



City of Puyallup

**Engineering Division**

333 S. Meridian, Puyallup, WA 98371

(253) 864-4165

[www.cityofpuyallup.org](http://www.cityofpuyallup.org)

# Permit Review Correction Letter

**Permit Application #PRCCP20250176**

May 21, 2025

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"><li>- Correct Sheet Index, Sheet Number. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 1]</li><li>- Legend needs correction (all sheets). There are no proposed infiltration trenches and the landscape hatch is mislabeled. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 1]</li><li>- Clarify the wetland symbol here. Include symbol in legend. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 2]</li><li>- Remove ESC details from this page and adhere to the city details on Sheet C4. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 3]</li><li>- Discharge pipe is proposed through grade out from back of curb in wetland area. Drainage Report states that this area will not be disturbed. Justify not using alternate routing for discharge. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 5]</li><li>- Catch basin is shown here as proposed. Make consistent across all sheets. This structure should be against the curb. See Detail 02.01.03. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 5]</li><li>- Show paving patch around this utility extension. See City Standard Detail 01.01.20 [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 6]</li><li>- There is another redevelopment project that is close to civil approval (parcel#s 2105200191 and 2105200180), which is in between this project and the tesco cabinent who are also installing street lights and conduits. May be prudent to collaborate and not double efforts. City can facilitate a meeting or provide proposed designs. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 7]</li><li>- The sidewalk ramp with commercial approach (Detail 01.02.19) is intended to be used with a crosswalk over asphalt and should not have a sidewalk through it. Review the approach city standard details and pick the appropriate one for the project. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 7]</li></ul>			

- Also include Detail 02.01.02 for area drains. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 9]

- Specify which type of extruded curb will be installed and where. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 10]

- TESC documents found under Figure 4. [DRAINAGE REPORT & CSWPPP; 2025\PRCCP20250176\2401 Inter Storm Report 1-28-2025.pdf; pg. 8]

- Remove all references to roof areas and revise the report for the current design. [DRAINAGE REPORT & CSWPPP; 2025\PRCCP20250176\2401 Inter Storm Report 1-28-2025.pdf; pg. 10]

- Remove references to roofs and downspouts. [DRAINAGE REPORT & CSWPPP; 2025\PRCCP20250176\2401 Inter Storm Report 1-28-2025.pdf; pg. 12]

- This site is relatively flat. Double check this land use category. [DRAINAGE REPORT & CSWPPP; 2025\PRCCP20250176\2401 Inter Storm Report 1-28-2025.pdf; pg. 29]

- Stand alone Operations and Maintenance Manual required. Prior to occupancy the approved manual shall be attached to the Storm Water Management Facilities Agreement (SWA) and recorded with Pierce County. Find guidance and pre-approved links here: <https://www.cityofpuyallup.org/2157/Operations-and-Maintenance>

Find Storm Water Management Facilities Agreement here: <https://www.cityofpuyallup.org/1591/Master-Document-List> [DRAINAGE REPORT & CSWPPP; 2025\PRCCP20250176\2401 Inter Storm Report 1-28-2025.pdf; pg. 11]

#### - GEOTECH REPORT

An addendum titled Additional Geotechnical Recommendations was submitted under the Geotech Report submittal requirement. Provide original Geotech Report dated June 25, 2017 as well, or the most current report for this property. May require an additional addendum to address design elements (pervious surfaces, infiltration rates) within the original report that are no longer feasible or desired to be installed considering the amount of time that has passed. [Comment Correction; ; pg. N/A]

#### - INFILTRATION and GROUNDWATER ELEVATION

Infiltration rate is reported as .35 in/hr and says GW is "very high" Consult the 2019 SWMMWW for reporting on infiltration infeasibility/feasibility. Refer to GW monitoring data in relation to the surface elevations instead of saying the GW is "very high". Reconcile the functioning swale that is proposed to be used with the GW being too high to incorporate infiltration BMPs into the new design. Presumably the swale is functioning, or the project would not be allowed to discharge to it. [Comment Correction; ; pg. N/A]

#### - SWALE AND PRIVATE CATCH BASIN

Swale must be evaluated by city staff to determine if upgrades are required to ensure its full capacity is available. Receiving CB is a new private CB on IDIL PUYALLUP LLC property. The project shall perform a

downstream analysis of their system to illustrate capacity for the additional runoff. Need written permission from the owner of neighboring property to discharge to private CB, maybe even a notarized agreement. Verify that the swale can convey the flows. Need to illustrate how water is conveyed into the CB from the swale. Why is this water being directed to a private storm system? Generally private systems are not designed with much additional capacity. [Comment Correction; ; pg. N/A]

- No roof runoff proposed. [DRAINAGE REPORT & CSWPPP; 2025\PRCCP20250176\2401 Inter Storm Report 1-28-2025.pdf; pg. 13]

- See miscellaneous correction titled SWALE AND PRIVATE CATCH BASIN. [DRAINAGE REPORT & CSWPPP; 2025\PRCCP20250176\2401 Inter Storm Report 1-28-2025.pdf; pg. 13]

#### - GEOTECH AND PERVIOUS PAVEMENTS

Additional Geotechnical Recommendations letter under Groundwater Elevations Section claims that permeable concrete will be utilized to manage surface water from parking areas and that runoff from roofs and heavy duty pavement sections (indicate on plans where heavy duty pavement is to be installed) will be routed to detention. Clarify these writings and if they are incorrect and the report cannot be redone then strike out the portions that are incorrect or a new addendum to the Geotech report may be required. The point here is to present the ground water monitoring findings and either eliminate pervious design through the feasibility criteria in the SW Manual or to show that permeable is feasible and will be installed. This letter seems to say that permeable pavements are being installed, even though the plans do not show this and the industrial nature of the project would preclude its use. Include in the clarification reasons why the project is not utilizing pervious pavements (soils are not conducive, truck traffic will be too heavy, etc.) if the GW data suggests that it is feasible. [Comment Correction; ; pg. N/A]

#### - COST ESTIMATE - ENGINEERING BREAKDOWN

This estimate is used to determine Inspection Fees and Performance Bond amounts.

Find most recent version of the spreadsheet here:

<https://www.cityofpuyallup.org/1591/Master-Document-List>

Include off site totals and all 5 pages in printout. Exclude ON SITE PAVING (ROADWAY EXCAVATION AND HAUL, GRAVEL BASE, TOP COURSE, CLASS B ASPHALT), and include OFF-SITE PAVING (City will inspect the right of way paving but not the on site). Include inspectable and high ticket items that are not pre-populated under MISCELLANEOUS for each section. Include a reasonable unit price.

Specific corrections:

- a. Include extruded curb.
- b. Remove paving totals for ON SITE work. City inspector will not correct private paving.
- c. STORM - There are 2 type 1 catch basins, and 2 storm manholes proposed on the plans. Estimate should match. Specify size of manholes.
- d. Include Contech Water Quality System and ADS Detention Chamber system in estimate.
- e. BIOSWALE/DETENTION POND – is this included in est because it will be rebuilt? The reported condition of the swale is poor and improvements and downstream capacity analysis will be required.
- f. Show on civil plans the water work that is being done for irrigation at least up to the meter. Locate new meter and pipes to assess conflicts and location.

- g. Is a fire hydrant required or being proposed? Fire Hydrant assembly is listed in estimate, yet the plans show no design for a hydrant.
- h. Estimate lists 8 inch gate valve under water. Clarify.
- i. Estimate lists 114 feet of 12 inch DIP under water. Clarify.
- j. The only things that should be in the water section is the meter for the irrigation and the backflow preventer. After that Engineering does not inspect the irrigation, and the plans do not show the other water items listed.
- k. 6 terminal clean outs and 323 feet of 8 inch sanitary PVC are proposed in the sewer section. Review indicates no sewer work is being proposed.
- l. Include PRIVATE UTILITY TRENCHING under MISCELLANEOUS

[Comment Correction; ; pg. N/A]

- Plans show 20 endcaps. [DRAINAGE REPORT & CSWPPP; 2025\PRCCP20250176\2401 Inter Storm Report 1-28-2025.pdf; pg. 32]

- In general, provide more detail about the control structure and storm manhole. Orifice and riser information should be readily available on the plans. Show clearly the relationship between the numbers in the model and the size of the filtration and detention facilities, orifice sizing, number of chambers and riser height. Provide a blow-up detail of how the control structure will work with the elevated bypass manifold. Include all details of installation not covered by Standard Details. [Comment Correction; ; pg. N/A]

- The City of Puyallup is going to reconstruct select areas of Inter Ave that are not currently proposed to be replaced by private development, as there are several developments along Inter Ave looking to go to construction in the immediate future. This work is tentative for late summer. This will avoid "patchwork" paving and provide a complete road project that will serve all of the businesses and residents in the affected area. This work will happen in conjunction with your project, although the schedules do not have to line up. This should not affect the scope of your project, but there will probably need to be some coordination depending on which party initiates construction first. Our operations staff can meet on site with contractors and owners and our development reviewers can also meet with your project engineers to discuss.

[Comment Correction; ; pg. N/A]

- Remove this detail. It provides no direction for installing trees in a planter behind the walk. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 9]

- Include Flow Control Manhole Notes, Detail 02.01.08. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 9]

- Include in your Correction Response Letter detailed responses to each correction. [Comment Correction; ; pg. N/A]

Engineering Traffic	Mieco Hutchens	(253)993-0179	mhutchens@puyallupwa.gov
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<b>Review</b>			
<p>- With the upcoming standalone SEPA submittal, an analysis must be provided that evaluates possible traffic impacts. The current design proposal is showing an internal vehicular connection between an existing manufacturing/industrial facility generating ~1000 vehicle trips per day. The City is concerned the existing roadway (Inter Ave) is unable to accommodate additional vehicle trips routed through this facility. Half-street improvements will be conditioned through the SEPA process. It is possible additional off-site improvements are necessary due to the existing roadway condition. [Comment Correction; ; pg. N/A]</p>			
<b>Planning Review</b>	<b>Nabila Comstock</b>	<b>(253)770-3361</b>	<b>NComstock@PuyallupWA.gov</b>
<p>- Include utility overlay on the landscape site plan. To avoid conflicts between underground and overhead utilities and trees as the grow and mature, please review the VMS tree installation standards table for required distances from various utilities and improvements. [Comment Correction; ; pg. N/A]</p> <p>- Please apply for a "Standalone SEPA" and submit a new SEPA checklist addressing this scope of work. This will be reviewed in conjunction with this civil application. This civil will not be able to be issued until the SEPA process has been completed. [Comment Correction; ; pg. N/A]</p> <p>- 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 and, please show the sight distance area on the plans. [Comment Correction; ; pg. N/A]</p> <p>- Type IIb landscaping is required along the southern, front property line along Inter Ave. The proposed plantings do not meet the requirement for 50% evergreen trees. Please also required include on-center spacing standards on site plan outlined below:</p> <p>The type IIb landscaping treatment shall be used in ML, MP and MR zone districts, or where industrial uses, conditional uses or uses utilizing outdoor storage of materials are proposed. The type IIb treatment will provide more substantial screening when compared with type IIa. One row of medium to large trees, with at least 50 percent being evergreen, and a continuous installation of evergreen shrubs planted at 5' minimum on-center intervals. Trees shall generally be planted at intervals of no greater than 30 feet. Spacing may adjusted to better suit the selected species and installation size while still achieving the intended result of a canopy over the visual separator. Bio-swaes or rain gardens may be placed within these landscaping areas as long as they are designed to meet the intent of this section. In addition to uniform spacing, when it will better satisfy the intent of this chapter and/or the Comprehensive Plan, trees may be grouped, spaced irregularly or clustered provided that the tree masses are balanced with shrub groupings. The evergreen shrubs shall be at least five-gallon nursery stock at the time of planting and have the capability to achieve a height of six feet or more above the planting grade within three years. Evergreen shrubs may be intermixed with deciduous to provide visual interest and variety. Appropriate shrub masses and living ground cover shall provide 75 percent ground area coverage up to a height of five (5') feet within three years. An appropriate fence or wall that provides at least 75 percent uniform sight obscuring from the ground to six foot may be</p>			

substituted for the continuous evergreen plantings, where determined to be appropriate. No turf grass shall be included within a Type IIb buffer area. [Comment Correction; ; pg. N/A]

- All trash containers shall be screened from abutting properties and public rights-of-way by substantial sight-obscuring landscaping. Sight-obscuring fences and walls can be substituted for plant materials. [Comment Correction; ; pg. N/A]

- 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 VMS for soil quality standards. [Comment Correction; ; pg. N/A]

- The perimeter of all parking areas and associated access drives which abut public rights-of-way shall be screened with on-site landscaping, earth berms, fencing, or a combination thereof.

The 6' high black chain link fence with black vinyl privacy slats along all property lines as proposed in the EJ Poultry preliminary landscape plan should be placed back on this landscape plan set. The fence must be 20' off the southern property line. [Comment Correction; ; pg. N/A]

- There is a callout on the landscape plan set along the southern, front property line along Inter Ave that states "Perimeter parking island XXX SF". Please fill in this number on the plan set. [Comment Correction; ; pg. N/A]

- Per PMC 20.35.035 (4) Outdoor Lighting. Building-mounted lighting and aerial-mounted floodlighting shall be shielded from above in such a manner that the bottom edge of the shield shall be below the light source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise. All lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source. [planning site plan, pg.1 ] [Comment Correction; ; pg. N/A]

- EJ Poultry parking area

- We would calculate 5% of all paved areas for the EJ Poultry portion of the site to be taken from the square footage of their parking area per PMC 20.58.005 (1)

- Though parking lot landscape islands are not proposed in areas for truck parking areas that are not being striped, there is a requirement that all paved areas over 10,000SF shall have at least 5% of all paved surfaces to be landscaped. Perimeter landscaping shall not be calculated as part of the require amount of internal parking lot landscaping. You can propose consolidating parking lot landscaping areas to meet this 5% landscaped area requirement.

Red Dot parking area

- Since Red Dot is more than likely exceeding the minimum required parking stalls for their use per PMC 20.55.010, we require 10% of all paved areas to be landscaped, which cannot include the required internal parking lot landscaping or required perimeter landscaping.

- We would calculate 10% of all paved areas for the Red Dot portion of the site to be taken from the square footage of their parking area and access per PMC 20.58.005 (1)(a)

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Landscaping islands apply to all striped parking and storage areas, including heavy truck trailer parking. For large, paved areas which trigger parking lot landscaping under PMC 20.58.005, but may not contain vehicle striping for vehicle parking, staff will use reasonable discretion and flexibility in site designing to allow larger consolidated/ grouped islands to spread out evenly through the paved areas, ensuring landscaping meets the intent of the type IV design standards and meets the minimum landscape requirements in PMC 20.58.005.

- Please include the calculation showing that each required percentage of all paved surfaces are landscaped for both the Red Dot parking area and the EJ Poultry parking area (this cannot include perimeter landscaping). Per PMC 20.58.005 (1) All paved areas of over 10,000 square feet shall have at least five percent of all paved areas landscaped to provide shade to reduce the heat island effect related to paved surfaces, reduce storm water runoff, improve air quality, provide visual breaks to large paved areas and improve general appearance. Perimeter landscaping shall not be calculated as part of the required amount of internal parking lot landscaping. Internal parking lot landscaping design and spacing shall conform to the "Type IV" landscaping standards contained in the city's vegetation management standards (VMS) manual.

In order to further mitigate the impacts of more substantial expanses of paved areas on development sites, the following shall apply:

(a) In the event that a project provides 20 percent more than the required minimum number of parking stalls (per PMC 20.55.010) for a specific use or group of uses on a development complex site, or in the event that the total sum of paved areas on a site exceeds 100,000 square feet, at least 10 percent of all paved areas shall be landscaped in accordance with this section and the vegetation management standards (VMS) manual.

[landscape plan, L1] [Comment Correction; ; pg. N/A]

- No more than eight (8) parking spaces shall be placed consecutively without a landscaping island.

#### Type IV Design Standards (VMS)

(1) All perimeter landscape islands shall be a minimum of 12' wide with a minimum depth of each landscape island to match the abutting stall depth. Each perimeter island shall include a minimum of one (1) tree selected from the Class III or Class IV Street tree list shown in section 12.9 or 12.10.

(2) All internal landscape islands shall be a minimum of 15' in width with a minimum depth of each landscape island to match the abutting stall depth. Each internal island shall include a minimum of two (2) trees selected from the Class III or Class IV street tree list shown in section 12.9 or 12.10.; fifty percent (50%) of trees in internal islands shall be Class III or Class IV evergreen conifers.

[Comment Correction; ; pg. N/A]



<p>- Reference PMC 20.55.010 and provide calculations showing the minimum required parking stall count for Red Dot and proposed total stall count (original site + portion leasing from EJ Poultry site) [Comment Correction; ; pg. N/A]</p>			
<b>Public Works Collection Review</b>	<b>Josh Grbich</b>	<b>(253)841-5560</b>	<b>JGrbich@PuyallupWA.gov</b>
<p>- The existing sanitary lateral tap for this parcel is located 3.5 feet east of the manhole. This connection will need to be cut and capped at the main as it will not be renewed for this proposed project. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 5]</p>			
<b>Public Works Water Review</b>	<b>Brian Johnson</b>	<b>(253)841-5442</b>	<b>BrianJ@PuyallupWA.gov</b>
<p>- Civil, C5: Having the existing water service meter in the driveway approach is a problem with the proposed heavy vehicle traffic. Schedule a water main shutdown and remove the corporation stop on the water main and install a brass plug. If the water service is still needed for irrigation, Install a new water service so the meter is set directly behind the proposed sidewalk, and far enough east to be away from truck off-tracking. Install a DCVA 3-foot behind the meter. If a new water service is installed add City Standard details 03.03.01 and 03.04.01. [CIVIL PLANS; 2025\PRCCP20250176\24-166 - 2401 INTER - Full Civil Plans - Rev(V1).pdf; pg. 5]</p>			

## 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](#).

<b>Condition Category</b>	<b>Condition</b>	<b>Department</b>	<b>Condition Status</b>
Prior to Issuance	Please contact the DPS Support Specialist, Robin Loewen at RLOEWEN@PUYALLUPWA.GOV to request a pre-construction meeting prior to starting site work.	Engineering Division	Open
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	Engineering Division	Open

Condition Category	Condition	Department	Condition Status
	estimate received prior to plan approval (attached in CityView Portal under Documents & Images section). See <a href="https://www.cityofpuyallup.org/DocumentCenter/View/16622/Performance-Bond-51122-appvd-by-Legal">https://www.cityofpuyallup.org/DocumentCenter/View/16622/Performance-Bond-51122-appvd-by-Legal</a> for more information.		
Prior to Issuance	Email a signed Inadvertent Discovery Plan to RLOEWEN@PUYALLUPWA.GOV.	Engineering Division	Open
Prior to Issuance	Overtime Inspection Fees / Main Shutdown Fees 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 hour's 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 of 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 <a href="https://www.cityofpuyallup.org/DocumentCenter/View/16621/CFG-Bond-101822-appvd-by-Legal">https://www.cityofpuyallup.org/DocumentCenter/View/16621/CFG-Bond-101822-appvd-by-Legal</a> 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](mailto:permitcenter@puyallupwa.gov)