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**WAL-MART SITE PLAN
APPROVAL LETTER
COPY SENT TO AGENCIES AND
PERSONS COMMENTING ON
WAL-MART SUPPLEMENTAL
ENVIRONMENTAL IMPACT STUDY**

June 25, 2007

PACLAND
ATTN: Bill Dunning
606 Columbia Street NW, Suite 106
Olympia, WA 98501

RE: Formal Site Plan Approval - DRC # 04-0066
Tumwater Retail Store (Wal-Mart)
5900 Littlerock Road SW, Tumwater

Dear Mr. Dunning:

With this letter, the City of Tumwater hereby gives final approval of the formal site plan for the Tumwater Retail Store (Wal-Mart).

Wal-Mart Site Plans

Site Plan Proposals

Five different site plans were submitted and reviewed during preparation of the Supplemental Environmental Impact Statement (SEIS) for the Wal-Mart proposal.

These site plans included the two original site plan submittals (Proposed Action Site Plan and Site Plan Alternative 1) and three additional site plans submitted as a result of analyses conducted during preparation of the SEIS. The three additional site plans were included in the Final SEIS issued on June 15, 2007 (Site Plan Alternatives 2, 3, and 4).

Proposed Action

The Proposed Action Site Plan by the Final SEIS is to construct a 207,752 square-foot retail store; 20,602 square-foot garden center; a future lease lot for a gasoline service station; and 1,063 parking spaces

Site Plan Alternatives

Wal-Mart Site Plan Alternatives 1-4 consist of:

1. Site Plan Alternative 1 – a 207,752 square-foot retail store; 20,602 square-foot garden center, a future gasoline service station lease lot, 961 parking spaces, and realignment of Kingswood Drive;

Tumwater Retail Store (Wal-Mart)

June 25, 2007

2. Site Plan Alternative 2 – a 207,752 square-foot retail store; 20,602 square-foot garden center; no gasoline service station lease lot; 1,057 parking spaces; and realignment of Kingswood Drive;
3. Site Plan Alternative 3 – an 187,054 square-foot retail store; 19,755 square-foot garden center; no gasoline service station lease lot; 961 parking spaces; and no realignment of Kingswood Drive; and
4. Site Plan Alternative 4 – an 187,054 square-foot retail store; 19,755 square-foot garden center; no gasoline service station lease lot; 988 parking spaces; with realignment of Kingswood Drive.

No Action Alternative

The Wal-Mart SEIS also contains a "No Action Alternative" wherein development of Wal-Mart on-site would not occur at this time and existing site conditions would continue. Based on the existing GC zoning of the site, it is likely that similar development of the site would occur at some point in the future, consistent with zoning and applicable regulations in place at that time.

Evaluation of Proposed Site Plans

While all the site plans proposed in the Wal-Mart SEIS can comply with applicable development requirements, each must obtain two discretionary administrative approvals: (1) a parking modification in accordance with TMC 18.50.080 for the increased number of off-street parking spaces requested in each site plan, and (2) a modification to tree retention standards specified in TMC 16.08.070(R).

In considering these two administrative approvals, the Development Services Director finds that they cannot be considered separately. From one site plan proposal to the next, as the size of the proposed building, garden center, and gasoline service station lease lot changes, the number of parking spaces required by the applicant to support the proposed use increases or decreases. As the number of required parking spaces grows, a smaller portion of the approximately 21-acre site is available for retention of trees.

Consequently, site plan approval must balance (a) the size of the proposed use, considering the applicant's requirement to attain reasonable use of the property; (b) the number of parking spaces necessary for efficient use of the proposed facility; and (c) the tree retention standards of the Tumwater Municipal Code.

Off-Street Parking

Tumwater Municipal Code (TMC), Chapter 18.50 establishes requirements for off-street parking. TMC Section 18.50.070 and TMC Figure 18.50.070(A) set the minimum and maximum number of parking spaces necessary to support a large retail center (between 15,000 and 400,000 square feet in area) at 4.0 parking spaces per 1,000 square feet of gross floor area.

Tumwater Retail Store (Wal-Mart)

June 25, 2007

The five proposed Wal-Mart site plans each exceed the maximum parking spaces allowed by TMC. However, each of the proposed site plans includes a garden center for outside display and sale of garden merchandise, which demonstrate the need for additional parking. Nonetheless, after applying the additional square footage of the garden center to the parking calculations (see table 1.0, below), additional parking is still being requested. As a result, a parking modification is necessary, and when approved, the applicant must also comply with applicable parking modification requirements in TMC Section 18.50.080 and TMC Figure 18.50.080(A).

Table 1.0: Proposed Parking

Site Plan	Building	Garden	Total s,f.	Total Pkng.	P.S./1000'	TMC/1000'	TMC Req'd	% Increase
Proposed Action	207,752	20,602	228,354	1,063	4.7	4.0	913	16.4%
Alternative #1	207,752	20,602	228,354	961	4.2	4.0	913	5.2%
Alternative #2	207,752	20,602	228,354	1,057	4.6	4.0	913	15.7%
Alternative #3	187,054	19,755	206,809	961	4.6	4.0	827	16.2%
Alternative #4	187,054	19,755	206,809	988	4.8	4.0	827	19.4%

Tree Retention

TMC Chapter 16.08 establishes requirements for protection of trees and vegetation. TMC Section 16.08.070(R) sets the standards for tree retention associated with development proposals at not less than 20 percent of the trees or twelve trees per acre (whichever is greater). If these thresholds cannot be met, the standard may be modified or waived if strict compliance would make reasonable use of the property impracticable.

Tree retention associated with the proposed Wal-Mart site plans are summarized in table 2.0 (below).

Table 2.0: Proposed Tree Retention and Replacement

	A	B	C				D	E	F	G	H		I	J	K
	Site Information		Tree Retention				Replace Rate ²	Planted On-Site		Contribution to City Tree Fund ⁴	Grand Total Trees On-Site ⁵				
	# Acres	# Trees	Retain	20%	12 / Acre	Deficit ¹		Replace	Deficit ³						
Proposed Action	20.5	434	54	87	246	192	576	393	183	\$40,031.25	447				
Alternative #1	20.9	434	68	87	251	183	549	415	134	\$29,312.50	483				
Alternative #2	20.9	434	94	87	251	157	471	436	35	\$7,656.25	530				
Alternative #3	20.5	434	96	87	246	150	450	448	2	\$437.50	544				
Alternative #4	20.9	434	111	87	251	140	420	429	0	\$0.00	540				

NOTES:

- ¹ (Column E) - (Column C) = Tree Retention Deficit
- ² 3 * (Column F) = Replacement Trees (3:1)
- ³ (Column G) - (Column H) = Plant Back Tree Deficit
- ⁴ (Column I) * (\$175) * (125 percent) = Plant Back Tree Deficit Paid to Tree Fund
- ⁵ (Column C) + (Column H) = Total Trees On Site After Development

The Development Services Director, in consideration of a modification of tree retention standards (cited above), sought to limit any modification as much as possible to achieve the aim of relating required mitigation for tree protection to the impacts caused by the individual development and still provide for reasonable use of the property.

Approval and Denial of Site Plans

The five Wal-Mart site plans (described previously) are hereby approved or denied, as follows:

- 1. Proposed Action:** The site plan associated with the Proposed Action is rejected because the Development Services Director disapproves: (a) the prerequisite parking modification associated with this alternative (see item 8 on page 6, below), and (b) the necessary modification of tree retention standards associated with this alternative (see item 14 on pages 8-9, below).
- 2. Site Plan Alternative 1:** The site plan associated with Site Plan Alternative 1 is rejected because the Development Services Director disapproves: (a) the prerequisite parking modification associated with this alternative (see item 8 on page 6, below), and (b) the necessary modification of tree retention standards associated with this alternative (see item 14 on pages 8-9, below).
- 3. Site Plan Alternative 2:** The site plan associated with Site Plan Alternative 2 is rejected because the Development Services Director disapproves: (a) the prerequisite parking modification associated with this alternative (see item 8 on page 6, below), and (b) the necessary modification of tree retention standards associated with this alternative (see item 14 on pages 8-9, below).
- 4. Site Plan Alternative 3:** The site plan associated with Site Plan Alternative 3 is approved with changes, as follows: (a) the parking and tree retention modifications associated with this alternative are approved only if the number of trees replanted on site are increased to eliminate the deficit identified in table 2.0, above, (b) additional landscape buffering is provided (see pages 8-9, below), and (c) if the applicant fails to obtain or decides not to pursue vacation of the Kingswood Drive right-of-way necessary to relocate the street.

Site Plan Alternative 3 is less preferred by Development Services than Site Plan Alternative 4 (below) inasmuch as this alternative (a) retains 15 fewer existing trees on site and (b) divides customer parking onto both sides of Kingswood Drive, thus creating a condition where employees or shoppers with shopping carts may have to cross the public street to enter or leave the store.

- 5. Site Plan Alternative 4:** The site plan associated with Site Plan Alternative 4 is approved with conditions, as follows: (a) approval of this site plan alternative is contingent on the applicant obtaining approval of the vacation of Kingswood Drive from the Tumwater City Council, and (b) see tree conditions (pages 8-9, below).

This site plan is the preferred alternative inasmuch as it (a) maximizes tree retention and (b) relocates Kingswood Drive, thus eliminating the condition where employees or shoppers with shopping carts are crossing the public street.

Tumwater Retail Store (Wal-Mart)

June 25, 2007

The following comments and conditions of approval, which are organized by divisions, pertain to the proposal.

General

All applicable requirements of the Tumwater Municipal Code (TMC) and Tumwater Development Guide pertaining to land development and land use planning, building and fire codes, and infrastructure and utility engineering shall be met.

Planning

1. Use: The proposed project is located within the General Commercial (GC) Zone and Aquifer Protection Overlay Zone (AQP). The use is a permitted within the GC Zone and is not considered a restricted use in the AQP Zone.
2. Wellhead Protection: The property is located within the five-year time of travel zone for the City of Tumwater's Palermo well field.

The alternatives subject to this approval include an automotive lube and oil facility.

The Wellhead Protection Ordinance requires the applicant to submit documentation to the City demonstrating that all known available and reasonable technologies (AKART) will be used to prevent impacts to groundwater. The documentation shall be reviewed and approved by the City's Water Resource Program Manager prior to issuance of building permits.

3. Yards/Setbacks: The required setbacks for this zoning district are as follows:
 - A. Front yard: No minimum, except as required by the International Building Code.
 - B. Side yard: No minimum, except as required by the International Building Code.
 - C. Rear yard: No minimum, except as required by the International Building Code.
4. Building Coverage: No maximum, except the site must provide for required parking and landscaping.
5. Building Height: Buildings shall not be constructed over fifty (50) feet or five stories, whichever is less.
6. Pedestrian Access: An on-site pedestrian circulation system which links the streets, building pads, parking lots, and the primary entrance(s) of the structure(s) shall be provided. Sidewalks or pedestrian ways must connect the required pedestrian system to required transit stops along the public right-of-way. Where pedestrian circulation systems cross driveways, parking areas, or loading areas, it must be clearly identifiable through the use of different paving material (i.e. concrete, stamped concrete, etc.).

Tumwater Retail Store (Wal-Mart)

June 25, 2007

7. Lighting: Lighting shall be provided for parking lots and pedestrian ways. Lighting shall be integrated into the architectural character of the buildings in terms of illumination and fixtures. Site lighting shall be directed downward and inward or other techniques may be utilized to minimize impacts on off-site uses.

Freestanding on-site lighting shall be limited to 24 feet in height from the finished grade of the parking lot to the top of the lighting fixture.

8. Parking: The applicant requested a parking modification pursuant to TMC 18.50.070 and TMC 18.50.080 to exceed the maximum parking spaces specified in TMC Figure 18.50.070A. Parking modification was requested in each of the five site plans submitted with SEIS for the Wal-Mart development.

While the Development Services Director finds that the applicant has made a good faith effort to address design elements specified in TMC 18.50,080(C4), site plans for the Proposed Action and Site Plan Alternatives 1 and 2, achieve the additional parking at the expense of retention of existing trees and the number of trees planted on site as tree mitigation and required interior landscaping. Consequently, parking modification for these site plans are denied.

Parking modification for site plan alternative 3 is approved contingent on the following: the number of trees replanted on site must be increased to eliminate the deficit identified in table 2.0 (see page 3, above), even if the additional trees result in the loss of additional parking spaces requested in the parking modification.

Parking modification for Site Plan Alternative 4 is approved, as requested.

Parking space must meet the following standards:

- A. Standard: 9' x 17'11"
- B. Barrier Free: 13' x 17' 11"
- C. Barrier Free Van: 16' x 17' 11"

The parking area is to be hard surfaced (asphalt, concrete, or turfstone) and the spaces shall be defined by white striping a minimum of 4" wide. A minimum four-foot walkway is required between the building and the parking stalls where applicable. Parking spaces must utilize approved wheel stops to prevent vehicle overhang of a sidewalk, walkway, or landscape bed. The parking aisle (lane) is to be a minimum of 22' 6" feet wide.

9. Design Review: The project is subject to the city's design review requirements. Elements to be addressed in the design review submittal are as follows:
- Building design
 - Transit facilitation
 - Pedestrian connections

Tumwater Retail Store (Wal-Mart)

June 25, 2007

- Screening of service and loading areas
- Landscape design
- Signage

A design review package must be submitted for the project addressing the elements outlined above. Comments and/or approval of the design review submittal will be forwarded to you under separate cover.

10. Landscaping: A landscaping plan must be submitted for the project. Once approved, the plan must be implemented prior to the issuance of a certificate of occupancy.

Landscaping for the site shall be in accordance with TMC 18.47.

Street trees, shrubs, and groundcover are required along Littlerock Road and Kingswood Drive and are to be planted in accordance with the Development Guide and Comprehensive Street Tree Plan. The Development Guide and Comprehensive Street Tree Plan require Northern Red Oak street trees on Littlerock Road. Tree spacing for the Oak shall be 40 to 50 feet on center. Tree spacing may be adjusted to allow a 10-foot clear zone on either side of a driveway or public street. Street trees shall be a minimum of 2-inch caliper at the time of planting. The planter strip along the right-of-way shall be a minimum of 6 feet in width. Shrubs within the planter strip shall be 1 to 3 gallon pots planted 3 to 5 feet on center depending on the species chosen. Groundcover within the planter strip shall be 4 inch pots 18 to 20 inches on center or 1 gallon pots 20 inches on center. Variation from the Development Guide list may be approved by the Development Services Director with concurrence from the Public Works Director.

Maintenance of landscaping in the right-of-way and on site is the responsibility of the property owner(s). A landscape maintenance agreement shall be recorded for the project prior to issuance of certificate of occupancy.

Irrigation of all landscaped area is required.

Comments regarding review of the landscaping plan will be sent under separate cover.

In addition to required street trees along the site's entire Littlerock Road frontage the project will include a berm ranging in height from one to three feet and several large diameter (24 to 30-foot tall) evergreen trees would be planted on private property along the site's Littlerock Road frontage to create a landscape buffer similar to that present along Costco's frontage with this road (as described on page 2-10 of the May 2006 DSEIS).

11. Signs: Signage for the project shall comply with the regulations set forth in TMC 18.44.

Tumwater Retail Store (Wal-Mart)

June 25, 2007

12. Impact Fees: Impact fees will be assessed pursuant to TMC 3.50.130. If in the judgment of Development Services Director none of the fee categories or fee amounts set forth in the City's Impact Fee Schedule accurately describe or capture the impact of the Wal-Mart project, the Development Services Department will conduct an independent fee calculation as set forth in TMC 3.50.140.

A fire impact fee of \$.1013 per s.f. is due at building permit issuance.

13. Land Division: A short subdivision or boundary line adjustment/lot consolidation is required for the project to eliminate or relocate existing property lines that bisect the building and/or parking areas.

Either of the documents listed above shall meet the requirements outlined in TMC Title 17.

The applicable document shall be recorded prior to issuance of building permits.

14. Tree Cutting: The applicant requested that the Development Services Director waive or modify the tree retention standard for the proposal pursuant to TMC 16.08.070(R) requiring retention of 20 percent of existing on-site trees or twelve trees per acre (whichever is greater).

In this request, all five of the proposed site plans (see table 2.0, page 3, above) retain less than twelve trees per acre; albeit, Site Plan Alternatives 2, 3, and 4 retain more than 20 percent of the existing on-site trees.

The director finds that modification is necessary to achieve reasonable use of the property, but limits the extent of modification to approve only those site plan alternatives retaining the greatest number of on-site trees and providing the greatest number on-site planted trees consistent with plant-back requirements specified in TMC 16.08.070(R).

Consequently, modification of tree retention standards for the Proposed Action and Site Plan Alternatives 1 and 2 are denied.

Modification of tree retention standards for Site Plan Alternative 4 is approved; provided that, plant-back trees along the site's entire Littlerock Road frontage include a berm ranging in height from one to three feet and several large diameter (24 to 30-foot tall) evergreen trees would be planted along the site's Littlerock Road frontage to create a landscape buffer similar to that present along Costco's frontage with this road (as described on page 2-10 of the May 2006 DSEIS).

Modification of tree retention standards for Site Plan Alternative 3 is approved; provided that (a) the number of trees replanted on site must be increased to eliminate the deficit identified in table 2.0 (see page 3, above), even if the additional trees result in the loss of additional parking spaces

Tumwater Retail Store (Wal-Mart)

June 25, 2007

requested in the parking modification discussed previously; and (b) a berm and landscape buffer (as described in the foregoing paragraph) is installed along the site's Littlerock Road frontage.

Tree removal must comply with provisions of TMC Chapter 16.08, pursuant to issuance of a Tumwater land clearing permit.

A forest practice permit is required to be issued by the Washington State Department of Natural Resources.

15. Transportation Concurrency: A transportation concurrency ruling must be issued for the project by the Tumwater Public Works Director. Issuance of the concurrency ruling and the building permit for the project will be conditioned subject to the following:

Street frontage improvements will be required pursuant to TMC Chapter 12.12 and the Tumwater Development Guide.

The applicant will be responsible for providing mitigation identified in the approved traffic impact analysis and the Final Supplemental Environmental Impact Statement (SEIS) for impacts attributable to the proposed project.

In cases where system improvements provided by the applicant as traffic mitigation are included as elements of the Tumwater Capital Facilities Plan, impact fees may be credited pursuant to TMC Section 3.50.050; otherwise the costs of such mitigation are in addition to road impact fees.

16. SEPA: The project has been reviewed under the provisions of the State Environmental Policy Act (SEPA).

The mitigations outlined in the Tumwater Retail Store Final Supplemental Environmental Impact Statement dated June 15, 2007 apply to the project.

17. Other Comments:

A. A permit from Olympic Region Clean Air Agency will be required if the building includes an emergency generator(s) that operate utilizing gasoline or diesel fuel.

B. An NPDES storm water permit is required to be issued from the Department of Ecology.

Building and Fire

Important Note: At this point in the process, no comprehensive review of construction drawings for the proposed structure(s), if they exist, has been undertaken. When that review does occur, additional requirements are likely to be added to this list of conditions in order to ensure that the project conforms with all required building and fire codes.

Tumwater Retail Store (Wal-Mart)

June 25, 2007

1. In accordance with IBC Section 1106, a minimum of 2% of the total parking stalls shall be barrier free parking stalls. The number of van accessible spaces shall be in accordance with IBC Section 1106.5.
 - Parking spaces shall be not less than 96 inches in width and shall have an adjacent access aisle not less than 60 inches in width. Van accessible parking spaces shall have an adjacent access aisle not less than 96 inches in width. Where two adjacent spaces are provided, the access aisle may be shared between the two spaces. Boundaries of access aisles shall be marked so that the aisles will not be used as parking space. ANSI A117.1 Chapter 502
 - Where accessible parking spaces are required for vans, the vertical clearance shall be not less than 114 inches at the parking space and along at least one vehicle access route to such spaces from site entrances and exits. ANSI A117.1 Chapter 503.5
 - Barrier free parking spaces and access aisles shall slope not more than 1 in 48, and shall be firm, stable and slip resistant. ANSI A117.1 Chapter 503.4
 - All barrier free parking stalls shall be identified by a sign at the head of the parking space, 60 inches minimum above grade measured to the bottom of the sign. The sign shall be marked with the international symbol of access and shall bear the words: "State Disabled Parking Permit Required." Van stalls shall also state "VAN" ANSI A117.1 Chapter 502.6 & IBC Section 1101.2.4
2. The building and site are required to be accessible. An accessible route of travel shall be provided to all portions of the building, to accessible building entrances, and connecting the building and the public way. WAC 51-30
3. A grading permit will be required for this site. The permit application shall be accompanied by two sets of plans and specifications, and supporting data consisting of a soils engineering report and engineering geology report prepared and signed by a licensed civil engineer. Grading work in excess of 5000 cubic yards shall be considered "engineered grading." The building official may require grading in quantities less than 5000 cubic yards to be engineered grading if special hazards exist. Special hazards may include steep slopes, terracing with rockeries or multiple retaining walls. Inspection of the grading shall be provided by the civil engineer or special inspectors approved by the building official. All special inspections including compaction reports are to be performed by WABO registered labs and inspectors. The engineer is responsible for providing a final inspection report and/or as-built drawings when the work is complete and ready for final inspection. IBC Appendix J

Special note: The soil conditions in this area make it very difficult to obtain the required soil bearing capacities needed for a building of this size. The soils engineer will need to submit specific requirements for achieving compaction.

Tumwater Retail Store (Wal-Mart)

June 25, 2007

4. Separate building permits are required for retaining walls or rockeries over four feet in height, measured from the bottom of the footing to the top of the wall or walls supporting a surcharge. A licensed structural engineer shall design the rockeries or retaining walls. In addition to the engineers design full time inspection by a WABO Special Inspector is required. Proposed rockeries shall be shown on the engineering and grading plans.
5. Special inspectors may be required for the following types of work: concrete, bolts installed in concrete, special moment-resisting concrete, reinforcing steel and pre-stressing steel tendons, structural welding, high strength bolting, structural masonry, reinforced gypsum concrete, insulating concrete fill, spray-applied fireproofing, piling, drilled piers and caissons, shot-crete, special (engineered) grading, excavation and filling, soils compaction testing, retaining walls and smoke-control systems. All special inspections are to be performed by WABO registered inspectors and at the expense of the owner. IBC Section 1704.1
6. The building is proposed to be an M Retail Sales occupancy and of type Unlimited Area construction. IBC Section 3 and IBC 507.2
7. Exterior walls are required to be a minimum of 60 feet to the property lines. IBC Section IBC 507.2
8. The proposed building is required by IBC Section 903 to have a fire sprinkler system installed.
9. Water cross connection control shall be provided in accordance with the provision of the Plumbing Code. Cross connection control devices or assemblies must be models approved under WAC 246-290-490.
10. If water pressure at the meter exceeds 80 psi, a pressure-reducing valve will be required to be installed on the private side of the water line.
11. Oil and water separators or grease interceptors are required on discharge piping from areas where oil and engine fluids, and cooking oils will be used. Sanitary discharge from other fixtures shall not drain through the oil and water separators or grease interceptors.

Fire

1. The proposed building is over 7,500 square feet in area and equipped with an automatic fire-sprinkler system and is required to have an automatic and manual fire alarm system installed. TMC Chapter 8.24
2. The applicant will need to coordinate with the Building Safety Official on the location of the Fire Department connection, post indicator valve, remote annunciator panel and key box. The remote annunciator panel and key box shall be located at the exterior door adjacent to the fire sprinkler riser room. There shall also be a water flow strobe/bell located at the door. Placement of

Tumwater Retail Store (Wal-Mart)

June 25, 2007

the FDC shall be a minimum of 25 feet from the building and is also required to be within 10 feet of a hydrant. IFC 912. This information shall be included on the engineering plans.

3. The required fire flow for this building is derived from Appendix B of the International Fire Code. Type 5 buildings of this size are required to have a fire flow of 8,000 gallons per minute at 20 psi. However, based on the approval of the Fire Chief, a 50% reduction for fully sprinkled buildings allowed in Section 5.2, will be allowed for this site. Therefore, the required fire flow will be 4,000 gallons per minute at 20 psi. IFC 903
4. Any buildings constructed on site that are more than 150 feet from an approved Fire Department vehicle access point shall be provided with asphalt, concrete or turf-stone paved access roads a minimum of 20 feet wide. IFC 501, TMC 15.16.020 and policy 96-02
5. Fire lane signs and yellow striping shall be provided on-site to identify Fire Department access roads and prohibit the obstruction thereof. IFC 503.3 and Policy 96-02.
6. When any portion of a building constructed on site is in excess of 150 feet from a water supply on a public street, as measured by an approved route around the exterior of the building, there shall be provided on site fire hydrants capable of supplying the required fire flow. Placement of the hydrants shall be coordinated with the Building Safety Official. Fire hydrant locations shown on the site plan are acceptable. The water main shall be looped around the building and connected to the water main in the Costco/Albany International driveway IFC 501
7. Fire hydrants shall be placed at the Littlerock Road and Kingswood Drive intersection and along the Littlerock Road corridor. Location of the hydrants along Littlerock Road shall be coordinated with the Building Safety Official and shown on the engineering plans.
8. Fire hydrants and paved access roads shall be installed, tested for fire flow by the Fire Department and made serviceable by the Public Works Department prior to any vertical or combustible construction. IFC 503

Miscellaneous

1. The address for this site will be 5900 Littlerock Road SW.
2. Building plans and specifications shall be prepared and stamped by an architect and engineer licensed to practice in the State of Washington.
3. The building permit application (including shell permits) shall include architectural, structural, plumbing, mechanical and energy plans and specifications.

Tumwater Retail Store (Wal-Mart)

June 25, 2007

Fire sprinkler and fire alarm permits and plans may be submitted separately from the main permit application.

4. Thurston County Health Department Approval is required prior to issuance of building permits for the following:
 - Food service
5. The following permits will be required for this project:
 - Grading
 - Retaining / rockery
 - Footing and foundation, including under slab plumbing
 - Building, including plumbing and mechanical
 - Fire sprinkler / fire suppression
 - Fire alarm
 - Underground storage tank removal / installation
 - Sign
 - Tree Cutting
 - NPDES
 - Forest Practices
 - Olympic Region Clean Air Agency (if applicable)
7. All new building projects are required to provide for the storage of recycled materials and solid waste. The storage area shall be designed to meet the needs of the occupancy, efficiency of pick-up, and shall be available to occupants and haulers.
8. Dumpsters and containers with an individual capacity of 1.5 cubic yards or more shall not be stored in buildings or placed within 5 feet of combustible walls, openings or combustible roof eaves lines unless the area is protected by an approved automatic sprinkler system. IFC Section 304.3.3
9. This project needs to be reviewed by BPA for compliance with their easement rights prior to issuance of permits. Please submit a letter indicating their approval or conditions.

Engineering

General

1. The applicant shall be responsible for providing the City with all costs associated with the installation of water, sewer, street and storm drainage systems that are dedicated to the City of Tumwater.
2. All designs/construction will need to be as according to the City of Tumwater's development guide and WSDOT standards.
3. The engineering site plan shall contain all existing and proposed utilities and easements including street lights, street trees, water, sewer, storm, gas, cable,

Tumwater Retail Store (Wal-Mart)

June 25, 2007

power, telephone, signage, striping, landscaping including a street section showing the street trees, ground cover and shrubs, contours, street widths and right-of-way widths. Also include the line sizes on the water and sewer mains and services. All rockeries proposed shall also be shown on the engineering site plan.

4. All street construction, main installation and storm drainage work requires engineered plans certified by a professional engineer.
5. All improvements listed below will require completion before the short subdivision will be recorded, if applicable.
6. The applicant is responsible for all plan check, inspection and connection fees.
7. Any private or public utility relocation is the responsibility of the applicant.
8. The applicant shall be responsible for the maintenance and timely repair of all public improvements for a period of 30 months following final certification by the City and shall submit a surety for maintenance equal in value to fifteen (15) percent of the total value of the required public improvements certified by the Public Works Director. Please refer to Chapter 3 of the Development Guide for further clarification.
9. Provide all easements and bills-of-sale documents with the engineered plans. All legal descriptions must be accompanied with an appropriate drawing that the city surveyor can use to verify the legal description. All engineering drawings will be on 24" x 36" mylar sheets.
10. The owner or owner's representative is also responsible for furnishing the City with electronic files on CD ROM, compatible with release 2000 or newer Auto-CAD format. Drawings shall be in TCHPN (Thurston County High Precision Network) horizontal datum. Provide individual drawings independent of x-refs. Include all non-standard font files and plot files. Also, please furnish mylar reproducible record drawings (certified by the professional engineer responsible for design of the drawings), storm water maintenance agreement, utility maintenance agreement, easements and bills-of-sale.
11. Site plan modifications may occur as a result of the engineering review process. For engineering issues, the approved engineering plans take precedence over the approved site plan.
12. Please note on the plans that the PLS responsible for the surveying of the project must obtain a permit from DNR before any monuments are disturbed.

Street

1. This project will require Littlerock Road improvements to be constructed to the south limits of the Kingswood property. The improvements include a roundabout at Kingswood Drive.

Tumwater Retail Store (Wal-Mart)

June 25, 2007

2. Mitigation improvements outlined in the Tumwater Retail Store Final Supplemental Environmental Impact Statement dated June 15, 2007 are required to be constructed.
3. All access to the property will be consistent with City standards and policies.
4. Dedication of additional right-of-way to contain the improvements is required along Littlerock Road.
5. Verify to City staff that the proposal has the right to access the Costco/Albany private road. Proposed design for access of this road will need concurrence from Costco and Albany.

Storm

1. A drainage design and erosion control plan will be required according to The Thurston Region Drainage Design and Erosion Control Manual.
2. Maintenance of the on-site storm water system will be the responsibility of the property owner and a maintenance agreement will be recorded against the property.
3. This project will be paying a monthly storm water utility fee based on the amount of impervious surface per Tumwater Municipal Code 13.12.060.

Sanitary Sewer

1. The professional engineer will need to provide calculations of the maximum monthly sanitary sewer discharge from the site. The City reserves the right to check the actual use in the future and charge additional connection fees if the actual use is greater than the estimated amount.

Water

1. The project must meet minimum fire flow requirements.
2. Pressure reducing valves will be needed for the domestic service if the pressure is over 80 psi.
3. Back flow prevention is required on all fire services and irrigation services and in accordance with the AWWA Cross Connection Control Manual. A reduced pressure backflow assembly is required for this project. Please contact Tiffney Ihly at 754-4150 for more information.
4. Any water main extension will require a minimum of an 8" looped system. The main size will depend on the fire flow requirements for this project. The system shall be designed for a maximum velocity of 8 feet per second within the right-of-way.
5. Water meters need to be placed in the public right-of-way or clustered on site within an easement. The professional engineer must provide calculations on the maximum instantaneous water demand and size of the meter for the project.

Tumwater Retail Store (Wal-Mart)

June 25, 2007

Pursuant to TMC 14.06.040, this administrative approval may be appealed to the Tumwater Hearing Examiner within 14 days of the date of approval. Any appeal of this approval shall be filed on or before 5:00 p.m., July 9, 2007. All appeals shall be accompanied with a \$100.00 filing fee. An appeal shall be in writing, be signed by the appellant, and set forth the specific basis of the appeal, errors alleged, and relief requested. As required by RCW 43.21.C.075 if this administrative approval is appealed, it will be heard in conjunction with any SEPA appeal that may be filed.

If you have any questions regarding the Planning issues please contact me, for questions on Building/Fire contact John Darnall, and for Engineering questions please contact Matt Webb. All of us can be reached at 754-4180. We look forward to working with you.

Sincerely,



Chris Carlson, AICP
Senior Planner



Roger E. Gellenbeck, AICP
Development Services Director

c: John Carpenter, Fire Chief
John Norman, City Engineer
Matt Webb, Development Services Engineer
John Darnall, Asst. Development Services Director
Roger Gellenbeck, Development Services Director
File: DRC #04-0066