



**BARGHAUSEN**

December 1, 2023

City of Puyallup  
Planning Division  
333 S. Meridian  
Puyallup, WA 98371

RE: P-21-0136; 4723 Freeman Road; Preliminary Site Plan- Responses to Comments

Dear Mr. Beale:

We have revised the plans and technical documents for the above-referenced project in accordance with your comment letter dated March 20, 2023. Enclosed are the following documents for your review and approval:

1. Revised SEPA Checklist dated December 1, 2023
2. Updated Master Application for Preliminary Site Plan
3. Preliminary Landscape plans by WBLA dated November 13, 2023
4. Critical Areas Identification form
5. Variance Application
6. Variance Site Plans: A1.1-SITE and A1.1-VICI by SynThesis dated November 27, 2023
7. Seasonal High Groundwater Memo by Terra Associates dated November 9, 2023
8. Geotechnical Engineering Evaluation Roadway by Terra Associates dated October 14, 2022
9. Geotechnical Engineering Evaluation by Terra Associates dated September 28, 2023
10. Preliminary Infiltration Results by Terra Associates dated June 8, 2023
11. 48<sup>th</sup> Pavement Calculations by Terra Associates dated September 28, 2023
12. Roadway Photos by Terra Associates dated September 21, 2022
13. Critical Area Report by Anchor QEA dated November 2023
14. Truck Turn Photograph exhibit by Barghausen Consulting Engineers dated November 17, 2023
15. Preliminary Civil Plans by Barghausen Consulting Engineers dated December 1, 2023
16. Preliminary Stormwater Site Plan, revised dated December 1, 2023
17. Storm Pump and Force Main Calculations by Barghausen Consulting Engineers dated November, 2023

**BARGHAUSEN CONSULTING ENGINEERS, INC.**

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18. Architectural Site Plan A1.1 by SynThesis dated November 27, 2023
19. Synthesis email records dated various
20. Traffic Impact Analysis (TIA) by Kimley Horn dated November 20, 2023
21. Freeman Road Illumination Plan by TraffEx dated November 21, 2023
22. Freeman Road Light Levels by TraffEx dated November 21, 2023
23. 22<sup>nd</sup> Ave NW Illumination Plans by TraffEx dated November 21, 2023

The following outline provides each of the provided comments in italics exactly as written but with the addition of numbering. Following the comment is a narrative response describing how the comment is addressed:

1. *STORM*

- a. *As explained during pre-application and during Preliminary Site Plan 1st review in order to illustrate actual infeasibility of infiltration and to determine the actual wet season maximum ground water level the following in-situ testing is required by City of Puyallup.*

**Response:** The groundwater was monitored during the 2022-2023 wet season. The results of the groundwater monitoring are included with this submittal.

- b. *Preliminary feasibility/infeasibility testing for infiltration facilities shall be in accordance with the site analysis requirements of the Ecology Manual, Volume III, Chapter 3.2, specifically.*

**Response:** Preliminary testing was completed on June 7 and June 8, 2023. Four small scale pilot infiltration tests were completed throughout the project area. Results of the testing indicate long term design infiltration rates between 0.05 and 1.19 inches per hour. The lower design infiltration rates were noted in the northern portion of the site where the seasonal high groundwater is approximately 1.5 feet below current site grades. The higher design infiltration rates were noted in the southern portion of the site where the seasonal high groundwater is approximately 7 feet below current site grades. While the results of the testing indicate infiltration may be suitable in the southern portion of the site, the long-term success of the infiltration facility relies on the regional geologic formation and regional groundwater flows to allow stormwater to flow from the facility to the region. Any infiltration system installed on a site must consider the geologic formation and groundwater table that surrounds the site as those elements will act as barriers or conductors allowing or blocking any flow from a facility. As the northern portion of the site shows low infiltration rates it is likely that any large facility in the southern portion of the site will eventually fill up the volumetric capacity in the region and with the capacity removed, a large facility will likely fail. However, based on the results of the testing and our knowledge of the region, it may be possible for some low impact development (LID) techniques to be utilized such as rain gardens. These techniques should be carefully

placed on the project site and carefully evaluated to determine their long-term design infiltration rates. Results of the preliminary testing are included in this submittal package.

- c. *Groundwater evaluation, continuous monitoring well (MR1-9) during the wet weather months (December 1 through April 1). NOT COMPLETED. MUST ASSESS ACTUAL GROUNDWATER LEVELS AND TRUE INFILTRATION CAPACITY. THE INFEASIBILITY OF INFILTRATION BMPs SHALL BE DOCUMENTED THROUGH IN-SITU CONTINUOUS WET- WEATHER TESTING. Further, from the Storm Water Manual for Western Washington, "If the general site assessment cannot confirm that the seasonal high ground water or hydraulic restricting layer will be greater than 3 feet below the bottom of BMP T7.30: Bioretention, or greater than 1 foot below the bottom of the lowest gravel base course of BMP T5.15: Permeable Pavements, or greater than 5 feet below BMPT7.10: Infiltration Basins, monitoring wells or excavated pits should be placed strategically to assess depth to groundwater." In Puyallup this is a requirement for demonstrating infeasibility of infiltrative BMPs and actual maximum groundwater levels. The Wet Weather Testing must be performed this winter.*

**Response:** The seasonal groundwater was monitoring through the 2022-2023 winter season. The results of the monitoring are included in this submittal.

- d. *Hydraulic conductivity testing:--If the development triggers Minimum Requirement #7 (flow control), if the site soils are consolidated, or is encumbered by a critical area then Small-Scale Pilot Infiltration Tests (PIT) during the wet weather months (December 1 through April 1) are required for properties under 1 acre. Properties that are over 1 acre that have predicted low infiltration rates should perform Large Scale PIT Tests for better accuracy. TEST PITS COMPLETED. ENSURE RESULTS ARE INCORPORATED INTO DESIGN WHERE APPLICABLE.*

**Response:** As noted above, low impact development techniques may be possible in the southern portion of the site. If the techniques are implemented additional testing shall be completed. However, it may be determined that due to the relatively restrictive northern portion of the site, infiltration may not be feasible.

- e. *Testing to determine the hydraulic restriction layer.*

**Response:** The seasonal high groundwater is between 1.5 feet and 7 feet below current site grades.

- f. *Mounding analysis may be required in accordance with Ecology Volume V Section 5.2.7.*

**Response:** Acknowledged.

- g. *Upon submission of the geotechnical infiltration testing, appropriate long-term correction factors shall be noted for any areas utilizing infiltration into the underlying native soils in accordance with the Ecology Manual. Provide the long-term infiltration rate calculation in the stormwater report.*

**Response:** While parts of the site have slight infiltration potential, the separation to seasonal high groundwater precludes an infiltration facility. Long-term infiltration rate analysis is not relevant.

- h. The plans show a storm pipe continuing in the ditch to the north on the west side of Freeman Road that appears to end in a rock pad 65 feet north of proposed CB 27R. Is this to be a buried pipe? Is the ditch to be filled at all? Are existing flows in this ditch to be captured or accounted for? Provide details of the final release from the proposed system and final build out of the west side ditch and roadside with the civil submittal considering City of Fife's standards and input.*

**Response:** The proposed storm and road work has been moved further east to allow the existing ditch to continue functioning. The pipe outlet to the ditch is no longer needed. Freeman Road improvements will be tight-lined to a detention facility, then piped via force main to a different discharge point along 78<sup>th</sup> Ave to the west. Remaining ditch flows will be significantly reduced since Freeman Road (and onsite flows) will no longer be tributary. The future civil permit submittal will provide more details.

- i. For civil submittal include details and modeling for all post-vault structures and systems in order to analyze the regulated release and to confirm the 'no-rise' analysis of receiving waters and to confirm that no adverse changes to wetland hydroperiod will occur due to the release of runoff from the project. These analyses shall be in accordance with the Stormwater Management Manual for Western Washington, City of Fife Standards, and property owner concurrence including the Puyallup Tribe of Indians.*

**Response:** The revised storm routing in this submittal includes tight-line force main discharge to the west of the properties on 48<sup>th</sup> St E., tying into an existing 36-inch pipe system. The post-detained flows will be lower than pre-developed flows for all events up to the 100-yr recurrence interval. The downstream publicly maintained conveyance system does not have any reported capacity problems. We do not expect this project to create any capacity problems in the downstream system to the oxbow. Oxbow wetland hydroperiod analysis is underway.

- j. Pump Valve Vaults and Storm Lift Station Manholes are in conflict with landscape. Create clear area around these lids for access and maintenance.*

**Response:** The stormwater lift station components have been moved to a new location and gravel pad placed around the structures to create clear space.

- k. Represent vaults and all structures in models as they are proposed to be, i.e. vault volumes are not exact and the square dimensions used, while they may yield similar results, are not correct.*

**Response:** All vault volumes provided are based on the proposed dimensions, accounting for total live storage within the facility.

- l. The plans show all of the ROW (Freeman Rd and 22nd Ave NW) drainage being collected and then conveyed to the on-site vaults. (From the pre-application notes: Public right-of-way runoff shall be detained and treated independently from*

*proposed private stormwater facilities. This shall be accomplished by providing separate publicly maintained storm facilities within a tract or dedicated right-of-way; enlarging the private facilities to account for bypass runoff; or other methods as approved by the City Engineer. [PMC 21.10.190]) Revise the plans to correspond with the separation of on- and off-site drainage in conformance with the SWMMWW.*

**Response:** The storm system has been revised to detain public and private water separately.

## 2. SEWER

- a *Because this property is over 300 feet from a public sewer connection, the applicant has the option to install an on-site septic system. If that option is not exercised then a public connection that satisfies all applicable standards and regulations shall be submitted for review by development engineering and operations staff. The current proposal/routing has the potential to be approved. It is incumbent on the applicant to show the permissions, conforming design, and restoration details throughout the rest of the permitting process.*

**Response:** The private force main option is proposed, routing through private properties to the southeast and connecting to a public sewer manhole in Industrial Parkway. Easements are being secured to show the requested permissions.

## 3. WATER

- a *Proposed concept seems reasonable, and the City of Puyallup Water Department has tentatively accepted the concept of the public water main across private property within 40-foot easements granted to the City. It is the responsibility of the applicant to negotiate all easements with the private property owners. If all of the necessary easements are not procured prior to Civil Approval, then the design shall be reconsidered and redrawn at the applicant's expense. At no time shall the applicant's inability to procure the proper easements become a burden to the City and at no time shall the City be liable in any way for delays brought to the project timeline due to the applicant's inability to procure the proper easements or to build the water system to all applicable standards. All proposed construction within easements will be subject to review for impacts to critical areas, existing infrastructure and for restoration details.*

**Response:** Noted, the applicant is securing private easements as needed. Please see the revised Critical Area Report to review proposed impacts to critical areas.

## 4. FIFE COMMENTS

- a. *Sheets C14-15 – The Cities are currently looking into whether or not the water main will be allowed to be installed in the ROW. Generally, one City's water line should not be buried in another City's ROW. In this case there are possible benefits to both Cities including a future intertie and expansion of the system. If it is to be allowed in the Right of Way it would be required to be placed as far to the east as possible to avoid existing and future City of Fife utilities.*

**Response:** Per discussion with Fife and Puyallup, both cities, the portion of water main along Freeman Road is to be located within Fife ROW under the proposed sidewalk on the project (east) side of the road.

- b. *Sheet C20 – Show existing ROW lines and planned dedication(s) for Levee/Freeman intersection. Also provide more details about permanent stormwater controls and discharge of runoff from Levee/Freeman intersection improvements.*

**Response:** Revisions are shown for this intersection, including proposed dedication of ROW. Vector is working on ROW negotiations. The proposed stormwater detention is shown conceptually using underground tanks. Detention outlet is proposed to the natural discharge location into the property at the northwest corner (where most of the new pavement widening is occurring). Dispersion devices will be implemented as required during civil submittal.

- c. *Sheet C20 – Provide elevations and grading information to verify no ponding due to the added pavement. Can be addressed at the time of civil submittal.*

**Response:** Noted, this will be addressed with the future civil permit submittal.

- d. *Sheet C20 – The Cities have serious concerns about a proposal to bury large pipes in close proximity to, or under Levee Road. Any work done within these areas will require reviews at the highest levels including, but not limited to, the Army Corps of Engineers and the Puyallup Tribe of Indians.*

**Response:** These proposed pipes have been removed from Levee Road.

- e. *Sheet C21 - Turn pocket length shall be based on the approved traffic study.*

**Response:** Noted, the traffic study identified the required turn pocket lengths for the various uses and identified the length required for the anticipated warehousing use.

- f. *GENERAL – Define/locate property lines and Right of Way for entire project.*

**Response:** *Boundaries and Right-of-Way lines have been revised and missing line work is included in the preliminary civil plan set.*

- g GENERAL – Provide channelization plan for all off-site areas. Can be addressed at the time of civil submittal.*

**Response:** Channelization plans have been added to the preliminary civil plans provided with this submittal.

- h GENERAL – Show the final lift of pavement as continuous with seams based on paver dimensions and not sawcut locations for all off-site. Can be addressed at the time of civil submittal.*

**Response:** Noted, this will be addressed with the future civil permit submittal.

- i GENERAL – Fife code requires undergrounding of power along frontage areas.*

**Response:** Acknowledged. Communication with PSE is ongoing. Plans will be provided when available.

- j GENERAL – Street lighting design to conform to City of Fife standards. Should be addressed/shown for this submittal and can be refined and approved during civil submittal.*

**Response:** See illumination plans for Freeman Road and 22nd Ave provided with this submittal package.

- k GENERAL – Show tie-ins to driveway approaches.*

**Response:** Tie-ins are now provided on plans.

- l GENERAL – Provide details of proposed curb and drainage on west side of Freeman Rd.*

**Response:** Additional details regarding the type of curb and drainage facilities have been added to the preliminary civil plan set included with this submittal.

- m GENERAL – In addition to signage, physical controls of vehicle movements will be required.*

**Response:** To restrict truck traffic from going northbound onto Freeman Road E from the project site, temporary planter islands and plastic vertical markers have been proposed to deter right hand turns. We understand that when WSDOT completes planned improvements this physical control will no longer be required.

- n. GENERAL – Plans and reports should be updated to address dual lead agency. Add City of Fife notes to plans and clearly delineate which jurisdiction’s standards control for each area/process/design component.*

**Response:** City of Fife general notes have been added to relevant frontage plan sheets.

**5. Fire Review - David Drake; (253) 864-4171; DDrake@PuyallupWA.gov**

- a. Based on City of Puyallup Municipal Codes fire sprinkler and fire alarm systems shall be required. The fire sprinkler system shall be designed and install per NFPA 13, 2016 Edition. The City of Puyallup Municipal Code requires the fire alarm system to be designed and installed to “Total Coverage” per NFPA 72, 2016 Edition.*

**Response:** Noted.

- b. A UL Certificate shall be required on the fire alarm system.*

**Response:** Noted.

- c. A Water Availability/ Fire flow Letter shall be required.*

**Response:** Noted, this is in the City of Puyallup service area and this is in process.

- d. Structures requiring more than 2500 GPM require the fire mains to be looped. Show Riser Rooms, FDC’s, P.I.V’s, and all Fire Hydrants on site plan.*

**Response:** Riser rooms, FDC’s, PIV’s and fire hydrants have been shown and labeled on the revised plans.

- e. Fire hydrants to reach all points of the structure within 400’.*

**Response:** Fire hydrants have been spaced such that all exterior points of the structure are within 400’ of a hydrant. Hydrant spacing along Freeman Road is much closer (330’ on center).

- f. Fire Hydrants shall be at least 50’ from the structure and the FDC supporting the fire sprinkler system shall be no closer than 10’ and no greater than 15’ from the hydrant.*

**Response:** Fire hydrants and FDC’s have been laid out accordingly.

- g. 26’ wide required in front of fire hydrants.*

**Response:** The site plan has been revised and all drive aisles are now a minimum of 26 feet wide.



- h Do not block FDC's, P.I.V's, and all Fire Hydrants with a parking stall. All must be placed in parking islands away from building.*

**Response:** These elements have been proposed within planter areas, away from buildings.

- i Frontage on Freeman Rd will require Fire Hydrants.*

**Response:** Noted, fire hydrants on Freeman Rd are proposed and are depicted on the preliminary civil plan set as part of this submittal.

- j The fire access road (lane) shall be a minimum of 26'.*

**Response:** The site plan has been revised and all drive aisles are now a minimum of 26 feet wide.

- k Provide all site plan dimensions.*

**Response:** All major site dimensions have been provided with the resubmittal, including the most recent metes and bounds. Dimensions for construction and for full building review will be provided with the future building permit submittal.

- l At this time the 2018 IFC and referenced standards shall be utilized.*

**Response:** Noted.

- m The entrances shall meet ladder truck fire apparatus truck turning radiuses and approval of the angle of inclination.*

**Response:** The entrances meet the ladder truck fire apparatus truck turning radiuses and angle of inclination. See additional details included in the preliminary civil plans provided with this submittal.

- n Auto-turn or equivalent program required to demonstrate fire apparatus turning radiuses. Maximum road grade shall be 10%.*

**Response:** Additional details have been included in the preliminary civil plans to depict truck turn movements for the anticipated fire ladder truck fire apparatus. Project grades are below 10 percent.

- o The Length of building A westside, has no path for Exiting the building at all required Exits.*

**Response:** These doors are not intended to be exits but fire access doors. The plan has been revised to show all sidewalks to show the exiting path.

- p Southwest Trailer parking lot (32) will be required to meet 2018 IFC Appendix D turn-around dimensions. Show on site plan.*

**Response:** *The site plan has been revised and as a result this trailer lot has been removed from the plan.*

*q Provide more detail on 20' private alley with dimensions around it.*

**Response:** The site plan has been revised and as a result this private alley has been removed from the plan.

*r Fire lane / Street between Bld A and Bld B, provide more clarification for access. Dimensions, sidewalks, lanes, and intersection to enter the complex.*

**Response:** This right of way profile has been updated per comments from the city. This profile shows the drive lanes, landscaping, and sidewalk widths. Site entry driveways are located in relation to adjacent property lines and widths are labeled on plan sheet A1.1.

*s This is not a full review. More information is required to complete.*

**Response:** Noted.

*t 1. Fire access gate will be required to be electronic with Opticom and manual override. A manual gate will not be allowed.*

**Response:** Noted.

**6. Engineering Traffic Review** - Bryan Roberts; (253) 841-5542;  
broberts@PuyallupWA.gov

*a Radius does not meet City standards. Will not accommodate safe future turning movement heading north on Freeman Rd. Revise to meet City standards. [Site Plan]*

**Response:** The plans have been revised to show temporary landscape planter areas which deter northbound traffic on Freeman Rd from the project site until planned future right of way improvements are completed. When future improvements are completed, and the larger turning radiuses are accommodated then these planters can be removed.

*b Straight taper intersection design does not meet City standards [Site Plan]*

**Response:** The driveway shape was designed for the truck turning movement of a WB-67 turning right into the site from northbound Freeman Rd. A standard radius curb that accommodates this turn would be approximately 65' which would result in a slightly longer crosswalk. If further refinement is needed, we believe changes can be accommodated within the future civil plan submittal.

- c. *Identify area where sight lines cross private property. These locations will require easements or property acquisition to ensure clear sight lines will be maintained. [Site Plan]*

**Response:** Sight lines were reviewed at the proposed north and south driveway. The north driveway appears to have a sight line which crosses a small portion of private property to the north of the site. We do not believe that the proposed sight line is currently impaired. WSDOT is in discussions with this neighbor to purchase the property, which would then lead to Right of Way for Freeman Road. The combination of future WSDOT improvements and a lack of vegetation results in no need for an easement. Additionally, the north driveway has excellent stopping sight distance.

The south driveway is not subject to normal traffic or turning movements as it is limited to emergency vehicle access only. Emergency vehicles using this entrance are anticipated to use emergency flashing lights and likely block travel lanes as needed. The driveway has adequate stopping sight distance in the event an oncoming vehicle needed to stop. Sight line easements for emergency vehicles are not necessary.

- d. *Remove parking stalls located within the driveway throat (related terms include the driveway connection depth, reservoir length, stacking distance, storage length etc.). The proposed parking spaces will cause blocking events that will have undesirable effects on traffic. [Site Plan]*

**Response:** The site plan has been revised to remove these parking stalls.

- e. *Face of curb shall be 23ft from ROW centerline per Fife Standards (22ft shown) [Site Plan]*

**Response:** Face of curb has been revised to be 25.5-ft east of ROW centerline. Curb/planter/walk have been shifted so that back of walk coincides with ROW line. Road pavement width has increased from 36-ft to 38.5-ft. These changes help in two ways; providing additional lane width for truck turns and providing more clear space between improvements and ROW line on the west side of the road to avoid encroachment.

- f. *2.5ft between ROW and back of sidewalk (3.5ft shown) [Site Plan]*

**Response:** Back of sidewalk has been moved to ROW line (0-ft). See previous response for explanation.

- g. *Show proposed channelization/stripping. For civil submittal provide detailed taper calculations for 35mph design speed [Site Plan]*

**Response:** Channelization and signage plan sheets added to the civil set. Taper and sight distance calculations have been revised accordingly.

- h Identify area where sight lines cross private property. These locations will require easements or property acquisition to ensure clear sight lines will be maintained. [Site Plan]*

**Response:** Sight lines were reviewed at the proposed north and south driveway. The north driveway appears to have a sight line which crosses a small portion of private property to the north of the site. We do not believe that the proposed sight line is currently impaired. WSDOT is in discussions with this neighbor to purchase the property, which would then lead to Right of Way for Freeman Road. The combination of future WSDOT improvements and a lack of vegetation results in no need for an easement. Additionally, the north driveway has excellent stopping sight distance.

The south driveway is not subject to normal traffic or turning movements as it is limited to emergency vehicle access only. Emergency vehicles using this entrance are anticipated to use emergency flashing lights and likely block travel lanes as needed. The driveway has adequate stopping sight distance in the event an oncoming vehicle needed to stop. Sight line easements for emergency vehicles are not necessary.

- i Provide sight distance analysis at this EV driveway [Site Plan]*

**Response:** Additional details have been included in the civil set that depict fire truck movements and sight distance diagrams. The time gap for a combination truck trailer has been utilized for a conservative value.

- j Align driveways on either side 22nd Ave NW. Negative offset driveways are not acceptable [Site Plan]*

**Response:** Where possible the driveways on either side of 22<sup>nd</sup> Ave NW are aligned. However, it is not possible to align the two eastern most driveways. Considering this pair of driveways, the one to the south has been moved as far east as possible while maintaining the 30' landscape buffer along the site perimeter at this location. If the driveway located north in this pair was moved west to precisely align in this location, there would be issues with site circulation potentially affecting 22<sup>nd</sup> Ave NW, conflicts with truck loading and issues with provide the fire turn around. It should be noted this is where 22<sup>nd</sup> Ave NW ends, with no plans for extension. We believe the design shown incorporates sound engineering principles related to safety and function for the driveway locations.

- k Remove all marked crosswalks within ROW [Site Plan]*

**Response:** Crosswalk marking have been removed from ROW improvements.

- l Eastern section of 22nd Ave NW does not meet City standard. As previously stated, CoP requires a minimum 60ft ROW. [Site Plan]*

**Response:** The 22<sup>nd</sup> Ave NW road section has been revised to provide a 60-ROW width for improvements.

- m Roadway does not meet City standards. 36ft wide road, 12ft of frontage improvements (sidewalk+planter+streetlights) on both sides [Site Plan]*

**Response:** The 22<sup>nd</sup> Ave NW road section has been revised accordingly.

- n. No AutoTurn provided for total site circulation or 22nd Ave NW driveways [Site Plan]*

**Response:** Additional truck turn movement details have been included in the preliminary civil plan included with this submittal.

- o. EV access will require electronic gate with opticom (CHECK WITH FIRE) [Site Plan]*

**Response:** Noted, no gates are currently proposed.

- p. Per previous comments, provide details on physical access restriction along Freeman Rd [Site Plan]*

**Response:** Temporary landscape planters and vertical plastic markers have been proposed on the northern portions of access off of Freeman Road to deter northbound trucks from leaving the project site. See preliminary civil plans provided with this submittal for details.

- q. Per previous comments, provide details on physical access restriction along Freeman Rd. Signage alone is not sufficient. The northern curb radius must be constructed per City standards to accommodate future NB truck movements. Using a substandard curb radius will not restrict right turns. Outbound trucks can defeat small radius by encroaching into SB Freeman Rd (safety hazard). [Site Plan]*

**Response:** In addition to the temporary planter area, vertical plastic markers are proposed to clearly deter northbound traffic from leaving the site.

- r. Per previous comments, off-site paved transitions are required along Freeman Rd (north driveway) [Site Plan]*

**Response:** The north driveway is designed using physical barriers (plastic lane markers at center of Freeman, temp curb on north driveway radius) to discourage right turns onto Freeman Road. These deterrents are designed to work with the existing road channelization to the north of the site and serve to discourage left turns from southbound Freeman into the north driveway. The two way left turn lane (TWLTL) is designed to taper to the north property line. Since the channelization does not require additional space beyond the project, off-site tapers are excluded. We also note limited ROW width to the north. See preliminary civil plans included with this submittal for details.

- s. Per previous comments, off-site paved transitions are required along Freeman Rd (south driveway) [Site Plan]*

**Response:** The south driveway is EV only on the revised site plan. The TWLTL has been revised to taper before the south property line since emergency vehicles using the EV-only access do not require a turn lane.

*t Provide details on how this parcel will access City ROW [Site Plan]*

**Response:** The existing driveway for the residential site is connected directly to 22<sup>nd</sup> Ave NW, Public right of way.

*u If acceptable to Fire, there will need to be an agreement that gates will NOT be allowed at any public access unless specifically designated as an emergency access. [Site Plan]*

**Response:** Noted.

*v Why does entering sight distance analysis only include one direction?*

**Response:** Additional sight distance details have been included, in both directions, in the provided preliminary civil plans.

*w [CIVIL C33] ESD requirement: 1.47\*35\*11.5*

**Response:** The design speed has been increased to 35 miles per hour for Freeman Road and the time gap for combination trucks has been utilized in all calculations.

*x [CIVIL C33] Combination truck 11.5 second time gap.*

**Response:** The time gap for combination trucks has been used in all calculations.

*y [CIVIL C33] Due to anticipated trucks on-site, 18ft setback should be used. AASHTO recommends 18ft setback for all vehicle types.*

**Response:** The required setback has been revised to 18-feet measured from the travel lane.

*z [CIVIL C33] Per previous comments, site circulation and fire apparatus AutoTurn required*

**Response:** Additional truck turn details have been included in the preliminary civil plan set that show site circulation and additional truck movements, including emergency vehicles.

*aa [CIVIL C33] Identify area where sight lines cross private property. These locations will require easements or property acquisition to ensure clear sight lines will be maintained.*

**Response:** Sight lines were reviewed at the proposed north and south driveway. The north driveway appears to have a sight line which crosses a small portion of private property to the north of the site. We do not believe that the proposed sight line is currently impaired. WSDOT is in discussions with this neighbor to purchase the property, which would then lead to Right of Way for Freeman Road. The combination of future WSDOT improvements and a lack of vegetation results in no need for an easement. Additionally, the north driveway has excellent stopping sight distance.

The south driveway is not subject to normal traffic or turning movements as it is limited to emergency vehicle access only. Emergency vehicles using this entrance are anticipated to use emergency flashing lights and likely block travel lanes as needed. The driveway has adequate stopping sight distance in the event an oncoming vehicle needed to stop. Sight line easements for emergency vehicles are not necessary.

*bb. [CIVIL C33] Why would entering sight lines be aligned with outward-bound vehicle lanes?*

**Response:** Sight line alignments have been revised accordingly.

*cc. [CIVIL C33] Assume 35mph design. 85th percentile speeds will increase when road is improved/widened*

**Response:** The design speed for Freeman Road has been revised to 35 mph.

*dd. [CIVIL C33] Per previous comments, photo documentation is required with sight distance analysis*

**Response:** A truck turn photograph exhibit has been included within the resubmittal package showing photographs of the existing sight orientations at the proposed locations.

*ee. [CIVIL C33] SSD requirement 250ft @ 35mph*

**Response:** SSD has been revised accordingly.

*ff. [CIVIL C33] Why no AutoTurn for WBR? Future improvements to Freeman will require this intersection to accommodate large trucks.*

**Response:** Additional truck turn details have been included within the preliminary civil plan set to show future right turn following WSDOT improvements.

*gg. [CIVIL C33] Per previous comments, sight distance analysis required per City standards at Levee/Freeman.*

**Response:** Sight distance analysis has been included at the intersection of Freeman and Levee.

*hh. [CIVIL C33] Per previous comments, site circulation and fire apparatus AutoTurn required*

**Response:** Additional truck turn details have been included in the preliminary civil plan set that show site circulation and additional truck movements, including emergency vehicles.

*i. [CIVIL C34] Why would entering sight lines be aligned with outward-bound vehicle lanes?*

**Response:** Sight line alignments have been revised accordingly.

- j. *[CIVIL C34] Per previous comments, photo documentation is required with sight distance analysis*

**Response:** A truck turn photograph exhibit has been included within the resubmittal package showing photographs of the existing sight orientations at the proposed locations.

- kk. *[CIVIL C34] ESD requirement: 1.47\*35\*11.5*

**Response:** The design speed has been increased to 35 miles per hour for Freeman Road and the time gap for combination trucks has been utilized in all calculations.

- l. *[CIVIL C34] SSD requirement 250ft @ 35mph*

**Response:** SSD has been revised accordingly.

- mm. *[CIVIL C34] Due to anticipated trucks on-site, 18ft setback should be used. AASHTO recommends 18ft setback for all vehicle types.*

**Response:** The required setback has been revised to 18-feet measured from the travel lane.

- m. *[CIVIL C34] Combination truck 11.5 second time gap.*

**Response:** The time gap for combination trucks has been used in all calculations.

- oo. *[CIVIL C34] Why does entering sight distance analysis only include one direction?*

**Response:** Additional sight distance details have been included, in both directions, in the provided preliminary civil plans.

- pp. *[CIVIL C34] Assume 35mph design. 85th percentile speeds will increase when road is improved/widened*

**Response:** The design speed for Freeman Road has been revised to 35 mph.

- qq. *[CIVIL C34] Why no AutoTurn for WBR? Future improvements to Freeman Rd. will require this intersection to accommodate large trucks.*

**Response:** Additional truck turn details have been included within the preliminary civil plan set to show future improvement conditions.

- rr. *[CIVIL C34] Why is design vehicle using the center TWLTL for right turns??*

**Response:** This turning movement has been updated to use the right lane.

- ss. *[CIVIL C34] Provide photometric analysis for required streetlights. [CIVIL page 36]*



**Response:** See 22nd Ave NW and Freeman Rd Illumination and light level Plans by TraffEx

**7. General Comments:**

- a. *Preliminary Civil design does not have streetlight design or photometric analysis*

**Response:** See 22nd Ave NW and Freeman Rd Illumination and light level Plans by TraffEx

- b. *Per previous comments streetlights are required along Freeman Rd between Levee Rd and proposed project. Show locations on preliminary civil design*

**Response:** Illumination plans along Freeman Road frontage, per code requirements, have been provided as part of this submittal.

- c. *Preliminary Civil design does not provide channelization/striping design.*

**Response:** Channelization and signage plans are included in this submittal.

- d. *During civil review guardrail analysis required on steep roadside sections of Freeman Rd and Levee Rd*

**Response:** Acknowledged.

- e. *48th St E will be improved if warranted based on possible utility work or increased traffic volumes, which is yet to be determined. If necessary 48th St E pavement/subgrade design shall be consistent with pavement analysis.*

**Response:** 48<sup>th</sup> Street East will be repaired as needed for utility extensions. Removed or damaged pavement will be replaced using the full depth section provided by geotechnical engineer.

- f. *22<sup>nd</sup> Ave NW does not meet City of Puyallup engineering standards*

**Response:** 22<sup>nd</sup> Ave NW improvements have been revised to meet City of Puyallup Commercial Collector road section standards. A Hammerhead turnaround is provided at the end of the street.

- g. *Per previous comments physical deterrents are required to prevent heavy vehicle movements:*

**Response:** Temporary landscape planters and vertical plastic markers have been proposed on the northern radii of the two Freeman Road connections to deter trucks from making a right turn out of the site onto Freeman Road.

- h. *o Physical deterrents will be required to channelize outbound heavy vehicles to utilize the southern section of Freeman Rd. Provide details on*

*how proposed physical deterrents will safely restrict access. Use of tenant lease agreements will not suffice or be accepted.*

**Response:** Temporary landscape planters and vertical plastic markers have been proposed on the northern radii of the two Freeman Road connections to deter trucks from making a right turn out of the site onto Freeman Road.

- i o Physical deterrents will be considered at Freeman Rd and Valley Ave to preclude semi- trucks from traveling south on Freeman Rd from Valley Ave to the development site.*

**Response:** Temporary landscape planters and vertical plastic markers have been proposed on the northern radii of the two Freeman Road connections to deter trucks from making a right turn out of the site onto Freeman. The vertical plastic markers along the centerline will deter the trucks from using the two-way left-turn lane for making a southbound left-turn into the site. The roadway is signed for a Weight Limit of 5 Tons at the intersection of Freeman Road and Valley Avenue.

- j o Physical deterrents will be considered at Freeman Rd and 48th St to preclude semi-trucks from traveling to or from the development site on 48th St.*

**Response:** Temporary landscape planters and vertical plastic markers have been proposed on the northern radii of the two Freeman Road connections to deter trucks from making a right turn out of the site onto Freeman. The vertical plastic markers along the centerline will deter the trucks from using the two-way left-turn lane. This will prevent trucks from heading north towards 48th Street.

- k Additional ROW acquisition required at Freeman/Levee intersection to accommodate future ADA improvements and signalization.*

**Response:** Significant ROW widening/dedication is required to improve the Levee Rd - Freeman Rd intersection with truck-compatible turn lanes. This work is required to accommodate the project and supported by the TIA prepared by Kimley Horn. Signalization and ADA improvements at this intersection are not warranted by the TIA and are therefore not proposed. There is no technical basis to require ROW acquisition for future improvements outside of the project scope, especially considering the property in question is not owned by the developer.

- l Per previous comments, the Levee/Freeman intersection AutoTurn analysis needs to include streetlight design to ensure placements are protected from trailer off-tracking conflicts*

**Response:** Truck turn analysis shows trucks entirely within pavement. Street lights will not be located in pavement.

## **8. Traffic Scoping:**

- a. *An updated traffic scoping document was not performed or received the City. The City of Fife & Puyallup have not approved a Traffic Scoping Worksheet for this project. The previously submitted traffic scoping documents by Kimley-Horn have been reviewed by both jurisdictions with comments provided to the applicant. The City of Fife & Puyallup have not received a revised scoping document. The applicant has instead submitted a completed traffic analysis without traffic scoping approval. The TIA that was submitted with the current PSP submittal is not consistent with previous scoping document submitted by Kimley-Horn. The submitted TIA will not reviewed by City staff.*

**Response:** A joint scoping letter was provided by the City's that identified the analysis required. The TIA was based on that letter and the analysis for the various uses which included analysis at intersections that would not be impacted by the smaller trip generators.

- b. *Once Scoping worksheet has been approved, the City of Fife & Puyallup will meet with the applicant's traffic engineer to discuss scope of TIA.*

**Response:** A meeting was held with Kimley Horn to discuss and confirm the study intersections for the TIA with the City of Fife and Puyallup.

#### 9. *Pavement analysis*

- a. *48th Street East was identified as "Poor" condition by the applicant's geotechnical consultant (Terra). It does not appear the recommended mitigation on 48th Street East have been included in submittal.*

**Response:** An evaluation of 48th Street East has been completed by Terra Associates and is included in this submittal.

- b. *During civil submittal, must show full roadway (including subgrade) improvements must be compatible with geotechnical recommended structural improvements for 48th Street E and Freeman Rd.*

**Response:** Road subgrade replacement is provided in kind and is shown on revised civil plans in accordance with Terra recommendations.

- c. *Per previous comment, pavement analysis needs to collect photo documentation of the existing pavement conditions. This was not provided.*

**Response:** *Photos from Terra Associates have been included with this submittal.*

- d. *Which AASHTO methodology/guidelines were used for design?*

**Response:** This information is outlined in the two geotechnical evaluation roadway reports provided by Terra Associates and included with this submittal.

- e. *Analysis needs to show detailed calculation for design ESAL loading. What data was used? What future volumes and truck percentage were assumed over the design life? What growth rate was assumed? This information needs to be provided in this document.*

**Response:** The ESAL loading information is outlined in the two geotechnical evaluation roadway reports provided by Terra Associates and included with this submittal. The growth rate used in the TIA was 3% per direction from both Cities. The counts for the turning movements at the intersection of 48th Street and Freeman Road shows 20 AM peak-hour trips and 40 PM peak-hour trips in 2025. For the highest use there were 16 car trips added to the 40 PM peak-hour trips for a total of 56 vehicle trips in the PM peak-hour. The PM peak-hour represents 10% of the ADT; therefore, the anticipated ADT on 48th is 560 vehicles.

*Provide calculations using defined parameters for flexible pavement structural design.*

**Response:** The geotechnical reports provided in this submittal include these calculations.

- f. *What was the assumed design life? 20 years?*

**Response:** Yes, the assumed design life is 20 years.

- g. *Given the future industrial/commercial land use in the area, this arterial roadway should assume higher reliability.*

**Response:** A reliability of 90 percent was used in the 2023 analysis.

#### **10. Planning Review - Chris Beale; (253) 841-5418; CBeale@PuyallupWA.gov**

- a. *SEPA review: Please refer to the February 8, 2023 from the co-lead agencies for further detail. Site plan/Design review comments: See mark ups on October, 2022 preliminary civil plan set. Issues remain with design review (foundation line landscape buffering), perimeter landscape buffering, design of the Freeman Road frontage landscape buffer, truck trailer parking landscaping, potential for site plan design to be impacted by critical areas and critical area buffers, height to setback rules. Critical areas review: WSDOT does not yet have an approved wetland delineation or rating for off site wetlands, we corresponded with staff from the State. Please review the itemized list in the February 8, 2023 letter for an outline of remaining issues. Confluence has not conducted peer review of the reports as they would be reviewing the project under the preparation of the EIS.*

**Response:** The design review, landscape buffering, Freeman Road frontage landscape buffering, truck trailer parking landscaping, critical areas and height to setback rules have been reviewed and discussed with the City, and state where relevant, in detail following issuance of this comment. The site plan has been revised accordingly. These items are addressed below in response to each plan mark up.

Anchor QEA is aware of off-site wetlands and streams located on the WSDOT-owned parcels. All critical areas information is from a WSDOT and Puyallup email correspondence dated February 15, 2023. The revised Critical Areas Report (CAR) provided has been updated in response to the City of Puyallup's third party (Confluence) review. All Confluence comments have been addressed in the revised CAR.

The revised Critical Area Report includes this email, additional wetland information and addresses all Confluence review comments, including wetland buffers projected onto the site by the off-site WSDOT wetlands and streams.

*b. Buffer not yet determined [planning, sheet c7]*

**Response:** Anchor QEA has been in ongoing conversations with the Washington State department of Ecology and we understand that the buffer depicted has been determined. See revised CAR by Anchor QEA for details.

*c. Add 15 foot buffer along building frontage [planning, sheet c7]*

**Response:** The project architect, SynThesis, met with Chris Beale on June 30, 2023 in part to discuss the requirements for building perimeters in light of the other requirements that apply to the site. Chris Beale determined it is appropriate to reduce the foundation landscaping in this area from 15 feet wide to 10 feet wide with the same planting requirements. The north side of Bld B was adjusted to provide compact parking stalls and so here the foundation landscaping is proposed to be reduced from 15 feet wide to 13 feet wide. See Synthesis email record 1.

*d. Pipe may impact trust property - no ROW line shown. [planning, sheet c7]*

**Response:** Right of way is now shown. Pipe and road improvements have been modified and are now located further from the ROW line.

*e. Apply retaining wall buffer standard to site frontage - current in VMS design manual (Nov. 2022) [planning, sheet c7]*

**Response:** The site frontage design has been modified. The retaining wall is no longer proposed and the design is now proposing the 1d type landscape berm. See Synthesis email record 3.

*f. Building may not exceed 42.5' in height with a 40' setback [planning, sheet c7]*

**Response:** As part of the ongoing discussions with the City of Puyallup, it was agreed that the site should be utilizing the Freeman Road overlay standards for building and buffer dimensions, consistent with 20.26.500(6). The building may be 40' in height with a 36'-8" setback as is currently proposed. See Synthesis email record 1.

*g. 8 foot walk, 6 foot planter required [planning, sheet c8]*

**Response:** The site plan has been updated to reflect 8 foot wide walkways and 6 foot wide planters.

*h Move line out of planter [planning, sheet c8]*

**Response:** This utility line has been relocated.

*i Are these emergency generators? Relocate away from residential land uses [planning, sheet c8]*

**Response:** The generator has been relocated.

*j Buffer not yet determined [planning, sheet c8]*

**Response:** The revised site plan reflects the determined buffer. Anchor QEA has had ongoing correspondence with the City of Puyallup and WSDOT to determine this buffer. See the Critical Area report for details, specifically section 6.1.5.

*k Off site wetland on WSDOT property may extend buffer into this area of the site [planning, sheet c8]*

**Response:** The revised CAR report by Anchor QEA includes details on the off-site WSDOT property wetland buffers projecting onto the site. The edge of site paving has been adjusted per confirmation of mitigated wetland buffer.

*l Truck parking must be broken apart with landscape islands every 8 stalls [planning, sheet c8]*

**Response:** As requested, landscaping islands have been added to the truck courts. As part of the June 30, 2023 meeting with Chris Beale consolidating the required landscape islands was discussed as an advantageous option. This reduces the total number of landscape islands in the truck court but each island is larger than required. This would determined to be an advantage because it increases the number of trees that can be planted, is aesthetically more interesting, and limits the damage caused to islands and trees by trucks movements. Chris Beale provided an initial approval of this design concept in response to an emailed draft plan set on 7/25/23. See Synthesis email record 2.

*m 30 feet of dense evergreen landscape with fence required. Proposed location of lines will reduce available planting area due to spacing requirements [planning, sheet c8]*

**Response:** 30 feet of dense evergreen landscape has been added here, see landscape plan by WBLA.

*n 12 feet of landscape required [planning, sheet c8]*

**Response:** As part of the ongoing discussion with the city, Chris Beale stated that this setback can be reduced this buffer to 10'. The site plan has been revised to depict a 10' landscape buffer instead of the previous 6' buffer. See Synthesis email record 1.

*o 30 feet of landscape required - ADA stalls and walkway must be set back [planning, sheet c8]*

**Response:** The site plan has been updated to reflect 1a type buffer of 30' deep, and ADA stalls and walkways have been setback. There are crossings of this landscape area as needed from Freeman road to provide site access.

*p 12 feet of landscape required [planning, sheet c9]*

**Response:** As part of the ongoing discussion with the city, Chris Beale stated that this setback can be reduced this buffer to 10'. The site plan has been revised to depict a 10' landscape buffer instead of the previous 6' buffer. See Synthesis email record 1.

*q 30 foot buffer required [planning, sheet c9]*

**Response:** The site plan has been updated to reflect 1a type buffer of 30' deep, and ADA stalls and walkways have been setback. There are crossings of this landscape area as needed from Freeman road to provide site access.

*r 12 foot buffer required [planning, sheet c9]*

**Response:** As part of the ongoing discussion with the city, Chris Beale stated that this setback can be reduced this buffer to 10'. The site plan has been revised to depict a 10' landscape buffer instead of the previous 6' buffer. See Synthesis email record 1.

*s 15 foot buffer along foundation required [planning, sheet c9]*

**Response:** The project architect, SynThesis, met with Chris Beale on June 30, 2023 in part to discuss the requirements for building perimeters in light of the other requirements that apply to the site. Chris Beale determined that as the north side of Bld A is not as visible from Freeman Road it is appropriate to reduce the foundation landscaping in this area from 15 feet wide to 10 feet wide with the same planting requirements. The north side of Bld B was adjusted to provide compact parking stalls and so here the foundation landscaping is proposed to be reduced from 15 feet wide to 13 feet wide. See Synthesis email record 1.

*t Building may not exceed 38' in height with a 37' setback [planning, sheet c9]*

**Response:** As part of the ongoing discussions with the city, it was agreed that the site should be utilizing the Freeman Road overlay standards for building and buffer dimensions, consistent with 20.26.500(6). The building may be 40' in height with a 36'-8" setback as is currently proposed. See Synthesis email record 1.

*u 35 foot buffer required south perimeter. Applicant would need a hearing examiner variance to deviate/reduce width [planning, sheet C10]*

**Response:** Noted. The site design incorporates this hearing examiner variance and the variance application is included with this submittal package.

*v 15 feet required design review landscape buffer, foundation line. This area tapers to less than 15 feet. [planning, sheet C10]*

**Response:** As part of the ongoing discussions with the city Chris Beale confirmed that it is acceptable to taper the foundation landscaping to within 6 inches or the 15 foot requirement. This is depicted on the current plan with the south of Bld b showing a 14 foot 10.5 inch foundation landscaping width. See Synthesis email record 1.

- w. *Location of water and sewer extensions may require removal of substantial vegetation within wetland buffer areas. Applicant must demonstrate compliance with mitigation sequencing prior to alignment shown being approved. See PMC 21.06.920 (1) (a - f). [Planning sheet C13]*

**Response:** Please see the Revised Critical Area Report for a discussion of all potential critical areas impacts, including demonstrated compliance with mitigation sequencing.

- x. *Off-site wetland on this site. Fife has prelim report from past development proposal. Applicant must study if buffer or wetland will be impacted by road way improvements or storm water [planning sheet c20]*

**Response:** At the request of the City of Puyallup, Anchor QEA investigated parcel 0420201104 located to the west of Freeman Road. No wetlands or other critical areas were identified. A wetland determination data form for this area is included in the revised Critical Area Report.

- y. *Fife indicates tight line pipe design not acceptable [planning sheet c20]*

**Response:** Noted, as part of ongoing coordination with Fife this pipe design has been revised and review is ongoing with Fife.

- z. *Extent of ROW improvements not yet defined. Must be resolved with TIA. [planning sheet c20]*

**Response:** Right of way improvements are clarified on the revised road and channelization sheets within the preliminary civil plan set. The amount of ROW is provided to satisfy the channelization demands for the anticipated warehousing uses.

- aa. *Improvements within shoreline jurisdiction will require shoreline permitting, potentially with both Fife and Puyallup [planning sheet c20]*

**Response:** Shoreline documentation and permitting will be provided as a part of the project. The revised Critical Area Report includes an assessment of potential shoreline impacts.

- bb. *Does the applicant have construction easements for pipe if not located in ROW? [planning sheet C25]*

**Response:** Road and pipe design has changed adjacent to the tribal trust land. We no longer expect to have permanent encroachments.

- cc. *Is the pipe located in a wetland and/or stream buffer? [planning sheet C25]*



**Response:** A discussion of all potential critical areas impacts, including utilities, is provided in the revised Critical Areas Report.

*dd. Applicant would need to seek relief from Hearing Examiner for 35-foot buffer requirement. The overlay and the design standards do not supercede base zoning requirements. [planning, response to comment, page 1]*

**Response:** Noted. The site design incorporates this hearing examiner variance and the variance application is included with this submittal package.

*ee. Planning reached out to WSDOT and the off site critical area reports are not yet final [planning, response to comment, page 2]*

**Response:** Noted, Anchor has provided additional information on the WSDOT critical area reporting.

*ff. Zone specific standards apply. Also see site civil plan mark ups [planning, response to comment, page 3]*

**Response:** This comment does not appear to coincide with a plan mark-up. We understand through the ongoing coordination with the city of Puyallup that the zoning and overlay standards that apply to the site are either depicted on the site plan or a variance to the standard is requested.

*gg. Perhaps the site is being overdeveloped if the project is trading compliance with parking for compliance with design review. [planning, response to comment, page 3]*

**Response:** As part of ongoing city coordination on comments we understand the revised site design provides the requested compliance.

*hh. The VMS design manual for truck trailer parking/storage is specific on this issue. See VMS, section 14.4, Nov. 2022 [planning, response to comment, page 4]*

**Response:** As requested, landscaping islands have been added to the truck courts. As part of the June 30, 2023 meeting with Chris Beale consolidating the required landscape islands was discussed as an advantageous option. This reduces the total number of landscape islands in the truck court but each island is larger than required. This would determined to be an advantage because it increases the number of trees that can be planted, is aesthetically more interesting, and limits the damage caused to islands and trees by trucks movements. Chris Beale provided an initial approval of this design concept in response to an emailed draft plan set on 7/25/23. See Synthesis email record 2.

*i. It appears the additional technical report has not been provided (hydraulic analysis) [planning, response to comment, page 7]*

**Response:** The original comment appears to require a hydraulic analysis if there is less than 1:1 compensatory storage provided. The project is designed to provide 1:1 compensatory storage through grading.

- j Global comment on all outstanding wetland issues: Confluence would study these issues and determine impacts in scope of work for EIS [planning, response to comment, page 8]*

**Response:** Anchor has provided additional background on the wetland issues.

- kk Conclusion of report does not analyze the potential for a user that might store hazardous materials. Conclusions of the report are not supported by a proposed use or user [planning, response to comment, page 8]*

**Response:** Noted, hazardous materials will not be stored on-site.

- l The most current VMS design manual (Nov. 2022) requires the bermed standard with interior facing retaining wall. (Type 1d, see page 38 of 11/22 VMS [planning, response to comment, page 11])*

**Response:** The site frontage design has been modified. The retaining wall is no longer proposed and the design is now proposing the 1d type landscape berm. See Synthesis email record 3.

**External Agency Review** - Chris Beale; (253) 841-5418;  
CBeale@PuyallupWA.gov

## CONDITIONS

**Development & Permitting Services**-Jamie Carter; 2534353616;  
[JCarter@puyallupwa.gov](mailto:JCarter@puyallupwa.gov)

Submit With Civil Permit Application:

**Response:** Noted

**Engineering Division - Jamie Carter; 2534353616; JCarter@puyallupwa.gov**

Standard Conditions: 60 days prior to discharging any runoff from the site a Construction Stormwater General Permit must be applied for with the Washington State Department of Ecology.

**Response:** Noted

**Traffic Division - Bryan Roberts; 2538415542; broberts@PuyallupWA.gov**

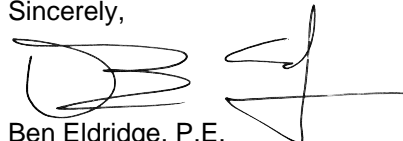
Standard Conditions:

- *Traffic Impact fees (TIF) will be assessed in accordance with fees adopted by ordinance, per PMC 21.10. Impact fees are subject to change and are adopted by ordinance. The applicant shall pay the proportionate impact fees adopted at the time of building permit application*
- *Park impact fee was established by Ordinance 3142 dated July 3, 2017 and shall be charged \$0.87 per sqft of building space.*
- *Per Puyallup Municipal Code Section 11.08.135, the applicant/owner would be expected to construct half-street improvements including curb, gutter, planter strip, sidewalk, roadway base, pavement, and street lighting. Any existing improvements which are damaged now or during construction, or which do not meet current City Standards, shall be replaced.*
- *As part of these improvements, additional right-of-way (ROW) may need to be dedicated to the City.*
- *Coordination with Union Pacific regarding potential at-grade rail crossing improvements. Such improvements may include:*
- *Roadway widening, grade-separation, advanced pre-emption, queue detection, pre- signal, increased queue storage, health circuit, supervision circuit, etc*
- *Any required improvements must meet Union Pacific design requirements.*

**Response:** Noted

We believe that the above responses, together with the enclosed revised plans and technical documents, address all of the comments in your letter dated March 20, 2023. Please review and approve the enclosed at your earliest convenience. If you have questions or need additional information, please do not hesitate to contact me at this office. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ben Eldridge', with a stylized flourish extending to the right.

Ben Eldridge, P.E.  
Senior Project Engineer

BE/kb  
21585c.004.docx  
enc: As Noted  
cc: Cheryl Ebsworth, Barghausen Consulting Engineers, Inc.