

From: Jamie Carter JCarter@puyallupwa.gov

Subject: RE: Cascade Chr CF&G

Date: August 16, 2024 at 8:12 AM

To: Rebecca Vader rvader@vaderengineering.com

Cc: Andrew Stephenson astephenson@vaderengineering.com, Songyi Cho songyi.cho@hotmail.com, Ken Cook KCook@PuyallupWA.gov, Katie Baker KBaker@PuyallupWA.gov, Meredith Neal MNeal@puyallupwa.gov, Robin Loewen RLoewen@PuyallupWA.gov

JC

Hello,

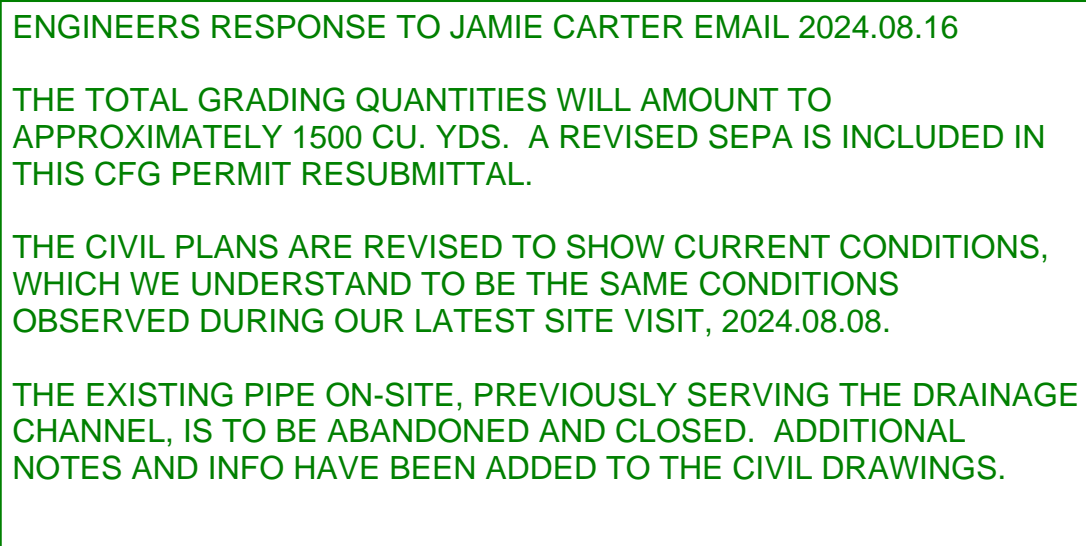
I was finally able to finish my review for the CF&G permit. We are quite busy and some of the staff are out on leave and injury. I have sent it back for corrections.

The trucks were blocking the right of way as they queued up to deliver the dirt last Friday. Luckily volumes were low and it did not appear to be causing a problem although should have been controlled.

I do not know what is going on with planning or the SEPA. The revised dirt total on the plans is 1370 something. Your totals in the below email still trip the SEPA threshold, so again I am not sure what is going on there. The planner who was reviewing does not work here anymore and the planning review is still open pending SEPA and some other comments. So, unless someone completes that review, the permit will not be pushed into 'out for correction' status. In other words they need to finish their review for your team to get all of the comments and redlines. Even though the work was done without a permit, the plans and reports still need to be resubmitted for accuracy.

The civil submittal shall show the most current conditions, i.e. all of the work that has already been done.

Also there was a channel that connects to a large storm pipe right next to the work. The channel is gone but the pipe (shown in green) is still there and is an open grate. CF&G plans call for protection, but there was none. Please address the permanent status of this drainage feature during civil review and construction. It has a direct connection to the city's system and the area around it has changed.



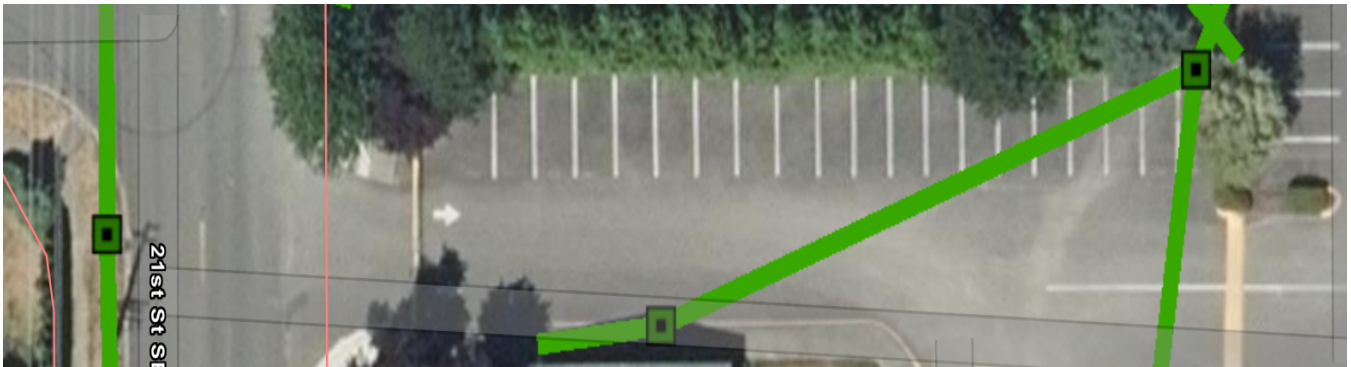
ENGINEERS RESPONSE TO JAMIE CARTER EMAIL 2024.08.16

THE TOTAL GRADING QUANTITIES WILL AMOUNT TO APPROXIMATELY 1500 CU. YDS. A REVISED SEPA IS INCLUDED IN THIS CFG PERMIT RESUBMITTAL.

THE CIVIL PLANS ARE REVISED TO SHOW CURRENT CONDITIONS, WHICH WE UNDERSTAND TO BE THE SAME CONDITIONS OBSERVED DURING OUR LATEST SITE VISIT, 2024.08.08.

THE EXISTING PIPE ON-SITE, PREVIOUSLY SERVING THE DRAINAGE CHANNEL, IS TO BE ABANDONED AND CLOSED. ADDITIONAL NOTES AND INFO HAVE BEEN ADDED TO THE CIVIL DRAWINGS.

21st St SE



Thanks! Have a great weekend!

Sincerely,

Jamie Carter, PE
City of Puyallup | Development Review
office **253-435-3616** cell **253-225-9397**
JCarter@puyallupwa.gov

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From: Rebecca Vader <rvader@vaderengineering.com>
Sent: Friday, August 9, 2024 7:17 PM
To: Jamie Carter <jcarter@puyallupwa.gov>
Cc: Andrew Stephenson <astephenson@vaderengineering.com>; Songyi Cho <songyi.cho@hotmail.com>
Subject: Re: Cascade Chr CF&G

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Got it, Jamie,

I've done design-build before but this one seems like it is on steroids! The best I can say is that at least these folks are intending to get to code-compliant, even if rushing ahead. I did have a phone call this afternoon that the grading shut down this AM after the Inspector's visit. They hope to get some don't know the term here for the at your own

inspector's visit. They hope to get some don't-know-the-term-here for the at-your-own-risk allowance-in-lieu-of-approvals early next week. I am guessing that the reason the client is rushing is that with the Covid-reinforced reluctance of parents to school delays, the CCS school is desperate to make room for the transplants from the abruptly closed location. Plus, missing desks for kindergarteners needing to start classes in Sept creates a 13-year supply-chain hole. (Not even getting into the academic impacts).

I have heard informally that the SEPA review is nearly done. We were able to file an errata to update the fill quantity from the 741 /CY we had estimated earlier to - I think it was 1750 CY- to cover filling under the west 6 portables, plus the other topsoil stripping, and an allowance for subgrade prep, etc to prevent being under again. Worst case SEPA decision, say the school can not operate on the new parcel, the property owner would still be allowed to fill to match surrounding grade. With the delivery trucks able to queue onsite, no ROW lane closures should be needed, so TCP could be n/a. SEPA's I've worked in the past have generated requirements for a CSWPPP for grading quantity-specific mitigations for earthwork volumes (dust control & sediment control) and this CFG is already includes a CSWPPP, so I am hoping we have fulfilled any earthwork-volume related Determination Requirements in advance. Of course, the SEPA official makes the final decision, so we'll see if I prepared correctly.

We'll each do our best for the pieces that are in our hands. On our end, we will take these comments into the civil design, and so hopefully you won't have to make the same comments twice. Songyi and Andrew submitted the civil comments earlier this week, so these CFG comments won't show in your first review, but I will still track them. We did also attempt to answer as many of the CUP DRT comments on the Civil as possible (which, for instance, is why lighting was mistakenly on our CFG detail sheet).

Next Monday we are working to finish the Queuing and Fire Access Exhibits with the traffic engineer, as well as the other DRT comments.

That's all for now,

Rebecca Scott Vader, PE
Managing Principal Engineer
VaderENGINEERING.com
253-363-2065

On Aug 9, 2024, at 2:01 PM, Jamie Carter <jcarter@puyallupwa.gov> wrote:

Thank you for those responses.

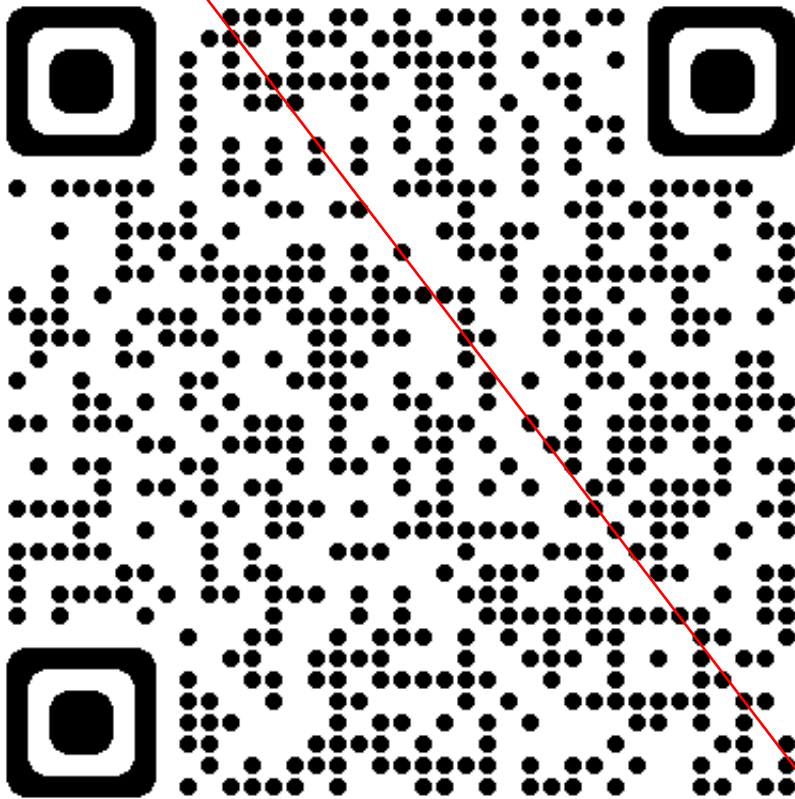
The project has already started clearing and grading without a permit (or a bond or approved insurance documents, or traffic control) and has also moved on from the demo permit without inspections. This makes the review VERY difficult as I am asking questions about and reviewing things that either don't matter or have already been done. This filling requires SEPA and that has not been done either. I can approve my review of the Clear, Fill and grade Permit, but planning is waiting for the SEPA period and I don't see how any more work gets done until that is complete.

A stop-work order was issued today, but most of the filling has already been done, so again my review is really meaningless.

Sincerely,

Jamie Carter, PE
City of Puyallup | Development Review
office 253-435-3616 cell 253-225-9397
JCarter@puyallupwa.gov

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From: Rebecca Vader <rvader@vaderengineering.com>
Sent: Friday, August 9, 2024 1:06 PM
To: Jamie Carter <jcarter@puyallupwa.gov>
Cc: Andrew Stephenson <astephenson@vaderengineering.com>; Songyi Cho <songyi.cho@hotmail.com>
Subject: Re: Cascade Chr CF&G

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Hi Jamie,

Thanks for asking for clarification. We are all scrambling over here, trying to do all the permitting steps in parallel, and seems we've mixed up some of the steps. Rest assured, your comments are being added into the near-daily continuous iterations of all then various application sets!

1. That designation of the 2- portable area south of the high school could be improved.. We probably should have labelled it "Work Area" or "Impact Areas or something more precise. The High Vis Fence on the South side of the high school should be between all around the tree protection areas not the 'Clearing Limits' so the arrow should have extended farther up the page.

The strip of landscaping north of the walk does need to have the topsoil stripped down to mineral soil so the piers closest to the high school building are resting on something solid (portable supplier specs 2500 PSF).

The rest of that "Clearing Area" is not to be demolished of concrete and asphalt, as the portables have piers on post foundations that will be shorter or longer depending on which surface each pier is over. The parking should remain until the Civil Permit, when more parking will come on line.

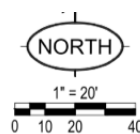
2. Yes, please strike out the lighting, that was a civil permit item inadvertently included. We are hopeful that the existing pole mounted lighting on 21st will be determined suitable, which was the initial screen during pre-app. However, since the client has asked us to pre-do iterations of plan sets based on various potential scenarios raised by the SEPA process, we have started design on several things that will probably prove extraneous.

3. That 118 LF is the perimeter of the topsoil stripping and subgrade prep for a 4 stall parking bay that should be active through Phase 5 to meet the parking minimums. The Box on the west side of those 4 stalls is a landscape island to meet the parking code, so needs to have the soil amendment there.

4. The prep to upgrade the East 2 bays of gravel parking to future code-compliant parking is a grey area between this and the Civil permit. We put it on the CFG to give the best indication of potential soil disturbance we can. The contractor has been asked to pothole and confirm the gravel thickness, If they find any thin or soft spots (such as occur under dried up mud puddles) they need to excavate and rehabilitate, and generally dress grade the surface in prep for future asphalt under the civil permit.

I'm sending a sketch to illustrate.

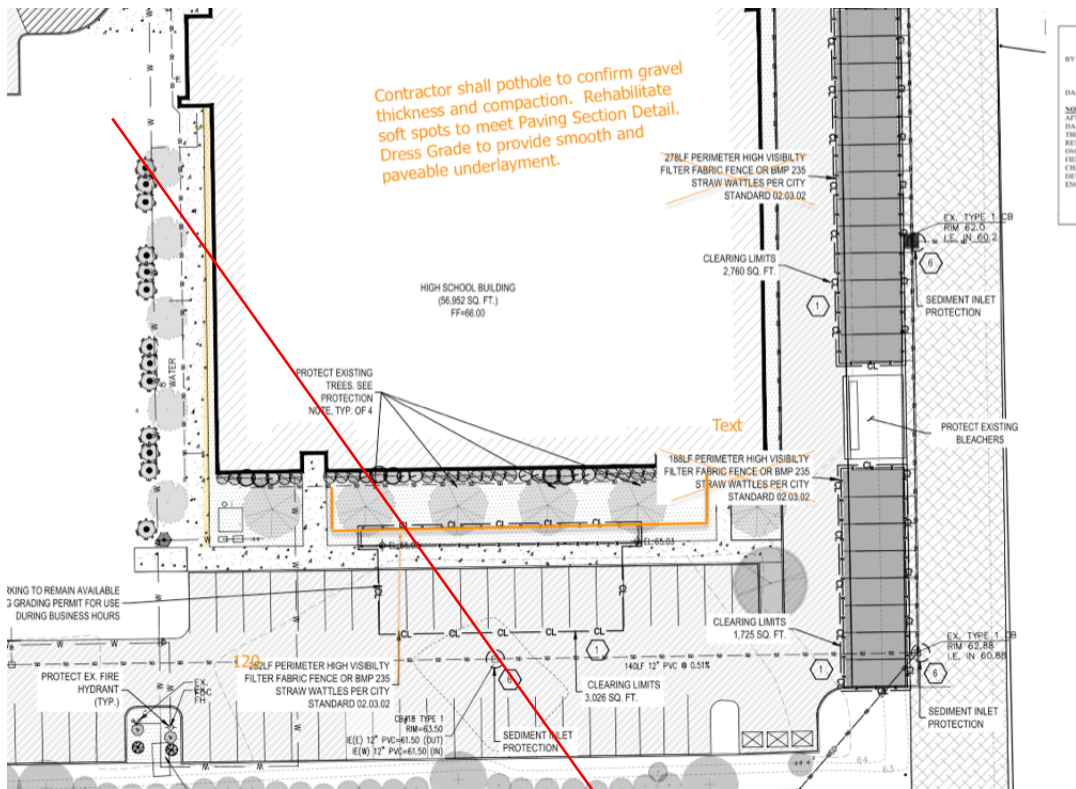
AS AND SIGNIFICANT TREES
THE CITY OF PUYALLUP,
DRAINAGE AND EROSION CONTROL
RE REGULAR MAINTENANCE,
MOVED ONCE THE SITE IS STABILIZED
CTION.



NAVD 88 - BASED ON PIERCE COUN
CONTOUR INTERVAL: 2'
HORIZONTAL DATUM:
NAD 83-91 (WASHINGTON STATE S

SITE BENCH
MONUMENT IN CASE WITH 3" BRASS
POINT NUMBER 501
AT INTX, 9TH AVE, CT E., & 21ST ST.
ELEVATION=64.528.





Rebecca Scott Vader, PE
 Managing Principal Engineer
VaderENGINEERING.com
 253-363-2065

On Aug 9, 2024, at 9:47 AM, Jamie Carter <jamie.carter@puyallupwa.gov> wrote:

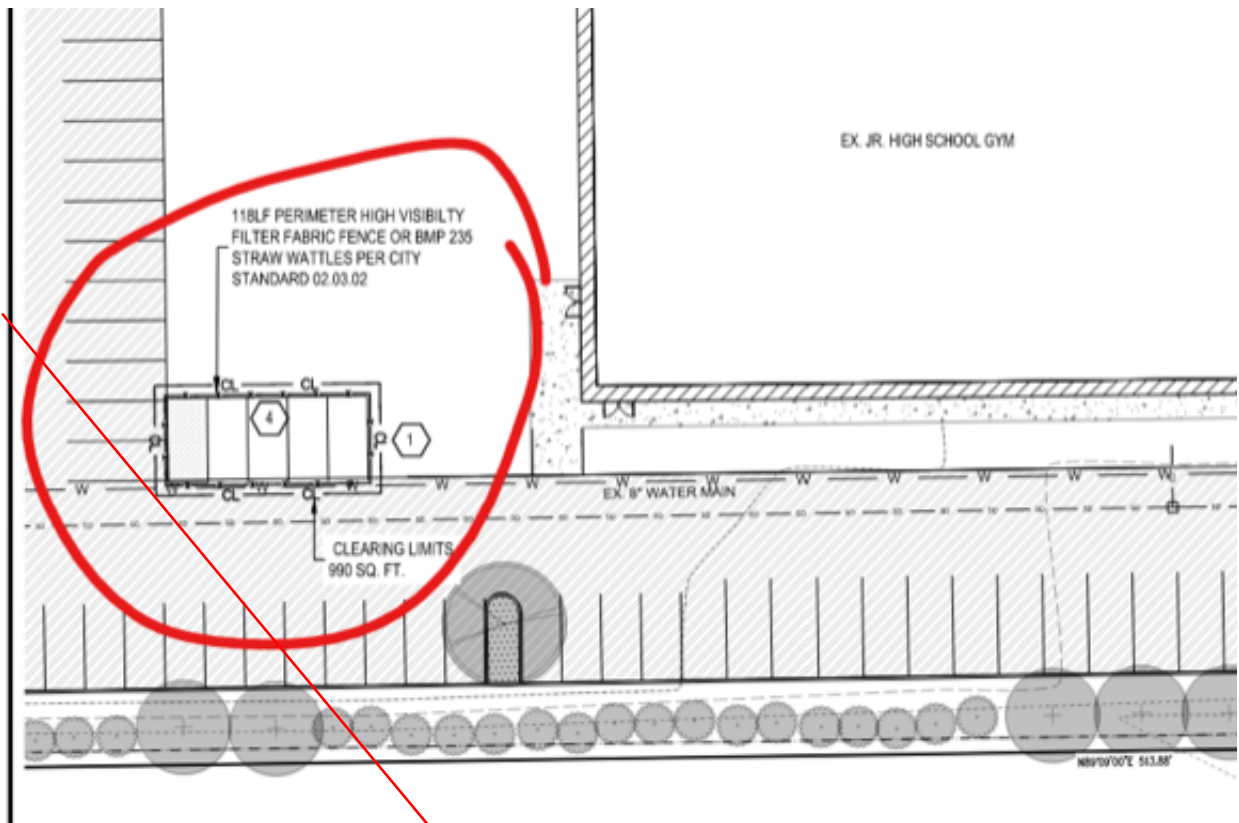
Hello,

I am trying to complete my review for the CF&G specifically. It is difficult because they are already on site doing the work, and the SEPA isn't complete, so I feel like my questions and review are for nothing, but here goes:

1. Sheet C3 says that parking to remain available during grading permit, but the other note says high visibility filter fence all around. Which is it? Is this area included to be sawcut or stripped of asphalt concrete under this CF&G permit. Bigger question for the civil: how will the portables sit half on and half off of the curb. I don't see any notes to demolish the sidewalk or to somehow support the south end of the portables at the same level of the sidewalk.
2. If we approve this round, I will strike out the street light details as they are not include din the CF&G work. Bigger question for the civil: Are street lights being installed? If so, we do not allow new installations on existing poles and my google map street view shows that one of them already has a street light on it.
3. The 118 LF fence here is for what?



EX. JR. HIGH SCHOOL BUILDING
 (33,062 SQ. FT.)
 FF=67.75



- Are the proposed parking spaces to the east of the high school being graded out or worked on at all under the CFG permit? It doesn't say anything except that it should be surrounded by High Viz fence. What work is taking place?

Like I said they are on site working without a permit, so it really doesn't matter what's on the plans, but I want to get my review done so I can say I did the right thing. Planning probably won't approve it because of the SEPA threshold being tripped.

We issued a stop work and they said they were gonna keep working anyway! Crazy.

Sincerely,

Jamie Carter, PE
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