



City of Puyallup

Engineering Division

333 S. Meridian, Puyallup, WA 98371

(253) 864-4165

www.cityofpuyallup.org

Permit Review Correction Letter

Permit Application #PRCCP20240845

August 09, 2024

The City has completed the review of the above-mentioned permit submittal. All your review comments, conditions, and redlined plans can be found on the [City's permit portal](#). Redlined plans can be found on the City's Permit Portal in the "Reviews" section under "Documents Returned for Corrections". Below please find the permit submittal review comments from your review team and re-submittal instructions. Should you have any questions regarding the review comments, please contact the plan reviewer associated with the comment listed below.

Re-submittal Instructions

To resubmit, you must address all comments and upload a ~~Correction Response Letter~~ that states how the corrections have been addressed in your resubmitted documents. Avoid using "upload additional docs" unless there is NO submittal item available for your document. Please Note: If you have any questions about how to resubmit, please contact the permit center.

- 1 Log in to your permits portal and navigate to the status page for this permit under the "My Items" tab by selecting the "Upload Submittals" button under the permit number.
- 2 For each submittal item listed re-submit a new version of the submittal item by clicking the "New Version" button next to the file name of the original file submitted. DO NOT click the 'browse' button unless the document you are submitting for that submittal item is not a new version of the originally submitted document. Click 'Upload Documents' at bottom of the page.
- 3 If any re-submittal fees have been assessed, you will need to pay your resubmittal fee at the time of resubmittal. Your resubmittal will not be processed until the fee has been paid.

Corrections

Corrections to be addressed on the next set of resubmitted plans:

Engineering Civil Review	Jamie Carter	(253)435-3616	JCarter@puyallupwa.gov
<ul style="list-style-type: none"> - Overall this submittal lacks many details that would be expected at the civil submittal stage and that were specifically requested during the Pre-application phase and the Preliminary Site Plan phase. These kind of omissions only serve to extend review durations and incur more review hours prior to approval. Review prior documents and all corrections to this submittal prior to revisions and resubmittal. Provide Legend including all symbols, linetypes and hatching. - Revise frontage improvements on 27th as instructed by pre-application meeting notes from October 7, 2021; specifically: remove existing storm that is under the proposed sidewalk and show the new proposed storm system across the entire width of the property and align drainage inlets with proposed curb line. Frontage Improvements for this project shall include: curb, gutter, sidewalk, planter strip, street trees, storm drainage, street lighting and one-half street paving (when existing pavement is poor or when many utility connections are being made). Refer to PMC 11.08.135. - Inspections are requested through the permitting portal or directly from the Inspector. [CIVIL PLANS, Sheet G1] - Indicate with Key Note where silt fence is to be installed. [CIVIL PLANS, Sheet G5] - Note points at contour line. [CIVIL PLANS, Sheet G5] - Label walls consistently with details on G12 and G13. Label as wall A, Segment 1 and include label for Wall A, Segment 2. [CIVIL PLANS, Sheet G8] - For next submittal refine or clarify proposed (solid line) ground level within these cross-sections. [CIVIL PLANS, Sheet G9] - B1 and B2. [CIVIL PLANS, Sheet G-14] - Remove incorrect north arrow. [CIVIL PLANS, Sheet G14] - Storm lines on the east end of the parking lot end with no structure or connection. [CIVIL PLANS, Sheet SD1] - Sewer design is inconsistent across sheets. Some plans show the sewer routed around this vault. [CIVIL PLANS, Sheet SD1] - Plan view is 1"=50'. [CIVIL PLANS, Sheet SD2] - Remove existing storm infrastructure and replace with city standard storm and frontage. See comment #2. [CIVIL PLANS, Sheet SD2] - Show overhead powerlines and poles to identify possible conflicts with the new frontage. [CIVIL PLANS, Sheet SD2] - Make hatching consistent with SD4 and show in legend. [CIVIL PLANS, Sheet SD3] - Clearly label each vault on plans to match the detail sheets and profiles. [CIVIL PLANS, Sheet SD5] - Doesn't match profile rim and ie elevations. [CIVIL PLANS, Sheet SD5] - IEs missing. [CIVIL PLANS, Sheet SD5] - Missing IEs. [CIVIL PLANS, Sheet SD6] - Features are behind section cut. Remove from view. [CIVIL PLANS, Sheet SD11] - 24" opening? [CIVIL PLANS, Sheet SD11] - E-E. [CIVIL PLANS, Sheet SD11] - These structures have rim elevations of 385.36 and 386.81 and one of them is located farther to the east. [CIVIL PLANS, Sheet SD11] - This structure has a rim elevation of 384.35. [CIVIL PLANS, Sheet SD11] - Show 5' x 10' grated opening. [CIVIL PLANS, Sheet SD12] - Correct to #1. [CIVIL PLANS, Sheet SD12] - Fill in reference. [CIVIL PLANS, Sheet SD12] 			

- Features are behind Section Cut A-A. Remove from view. [CIVIL PLANS, Sheet SD13]
- Show 5' x 10' grated opening. [CIVIL PLANS, Sheet SD14]
- Pipe enters from side as depicted in Section A-A. [CIVIL PLANS, Sheet SD14]
- Move over to the right as depicted in Section A-A. [CIVIL PLANS, Sheet SD14]
- This feature is behind the section cut. Remove from view. [CIVIL PLANS, Sheet SD14]
- These features are behind the section cut. Remove from view. [CIVIL PLANS, Sheet SD14]
- Rims are labeled as 390.93 and less on plan view. Revise proposed ground level and rims
- Feature is behind section cut. Remove from view. [CIVIL PLANS, Sheet SD15]
- Show risers in correct locations. Should see 4 total. [CIVIL PLANS, Sheet SD15]
- This feature is behind section cut. Instead show the short run penetration from YD D-2. [CIVIL PLANS, Sheet SD15]
- Missing penetration, roof drain Bldg C. [CIVIL PLANS, Sheet SD15]
- Missing penetration from YD B-1. [CIVIL PLANS, Sheet SD15]
- Missing penetration from CB 4-7. [CIVIL PLANS, Sheet SD15]
- Grated opening? [CIVIL PLANS, Sheet SD15]
- Grated opening? [CIVIL PLANS, Sheet SD16]
- Show 24" access. [CIVIL PLANS, Sheet SD16]
- Correct to #1 or remove. [CIVIL PLANS, Sheet SD16]
- Correct to #2. [CIVIL PLANS, Sheet SD16]
- Move to correct location. [CIVIL PLANS, Sheet SD16]
- Show access lid rim 403.57. [CIVIL PLANS, Sheet SD16]
- Correct to #3. [CIVIL PLANS, Sheet SD16]
- Correct to #2. [CIVIL PLANS, Sheet SD16]
- Fill in detail. [CIVIL PLANS, Sheet SD16]
- Clarify annotation. Aren't these premade to specific standards? [CIVIL PLANS, Sheet SD19]
- Will these sumps be included in the vault design? [CIVIL PLANS, Sheet SD19].
- Sheet SD10 says 74' x 32'. [CIVIL PLANS, Sheet SD20]
- Trash enclosure pad drain sewer connections not shown on plans. Covered dumpster areas or raised pads shall be used to ensure that no SW can enter dumpster sumps. [CIVIL PLANS, Sheet SS5]
- Show extents of pavement repair (TYP). Refer to City Standard Detail 01.01.20. [CIVIL PLANS, Sheet W1]
- Missing penetration from YD D-2. [CIVIL PLANS, Sheet SD15]
- 8 buildings shown. [STORMWATER REPORT, Page 3/216]
- Provide the actual dimensions of the vaults and use those numbers for modeling. Equivalent areas will not be accepted. From the SWMMWW: performance of wetpools is improved by using large length-to-width ratios. We are interested in the actual dimensions and true treatment efficiency only. Include the Department of Ecology's wetvault detail in planset and adhere to it. [STORMWATER REPORT, Page 14/216]
- Provide basin map that clearly labels and delineates each basin within the context of the model. [STORMWATER REPORT, Page 216/216]
- The Filterbasins are not connected to vault 1 as shown on plans. Basins 2, 3 and 4 mitigated match the area of Basins 4, 5, and 6 in the predeveloped exactly. Clarify the labeling as it is confusing. If Basin 1 is the entire project why is it only 1.35 acres here? What is Basin 8? Where are Basins 6 and 7 in the mitigated? Basin map and all labels should be clear and consistent. Provide descriptions and visual representations of all basins from the model. [STORMWATER REPORT, Page 133/216]

Engineering Traffic Review	Bryan Roberts	(253)841-5542	broberts@PuyallupWA.gov
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- Preliminary site plan approval conditions (below) were have not been addressed. Please respond/address each one of these items prior to next submittal.

During civil review provide sight distance analysis required at proposed 27th Ave SE driveway

–City standards require 300ft of ESD, 250 of SSD (0.5ft object height).

–Setback 14.5ft from face of curb to evaluate sight lines.

-Identify street tree placement, monument signage, fences, etc. that could obstruct sight distance.

-Coordinate with Rachael Brown to specify tree species that will not impact sight distance.

During civil review, use 30ft wide commercial drop approach instead of radius design.

During civil review, the (2) gated EV access driveways shall be a drop approach design and must be 26ft in width.

During civil review provide details on how a garbage truck will access collection area based on AutoTurn analysis. Must coordinate with service provider on preferred location and design.

During civil review the curb alignment on the western frontage needs to be modified to meet City geometric standards. It is acceptable to remove the planter strip within this transition area as needed. See site plan redline to show necessary alignment. Provide channelization design that matches the updated geometry/curvature. See site plan markups for estimated alignment. Current proposal will require additional re-alignment. Civil plans to show channelization (TWLTL) without reverse curvature. This will require the curve section to be more gradual and set farther from the roadway.

Half-street improvements shall consist of curb, gutter, 34ft roadway, 8ft sidewalks, 7.5ft planter strip (0.5 curb), and streetlights.

During civil review move PSD bus stop pad to west side of the driveway (behind sidewalk). There's an accessible route on both sides of the driveway. Sizing per PSD requirements (300 sq ft minimum). Provide analysis that shows existing lighting across the street will be adequate. Photometric analysis needs to meet the RP-8 requirements

27th Ave SE streetlight required on the eastern edge of frontage.

To prevent confusion for motorists traveling WB on 27th Ave SE, the gate should be fully reflectorized with vertical stripes alternately red and white at 16-inch intervals measured horizontally. This guidance comes directly from the MUTCD (Section 2B.68). Based on the latest site plan, this treatment may not be necessary because the eastern driveway has been moved and no longer in alignment with 27th Ave SE. Will evaluate further during Civil review

ADA ramp must be removed on the northeast side of 27th Ave SE.

- Curb alignment on the western side of frontage must be modified significantly to allow the removal of the existing reverse curvature channelization/alignment. As described in the preliminary site plan approval conditions, it is acceptable to remove the planter strip within this transition area as needed. Civil plans need to show channelization (TWLTL/turn pocket) without reverse curvature. This will require the curve section to be more gradual and set farther from the roadway.

For the (2) EV only driveways, provided gate design

EV driveways only, reduced to 26ft wide with drop approach

Streetlight design not submitted with current civil submittal

Detailed pavement marking/stripping plan required

Fire Review	David Drake	(253)864-4171	DDrake@PuyallupWA.gov
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- 1. Label all Fire Hydrants so they are visible on the plans. Verify that all points of the building are within 400' as a hose lays from a hydrant.
- 2. Verify that all storm vaults in the fire lane are rated for a 75,000lb fire apparatus per the 2021 IFC.
- 3. With the change in layout from the approved preliminary site plan, provide a new auto-turn showing code compliance.
- 4. Provide a Fire Lane/ No Parking sign layout with painted and stenciled curb.
- 5. Label all P.I.V'S.
- 6. Provide all locations for carports with dimensions.
- 7. BLDG E and BLDG H, F.D.C's and Fire hydrant can not be blocked by parking stalls. Move diagonally to the NE parking island across fire lane on the corner.

Planning Review	Rachael N. Brown	(253)770-3363	RNBrown@PuyallupWA.gov
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- Please estimate the total top soil required to meet the 8 inch minimum soil standard for all landscaped areas in cubic yards. The contractor will be required to submit delivery sheets and demonstrate compliance with top soil required and specified on plans at the time of final inspection.
- Ground covers do not appear to be indicated for required perimeter landscaping areas. Revise
- Required perimeter landscape trees missing from SW corner of site [Landscape Plan, Sheet L1]
- Utility line marked 'f' needs to be moved out of the required perimeter landscape area [Landscape Plan, Sheet L1]
- A minimum of 50 percent of the shrubs and ground covers used in projects under the requirements of the PMC and the VMS shall be native to the Puget Sound region. Please call out natives on the plant schedule for easy identification.
- All shrubs required shall be no smaller than two (2) gallon in size at the time of planting
- Existing trees to be retained must be clearly marked on the final clearing and grading plan, and final landscape plan. Tree protection fencing and signage shall follow the city standard detail, see appendix 20.5. Standard detail shall be included on all plan sets with vegetation which is scheduled for retention and protection. All critical root protection zones (CRPZ) shall be shown on plan sets in diameter from the center of the tree. In determining tree CRPZ, the following standards shall be used. In establishing the extent of the Critical Root Protection Zone (CRPZ) for individual significant trees, groupings of significant trees, a stand of significant trees, or a heritage tree the following formula shall be used: Individual tree diameter (in inches) X 2, converted into feet = CRPZ, in diameter (Example: 20" tree X 2 = 40' CRPZ diameter). The following minimum performance standards shall be used to determine the extent of allowable impacts to the CRPZ of significant trees: For significant trees, a minimum of 50 percent of the critical root zone must be preserved at natural grade, with natural ground cover. The protection zone may be irregular. The plan set shall provide a total square footage of CRPZ area and show the % of disturbance area. For heritage trees, a minimum of 75 percent of the critical root zone must be preserved at natural grade with natural ground cover. The protection zone may be irregular. The plan set shall provide a total square footage of CRPZ area and show the % of disturbance area. No cut or fill greater than four (4) inches in depth may be located closer to the tree trunk than ½ the CRPZ radius distance. (Example, 20-inch DBH tree has a 40' CRPZ area (in diameter) - meaning no cut or fill greater than 4" in depth is allowed within 20' of the tree trunk). No cut or fill within the distance from the tree which is three (3) times the trunk DBH is allowed. (Example, 20-inch DBH tree X 3 = 60", meaning no cut is allowed within 60-inches of a tree which has a 20-inch diameter trunk). These criteria represent minimum standards for determining whether or not a tree may be required to be retained. Greater impacts may be allowed, provided that all design alternatives

have been proven unfeasible and that a pre-conditioning and after care mitigation program is established. See section 10.1 of the VMS, and referenced appendices for more information.

- Add tree protection detail to Sheet TESC Plan

Detail: <https://www.cityofpuyallup.org/documentcenter/view/13730>

Contractors Shall Read 'Tree Protection Standards in Construction Sites':

<https://www.cityofpuyallup.org/documentcenter/view/1556>

- Sight Distance standards. Adjacent to public rights-of-way and points of access, no fences or landscape material at maturity, shall exceed three (3) feet above the local finish grade within a clear sight triangle. Please spec plants that meet this standard. Show sight distance area on the landscape plan sheet L1.

- To avoid conflicts between underground and overhead utilities and trees as they grow and mature, please review the VMS tree installation standards table for required distances from various utilities and improvements. It appears several trees at the frontage are very close to the sewer service. Other utilities may also be in conflict with the required landscaping. New utilities must be relocated in deference for required landscape placement unless no feasible alternative exists.

- NO COMMENTS AVAILABLE

- All internal landscape islands and connector strips shall include a double row (horizontally) of structural soil cells – often called “Silva Cells”, or equivalent - along the perimeter of all internal islands in parking stall areas only (under the pavement directly abutting the outer edge of the landscape island) to provide additional soil volume for tree growth. The landscape architect shall provide manufacturer’s installation details for internal parking lot landscaping soil installation, including required structural soil cells, on the final landscape plan set. See section 8.2 of the Vegetation Standards Manual for soil quality standards.

- The VMS can be downloaded here: <https://www.cityofpuyallup.org/puyallupvms>

Public Works Collection Review

Josh Grbich

(253)841-5560

JGrbich@PuyallupWA.gov

- There are 7 lateral connections to this section of existing sanitary main that all will need to be cut and capped at the main. A CCTV report will be provided to the engineering reviewer for approximate locations. [CIVILS PLANS; Sheet G4]

- An additional manhole will need to be set at the back of the RoW for ownership distinction. [CIVIL PLANS; Sheet SS1]

- A 0.1 foot drop from incoming to outgoing invert for all connections within a manhole is required. [CIVIL PLANS, Sheet SS1]

- Add standard 06.01.02. [CIVIL PLANS, sheet SS5]

Public Works Streets Review

Scott Hill

(253)841-5409

Shill@puyallupwa.gov

Conditions

The items listed in the table below are conditions of the permit that do not need to be addressed on the next resubmittal of plans but will need to be fulfilled at some point in the permit review process. The “Condition Category” indicates the approximate phase of the permit process by which the condition must be fulfilled for the City to continue processing this permit. “Condition Status” if “Open” means that the condition has not been fulfilled, if “Resolved” means the condition has been fulfilled

successfully. For some conditions that require submittal of a document to the City, those documents can be submitted via the Conditions Section of the [City's permit portal](#).

Condition Category	Condition	Department	Condition Status
Prior to Issuance	A Performance Bond must be received by the City of Puyallup prior to permit issuance. The Performance Bond shall be 150% of the estimated cost of work in the ROW per the approved cost estimate received prior to plan approval (attached in CityView Portal under Documents & Images section). See https://www.cityofpuyallup.org/DocumentCenter/View/16622/Performance-Bond-51122-appvd-by-Legal for more information.	Engineering Division	Open
Prior to Issuance	Email a signed Inadvertent Discovery Plan to RBUCK@PUYALLUPWA.GOV .	Engineering Division	Open
Prior to Issuance	This form is to be received prior to permit issuance. Signing this form is acknowledgement that there may be billed overtime inspection fees per the current fee schedule and that whenever the City Water Division staff is required to perform a mainline shutdown the fees shall be billed at \$134.00 per event plus \$10.00 per tag. Instances when a shutdown is performed outside regular working hours additional overtime fees will be billed at the current overtime billing rate (3 hour minimum call out time).	Engineering Division	Open
Prior to Issuance	Certificate or Insurance/CG2012 must be received prior to issuance	Engineering Division	Open
Prior to Issuance	A Clear, Fill and, Grade Bond must be received by the City of Puyallup prior to permit issuance. The amount of the bond shall not be less than the total estimated construction cost of the interim and permanent erosion and sediment control measures per the approved cost estimate received prior to plan approval. See https://www.cityofpuyallup.org/DocumentCenter/View/16621/CFG-Bond-101822-appvd-by-Legal for more information.	Engineering Division	Open

If you need assistance with resubmitting your corrections, please contact the Permit Center.

Sincerely,

City of Puyallup Permit Center
 (253) 864-4165 option 1

permitcenter@puyallupwa.gov