

April 5, 2024

CUP #: *PLCUP20230109*

Owner: Puyallup School District

Location: Puyallup High School

105 7th St SW, Puyallup, WA 98371 (Main HS Address)

711 & 721 W Main (Parcel Addresses)

Parcel #: 5870000231, 5870000190

Bryan Roberts
Traffic Engineer
broberts@puyallupwa.gov
(253) 841-5542

Subject: Puyallup High School Portables CUP PLCUP20230109
Traffic Engineering Review 1st Correction Cycle responses

Mr. Roberts:

This letter is in response to your CUP# PCCUP20230109, Correction Cycle 1, permit review comments dated February 22, 2024. Please find our responses in ***Bold Italics*** below each comment.

Information provided by JMJ Team (Civil Engineers), Heffron Transportation (Traffic Studies), and Studio Meng Strazzara.

The purpose of this response is to address the comments, clarify the design intent and to state Puyallup School District's commitment to meet all City of Puyallup requirements.

Sincerely,



Robert Landa
Project Manager

CUP Review Comment Responses

COMMENTS responses:

#	Sheet Number	Plan Review
1	N/A	<p>Correction 1: The City of Puyallup does not agree with the stated student capacity identified in the traffic scoping document. Previous documents submitted to the City of Puyallup show the previously approved and constructed phase one master plan assumed student capacity at 1650 students (not 1862 as stated with this submittal). These documents clearly show student capacity was assumed at 1650 for phase 1, and would be built out to 1800 with the full build out of the previously proposed master plan (phase 3). For the purpose of studying traffic impacts, parking requirements, public services, etc. these quantities were clearly assumed by the applicant. For the purposes of future traffic impact analyses and impact fee assessments, base student capacity should be assumed at 1650.</p> <p>SMS Response: <i>This topic was discussed between the design team, Puyallup School District and City of Puyallup in permit response coordination meetings and agreed to move this correction item out of the CUP process. The City of Puyallup and Puyallup School District will continue to meet to come to an agreement about how the student capacity is calculated, and then assess the traffic impact fees based on the agreed upon student capacity between the City of Puyallup and Puyallup School District.</i></p>
2	G-001	<p>Correction 2: The City of Puyallup does not allow the transfer of vehicle trip credits between separate parcels. However, it's understood that the proposed portables will function as part of the overall campus. Will need to discuss how to represent this project as part of the CUP.</p> <p>SMS Response: <i>Correct, the portables will function as part of the overall campus and not as a standalone school. This topic was discussed between the design team, Puyallup School District and City of Puyallup in permit response coordination meetings and confirmed that there is currently no policy in place at the city to address land use for "campus" type plans, where buildings and parking areas occur on multiple blocks or parcels. Per Building Review comments, we have been able to determine that a net decrease in parking is required based on parking calculations in PMC 20.55.010, (27), (b). This calculation includes parking reductions from the demolition of Building-02, planned for this summer and the addition of parking for the new portable classrooms. Based on the calculation 144 fewer parking stalls will be needed. Refer to plan areas and Development/Planning Notes on sheet G001 attachment.</i></p>

3	C0.4, C0.7, C.08, Revised Traffic Memorandum dated 4-4-2024	<p>Correction 3: The existing pedestrians facilities on 7th St NW are substandard. Please identify mitigation to accommodate additional pedestrian trips.</p> <p>SMS/JMS Response: <i>Based on conversations with the City and Bryan Roberts, the substandard comment is primarily driven by the conflict of students crossing the street between the main contiguous campus and the block where the new portable are proposed. The student crossing conflict occurs between the intersection of W Main/7th ST SW and 3rd Ave NW/7th ST NW. Our proposed mitigation is a pilot project to close the road at these intersections using water filled jersey barriers, including a closure at the intersection of 2nd Ave NW/7th St NW. As part of this pilot program, the closed roadway will be pedestrian only, with the exception of emergency vehicles. Road closure signage and reflectors will be included at intersection closures to meet MUTCD requirements. Crosswalk ramp improvements and crosswalk painting are proposed to address accessibility issues at the east side of the W Main/7th St SW intersection, see sheet C.04 & C.07. See the revised civil plan and schematic road closure. The final design of this road closure will be provided during the permitting process and designed as required to meet City of Puyallup and other AHJ requirements. It is the intent of this pilot road closure to fully vacate this street for Puyallup High School use after one year, if temporary closure is acceptable. Further traffic impact studies will occur during the closure, to identify any issues with this street closure. Refer to the attached Schematic Road closure plan attachment C0.8 by JMJ and revised traffic memorandum provided by Heffron, dated 4-4-2024.</i></p>
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If you have any questions, please email or call.

Sincerely,
Robert Landa
Project Manager, Studio Meng Strazzara