



City of Puyallup

**Planning Division**

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

March 19, 2025

Cheryl Ebsworth

18215 72nd Avenue South

Kent, WA 98032

DEVELOPMENT REVIEW TEAM (DRT) LETTER	
DRT #	5
PERMIT #	P-21-0136
PROJECT NAME	FREEMAN ROAD LOGISTICS
PERMIT TYPE	Preliminary Site Plan
PROJECT DESCRIPTION	FREEMAN ROAD LOGISTICS / VECTOR DEVELOPMENT
SITE ADDRESS	4723 FREEMAN RD E, PUYALLUP, WA 98371;
PARCEL #	0420174075; 0420201027; 0420201034; 0420201036; 0420201039; 0420201040; 0420201042; 0420201045; 0420201052; 0420201066; 0420201101; 0420205003; 0420205004; 0420205016; 0420205017;
ASSOCIATED LAND USE PERMIT(S)	P-21-0011 PLVAR20230125
APPLICATION DATE	November 02, 2021
APPLICATION COMPLETE DATE	
PROJECT STATUS	<b>Active Development Review Team (DRT) review case – resubmittal required.</b> Please address review comments below and resubmit revised permit materials and by responding in writing to the remaining items that need to be addressed.
APPROVAL EXPIRATION	<b>N/A – Active permit application, not approved</b>
CONDITIONS	<b>Active permit application, not approved;</b> Pursuant to PMC 20.11.022 regarding inactive applications, any and all pending land use applications or plat applications shall be deemed null and void unless a timely re-submittal is made to the City within 1 year of issuance of this Development Review Team (DRT) comment letter.  DRT review letters typically identify requested corrections, studies or other additional required pieces of information necessary to demonstrate conformance with the City's adopted development standards and codes.

Subsequent applicant re-submittals shall make a good faith effort to respond to each request from this letter in order for the application to remain active. The failure to provide timely responses or lack of providing the requested material(s) within the 1-year window following DRT comment letter issuance shall be grounds for expiration, thus deeming the pending application null and void with or without a full or partial refund of application fees.

The City has completed the review of the above-mentioned permit submittal. All of 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 respond to all comments in a written response letter and submit a letter of transmittal. Letter of transmittal and response letter must be submitted to the 'Correction Response Letter' item listed in the submittal items list. Avoid using "upload additional docs" unless there is NO submittal item available for your document. Please Note: If you do not resubmit as instructed your re-submittal will be rejected. If you have any questions about how to resubmit, please contact the permit center at [permitcenter@puyallupwa.gov](mailto:permitcenter@puyallupwa.gov).

- 1 Log in to your permits portal and navigate to the [status page](#) for this permit. Under the 'Upload Documents' section, select 'click here to upload document'.
- 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.
- 3 Click 'Upload Documents' at bottom of the page.

### How to use this letter

This review letter includes two sections: **“Corrections”** and **“Conditions”**.

The **“Corrections”** section includes all items that the applicant must address to comply with the Puyallup Municipal Code (PMC) and city standards. Items listed in under **Action Items** require a resubmittal under this permit for further review by the Development Review Team (DRT); your application is not approved. Please make those updates to the proposed plans and resubmit for review. Please include a response letter outlining how you have revised your proposal to meet these items for ease of plan check by DRT members.

The **“Conditions”** are items that will govern the final permit submittal(s) for the project. Please be aware that these conditions will become conditions of the final permits and/or recommendations to the Hearing Examiner, if applicable.

If you have questions regarding the action items or conditions outlined in this letter, please contact the appropriate staff member directly using the phone number and/or email provided.

## Corrections

**Engineering Review** - Jamie Carter; (253) 435-3616; JCarter@puyallupwa.gov

- FIFE COMMENT: USE C CURB INSTEAD OF TRAFFIC CURB. [062624 PRELIM CIVIL-2024-06-25 - RESUB, Sheet C27]
- FIFE COMMENT: Gravity storm facilities within the City of Fife will be owned and maintained by CoF and constructed per CoF approvals and standards. Drainage permits will be required for design review. [CIVIL-SEPA-2024 RESUB, Sheet C8]
- FIFE COMMENT - Remove or strike out note 14. The water shall be from City of Puyallup. [CIVIL-SEPA-2024 RESUB, Sheet C20]
- FIFE COMMENT: City of Fife grading permit required for design review. Also, require a Street Opening Permit and ROW Permit for review and approval. [CIVIL-SEPA-2024 RESUB, Sheet C20]
- FIFE NOTE: RIGHT OF WAY DEDICATION REQUIRED PRIOR TO PERMITTING. [CIVIL-SEPA-2024 RESUB, Sheet C21]
- FIFE NOTE: Show seasonal groundwater elevations in relation to proposed infiltration trench elevations. [CIVIL-SEPA-2024 RESUB, Sheet C21]
- FIFE COMMENT: Enhance cross section and clearly illustrate how future Fife utilities (sewer and water) will have adequate space for standard installation. Also show all existing and proposed crossings in profile. [CIVIL-SEPA-2024 RESUB, Sheet C21]
- FIFE COMMENT: We're not accepting the all way stop option at Freeman Rd and N Levee Rd. Further mitigation efforts need to be considered and pursued. [CIVIL-SEPA-2024 RESUB, Sheet C28]
- FIFE COMMENT: Add Radii labels. [CIVIL-SEPA-2024 RESUB, Sheet C31]
- FIFE COMMENT: Need signage warning drivers lanes heading north will be reduced. [CIVIL-SEPA-2024 RESUB, Sheet C31]
- FIFE COMMENT: Signage needed to prevent semi trucks going west on 48th St E (prohibited). [CIVIL-SEPA-2024 RESUB, Sheet C40]
- FIFE COMMENT: Left turn only signage. [CIVIL-SEPA-2024 RESUB, Sheet C40]
- Ensure all North arrows are orientated correctly. [CIVIL-SEPA-2024 RESUB, Sheet C41]

- CITY OF PUYALLUP NOTES for 5th SUBMITTAL:
  1. This submittal was the first look at a new utility alignment that requires a relatively sophisticated level of coordination between departments, the two cities, the County and others. As such, the review took longer than usual and cannot be approved at this time. Unknowns that affect feasibility are still being considered and are not able to be resolved at this time. They include:
    - o County permission and preference (The County has indicated that they will have time to look at this in March): While the annexation created legal city right of way, the levee itself is managed by the county and coordinated review should be expected.
    - o Capacity of the downstream storm infrastructure, and whether or not a direct discharge to the Puyallup River could be achieved: The City believes that this design may qualify as a direct discharge and as such would have a Flow Control Exemption from Minimum Requirement #7 which could alter the storm design significantly. Should the applicant pursue this option it shall be clearly shown that the design adheres to the 2019 SW Manual requirements for a direct discharge/flow exemption. In either scenario a downstream capacity analysis of the existing receiving infrastructure is requested to be submitted for review during the next submittal. This will inform the feasibility of the storm design. If the existing infrastructure cannot accommodate the design storm, then portions of the existing system shall be upgraded or an alternative design submitted.
    - o Can the city accept public lift stations that are on private property and only serve one development with limited expansion potential, or should these stations be privately owned and maintained? City Operations Staff have voiced concerns about disproportional city resources required to maintain this infrastructure versus the benefit.
  2. For sewer, our Operations Crew have asked if an onsite holding tank could be considered. With the low volume of sewage generated by these facilities and the considerable cost of installing and maintaining a pump station and encased FM system, this could be a workable solution. Several other industrial sites in the city have septic style tanks that are pumped (no drainfield) on a regular basis.
  3. Mixing of public stormwater from two different jurisdictions and placing Puyallup utilities in Fife's ROW will require coordination at all stages and an Inter Local Agreement between the two cities. This should be a high priority early in the civil design review process.
  4. Our Operations Crew have also asked if it would be possible to explore infiltration capacity in front of the proposed buildings in Freeman Rd to explore whether or not infiltration facilities could be placed in the road similar to how it is proposed farther to the south reducing the amount of stormwater treatment and detention in the ROWs.

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

- Freeman Rd/Levee Rd Intersection:
  - Provide detailed responses to KPG's latest traffic engineering memo dated 2/4/2025. The City has requested and not received responses from KPG's previous (2) comment letters: (6/24/2024, 8/15/2024).
  - Per previous comments, widen intersection to add southbound left turn lane, southbound right turn lane, eastbound left turn lane, a center refuge lane on North Levee Road E for the southbound left turn to eastbound North Levee Road E movement. Intersection needs to accommodate truck turning movements. With these improvements, this intersection will operate within Fife LOS standards.
  - All-way STOP at Levee/Freeman is not supported by the City of Puyallup. Volumes do not warrant all-way STOP control.
  - The updated Autoturn analysis at this intersection shows vehicle encroachment into adjacent vehicle paths. Re-run Autoturn analysis showing intersection improvements listed above (roadway widening, turn pockets, etc.)
  - Sight distance analysis not provided for this intersection. Analysis needs to assume EB/WB free movements, roadway widening, etc. Address all comments related to sight distance provided in KPG's latest traffic engineering memo (2/4/2025)

**Freeman Rd:**

- Place note on plans that identify locations where vegetation must be removed by the applicant to meet sight distance requirements. The City of Puyallup will condition occupancy of buildings until adequate sight distance has been verified at the northern driveway.
- At the northern most driveway, the updated Autoturn analysis shows vehicle encroachment into adjacent travel paths.
- Please coordinate with the City of Fife regarding the latest design proposal for (2) USPS direct drop-off areas along Freeman Rd frontage. It's my understanding this proposal does not meet City of Fife frontage design standards. For this Arterial segment (Freeman Rd), in-bound/out-bound vehicle movements should occur at proposed commercial entrances. For safety and continuity, continuous curb along this arterial segment is recommended.

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

- UPDATED PLANNING REVIEW NOTES MARCH, 2025:

See the included SEPA letter from the Responsible Officials at each of the co-lead agencies (Fife and Puyallup). The letter discusses outstanding issues related to the SEPA review for the project, including roadway improvements (particularly at Levee and Freeman Road), traffic impact analysis, utility routing, utility capacity, Tribal coordination and noise study. Confluence is conducting the necessary analysis of the Port of Tacoma Mitigation Bank credit purchase of the critical areas impacts.

(previous) PLANNING REVIEW NOTES AUGUST, 2024:

- UPDATED PLANNING REVIEW NOTES AUGUST, 2024:

Previous comments regarding updated archeological report are satisfied with the submittal of the revised archeological report. City staff shared the report with Puyallup Tribe staff.

Conditions have been added regarding requirements for a 6' landscape slope (5:1 slope based on the width of the landscape area, with 6' back wall and 6' tall wood fence atop) along Freeman Road site frontages, consistent with VMS design standards. Grading and landscape plans will need to be amended at the time of civil permit submittal. See conditions list.

Most of the previous comments regarding site plan and design review are resolved with updated plans. The wetland report notes that parking needs to be reduced to the minimum PMC requirements to achieve the avoidance sequencing standards in the CAO. Other issues remain outstanding in the Confluence letter that need to be addressed separately.

Previous comments regarding water and sewer services remain as easements have not been secured from Schenk's property per feedback from Schenk and their attorney. These comments will need to be addressed under Engineering review.

A comment letter from Confluence is provided for review and response by Anchor consulting.

Planning resolved our comments regarding the TIA and off site downstream wetland hydroperiod analysis; however, other disciplines (Engineering and Traffic) and agencies (Fife and PTI) have remaining comments. Planning has only resolved our previous comments so they are off our review items list. Issues remain needing resolution prior to SEPA issuance. Please review the full contents of this letter.

Previous comments regarding needed temporary and other easements on PTI property and Tribal Trust lands are marked as resolved from our review items list and moved to

the conditions list. Its unclear how roadway improvements will be constructed at Levee and Freeman Road without direct construction impacts to the Tribe's parcel in the NE corner and questions remain about the feasibility of constructing the discharge line in 78th near the PTI wetland property. These issues remain needing resolution at the time of construction permit submittal(s) and conditions will apply requiring Vector to prove appropriate legal rights/access are provided by PTI and/or BIA to allow any impacts to those affected tribal lands/tribal trust related properties.

Previous comments regarding SSDP permits for the improvements to Levee and Freeman Road intersection are marked as resolved from our review items list. Future permits may apply, as noted/acknowledged by the applicant's 06/26/24 response letter. Issues related to the improvement design need to be resolved prior to SSDP application.

## Conditions

Condition Category	Condition	Department	Condition Status
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.	Engineering Division	Open
Submit With Civil Permit Application	Boundary Line Adjustment required between cities once dedication and ROW construction are complete. City boundary shall be at new Right Of Way.	Development & Permitting Services	Open
Standard Conditions	<p>-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</p> <p>-Park impact fee was established by Ordinance 3142 dated July 3, 2017 and shall be charged \$0.87 per sqft of building space.</p> <p>-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</p>	Traffic Division	Open



Condition Category	Condition	Department	Condition Status
	<p>improvements which are damaged now or during construction, or which do not meet current City Standards, shall be replaced.</p> <p>-As part of these improvements, additional right-of-way (ROW) may need to be dedicated to the City.</p> <p>-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</p> <p>-Any required improvements must meet Union Pacific design requirements.</p> <p>-The City of Puyallup will condition occupancy of buildings until adequate sight distance has been verified at the northern driveway.</p> <p>-On the south end of the project frontage, the proposed 200amp service cabinet is within the sight triangle for the adjacent driveway (existing and future edge of roadway).</p> <p>-Civil submittal shall provide detailed taper calculations for CL and fog line (north &amp; south taper locations). Provide all variables used to calculate taper. Fog line appears to be missing from channelization design. Fife standard details for striping not included.</p> <p>-Install "No truck" signage for the mid-block commercial driveways. Driveway dimensions are acceptable and will be verified during civil review.</p> <p>-It is acceptable to have wider than 30ft driveway within the cul-de-sac to accommodate WB-67</p>		

Condition Category	Condition	Department	Condition Status
	<p>truck movements.</p> <p>-Streetlight design will be reviewed during Civil permit submittal.</p> <p>-Use Leotek GCM1-60J-MV-2R-40K-GY-105-XX. The luminaire listed within COP standards for commercial use is no longer manufactured.</p>		
Submit With Civil Permit Application	At the time of civil permit, the applicant shall provide a grading and landscape plan for the site frontage that shows a 6' tall slope, with 6' back wall, and a 6' tall wood fence atop the back of the sloped berm, consistent with the Type 1d standard in the city's VMS standards manual. All plant material size and density shall meet the various applicable sections of the VMS.	Planning Division	Open
Submit With Civil Permit Application	The applicant will need to prove appropriate legal rights/access are provided by PTI and/or BIA to allow any impacts to those affected tribal lands/properties near the development and any off-site roadway, off-site sight distance (Levee/Freeman), storm water discharge, temp construction and/or utility improvements. The applicant will also need to provide proof of PTI approval to the off-site downstream oxbow (Fife) wetland. PTI permits are known to be required to discharge storm water onto PTI owned lands downstream. The Levee Road/Freeman Road intersection improvements are known to require various easements and potentially other approvals from PTI government.	Planning Division	Open
Submit With Building Permit Application	Vehicle charging stations will be required with new parking under the 2021 Washington Building Codes (WAC 51-50-0429). Please review these standards for parking and additions as applicable.	Building Division	Open

Sincerely,  
Chris Beale  
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