



P.O. Box 949, Gig Harbor, WA 98335  
4706 97<sup>th</sup> St. NW, Suite 100  
Gig Harbor, WA 98332

Phone: 253-857-5454  
Fax: 253-509-0044  
Email: [info@contourpllc.com](mailto:info@contourpllc.com)

**CIVIL ENGINEERING ♦ SURVEYING ♦ LAND PLANNING**

June 14, 2024.

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

SUBJECT/RE: Bradbury Place Townhomes – 2<sup>nd</sup> Comment Response Letter  
Preliminary Site Plan Review – Permit #PLPSP20230080  
Contour Project #20-223

Please see the below responses to the 2<sup>nd</sup> Development Review Team (DRT) comment letter dated April 18, 2024. The following items are included for review with this comment response letter:

1. One (1) copy of the revised Preliminary Site Plan Sheets, prepared by Synthesis 9, LLC dated June 5, 2024
2. One (1) copy of revised preliminary LS plans, prepared by WD Studio, dated June 6, 2024.
3. One (1) copy of the revised Preliminary Civil Plans, prepared Contour Engineering, LLC. dated June 13, 2024.
4. One (1) copy of the revised Preliminary TIR, prepared by Contour Engineering, LLC. Dated dated June 14, 2024.
5. One (1) copy of the Conceptual Future Channelization Exhibit – Option 2, prepared by Jake Traffic Engineering, Inc.
6. One (1) copy of the email correspondence between City Traffic Reviewer and Project Traffic Engineer regarding proposed channelization.

**Engineering Review**  
**Mark Higginson – (253) 841-5559**

1. Comment: Water to this site is to be provided by Fruitland Mutual Water Company. The applicant shall provide a water availability letter prior to preliminary site plan approval for the site.

**Response:** It was confirmed with Mark H. via email (4/24/2024) that the previously provided certificate of water availability was acceptable. This comment has been resolved.

2. Comment: Depth of burial exceeds City Standards. Submit Alternative Methods Request (AMR) through the permit portal for City Engineer Review and approval. [Plans; Sht C4]

**Response:** Acknowledged. An AMR request for the Sewer Burial Depth requirement has been submitted; it was assigned permit # PRAMR20240897

3. Comment: Per prior comment, Ecology Manual and City Policy requires 20-ft setback from storm facility to property lines. Revise accordingly or submit Alternative Methods Request

(AMR) for City Engineer review and approval. [Plans; Sht C4]

**Response:** The storm facility location and size has been revised to comply with the requirement and address this comment. It is shown on the revised civil plan sheets, site plan and the landscape plan sheets.

4. Comment: Per prior comment, surface runoff generated on site must be mitigated onsite. This includes the "offsite" basin flows created by the grade break along the frontage. Verify that the onsite flow control facility is sized to account for this area either by modeling the area between the grade break and the ROW as a bypass basin or using the equivalent area methodology for the offsite-inflow areas outside of the project limits. If the equivalent area method does not account for the entirety of the 'grade break' basin, then the balance should be considered bypass for modeling purposes. [Storm Report; Pg 6 of 177]

**Response:** The onsite infiltration pond has been sized to infiltrate 100% of flows from all onsite areas, including those that are flowing to the offsite infiltration trench.

5. Comment: See comments in Section 3.0 and on the Developed Basin Map regarding the area between the ROW and grade break. Revise the preliminary stormwater calculations accordingly. [Storm Report; Pg 7 of 177]

**Response:** Onsite stormwater calculations have been revised to account for area between ROW and grade break.

6. Comment: See comments in Section 3.0 and on the Developed Basin Map regarding the area between the ROW and grade break. Revise the preliminary stormwater calculations and commentary accordingly. [Storm Report; Pg 8 of 177]

**Response:** Please see response to comment #5.

7. Comment: The developed basin should be delineated to provide clarity and ensure compliance. At a minimum, three subbasins are necessary based on the Developed Basin Map, i.e., 1) ROW Basin; 2) area between the ROW and the grade break (either bypass, equivalent area, or equivalent area plus bypass); and 3) Pond Basin. Also, see comment under Section 3.0. [Storm Report; Pg 24 of 177]

**Response:** The basin map has been updated accordingly.

8. Comment: See comments in Section 3.0 and on the Developed Basin Map regarding the area between the ROW and grade break. Revise the preliminary stormwater calculations and commentary accordingly. [Storm Report; Pg 74 of 177]

**Response:** Please see response to comment #5.

9. Comment: Per prior comment, revise using forested condition. [Storm Report; Pg 76 of 177]

**Response:** Area revised to forested condition.

10. Comment: Clarify-These elevations do not agree with the elevations contained in the Mounding Analysis. [Soils Report; Pg 4 of 22]

**Response:** It was confirmed with Mark H. via email (4/24/2024) that this comment has been resolved.

11. Comment: Additional clarification is needed here. Per the 2019 geo-evaluation, glacial till was encountered 5ft below the surface in MP1 which was nearest to the storm facility at the time. This addendum indicates the glacial till layer was not observed in TP102. Additional information is needed to ensure the glacial till layer does not extend into the footprint of the infiltration basin inhibiting the facility from functioning as intended, and adequate separation is provided as well. [Mounding Analysis; Pg 3 of 19]

**Response:** It was confirmed with Mark H. via email (4/24/2024) that this comment has been resolved.

**Engineering Traffic Review**  
**Bryan Roberts – (253) 841-5542**

1. Comment: Off-site mitigation required at the intersection of 27th Ave SE and 5th St SE. Per City of Puyallup sight distance standards, this intersection does not have adequate entering sight distance to allow southbound left turns. Per City standards, entering sight distance requirements apply to all intersections and driveways, commercial or residential. The final design of this access restriction can be determined during civil review.

**Response:** The Conceptual Channelization Exhibit – Option 2 exhibit has been prepared and submitted to address this comment. It was discussed via emails (4/29/2024 & 5/8/2024) between the projects Traffic Engineer and the City Traffic Reviewer that this  $\frac{3}{4}$  access option would be acceptable, but a combination of signage and durable (thermoplastic) pavement markings would be used instead of a “C” curb or raised traffic island, to restrict southbound left turns from 5<sup>th</sup> Avenue. The referenced email correspondence is attached for reference. Additional design is shown on the preliminary civil plans, and further design/review will occur during the civil construction permit process.

Should you have any questions or require additional information, please contact me at [Patrick.Hopper@contourengeeringllc.com](mailto:Patrick.Hopper@contourengeeringllc.com) or (253) 236-3151. Thank you.

Sincerely,

*Patrick Hopper*

Patrick Hopper  
Land Planner II

CC: Ken Rody, Bradbury Place, LLC  
Brett Lindsey, S9, LLC  
Eric Williams, WD Studio  
Jeremy Haug, P.E., Contour Engineering, LLC  
Mike Goularte, P.E., Contour Engineering, LLC  
Mark Jacobs, P.E., Jake Traffic Engineering, Inc.