



Unique History ... Vibrant Future

**CITY OF DUPONT**  
Department of Community Development  
1700 Civic Drive, DuPont, WA 98327  
Telephone: (253) 964-8121  
[www.dupontwa.gov](http://www.dupontwa.gov)

---

**TYPE III PRELIMINARY PLAT STAFF REPORT**  
**Hoffman Hill Division 5 Phase 1 (Village IV) Tract I Subdivision**  
**DuPont File No. SUB 14-02**

**SUMMARY OF REQUEST:** Type III Preliminary Plat Approval.

**PROJECT DESCRIPTION:** Subdivide Tract I of Hoffman Hill Division 5 Phase 1 plat, totaling 2.03 acres, into 16 residential lots for zero lot line homes including associated landscaping, utilities and private alleys.

**LOCATION:** Swan Loop, near Hoffman Hill Boulevard in the City of DuPont, Washington. It is located in Section 33, Township 19 North, Range 1 East, W.M. in DuPont, Pierce County, Washington. Comprised of tax parcel numbers: 3001171241, 9009360010, -020, -030, -040, -050, -060, and -070.

**APPLICANT:** NoJack4 LLC, Seattle, WA.

**CITY CONTACT:** Jeffrey S. Wilson, AICP  
Community Development Director  
City of DuPont  
1700 Civic Drive  
DuPont, WA 98327-9603  
Office: (253) 912-5393  
Fax: (253) 964-1455  
[jwilson@dupontwa.gov](mailto:jwilson@dupontwa.gov)  
[www.dupontwa.gov](http://www.dupontwa.gov)

**SUMMARY OF RECOMMENDATION:** Staff Recommends approval of the applications subject to conditions listed in Section 7.

## **1. SUMMARY OF RECORD**

The following attachments constitute the administrative record for the application:

1. Land Use Application Plans and Documents:
  - a. Land Use Application received October 28, 2014
  - b. SEPA Checklist signed October 29, 2014
  - c. Preliminary Plat Drawings (five sheets dated February 11, 2015)
  - d. Title Report (Subdivision Guarantee) dated February 6, 2015
  - e. Drainage Compliance memo prepared by Barghausen Consulting Engineers dated October 14, 2014
  - f. ITE Trip Generation for Single-Family Development dated October 10, 2014
  - g. DuPont Water Availability Form, dated October 28, 2014
  - h. Pierce County Public Works and Utilities letter dated December 6, 2013
2. Notice of Application dated November 5, 2014, including Affidavit of posting. (A copy of the affidavit of publication will be provided to the hearing examiner at the public hearing)
3. SEPA MDNS dated July 14, 2017, including Affidavit of posting and publication

4. Notice of Public Hearing dated July 24, 2017 including Affidavit of posting and mailing. (The affidavit of publication was not provided by the newspaper to date but can be provided upon request)
5. SEPA Comment Letter from Department of Ecology dated July 28, 2017
6. SEPA Comments and correspondence from Steilacoom Historical School District dated July 27 and 28, 2017
7. Comment letter with recommendations from City Fire Marshal dated July 26, 2017
8. Comment letter with recommendations from City Building Official dated July 26, 2017

## **2. FINDINGS OF FACT**

### **Procedural Requirements**

1. The preliminary plat application was determined complete for processing on November 5, 2014. A Notice of Application was issued on the same date, published in the News Tribune, posted and mailed to property owners within 300 feet in accordance with the requirements of DMC 25.175.020(4). No comments were received.
2. A SEPA Determination was issued on July 14, 2017. It was published in the newspaper and posted at City Hall in accordance with the requirements of DMC 23.01.120. A comment letter was received from Department of Ecology dated July 28, 2017 prior to the conclusion of the comment period with recommended mitigation measures related to the potential for soil contamination and erosion control. All measures were included in the SEPA Determination, however, the timing for the measures was slightly different. The City intends to issue a Modified MDNS to agencies with jurisdiction without a comment period to reflect the timing change. A copy will be provided to the Examiner at the public hearing. No appeals were filed.
3. SEPA Comments were also received from the Steilacoom Historical School District questioning the historical payment of school funding fees per a 1999 School Mitigation Agreement. The City responded to the District with an accounting of prior allocations of funding.
4. A Notice of Public Hearing was published in the News Tribune, the site was posted and the Notice was mailed to property owners within 300 feet in accordance with DMC 25.175.030.
5. Preliminary Plats are processed as a Type III procedure as provided in DMC 25.175.010 and DMC 24.03.010. This Staff Report provides an analysis of consistency with the development regulations and recommendations, in accordance with DMC 24.03.040 and DMC 25.175.040. Per DMC 24.03.040, the recommendations of the City Engineer, Pierce County and the Fire Department shall certify their respective recommendations as to the adequacy of the proposed street system and storm drainage system, the proposed sewage disposal and water supply systems, and fire protection services for the subdivision. The recommendations are to be part of the record and are included in the provided attachments.
6. Written Findings and Determinations are required to be made by the Hearing Examiner per DMC 24.03.060 following the public hearing.

## Site and Project Description

7. The subject property is 88,840 square feet (2.03 acres) and located in the R-12 zoning district. It is vacant land that was previously cleared and graded.
8. Adjacent uses include:
  - a. North: Single family and vacant land
  - b. East: Golf Course (JBLM)
  - c. South: Hoffman Hill Regional Stormwater Pond
  - d. West: Single family and vacant land
9. There are no sensitive areas on or within proximity of the property.
10. This plat will designate the lots as "zero lot line" and allow building(s) to share a common wall on the property line. The applicant proposes two-story "duplex in appearance" homes. Tract A and D provide open space, Tract C is a private access alley and Tract B is for utilities and open space. A 6-foot tall rockery-type retaining wall is proposed along the south side of Tract B.
11. Lots 1-6 are oriented so that the front of the homes face Swan Loop with garage entry from the private access alley (Tract C). Lots 7 – 16 are oriented so that the front of the homes face the alley with garage entry also from the alley.
12. Definitions. The following are definitions found in DMC 25.10 that are relevant to the application of setbacks to the proposal:
  - a. "Duplex" means a detached building containing two dwelling units.
  - b. "Dwelling" means any building or portion thereof which is designed or used for residential purposes.
  - c. "Dwelling, multiple-family" means a building or portion thereof containing two or more dwelling units.
  - d. "Dwelling, single-family" means a detached building containing one dwelling unit.
  - e. "Dwelling unit" means a room or rooms located within a building designed, arranged, occupied or intended to be occupied by not more than one family as living accommodations independent of any other family. The existence of a food preparation area within such room or rooms shall be evidence of the existence of a dwelling unit.
  - f. "Multifamily Project" means multifamily residences built as a single project, in one or more buildings.
  - g. "Multifamily Residence" means a residence located in a building which contains more than one residence, such as a duplex unit, condominium, apartment, or a residence designed to be attached to other residences, such as a townhouse.
  - h. "Townhouse" means a building designed exclusively for occupancy by one family and containing one dwelling unit, occupying space from the ground to the roof and not lying vertically under or over adjacent units, and attached to one or more other dwelling units by common walls which may be located on lot lines.
  - i. "Yard, required" means an open space between a property line and a structure within which no structure shall be located except as allowed by this code.

- j. “Yard, front” means a space extending the full width of the lot between any building and the front property line and measured perpendicular from the rear property line to the closest point of the principal building.
  - k. “Yard, rear” means a space extending the full width of the lot between the principal building and the rear property line and measured perpendicular from the rear property line to the closest point of the principal building.
  - l. “Yard, side” means a space extending from the front yard to the rear yard between the principal building and the side property line and measured perpendicular from the side property line to the closest point of the principal building.
  - m. “Zero lot line” means the location of a building on a lot is such a manner that one of the building’s sides rests directly abutting a lot line.
13. The proposal meets the DMC definition for a duplex, multiple-family dwelling, multifamily project, multifamily residence, townhouse and zero lot line (see DMC 25.10 and 12 above).

The code does not provide a definition of how the front lot lines (which subsequently determines rear and side lot lines) are determined. In the absence of clear code interpretation, staff finds it logical and reasonable to assume that the front entry and porch of the home are indicative of the front of the home and, therefore face toward the front lot line. The applicant submitted Typical Lot Diagrams, shown on Sheet 2 of Attachment 1(c). They also show a similar interpretation.

### **3. ANALYSIS & CONCLUSIONS OF CONSISTENCY WITH CITY OF DUPONT COMPREHENSIVE PLAN**

The City of DuPont Comprehensive Plan designates the subject property as being within the Residential-12 District in the Hoffman Hill Village. The R-12 District is described in the Comprehensive Plan as follows:

*The purpose of the R-12 district is to implement the multifamily land uses where multifamily density averages 12 units per acre.*

Hoffman Hill Village is the largest village in the city. It is intended to include a mix of single and multi-family.

Relevant goals and policies that are consistent with the proposal include the following:

#### **Land Use Element Goals and Policies**

Goal LU-1: Strategically plan for anticipated growth so that as the City develops it maintains its small town character by protecting and enhancing development patterns as seen in the Historic Village and Palisade Village.

LU 1.1: Ensure neighborhoods or “villages” are sized according to a pedestrian / walking scale of distance and are defined by natural features, parks, open spaces, and streets.

LU 1.2: Encourage new urbanism types of development rather than typical suburban development which is less efficient in its use of land and often results in disconnected auto oriented enclaves and sprawl.

Goal LU-4: Ensure the design of commercial and residential buildings throughout the City enhance the pedestrian environment.

LU 4.2: Orientation of retail, residential, public structures, and commercial buildings (outside the Research Park and Business and Technology Park) should be to the front near the street Right of Way, rather than being separated from the street. Churches and other symbolic structures should be located in a way that promotes their visual prominence.

Goal LU-5: Develop and maintain a street system that is fundamentally based on a traditional town setting that assures direct auto, bike and pedestrian access and is based on a grid system.

LU-5.1: Development within villages should be based on a grid or modified grid system that provides clear orientation, alternate traffic routes, and opportunities for multimodal transportation patterns.

LU-5.2: Development regulations should encourage pedestrian circulation and reduce walking distances whenever possible through a variety of means such as frequent intersections. Cul-de-Sacs should only be used when topographical or other features of the land warrant deviation and should include enhanced pedestrian access through adjacent blocks.

LU 5.3: Roadway standards and Right of Way widths should include traffic calming techniques such as traffic circles, diverters, chicanes, etc. to reduce driving speeds and enhance the pedestrian environment. Alleys should be developed to the maximum extent possible, and residential roadways should not exceed three lanes.

### **Housing Goals and Policies**

Goal 1: Provide a variety of housing opportunities by promoting the creative and innovative use of land to support housing options and densities that respect, support, and reinforce an integrated overall town character.

H-1.1: Ensure standards allow for a mix of lot sizes and diversity of housing types and styles. Homes (single and multi-family) that represent the craftsman style should be predominant in the community.

H-1.2: Encourage developers to use a mix of compatible styles, materials, and configurations when developing individual residential neighborhoods.

## **4. ANALYSIS AND CONCLUSIONS OF CONSISTENCY WITH DEVELOPMENT REGULATIONS**

The proposal has been reviewed to ensure that the project is carried out in a manner consistent with the DMC and existing ordinances concerning public utilities, traffic, facilities, and services, and provides unified site design, access, landscaping, screening, building design and placement, and parking.

### **A. PLANNING DEPARTMENT REVIEW**

1. The DuPont Zoning Maps designate this site as Residential-12. The purpose of this district is to implement the multifamily land use called for in the land use tables of the comprehensive plan where multifamily density averages 12 units per acre. Per DMC 25.20.020(4) the average multifamily density of the R-12 district shall not exceed 12.5 units per gross acre and no minimum density is provided.

*Staff Analysis:* The proposed development density is 7.9 units per gross acre (16 dwelling units /2.03 gross acres), compliant with the density requirements for the R-12 zone.

2. Per DMC 25.30.030(1), multifamily residences, when designated within an approved preliminary plat, are a permitted use.
3. The front lot line of Lots 1-6 is the line abutting Swan Loop and for Lots 1-7 is the line abutting Tract C (alley). The rear lot line is therefore the line directly opposite the front and the side lot lines are as defined in the DMC.
4. DMC 25.20.050(3) establishes that the front, side and rear setbacks for two-story multifamily projects shall be the same as those for the residential district (i.e. DMC 25.20.040). The setback requirements are as follows:
  - a. The minimum front setback shall be 20 feet (or 16 feet if the principal building on the adjacent lot is setback in excess of two feet).
  - b. Per DMC 25.20.040(2)(e), the minimum front yard setback for garages facing the front (Lots 7-16) shall be 35 feet, or 31 feet, when the principal building is set back 16 feet.
  - c. The minimum rear yard setback is 15 feet as measured from the centerline of Tract C (alley) for Lots 1-6 and the eastern plat boundary for Lots 7-16 (DMC 25.20.040(3)).

*Staff Analysis:* The DMC provides a minimum setback of 20 feet, however it encourages staggering of the principal building. It allows for a reduction of the minimum setback to no less than 16 feet, provided the adjacent lots are greater than 22 feet. The Typical Unit Layouts provided on Sheet 2 of the preliminary plat drawings (Attachment #1(c)) show compliance with the rear yard setbacks; however the front yard setbacks to the principal structures do not comply as they show a 16 foot setback adjacent to a lot with a 20-foot setback. A condition of approval requires the front setbacks to principal structures be revised to be compliant with DMC 25.20.050(2).

*The front yard setbacks for front facing garages (Lots 7-16) are not compliant. A condition of approval requires they be revised to comply with DMC 25.20.040(2)(e). The garages shall be set back 35 feet minimum when the principal building is setback a minimum of 20 feet, or 31 feet minimum when the principal building is set back 16 feet (a difference between the garage and principal structure of 15 feet). While code does not provide guidance when the principal buildings are set back less than 20 feet but more than 16 feet, staff interpretation is that the same 15 foot difference would apply.*

- d. DMC 25.20.040(a) states that for Hoffman Hill Village the minimum side yard setbacks depend on lot width. Except as provided in subsections (4)(d), (e), (f) and (g) of this section, the following minimum shall apply:

<b>Lot Width</b>	<b>Less than 45 feet</b>	<b>45-80 feet</b>	<b>Over 80 feet</b>
Noncorner lots	5 feet, and the 2 sides must total 10 feet	5 feet, and the 2 sides must total 15 feet	5 feet, and the 2 sides must total 20 feet
Corner lots*	10 feet	10 feet	14 feet

\*These minimums pertain to the street frontage other than the front yard.

*Staff Response:* The lot width for the Hoffman Hill Tract I project is less than 45 feet, therefore the side yard setback on non-corner lots is 5 feet, and the 2 sides must total 10 feet. For corner lots, the setback from the street side that is not the front yard is 10 feet. Lot 6 is a corner lot with street frontage other than the front yard. The side lot line adjacent to Tract C shall be 10 feet.

- e. The preliminary plat shall be designated for and designed in compliance with zero lot-line side yard setbacks set forth in DMC 25.20.040(4)(g). For zero lot line housing, there may be a zero setback on one side of the residence provided that the side yard in question does not front on a street, and the other side yard setback is at least 10 feet (or 15 feet for lots 45-80 feet in width). Side setbacks adjacent to a street shall be 10 feet.

*Staff Analysis:* The Typical Unit Layout provided on Sheet 2 of the preliminary plat drawings (Attachment #1(c)) shows a zero setback on one side yard but does not provide the required 10 feet on the other side yard. The side yard setbacks shall comply with DMC 25.20.040(4)(g).

5. Per DMC 25.20.050(2) the maximum building height is 45 feet. Per DMC 25.20.040(5), maximum lot coverage is based on lot width. For lots less than 45 feet it is 45%.

*Staff Analysis:* The project proposes a building height of 35 feet and is compliant. Lot coverage calculations appear compliant and shall be assessed at the time of site development permit or building permit application.

6. Site Plan approval shall be processed as a Type II procedure prior to issuance of site development permits. Design review shall be processed as a Type I procedure at the same time as Site Plan Review per DMC 25.65.010(2). Design review will evaluate the proposal for compliance with Chapter 26.65.

*Staff Analysis:* Site Plan and Design Review approval will be required prior to issuance of a site development permit.

7. DMC 25.80.040 regulates construction within areas of potential historical or cultural resources and allows for conditions to be imposed on any plat, site plan or permit to assure that such resources are protected, preserved, or collected.

*Staff Analysis:* The SEPA Determination includes mitigation measures requiring a professional archaeologist monitor onsite soil disturbance activities and provide a closing report to the City documenting the procedures and observed conditions.

8. DMC 25.90.020 limits impervious surfaces to 70 percent.

*Staff Analysis:* Impervious surface coverage will be approximately 45 percent and is compliant.

9. Per DMC 25.90.020(2), a minimum of thirty percent of the site must be a landscaped area.

*Staff Analysis:* Per Sheet 1 of the Civil drawings, a total of 49,323 SF of pervious surfaces will be provided (55%), exceeding the code requirement. This includes the three open space tracts (A, B and D) and yard areas.

10. Per DMC 25.90.030(1) Street trees are required to be planted in the street right-of way at the time of development at a spacing of 40 to 50 feet. They are required to be of the same species as other street trees in the same streetscape and spaced to accommodate sight distance at driveways and intersections. They shall be at least two inches caliper measured six inches above the ground line and minimum branch height of six feet. The applicant will be required to demonstrate compliance with the water conservation regulations in DMC 25.90.040 at the time of site development permit.

*Staff Analysis:* A Landscape Plan shall be submitted with Design Review and Site Plan Review applications and reviewed for compliance with DMC Chapter 25.90.

11. Per DMC 25.95 multifamily housing is required to provide a minimum of 2 off-street parking spaces per dwelling unit.

*Staff Analysis:* The Typical Lot Layout shown on Sheet 2 of the preliminary plat drawings (Attachment 1(c)) identifies that these spaces will be accommodated in the driveways and garages.

12. Per DMC 25.95.040(3), parking spaces shall not be located in required front yards.

*Staff Analysis:* Lots 7-16 contain driveways within the front yard that will likely be used for incidental parking. DMC does not define a driveway to provide guidance as to whether it is deemed a parking space and acknowledge that the driveway will not be striped or officially designated for parking. Staff interprets this requirement as pertaining to a parking lot, not a driveway and is, therefore, not applicable.

13. DMC Chapter 25.100 regulates recycling and refuse receptacles.

*Staff Analysis:* The units will have curbside pickup and is therefore exempt from the requirements of DMC 25.100.

14. DMC 25.120.030(3) requires an average of four trees per acre be retained over the entire neighborhood plan, site plan, or plat.

*Staff Analysis:* For the plat this calculates to 8 trees (2.03 acres times 4 trees per acre). The Hoffman Hill Green Belt Cruise dated August 2004, which was submitted with the underlying plat of Hoffman Hill Division 5, states there are approximately 127 trees per acre throughout the Hoffman Hill Division 5 preliminary plat, excluding all landmark class trees. Accordingly, the tree per acre requirement is met.

## **B. ENGINEERING DEPARTMENT REVIEW**

The City Engineer has reviewed the preliminary plat application and recommends approval with the following conditions.

1. Drainage ways: Stormwater runoff on the proposed plat will be less than originally anticipated when the original Hoffman Hill Division 5 stormwater facilities were designed and constructed. The proposed plat is required to convey onsite stormwater to the City's existing facilities, which are large enough to receive same. Final review and approval of the plat's conveyance system, which is at the owner's cost, shall occur following submittal of plat construction documents. See drainage compliance memo dated October 14, 2014 (Attachment 1e).



2. Streets, alleys, other public ways: Documentary evidence shows that the proposed plat has been reviewed by the City Engineer, and has been deemed consistent with all applicable standards for city roads, streets, access, circulation, transportation concurrency and the like, primarily because adequate infrastructure facilities were constructed as part of the original Hoffman Hill Division 5, Phase 1 plat. See Attachment 1(f) ITE traffic generation memo. Curb ramps on adjacent streets are required to be upgraded to current ADA Standards.
3. Transit stops: The proposed plat is not served by public transit, but surrounding roads, sidewalks and other design features (most of which have already been constructed) conform to applicable city standards which are intended to serve residents of the proposed plat, and provide internal circulation patterns appropriate for pedestrians and vehicles to access the Sound Transit facility at DuPont Station.
4. Potable water supplies: The City of DuPont's water utility will serve the proposed plat. See Certificate of Water Availability, Attachment 1(g).
5. Sanitary sewer system: The Pierce County Public Works and Utilities Department will serve the proposed plat, allowing the development to connect to the existing Pierce County public sanitary sewer system in the area. See Attachment 1(h).
6. Fire protection: The proposed plat is served by the DuPont Fire Department, which recommends approval of the plat with conditions.

#### **C. FIRE DEPARTMENT REVIEW**

The City Fire Department submitted comments regarding review of the preliminary plat application dated July 26, 2017 (attachment No. 7), which have been incorporated into the recommended conditions of approval.

#### **D. BUILDING DEPARTMENT REVIEW**

The City Building Department submitted comments regarding review of the preliminary plat application dated July 26, 2017 (attachment No. 8), which have been incorporated into the recommended conditions of approval.

### **5. ANALYSIS OF COMPLIANCE WITH DECISIONAL CRITERIA FOR PRELIMINARY PLATS**

Below is an analysis of the preliminary plat approval decisional criteria in DMC 24.03.060.

- a. If appropriate provisions are made for but not limited to the public health, safety, and general welfare for open spaces, drainage ways, streets, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and

*Staff Analysis: The City Engineer reviewed the application for compliance with applicable water system, traffic, street and alley design, storm water design, utility layout and general civil engineering design principles. The City Engineer recommends approval of the preliminary plat as indicated in this report. Pierce County examined and will approve the sanitary sewer system.*

*The proposal will result in an increased incremental need for fire protection, police protection, and schools. DMC 26.05.050 requires fire impact fees be paid at time of building permit issuance. Also, DuPont Municipal Code (DMC) 21.05 regarding the water permit fees states a water meter permit fee, meter connection fee, water service installation fee and system development charge is assessed against each parcel of land and paid at the time the property connects to the city water system per DMC 21.05.022. Also, DuPont Municipal Code (DMC) 22.04 regarding the storm sewer system utility states service charges and system development charges are assessed against each parcel of land and must be paid before a building or construction permit may be issued per DMC 22.04.060.*

*The Director of Community Development reviewed the application for compliance with applicable park, recreation and open space requirements and school impacts. All necessary parks to serve the subject development were constructed with the underlying plat of Hoffman Hill Division 5, Phase 1. Safe walking conditions for students who only walk to and from school are provided by existing sidewalks.*

*The previous DuPont SEPA decision for the same parcel, File No. SEPA 08-06, references an email dated July 17, 2008, from Quadrant Corporation which mitigates all school impacts for 80 multifamily units on the three multifamily tracts, Tract I, J and O of Hoffman Hill Division 5 Phase 1 plat via their School Funding Certificates account with the Steilacoom Historical School District. As such, all school impacts from the proposed development have been mitigated.*

- b. Whether the public interest will be served by the subdivision and dedication.

*Staff Analysis: The application will further the goals and policies of the 2015 DuPont Comprehensive Plan, as indicated in this report and the analysis has demonstrated the appropriate provisions will be made for public health, safety and welfare.*

## **6. CONCLUSIONS**

Staff finds that, subject to the recommended conditions below, the proposal is consistent the DMC and existing ordinances concerning public utilities, traffic, facilities, and services, and provides access, landscaping, screening, building placement, and parking lot layout, and meets the criteria for approval, subject to the recommended conditions of approval listed below.

## **7. RECOMMENDATION**

Based on the findings and conclusions in this report, DuPont staff recommends approval of the Hoffman Hill Tract I Preliminary Plat application, SUB 14-03, subject to the following conditions.

1. The city issued a SEPA Mitigated Determination of Non-significance. All mitigation measures are incorporated herein by reference as conditions of approval.
2. A sign permit is required if a neighborhood identification sign is proposed.

### **Prior to application for any Site Development Permits**

3. The project will demonstrate compliance with all required geotechnical recommendations.

4. Type I Design Review and Type III Site Plan Review approval is required pursuant to DMC 25.65.010(2).
5. The front setback for the principle structure shall comply with DMC 25.20.040(2).
6. The front yard setbacks for front facing garages (Lots 7-16) shall comply with DMC 25.20.040(2)(e).
7. The side lot line for Lot 6 that is adjacent to Tract C shall be 10 feet in accordance with DMC 25.20.040(4)(a).
8. The side yard setbacks shall comply with DMC 25.20.040(4)(g).
9. Landscape and irrigation plans are required with the civil construction permit. One street tree every 40 to 50 feet of lot frontage is required within the Swan Loop right-of-way landscape strip adjacent to the parcel. Said trees shall be spaced to accommodate sight distance requirements for driveways and be at least 2 inch caliper, single stem with a minimum branch height of 5 feet at time of planting. The applicant will be required to demonstrate compliance with the water conservation regulations in DMC 25.90.040 at the time of Site Plan Review approval.
10. One additional fire hydrant shall be required and located on the property for fire ground operations. The location shall be approved by the Fire Department.
11. Drainage ways: Stormwater runoff on the proposed plat will be less than originally anticipated when the original Hoffman Hill Division 5 stormwater facilities were designed and constructed. The proposed plat is required to convey onsite stormwater to the City's existing facilities, which are large enough to receive same. Final review and approval of the plat's conveyance system, which is at the owner's cost, shall occur following submittal of plat construction documents. See drainage compliance memo dated October 14, 2014 (Attachment 1e).
12. Curb ramps on adjacent streets are required to be upgraded to current ADA Standards.

**Prior to issuance of a Building Permit**

13. The structures must be designed to meet the requirements of the building construction codes in effect at that time. The following codes are currently enforced by the City of DuPont: the 2015 International Building Code, the 2015 International Residential Code, the 2015 International Fire Code, the 2015 International Mechanical Code, the 2015 International Fuel Gas Code, the 2015 Uniform Plumbing Code (each as amended and adopted by the State of Washington); and the 2015 Washington State Energy Code.
14. The project must receive all land use and civil construction approvals prior to issuance of building permits.
15. Prior to issuance of building permits for the structures, the applicant shall provide a copy of Pierce County Sewer Service Permit for each lot, for city record.
16. Provisions for collection and removal of drainage at the property lines and elevation changes must be incorporated into the design. (Note: the provisions of the IRC pertaining to site drainage away from the structure foundations must also be met in the design.)

17. Access to existing utility easements is to be maintained or provided with the building design.

**Prior to Certificate of Occupancy**

18. Prior to final approval of the project, as-builts and Geographic information System (GIS) documentation will be required, in accordance with City of DuPont Municipal Code Chapter 24.09 and Ordinance No. 97-559.
19. Prior to Fire Department approval for occupancy, an automatic fire sprinkler system shall be installed. The system shall comply with NFPA 13D Standard for Automatic Fire Sprinkler Systems. Three (3) sets of plans, hydraulic calculations, and material specifications sheets for all equipment used in the system shall be submitted by a State of Washington Licensed Contractor for review, approval, and permits issued prior to commencing work. A separate permit is required.

---

Jeffrey S. Wilson, AICP  
Community Development Director  
City of DuPont

Date