



September 25, 2023

City of Puyallup
Permit Center
333 South Meridian
Puyallup, WA 98371

Project: Larson River Road Storage, AHBL No. 2160102.11
Subject: Response to Comment Notice dated December 29, 2022
Permit Application E-21-0406

Dear Permit Center Staff:

This letter is in response to the Comment Notice letter dated December 29, 2022, regarding the above referenced project. The comments are included below (verbatim) for your reference. Our responses are shown in **bold** after each comment.

Engineering Civil Review

(Reviewed By: Jamie Carter, (253)435-3616, JCarter@puyallupwa.gov)

1. Planning and zoning requirements do not support work or installation of utilities in this area. Parcel #0420204263 is not part of this project and as such shall not have catch basins or pipes installed within its boundaries. Furthermore catch basins should not be installed in areas that are not paved. Revise the storm drainage structure layout based on the recent zoning decision handed down by the Puyallup City Council. All changes must be carried through to the Drainage Report and any other affected documents and resubmitted.

Response: The updated plans do not propose any work within Parcel 040204263 and the storm conveyance system has been revised to reflect the revised site plan. The storm system is designed to conform with the City of Puyallup Standards for Stormwater Management (dated February 2023).

Planning Review

Planning Review (Reviewed By: Chris Beale, (253)841-5418, CBeale@PuyallupWA.gov)

1. Provide all available recorded access and utility easements along the south side of the development. Trees and landscaping must be placed interior to all access and utility easements on TPNs 0420204263, 0420208027, 0420208039, 0420213006. Neighboring property owners have provided information regarding non-exclusive easements for all parcels listed here, starting at the SE corner of TPN 0420204069 and extending to 15th Ave.

Response: Please find attached easement document.

Civil Engineers

Structural Engineers

Landscape Architects

Community Planners

Land Surveyors

Neighbors

TACOMA

2215 North 30th Street
Suite 300

Tacoma, WA 98403-3350
253.383.2422 TEL

www.ahbl.com



2. All interior light standards shall be removed and replaced by conforming and shielded lighting per PMC 20.26.500; Light fixtures shall be no higher than 20 feet above any finished grade level within 10 feet of the fixture.

Response: These future lighting plans will conform with PMC 20.26.500. Light fixtures shall be no higher than 20 feet above any finished grade level within 10 feet of the fixture.

3. Confirm all underground fuel and storage tanks have been removed and soil remediation work completed in accordance with regulatory agencies (TPCHD, ECY, etc.) Confirm all existing storm water facilities and structures will be demolished, removed and properly disposed of.

Response: All known underground fuel and storage tanks have been removed and soil remediation work has been done in accordance with DOE requirements. All stormwater facilities removed will be disposed of in an approved location.

4. See other Planning Division comments in plan set mark ups, carried over from P-21-0087, documents and images, "E-21-0406 Pages from p-21-0087 resub 1 plans PLANNING REDLINES" document. Please also refer to P-21-0087 for full Planning comments as they relate to this permit.

Response: Comment noted. All known comments have been addressed.

5. Due to the denial of the Comp Plan/rezone amendment request, this parcel (zoned RM-10), a 30 foot; perimeter buffer on the commercial side must be shown. See PMC 20.26.500. [landscape L1.0]

Response: A 30-foot perimeter buffer on the commercial side is shown in the revised landscape plan set within Parcels 0420204282, 0420204059, 0420204047, 0420208030, and 0420208027. The buffer is not included in Parcel 04020204267 due to it being a fully developed commercial parcel in existing conditions.

6. Type IV landscape required throughout. Please re-review landscape code in VMS. This requires 15 foot wide landscape islands, with 6 foot connector landscape strips every 8 stalls and silva cells. Please re-review the design requirements. [landscape L1.0]

Response: The landscaping islands and connector strips have been revised to meet the landscape code in VMS.

7. 30 foot buffer interior to drive aisle and easement required. [landscape L1.0]

Response: A 30-foot interior buffer interior to the drive aisle and easement is provided and shown on the plans.

8. Shrub density on site frontage required to "consist of clustered groupings of low growing shrubs and ground covers that provide 50 percent ground coverage within 5 years of planting." [landscape L1.0]

Response: Landscape plans have been updated accordingly.



9. Planter strip for street trees required. [landscape L1.0]

Response: A planter strip is provided on both sides of sidewalk.

10. Perimeter not required adjacent to RM-10 parcel due to the denial of the Comp Plan/rezone amendment request. Leave this area.

Response: Perimeter landscaping removed.

11. Increase shrub plant density between trees to meet PMC 20.26.500 requirements Understory shrubs (at least three-gallon container size) spaced no more than five feet on center, or sufficiently sized and spaced to assure full screening between required trees up to a height of six feet within three years (as determined by a professional landscape architect and as approved by the director). A variety of shrubs may be used, provided they are of a type and species that will provide vertical height and horizontal fullness for screening purposes (e.g., photinia frasier, arborvitae, huckleberry, tall Oregon grape).

Response: Landscape plans have been revised accordingly.

12. Interior fence required per PMC 20.26.500. Landscape berming shall be provided outside of root protection zone to meet Type Id. [landscape L1.0]

Response: Landscape plans have been revised accordingly.

13. Public sidewalk cannot be located on private prop. [landscape L1.0]

Response: ROW dedication will be provided to maintain the proposed public sidewalk within public ROW.

14. Need OHWM determination from qualified biologist. any work in 200'; shoreline area may require shoreline permitting. [landscape L1.0]

Response: Plans have been updated to show the OHWM, as identified by survey.

15. Tree species may not be acceptable for under OHP. Please check w LA. [landscape L1.0]

Response: Appropriate tree species shown.

Engineering Traffic Review

(Reviewed By: Bryan Roberts, (253)841-5542, broberts@PuyallupWA.gov)

1. For traffic scoping comment, see document markup.

Response: Comment noted.

2. Proposed gates must meet Pierce County Standards. Gates must be reflectorized and have vertical stripes alternately red and white at 16-inch intervals measured horizontally. This guidance comes directly from the MUTCD (Section 2B.68).

Response: Keynote 10 in the Paving, Horizontal Control, and Water Plans (C2.0 and C2.1) has specified the required gate.



3. Street trees shall be located behind sidewalk along River Rd due to sight distance concerns/conflicts.

Response: Trees have been located behind walk.

4. Maintain 8ft sidewalk at 15th/River Rd intersection.

Response: The revised plans maintain 8 feet at the intersection of 15th/River Rd.

5. NW corner of 15th/River Rd does not meet minimum 35ft radius requirement.

Response: The northwest corner of 15th/River Rd now meets the minimum 35-foot radius requirement.

6. Per previous comment, include a sight distance analysis ESD for 15th St NW/River Rd intersection.

Response: A sight distance analysis ESD for the 15th St NW/River Rd intersection is now provided.

7. Sight distance analysis needs to include an SSD evaluation. Need to ensure EB vehicles have adequate sight lines to see roadway obstruction at River Rd/15th St NW River Rd Driveway.

Response: Sight distance analysis including SSD evaluations has now been provided.

8. Utility pole on east side of driveway needs to be at least 3ft from face of curb (to edge of pole).

Response: Utility pole is shown for relocation by others.

9. Proposed driveway does not meet 300ft spacing requirement from the adjacent AUTOS4LESS.COM driveway. Work with property owner to remove this non-compliant driveway access. Access no longer needed to access gravel lot.

Response: Proposed driveways have been revised.

10. River Rd frontage improvements are missing along the northwest corner of development.

Response: River Rd improvements are shown on Sheet C4.0.

11. Driveway spacing requirement on 15th St NW is 150ft (collector), driveways on 15th St NW must be relocated & consolidated to meet spacing standards. See exhibit previously provide by Jamie Carter.

Response: Driveways have been updated accordingly.



12. Fire truck AutoTurn not using current site plan.

- a. Each AutoTurn analysis must include the following:
 - i. All movements need to start straight and end straight.
 - ii. Make sure "Turn Wheels from Stop" is not selected.
 - iii. Please include the template of the vehicles used
 - iv. For clarity, wheel & overhang paths should be different colors.

Response: Vehicle turning exhibits are provided. They have been split to be easier to follow. Analysis uses straight wheels, no turn from stop, include templates, and provide colors to ease review.

- b. Curb radii and entrance dimensions shall be increased as necessary to allow vehicles to access the site without encroaching into adjacent lanes of traffic.

Response: See included vehicle turning movements for fire truck analysis.

13. Separate street light design is required Street lighting plan:

- i. City standard streetlights are required every 150ft along frontage (River Rd & 15th St NW).

Response: To be provided under separate cover.

- ii. River Rd (Arterial) will require GE EVOLVE ELR2 Fixtures ERL2-3-23-A3-40-D-Gray-A-V1 (City to provide latest part numbers).

Response: To be provided under separate cover.

- iii. It is the sole responsibility of the design engineer to ensure streetlight design/placement is outside of the 10ft minimum "safe zone" area. The City will not allow streetlights to be within 10ft of the PSE primary for safety reasons.

Response: To be provided under separate cover.

- iv. Streetlights shall have shorting caps installed with remote photocell located on the service cabinet.

Response: To be provided under separate cover.

- v. PSE utility pole mounted streetlights do not meet current City standards and will be removed with installation of City standard streetlights.

Response: To be provided under separate cover.

- vi. Streetlight design shall provide the following:

- 1) Provide details on how streetlights will be powered.
- 2) Location of conduit runs.
- 3) Wiring Schedule - Conduit size/type/details for each raceway, Conductors details.



- 4) Pole schedule - STA & offset for each luminaire.
- 5) Show location of junction boxes.

Response: To be provided under separate cover.

14. Any existing driveway cuts along frontage that are not utilized for this project shall be replaced with curb/gutter/sidewalk.

Response: Plans revised accordingly.

15. This building was previously Hagen's Auto Parts & Machine Shop.

Response: Noted.

16. It's the City's understanding that only a small portion of the building sqft was used for vintage auto parts sales. The warehouse building space was used as a machine shop. LUC 110 should be used to represent industrial space. [Traffic Scoping Document]

Response: Assumed 35% parts area and remainder of building was machine shop (LUC 110).

17. Do not include Car Trek used car buildings in calculation. Land use not changing. [Traffic Scoping Document]

Response: Removed from calculations, as requested.

18. Please confirm if building will be used for new car sales or used car sales. SEPA needs to define which land use will be assumed for this site (LUC 840 vs 841). [Traffic Scoping Document]

Response: Anticipated use is new cars. LUC 840 to be used.

19. LUC 210 should be $0.94 \text{ trips per DU} \times 4 = 3.8$. [Traffic Scoping Document]

Response: Revised as requested.

20. Per the SEPA check list: "the project intends to continue to use the site for automotive sales, auto parts store and automotive storage facility." Proposed land use summary does not show estimated trips for auto parts store or automotive storage functions as defined in SEPA.

Response: SEPA updated.

21. Per the SEPA check list: The project proposes to provide approximately 750 vehicle display and storage stalls on-site. Provided detailed assumption for how automotive storage operation will impact vehicle trips. [Traffic Scoping Document]

Response: SEPA checklist revised based on smaller space. The existing and proposed vehicle storage has not been included in vehicle trips. We anticipate this is conservative given the existing uses and removal of storage area in back of site with this project.



22. Will the 2,160 sqft auto service center be demolished? [Traffic Scoping Document]

Response: Existing building will be used for storage and onsite services. Based on not having a land use code for such a building, the existing LUC of 943 was used for the building (no change in traffic, which will be very conservative).

23. Demolished? More detail needed. [Traffic Scoping Document]

Response: The buildings to be removed are gone and reflected in the plan.

24. 737 daily & 79 PM peak hour trips far exceeds actual trip generation of Hagen's site. [Traffic Scoping Document]

Response: Noted. Revised based on area use of building provided in Comment 16.

25. LUC 943 should be 2.06 trips per 1000 sqft $2.16 \times 2.06 = 4.4$. [Traffic Scoping Document]

Response: Table updated to use average rates.

26. LUC 841 should be 3.75 trips per 1000 sqft $2.4 \times 3.75 = 9.0$. [Traffic Scoping Document]

Response: Table updated to use average rates.

27. LUC 841 should be 3.75 trips per 1000 sqft $1.6 \times 3.75 = 6.0$. [Traffic Scoping Document]

Response: Table updated to use average rates.

28. Recalculate using "Peak Hour of Adjacent Street Traffic." [Traffic Scoping Document]

Response: Updated.

If you have any questions, please call me at (253) 383-2422.

Sincerely,

Todd C. Sawin, PE, DBIA, LEED AP
President

TCS/lsk

c: Josh Larson - Larson Automotive Group