

# Shoreline Management Act Permit Data Sheet and Transmittal Letter

Local permit no.  
PLSDP20230027

State permit no. \_\_\_\_\_

**From:**

Nabila Comstock – Associate Planner  
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**To:**

Washington State Office of the Attorney General  
Ecology Division  
PO Box 40117, Olympia  
98504-0117

and

Department of Ecology  
[smp@ecy.wa.gov](mailto:smp@ecy.wa.gov)

**Transmittal Date:** August 28, 2025

**Receipt Date:** (provided by Ecology) \_\_\_\_\_

**Type of Permit:** (Indicate all that apply)

- ☒ Substantial Development
- ☐ Conditional Use
- ☐ Variance
- ☒ Revision
- ☐ Other \_\_\_\_\_

**Local Government Decision:**

- ☒ Approval
- ☐ Conditional Approval
- ☐ Denial

**Applicant Information:**

Name: Washington State Dept. of Transportation (WSDOT)

Address: P.O. Box 47440 (c/o Steve Fuchs)  
Olympia, WA 98504

Phone(s): (425) 213-3654

Email: \_\_\_\_\_

**Applicant's Representative:** (If primary contact)

Name: Logan Dougherty

Address: P.O. Box 47440 (c/o Steve Fuchs) Olympia,  
WA 98504

Phone(s): (425) 213-3654

Email: [doughlo@consultant.wsdot.wa.gov](mailto:doughlo@consultant.wsdot.wa.gov)

**Is the applicant the property owner?** ☒ Yes ☐ No

**Location of the Property:**

Public right-of-way of North Levee Road in Puyallup.

**Water Body Name:** Puyallup River

**Shoreline of State Significance:** ☒ Yes ☐ No

**Environment Designation:** Puyallup River Urban Conservancy

**Project Description:**

As part of the WSDOT SR 167 Gateway freeway extension construction, the existing City of Puyallup 16-inch diameter watermain crossing the path of the freeway needs to be relocated due to the ground settlement that will occur at the existing location, approximately 225 feet west of N. Meridian. The new alignment will be constructed within the east side of the N. Meridian travel lanes, which will pass under the SR 167 freeway via an underpass. The new alignment runs parallel to N. Meridian (shown in attached Exhibit A) then will angle to SW after crossing the N. Levee Road Intersection with N. Meridian and traverse down an embankment to connect to the existing watermain located on the north side of the N. Levee loop road. Construction will require removal of several trees at the top of the embankment but will be replanted as part of the landscaping planned for the freeway interchange. The watermain at the existing crossing will be disconnected and removed.

The original scope of work of the freeway extension approved with the shoreline permit includes work in this same vicinity of the watermain relocation. The south side of N. Levee Road and the north side of the N. Levee loop road will be widened to build a shared use pathway as part of the Tacoma to Puyallup regional trail being constructed with the Gateway freeway extension

**Notice of Application Date:** Not applicable for revision      **Final Decision Date:**  
August 28, 2025

**By:** Nabila Comstock, Associate Planner – City of Puyallup

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**Phone:** (253) 770-3361

**Email:** [ncomstock@puyallupwa.gov](mailto:ncomstock@puyallupwa.gov)



# CITY OF PUYALLUP

Development Services Department – Planning Division

## Background

On October 20<sup>th</sup>, 2023 the City of Puyallup filed an approval of a shoreline substantial development permit, [PLSDP20230027](#) for the SR 167/I-5 to SR 161 – New Expressway Project Stage 2. Following the approval of this permit, the applicant team has reached out to the City of Puyallup requesting a revision of their original approved permit.

The [Puyallup Shoreline Master Program \(SMP\)](#) allows for revisions to shoreline substantial development permits that have been filed with the Department of Ecology through Chapter 8, Section J Permit Filing and Revisions, Part 2 – Permit Revisions of the [SMP](#).

A permit revision is required whenever an applicant proposes substantive changes to the design, terms, or conditions of a project from that which was approved in the permit. When a revision of a permit is sought, the applicant shall submit detailed plans and text describing the proposed changes in the permit and demonstrating compliance with minimum standards pursuant to [WAC 173-27-100](#).

## Revision Summary

As part of the WSDOT SR 167 Gateway freeway extension construction, the existing City of Puyallup 16-inch diameter watermain crossing the path of the freeway needs to be relocated due to the ground settlement that will occur at the existing location, approximately 225 feet west of N. Meridian. The new alignment will be constructed within the east side of the N. Meridian travel lanes, which will pass under the SR 167 freeway via an underpass. The new alignment runs parallel to N. Meridian (shown in attached Exhibit A) then will angle to SW after crossing the N. Levee Road Intersection with N. Meridian and traverse down an embankment to connect to the existing watermain located on the north side of the N. Levee loop road. Construction will require removal of several trees at the top of the embankment but will be replanted as part of the landscaping planned for the freeway interchange, Exhibit B. Exhibit A shows the approximate shoreline boundary and the portion of the watermain reconstruction within the shoreline boundary. The watermain at the existing crossing will be disconnected and removed.

The original scope of work of the freeway extension approved with the shoreline permit includes work in this same vicinity of the watermain relocation. The south side of N. Levee Road and the north side of the N. Levee loop road will be widened to build a shared use pathway as part of the Tacoma to Puyallup regional trail being constructed with the Gateway freeway extension. This can be seen on the Exhibit B Trail Planting Concepts attached and shown on Plan Map 3a (page 23).



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### WAC 173-27-100 – Revisions to permits

The applicant has provided the following responses to WAC 173-27-100 (2) demonstrating that the proposed revision is within the scope and intent of the original permit.

(a) No additional overwater construction is involved except that pier, dock, or float construction may be increased by five hundred square feet or ten percent from the provisions of the original permit, whichever is less;

*Response: The proposal has no additional over water construction.*

(b) Ground area coverage and height may be increased a maximum of ten percent from the provisions of the original permit;

*Response: The proposal does not increase ground area coverage or height as the entire watermain alignment is within the area of the original, approved roadwork.*

(c) The revised permit does not authorize development to exceed height, lot coverage, setback, or any other requirements of the applicable master program except as authorized under a variance granted as the original permit or a part thereof;

*Response: The proposal is for a water main installation and therefore, does not exceed height, lot coverage, setback, or any other requirements of the applicable master program.*

(d) Additional or revised landscaping is consistent with any conditions attached to the original permit and with the applicable master program;

*Response: The revised landscaping replanting is within the conditions attached to the original permit. The landscaping shown in Exhibit B will continue along the alignment shown in Exhibit C.*

(e) The use authorized pursuant to the original permit is not changed; and

*Response: The use authorized pursuant to the original permit is changed in that there wasn't a discussion of utility work within the original permit. However, the watermain relocation is necessary as a result of the original permit and will be installed as part of the permitted project.*

*The City of Puyallup has existing water, sewer, and storm mains that cross the unimproved WSDOT ROW within which the SR 167 freeway extension is being implemented. The extension of the freeway requires fill to be placed over the existing utilities, and it is anticipated the utilities will experience settling which then requires the utilities to be replaced. The water main will be replaced in a new alignment within the travel lane of Meridian which is being constructed as an underpass under the freeway.*

(f) No adverse environmental impact will be caused by the project revision.

*Response: The proposal has no additional over water construction. The construction of the realigned watermain will be trenching and backfill of existing ground elevations. Therefore,*



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*there won't be a resulting cut or fill. The proposal is to re-landscape the alignment using landscaping replacement ratios that provide the same or improved existing tree and shrub cover. The area of the water line realignment is entirely within areas already proposed to be under construction as part of the original shoreline permit. This is shown in Exhibit C (interchange exhibit) where the water main realignment is shown along with the roadway improvements proposed under the original shoreline permit.*

*As part of the original SSDP application, a Project Description and Shoreline Master Program Consistency Review was submitted and then reviewed by staff. In this Consistency Review, it was stated that WSDOT would prepare an Archaeological Monitoring and Unanticipated Discovery Plan. This plan has been reviewed by the Puyallup Tribe of Indians and the State Historic Preservation Officer and is available to view in the associated [permit file](#). This plan applies to all WSDOT SR 167 Stage 2a activities. The proposed water main relocation will follow this plan during excavation and will ensure that a professional archaeologist meeting the qualifications of the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation will be present to perform archaeological monitoring.*

### **City of Puyallup Shoreline Administrator Decision**

The City of Puyallup Shoreline Administrator has reviewed the proposed revision and determined that proposed changes are within the scope and intent of the original permit as the watermain is being constructed within an area that is separated from the Puyallup River by N. Levee Loop Road and an area that is already proposed to be under construction in the original approved Shoreline permit. The revision is consistent with the Shoreline Management Act (SMA), the Guidelines (RCW 90.58), the SMP, and the conditions previously imposed on the original approved permit.

Therefore, the revision has been approved administratively and is being forwarded with Ecology for filing.

### **Original Shoreline Permit Materials**

[PLSDP20230027 – SR 167/I-5 to SR 161 – New Expressway Project Stage 2](#)

<https://permits.puyallupwa.gov/Portal/Planning/Status?planningId=1955>

### **Exhibit List**

Exhibit A – Approximate Shoreline Development Boundary 05202025

Exhibit B – Trail Planting Concept Requirements

Exhibit C – Interchange Exhibit

Exhibit D – XL5150 Trail Maintenance Exhibit 11122024