux mason materials shall be used in the lower portions of exterior walls. Horizontal changes of material from brick or stone to another material shall include a stone cap or a brick sill; the cap or sill shall project from the face of the building. A vertical change of materials shall occur at an interior corner or shall not occur within four feet of an exterior corner.

- Required Parapets and Cornices. All flat roofs shall have a parapet and a cornice on all facades or walls. Flashing at the top of a parapet shall not qualify as a cornice. Cornices shall be in proportion with the size, scale, and architectural detailing of the building, and shall be decorative/ornate in nature. Buildings shall only be required to provide parapets and cornices on street-facing facades and walls. Cornices shall return at least eight feet around corners that transition from a building wall that requires a cornice to a building wall that does not require a cornice.

- 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:

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

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

(c) 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.

20.31.027 Site plan design principles.

The following standards apply in all MX zones, except the CCX zone. In order to encourage pedestrian movement and the use of public transit within mixed-use zone 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 and the right-of-way. Site plans shall be subject to the following location and design criteria:

(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;

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

(a) 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:

(i) Covered bike parking, as required by Chapter 20.55 PMC;

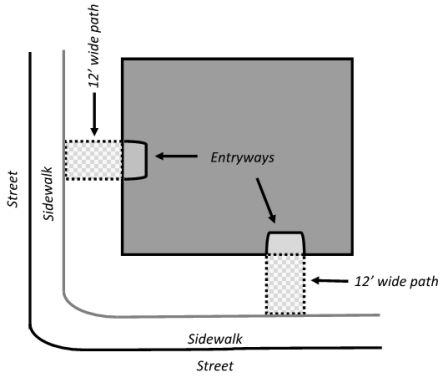
(ii) Bench seating (one bench for every 50 feet of site frontage, to be evenly distributed);

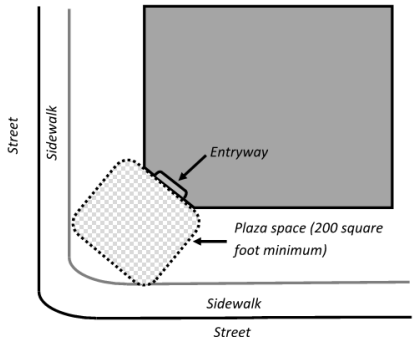
(iii) Decorative planters;

(iv) Decorative pedestrian-scaled light fixtures, both freestanding and wall-mounted; or

(v) Optional features, if any, that are pedestrian-scaled in nature;

(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;

(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; and

(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;

OFF-STREET PARKING ANALYSIS

- 20.55.010 Number of parking spaces required:
  - Retail commercial, general sales, personal service, shopping centers, malls and other similar establishments shall provide **one space for each 300 square feet of gross floor area**

- 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.

- MX zones - PMC 20.31.030 Parking facilities in MX zones:

	RMX, CCX, UCX
(1) Minimum spaces required	85 percent of required as defined by PMC 20.55.010
(2) Maximum spaces	100 percent of required as defined by PMC 20.55.010 Regional shopping centers: 150 percent of required as defined by PMC 20.55.010 Any increase beyond the established maximum may be permitted per the parking bonus amenities established in PMC 20.31.031
(3) Residential	Minimum of one per unit
(4) Bike facilities	See PMC 20.55.016(2) for nonresidential/mixed-use structures. Each residential unit shall be provided a minimum of two weather-protected bike parking spaces

LANDSCAPING REQUIREMENTS ANALYSIS

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

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

Perimeter landscaping requirements:

- The perimeter of all sites shall be landscaped the full depth of the required setbacks for the subject site, or 12 feet, whichever is less
- Consult PMC 20.26.500 if the subject site is nonresidential in a residential zone area, or abuts a residentially zoned site. A 30' landscape buffer may apply.
- In no event shall a perimeter landscaping buffer be smaller than six (6) feet. In zone districts where the underlying building setback allows less than 6', a building footprint may project into a landscape yard. However, in no case shall paving areas project into landscape yards.

- **Site Specific analysis:**

Yard	N/S/E/W or street frontage	Width	Landscape type
Front	4th St frontage	12’	Type II
Rear	N/A for this project	N/A	
Side	N/A for this project	N/A	
Side	N/A for this project	N/A	
Street side	Private drive (south)	6’	Type II

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*.
    - *Street trees exist on the site frontage (4th) and shall be protected and retained.
- Please provide a landscape plan indicating street trees consistent with the city’s requirements as outlined in the Municipal Code (PMC 20.58), the Vegetation Management Standards (VMS) manual and city Public Works standards, found here: https://www.cityofpuyallup.org/1445/100---Roadway
    - Standards 01.02.02, 01.02.03, 01.02.04, 01.02.08A

Parking lot landscaping:

- ***Applicability:*** If the proposed paved areas on site exceed 10,000 square feet, the project landscape architect shall design to the city’s parking lot landscaping standards (Type IV standards).
- The site designer and landscape architect will need to review and integrate all the other design requirements of the type IV landscaping standards, including:
    - **No more than** eight (8) parking spaces shall be placed consecutively without a landscaping island.
    - All perimeter landscape islands (defined as islands which project into parking lots from an area connected to a perimeter landscape yard) shall be a minimum of 12’ wide with a minimum area of 200 sq ft of area.
    - All internal landscape islands (landscape islands entirely surrounded by paving) shall be a minimum of 15’ in width with a minimum area of 500 sq ft.
    - ‘Head-to-head’ parking stalls and internal landscape islands shall be separated by a ‘connector landscaping strip’ a minimum of 6' in width
    - All internal landscape islands and connector strips shall include a single row of structural soil cells (EX. Silva cells, or equivalent) along the perimeter of all internal parking lot landscape islands where parking spaces are proposed (under the pavement directly abutting the outer edge of the landscape island, except in drive lanes)
    - All ‘head-to-head’ parking stalls internal to a parking lot shall have internal island ‘end caps’ to separate the parking stalls from abutting drive aisles. These ‘end cap’ islands shall follow the requirements for internal islands (size, dimensions, required landscaping, etc.).

- We strongly suggest reviewing these requirements as early as possible to assess and determine costs, parking field layout and configuration of civil utilities as to minimize impacts for consistency with the Type IV standards. The Type IV standards may reduce the overall off-street parking stall count.

Other landscaping standards

- Storm water facilities shall be landscaped in accordance with SLD-02, contained in the VMS.
- The perimeter of all parking areas and associated access drives which abut public rights-of-way shall be screened with on-site landscaping, earth berms, fencing, or a combination thereof.
- All trash containers shall be screened from abutting properties and public rights-of-way by substantial sight-obscuring landscaping. Sight-obscuring fences and walls can be substituted for plant materials
- All portions of a lot not devoted to building, future building, parking, access drives, walks, storage or accessory uses shall be landscaped in a manner consistent with the requirements of this chapter.

OTHER RELEVANT CODE SECTIONS TO CONSULT

20.31.028 Building height

- All MX Zones. Rooftop mechanical equipment, antennas for commercial radio transmission facilities, elevator penthouses, parapets, roof forms and decorative elements not intended for occupancy shall be excluded from the total structural height in these zones where such features are screened or installed consistent with applicable design standards.
- RMX Zones. Maximum building height shall be 54 feet (four stories) if the structure is within 300 feet of a single-family residential zone. Height may be increased to 68 feet (five stories) in RMX if the property is located more than 300 feet from a single-family residential zone.
- Exterior Mechanical Devices. Large mechanical equipment shall be screened from surrounding residentially zoned properties and public rights-of-way. Minor utility equipment, such as small generators, utility meters, air conditioners, or junction boxes, which are less than three and one-half feet in height, shall be exempt from screening requirements. Alternative methods for screening may include the use of building or parapet walls, sight-obscuring fencing and/or landscaping, equipment enclosures, consolidation and orientation of devices towards the center of the rooftop, and/or the use of neutral color surfaces
- Required Landscaping. Landscaping required by this title and/or by conditions of approval of discretionary applications required by this title shall be designed, installed and maintained in accordance with Chapter 20.58 PMC. Bioretention swales shall be incorporated into landscape areas where soils permit. In no event shall such landscaped areas be used for storage of materials, placement of temporary signs or parking of vehicles.

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

- Trash and Recycling Receptacles. Trash and recycling receptacles shall be screened from adjacent properties and public rights-of-way by an opaque visual barrier no lower than the highest point of the receptacles. Except on trash pick up days, all trash receptacles shall be screened from neighboring properties and public rights-of-way by an opaque visual barrier no lower than the maximum height of the receptacles. For multiple-family uses of five or more dwelling units and commercial uses, trash receptacles shall be permanently maintained within such opaque visual barrier. Proposed multifamily residential projects of five or more dwelling units shall provide at least one on-site recycling area for each 25 dwelling units. Each recycling area shall be located not more than 200 feet from the intended user units and, at a minimum, shall include separate receptacles for glass, newspaper, aluminum and cardboard. All recycling areas shall be screened in a manner consistent with trash receptacles under this subsection.

- Truck Parking and Loading/Unloading Areas. Truck parking and loading/unloading as required under PMC 20.55.061 shall be screened from public right-of-way and any adjoining residential development. Said loading/unloading facilities shall be accessed from the alley or adjoining parking lot only.

- Pedestrian Access and Circulation. Subject to the limitations below in this subsection (12) on where the standards are intended to apply as a result of a project proposal, pedestrian walkways shall be constructed to provide safe, convenient and direct access to and from building entrances, transit facilities, passenger loading areas, public sidewalks, adjacent properties and pedestrian plazas. All parking lots which contain more than 90,000 square feet of paved area including driveways and traffic aisles shall include clearly defined pedestrian routes from parking stalls to main building entrances. The director, or designee, shall exercise discretion in the application of the standards in this subsection (12) as to the needed quantity and location of the pedestrian routes on a site as defined by the scope of work in the project proposal; pedestrian routes should provide accessible and reasonable access to site uses and structures.

- These standards are intended to apply to the parking areas, walkways, and access drive aisles internal to a lot only where new development or redevelopment is proposed. Redevelopment is defined as exterior additions or tear-down and rebuild of existing structures. Applicable standards and locations are determined by the parcel lines encompassing the new development or redevelopment, the areas of the site substantially altered by the new development or redevelopment or the areas of the site necessary and intended to directly serve the proposed use or structure, all as defined by the scope of work in the project proposal.

- All required walkways shall meet the following minimum requirements:

- (a) All walkways shall be a minimum of five feet wide with no encroachments (vehicle overhangs, displays, etc.) permitted;

- (b) All walkways shall be handicapped accessible and comply with the Washington State barrier-free design standards;

- (c) Painted crosswalks may be required outside of the area altered by the project proposal to delineate walkways for pedestrians to adjacent building entrances on the same site, where warranted;

- (d) All walkways and pedestrian crossings of parking lot drive aisles shall be delineated by painted markings, decorative stamped concrete or asphalt, decorative pavers, distinctive pavement, or by being raised a minimum of six inches above the parking lot pavement;

- (e) Walkways within parking lots shall be located along major access corridors (primary driveway entrances between primary building entrances, etc.); and

- (f) Walkways within parking lots shall be integrated into interior landscape areas, whenever possible, to separate pedestrian access and vehicular travel routes. Pedestrian walkways shall preferably be located in the "connector landscaping strip" area, as required by the Type IV parking lot landscaping design standards in the vegetation management standards manual. The pedestrian walkway shall not offset required landscaping as stipulated by the Type IV standard.

ENGINEERING – ANTHONY HULSE (253) 841-5553 Ahulse@ci.puyallup.wa.us

Engineered plans must follow the latest regulations and standards set forth in the Puyallup Municipal Code (PMC), the City Standards for Public Works Engineering and Construction (design standards), and the current City adopted stormwater manual at the time of civil permit application [PMC 21.10.040]. The stormwater design associated with this Short Plat will be reviewed for compliance with the 2014 amended Stormwater Management Manual for Western Washington (DOE manual), which is the current adopted stormwater manual. The comments provided below are project-specific in nature and should not be considered an exhaustive list of the requirements from the PMC, design standards, or the DOE manual.

Civil Permit Application

- Civil engineering drawings will be required for this project prior to issuance of the first building permit (8 sets stapled and bound, and a PDF of the full submittal). Included within the civil design package will be a utility plan overlaid with the landscape architects landscaping design to ensure that potential conflicts between the two designs have been addressed. **Engineering plans cannot be accepted until Planning Department requirements have been satisfied, including but not limited to, SEPA, Preliminary Site Plan approval, CUP, and/or Hearing Examiner conditions.**
- Civil engineering plan review fee is $670.00 (plus an additional per hour rate of $130.00 in excess of 5 hours). The Civil permit shall be $300.00 and the inspection fee shall be 3% of the total cost of the project as calculated on the Engineering Division Cost Estimate form. [City of Puyallup Resolution No. 2098]
- **Civil Engineering drawings shall conform to the following City standards Sections 1.0 and 2.0:**
  - Engineering plans submitted for review and approval shall be on 24 x 36-inch sheets.

- Benchmark and monumentation to City of Puyallup datum (NAVD 88) will be required as a part of this project / plat.
- The scale for design plans shall be indicated directly below the north arrow and shall be only 1"=20' or 1"=30'. The north arrow shall point up or to the right on the plans.
- Engineering plan sheets shall be numbered sequentially in this manner: Sheet 1 of 20, Sheet 2 of 20, etc. ending in Sheet 20 of 20.
- All applicable City Standard Notes and Standard Details shall be included on the construction plans for this project. A copy of the City Standards can be found on the City's web site under Office of the City Engineer, Engineering Services.

- If the valuation of the proposed building improvements exceeds $150,000, the applicant shall construct and/or replace any substandard curbs, gutters, sidewalks, storm drainage, half-street paving, and street lights in accordance with the City's standards and specifications along all street frontage adjoining the property. [PMC 11.08.030]

Water

Water Within City Service Area:

- Water to this site is to be provided by City of Puyallup. The applicant shall provide a water availability letter prior to civil plan approval. [RCW 19.27.097 & PMC 14.02.130]
- Applicant shall provide backflow protection on the domestic line with the installation of a double check valve assembly (DCVA) on the domestic connection to the public water main, if one does not current exist. A plumbing permit is required for this work to be completed; and the unit should be located outside the building, immediately downstream of the existing water meter if possible. [PMC 14.02.220(3) & CS 302.2]

Notes specific to car wash that are not applicable for this project

- The wash water from the carwash shall be discharged into the sanitary sewer system through an oil/water separator. [PMC 14.06.031 & CS 402.2]
- All private oil-water facilities shall be maintained in accordance with Puyallup Municipal Code 14.06.031. Under this Title, records and certification of maintenance shall be made readily available to the City for review and inspection and must be maintained for a minimum of three years. If the owner fails to properly maintain the facility, the City, after giving the owner notice, may perform necessary maintenance at the owner's expense. [PMC 14.06.031 & CS 402.2]
- A reduced pressure backflow assembly (RPBA) is required on the domestic line at each location where the proposed water main connects to the public system. If an irrigation system is also proposed, a DCVA is required on that line as well. [PMC 14.02.220(3) & CS 302]

Fire Requirements:

- The domestic service line and fire system service line shall have a separate, independent connection to the supply main. If a separate fire line is to be utilized, a Double Check Valve Assembly (DCVA) will be required near the property line at the point of connection to the public main. The fire sprinkler double detector check valve assembly (DDCVA) may be located either inside, or outside, of the building. The sprinkler supply line shall be designed, and shown on the plan, **into the building** to the point of connection to the interior building riser. Provide plan and elevation detail(s) where the

riser enters the building with dimensions, clearances, and joint restraint in accordance with NFPA 24. A post indicator valve (PIV) shall be provided for the fire sprinkler system in advance of the DDCVA. [PMC 14.02, CS 302.3, & CS 303]

- A fire hydrant will be required along 4th St NW. Maximum fire hydrant spacing is 330' within the right-of-way
- Fire hydrants shall be placed so that there is a minimum of 50-feet and a maximum 150-feet of separation from hydrants to any building walls. [PMC 16.08.080 & CS 301.2, 302.3]
- The fire hydrant assembly shall be installed in accordance to City Standard 03.05.01
- The Fire Department Connection (FDC) shall be located no closer than 10-feet and no further than 15-feet from a fire hydrant. [CS 302.3]

Sanitary Sewer

- The applicant shall connect into the existing public system located within the existing private road on this parcel. If a proposed connection is to occur elsewhere, the applicant shall confirm that the system is located within a 40-foot easement dedicated to the City for maintenance purposes.[PMC 14.08.070, PMC17.42 & CS 401(14)]
- A separate and independent side sewer will be required from the public main to all building sites for each proposed lot. Side sewers shall be extended from the main 15-feet beyond the property line at the building site and shall be 6-inch minimum diameter with a 0.02 foot per foot slope. [PMC 14.08.110 & CS 401(7)]
- Side sewers shall have a cleanout at the property line, at the building, and every 100 feet between the two points. [PMC 14.08.120 & CS 401(6)]
- Grease Interceptors are required for all commercial facilities involved in food preparation. If any food preparation is to occur, 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 an area drain for the trash enclosure, if proposed, will require the enclosure to be covered to prevent stormwater infiltration into the sewer system.

Stormwater

- Design shall occur pursuant to the 2012 Stormwater Management Manual for Western Washington as amended in December, 2014 (The 2014 SWMMWW).
- Preliminary feasibility/infeasibility testing for infiltration facilities shall be in accordance with the site analysis requirements of the Ecology Manual, Volume I, Chapter 3, specifically:
  - Continuous monitoring well (to meet MR's #1-9, ie projects proposing greater than 5,000SF of new plus replaced hard surfaces) during the wet weather months **(December 21 through April 1).** **Please note that testing may be started late in the season to determine the groundwater elevation**

peak. If the data shows a peak the testing will be accepted. If the groundwater elevation takes a downward trend by the end of the wet season, the testing will not be accepted and must be repeated at the beginning of the next wet season.

- Hydraulic conductivity testing:
  - If the development triggers Minimum Requirement #7 (flow control), if the site soils are consolidated, **or** is encumbered by a critical area a Small Scale Pilot Infiltration Tests (PIT) during the wet weather months **(December 21 through April 1)** is required.
  - If the development does not trigger Minimum Requirement #7, is not encumbered by a critical area, and is located on soils unconsolidated by glacial advance, grain size analyses may be substituted for the Small Scale PIT test at the discretion of the review engineer.
- Testing to determine the hydraulic restriction layer.
- Mounding analysis may be required in accordance with Ecology Volume III Section 3.3.8.

- The applicant is responsible for submitting a **preliminary** stormwater management site plan (2 sets) which meets the design requirements provided by PMC Section 21.10 and Ecology Manual Volume I, Section 2.5.1. The preliminary stormwater site plan (PSSP) shall be submitted prior to **Preliminary Site Plan** approval to ensure that adequate stormwater facilities are anticipated prior to development of the individual lot(s). The preliminary stormwater site plan shall reasonably estimate the quantity of roof and driveway stormwater runoff and the application of On-site Stormwater Management BMPs for the proposed development.
- The applicant shall include a completed stormwater flowchart, Figure 3.1, contained in Ecology's Phase II Municipal Stormwater Permit, Appendix I with the stormwater site plan. The link below may be used to obtain the flowchart:

  https://ecology.wa.gov/DOE/files/7a/7a6940d4-db41-4e00-85fe-7d0497102dfd.pdf

- Public right-of-way runoff shall be detained and treated independently from proposed private stormwater facilities. This shall be accomplished by providing separate publicly maintained storm facilities within a tract or dedicated right-of-way; enlarging the private facilities to account for bypass runoff; or other methods as approved by the City Engineer. [PMC 21.10.190(3)]

- **The following items shall be included at the time of Civil permit submittal:**
  - A **permanent** storm water management plan (2 sets) which meets the design requirements provided by PMC Section 21.10. The TIR/SSP shall be bound (3-ring binder, spiral binding, etc.) and each section of the TIR/SSP shall be individually indexed and tabbed with each permit application and every re-submittal prior to review by the City. The plan and accompanying information shall provide sufficient information to evaluate the environmental characteristics of the affected areas, the potential impacts of the proposed development on surface water resources, and the effectiveness and acceptability of measures proposed for managing storm water runoff. The findings, existing and proposed impervious area, facility sizing, and

overflow control shall be summarized in a written report. [PMC 21.10.190, 21.10.060]

- A written technical report that clearly delineates any offsite basins tributary to the project site and includes the following information: [PMC 21.10.060]
  - the quantity of the offsite runoff;
  - the location(s) where the offsite runoff enters the project site;
  - how the offsite runoff will be routed through the project site.
  - the location of proposed retention/detention facilities
  - and, the location of proposed treatment facilities

- All pipe reaches shall be summarized in a Conveyance Table containing the following minimum information and included in the TIR:

Pipe Reach Name	Design Flow (cfs)
Structure Tributary Area	Pipe-Full Flow (cfs)
Pipe Diameter (in)	Water Depth at Design Flow (in)
Pipe Length (ft)	Critical Depth (in)
Pipe Slope (%)	Velocity at Design Flow (fps)
Manning's Coefficient (n)	Velocity at Pipe-Full Flow (fps)
HGL for each Pipe Reach	Percent full at Design Flow (%)

- In the event that during civil design, there is insufficient room for proposed stormwater facilities in the area(s) shown on the civil plans, the stormwater area(s) shall be increased as necessary so the final design will be in compliance with current City Standards. This may result in the number of lots being reduced, or a reduction in other site amenities. [PMC 21.10.060(4), 21.10.150]
- A Construction Stormwater General Permit shall be obtained from the Department of Ecology if any land disturbing activities such as clearing, grading, excavating and/or demolition will disturb one or more acres of land, or are part of larger common plan of development or sale that will ultimately disturb one or more acres of land. The link below may be used to obtain information to apply for this permit:

  http://www.ecy.wa.gov/programs/wq/stormwater/construction/

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

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

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

Fees

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

→*Water*

- A water system development charge (SDC) will be assessed based on the number of plumbing fixture units as defined in the Uniform Plumbing Code. Current SDC's as of this writing are $3,965.00 for the first 15 fixture units and an additional charge of $265.66 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.02.040]

→Sewer

- A sanitary sewer system development charge (SDC) will be assessed based on the number of plumbing fixture units as defined in the Uniform Plumbing Code. Current SDC's as of this writing are $5,480.00 for the first 15 plumbing fixture units and an additional charge of $367.16 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.10.010, 14.10.030]

→Stormwater

- A Stormwater Systems Development fee will be assessed for each new equivalent service unit (ESU) in accordance with PMC Chapter 14.26. Each ESU is equal to 2,800 square feet of 'hard' surface. The current SDC as of this writing is $3,312.00 per ESU.

TRAFFIC –KYLE YOUNG, 253-841-5430 KYoung@ci.puyallup.wa.us

- A Traffic Scoping Worksheet will be required. The City policy requires the project trips to be estimated using the Institute of Transportation Engineers' (ITE) Trip Generation, 10th Edition. In general, trip generation regression equations shall be used when the R2 value is 0.70 or greater. For single-family units and offices smaller than 30,000 SF, use ITE's Trip Generation, average rate. The project trips shall be rounded to the nearest tenth.
- The city has adopted a City-Wide Traffic Impact Fee of $4,500 per new PM peak hour trip. The project's proportionate share to this fee program would be determined when

the traffic scoping worksheet has been submitted. The $4,500 traffic impact fee per PM peak hour trip shall be paid prior to building permit issuance.

- Per Puyallup Municipal Code Section 11.08.130 the applicant/owner would be expected to construct half-street improvements including curb, gutter, sidewalk, roadway base, pavement, and street lighting. Any existing improvements which are damaged now or during construction, or which do not meet current City Standards, shall be replaced.
- The driveways on 4th St NW will need to be reconstructed to meet minimum requirements for commercial driveways (see City Standard 01.02.16).
- The sidewalk that will be required on 4th St NW will need to provided connection to the existing River Walk located at the northern end of the property.
- A City Standard street light will be required at the northern most driveway. Submit a separate street lighting plan to the City for review.

FIRE PREVENTION – DAVID DRAKE, 253-864-4171 ddrake@ci.puyallup.wa.us

- Fire Sprinkler and Fire Alarm required based off proposal.
- A fire hydrant will be required along 4th St NW. Maximum fire hydrant spacing is 330' within the right-of-way
- This hydrant will accommodate the FDC for the building. Knowing that the building will be moving keep this in mind during your design for the fire sprinkler riser room.
- A full review will be required for new design.

BUILDING – DAVID LEAHY, 253-435-3618 DLeahy@ci.puyallup.wa.us

- Plans need to be complete for Building, Mechanical, Plumbing and Energy Code, and truss specs and layout sheets that is current to the Codes at the time of application.
- These being presented as retail and business occupancy spaces would also need to address the Dedicated outdoor air per the current Energy Codes.
- This building would also require the electric vehicle charging stations as indicated in IBC section 427. Make sure the correct amount of accessible parking areas is also applied to the charging station areas.
- The car wash building would be a separate permit is not attached as part of the main building as shown on the pre-app paperwork.