

Service Disabled Veteran Owned Small Business

22 December 2021

City of Puyallup  
Development & Permitting Services  
333 S Meridian  
Puyallup, WA 98371

**Re: P-21-0034 | 06-171, East Town Crossing – Preliminary Site Plan Review and SEPA Response Letter**

The following are comments provided by the City of Puyallup from the DRT Letter dated 7/12/21, with our responses in **blue**.

**ACTION ITEMS**

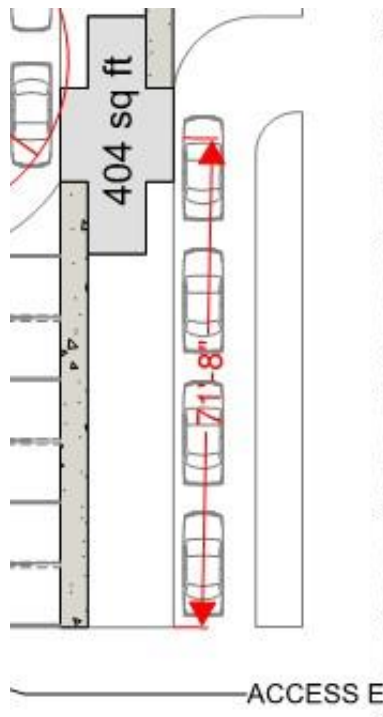
**PLANNING - Chris Beale (253) 841-5418 | [cbeale@puyallupWA.gov](mailto:cbeale@puyallupWA.gov)**

**Updated notes – July, 2021**

The resubmittal package contained little information to resolve the May 05, 2021 comments. Below you will find the comments from May with updated commentary for July in **PURPLE**

**New notes on June, 2021 resubmittal:**

**Site Plan**



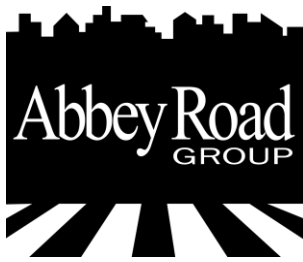
- The drive up coffee stand does not have enough drive thru length on the west facing lane; PMC 20.55.013 requires a minimum of 90'. Other operational issues remain regarding turning movements (see Traffic notes). **This proposed design in no longer being considered.**
- *Appropriate queuing length, location of entry/exit points and separation from public streets and intersections shall be approved by the city traffic engineer. The traffic engineer shall require a technical analysis of all stacking lanes. Drive-through lanes shall, to the maximum extent feasible, gain access from internal driveways and parking lots and should not increase the number of driveways onto abutting public street rights-of-way, unless deemed warranted and acceptable by the traffic engineer or designee(s). Drive-through facilities shall be designed so that vehicles, while waiting in line to be served, will not block vehicle or pedestrian traffic in the right-of-way* Regarding the drive thru lane for lot 2: **This proposed design in no longer being considered.**

**Abbey Road Group Land Development Services Company, LLC**

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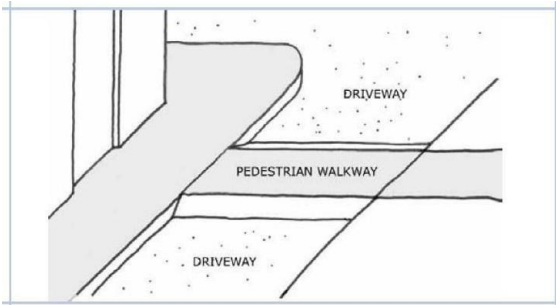


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- Drive-through lanes shall only be placed parallel to a road if separated by a distance of 30 feet, or if fully screened by a 15-foot type IIb landscape setback with a designed landscape berm (six feet high at center of berm in 15-foot landscape setback) or three-and-one-half-foot decorative masonry wall.

**The proposed drive-thru is parallel to the road and setback +20ft from the road.**

- Pedestrian access from the abutting right-of-way shall be provided in a location safely away from drive-through lanes. In the event that direct pedestrian access cannot be provided in a location clear of the drive-through lane, direct pedestrian access shall be provided through the drive-through lane from a street facing building entrance to the abutting roadway with a safe, ADA accessible raised pedestrian crosswalk, delineated by decorative stamped pavement/asphalt and appropriate pedestrian warning signs and adequate lighting.



**Pedestrian access to the commercial site will be provided from pathways on Shaw Rd and E Pioneer.**

**The site plan is reverting to the originally proposed design with 3 lots, however the proposed commercial lot size has changed. The current design shows 2 commercial lots and the multi-family lot. The commercial lots consist of two buildings one with a drive thru. Carports with solar panels are proposed for electric vehicles.**

**Cultural Resources:**

- City staff coordinated with the Puyallup Tribal cultural preservation department and the following comments and questions were received – please have your consultant address the following:

*“We reviewed the CRA and is curious why they had such a limited area of the site tested? Also, I believe there were only 7 probes done-this is a very low number for the size of the project site. Ideally, 14-15 would be required for this site.”*

**Due to the history of the site and previous work done under an approved SEPA and Clear, Grade, and Fill permit back in 2005, any likelihood of cultural artifacts is low.**

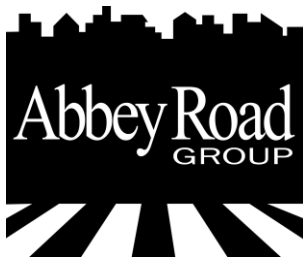
**Please see the Cultural Resource report, prepared by Drayton Archaeology dated 7.27.21.**

**Critical Areas:**

- See the included review and response letter from the city’s consultant at Confluence. Issues remain with the stream typing, fish survey methodology, proposed piping of the East Pioneer stream, mitigation approach (none provided). Please review and coordinate with city staff further. Please also see email communication sent to the applicant on May 21, 2021 and February 26, 2021, the DRT letter dated May 05, 2021 (including critical area report appendices to that DRT letter) as many items are unresolved from past communications.

**Updated comments from May, 2021 DRT #1 notes:**

**Please see the Wetland reports, prepared by Habitat Technologies dated 7.13.21, 10.14.21, and 10.23.21 for responses to this comment.**



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**Frontage Design:**

1. Frontage improvements on Shaw need to match the design of the existing Shaw Road shared use path south of the site; see below screen capture. Deviations from the design elements, such as the stamped concrete bordering, black top pathway, differentiated intersection crossing, etc. will need to be in the Development Agreement proposal to the Council with explanation to the Council as to why a consistent design on Shaw Road isn't feasible or technically achievable.

**July, 2021: This may be covered by the development agreement but needs to be resolved for the site plan. No response provided.**

**East Town Crossing Development is meeting all requirements, pursuant to the Development Agreement**

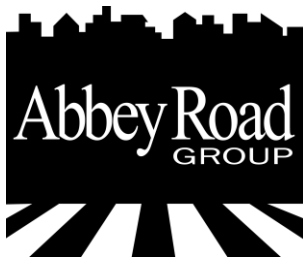


2. The Pioneer frontage design may be impacted by Engineering standards/requirements and the regulatory status of the roadside drainage feature as a critical area. Street trees appropriate for under overhead power lines shall be provided, where feasible.

**July, 2021: The Habitat Tech report submitted in June, 2021 classified the Pioneer Ditch system as a type III stream with a 50' buffer. The stream report does not provide a discussion on this issue and appears to assume the stream will be placed into a culvert/ piped system. This is unresolved and will require an updated report; consultation with WDFW and the Tribe will also be needed to determine the appropriate approach.**

**The stream along Pioneer is proposed to be relocated to accommodate the City requirements for the road widening. The stream will be considered as part of the required landscape area between the ROW and the project site. To accommodate the site plan, the stream buffer along Pioneer will be mitigated upstream in a proposed stream restoration area that will relocate the stream bed and provide vegetation enhancement. Work on this relocation will be done through an approved HPA permit with the assistance of Elizabeth Bockstiegel from the WDFW who was consulted with on this stream, design, and project.**

3. Provide analysis from the project Traffic Engineer regarding pedestrian crossing at the new Pioneer access driveway. It can be reasonably assumed that residents of the project will access destinations north and east of the site including the city trail network, Foothills Trail system, Farm 12 restaurant and Van Lierop Park. The length of access via Shaw Road only can reasonably be assumed to result in jaywalking and unsafe roadway crossing by residents of this development that may need to be mitigated through a safe crossing treatment at the new driveway location (e.g. a signalized intersection, HAWK pedestrian crossing signal, or other design features and safety



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improvements). Please review this and respond substantively (traffic engineer analysis and narrative response to this comment is requested).

**July, 2021: No response received.**

**No pedestrian crossing will be provided across Pioneer by the new Pioneer access driveway. Pedestrian crossing is already accessible at the intersection of Shaw/Pioneer and will be encouraged as the safe crossing path.**

**SEPA Agency Comments:**

4. The Nisqually Tribe and Puyallup Tribe have asked for a cultural resources site survey. See included comments with this DRT letter.
  - a. The city will be considering these Cultural Resources comments and is preliminarily identifying this as a mitigation measure in the preparation of a SEPA MDNS; such as condition would require the applicant to prepare an archeological site investigation, in accordance with state DAHP and Tribal standards/guidelines prior to permit issuance.

**July, 2021: City received the June cultural resources assessment from Drayton (June 18, 2021). The city has sent the report to the Puyallup Tribe for review and comment. Further review may be warranted.**

**Due to the history of the site and previous work done under an approved SEPA and Clear, Grade, and Fill permit back in 2005, any likelihood of cultural artifacts is low.**

**Please see the revised Cultural Resource report, prepared by Drayton Archaeology dated 7.27.21.**

5. WDFW comments indicate further site investigation needed by the applicant regarding streams and surface drainage; staff agrees with this analysis and conducted a site visit to the property with WDFW staff. See included comments with this DRT letter.

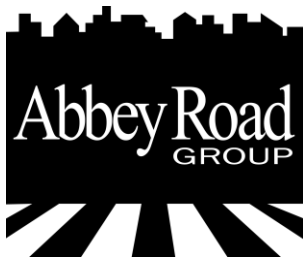
**July, 2021: City staff received the Habitat Tech report pursuant to this issue and provides comments earlier in this DRT letter (see above).**

**The stream along Pioneer is proposed to be relocated to accommodate the City requirements for the road widening. The stream will be considered as part of the required landscape area between the ROW and the project site. To accommodate the site plan, the stream buffer along Pioneer will be mitigated upstream in a proposed stream restoration area that will relocate the stream bed and provide vegetation enhancement. Work on this relocation will be done through an approved HPA permit with the assistance of Elizabeth Bockstiegel from the WDFW who was consulted with on this stream, design, and project.**

**Please see the Wetland reports, prepared by Habitat Technologies dated 7.13.21, 10.14.21, and 10.23.21 for responses to this comment.**

6. The Puyallup School District submitted a comment letter regarding Safe Routes to Schools and site circulation. See included comments with this DRT letter. Autoturn analysis is required in accordance with Traffic Engineering comments. Further issues regarding school speed zones are being examined by Traffic and Planning. The city's Safe Routes to Schools Plan does indicate a need to slow and calm traffic on this high speed 5 lane arterial corridor. The project may be required through SEPA to mitigate conditions to allow safe walking for children residing in the area as a result of the project.

**July, 2021: No response received.**



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Per Puyallup School District, PSD does not prefer to have an internal stop and has proposed to preliminary locations, but a determination will not be made until the project is complete. Based on the site plan two locations are proposed by PSE on Shaw RD (south of the traffic light intersection into the project site) and on Pioneer near the proposed club house or the Pioneer project entrance.

7. TPCHD provided a comment letter (no comments). See included copy.  
**TPCHD has no comments.**
8. Department of Ecology provided a comment letter. See included copy.  
**Clean fill will be utilized, any removed debris will be disposed of properly, and an NPDES has already been approved for this site (WAR309147).**
9. Williams Pipeline provides comments back on the site plan. See included copy.
  - a. Please provide a copy of the final approval from Williams Pipeline for the site encroachment into the easement area on site. The application submitted has a February 2021 letter from Abbey Road to Williams; Williams staff responded to the city that they did not receive the letter submitted to the city. Williams staff attended the neighborhood vicinity meeting objecting to the encroachments. This will need to be resolved prior to SEPA.

**July, 2021: No response received.**

**Williams has provided a Letter of No Objection for the site plan design near the easement area.**

**To achieve the stream relocation and vegetation enhancement East Town Crossing and Williams have a Right-of-Entry Agreement for access to the proposed stream restoration area to do the necessary stream design, work, and required maintenance.**

**Please see the Letter of No Objection from Williams Pipeline dated 7.30.21. Please see the draft copy of the ROE Agreement that is currently being review by Williams dated 11.30.21.**

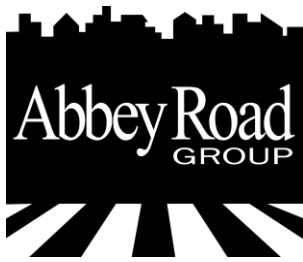
**Critical Areas Review:**

10. Based on site visits with the city biological consultant, applicant and applicant's biologist and WA State WDFW staff, city has preliminarily determined the east side drainage corridor (just off-site) to be a stream (uncategorized). That stream is flowing into the on site storm water ponds via a surface diversion, causing the on site storm ponds to serve as a holding basin/by pass for the stream. A revised critical area report and coordination with the city and other governmental agencies is needed.
  - a. As a suggestion, there appears to be approximately 47 off-street parking stalls, various improvements and Building A located in the area near or adjacent to the stream. **Elimination of the 24 unit building (building A) and the 47 associated parking stalls to allow for a more appropriate set aside area for a stream and stream buffer should be strongly considered and studied as an option to resolve the critical areas and pipeline easement issues.**

**July, 2021: See discussion above.**

**The site plan has been modified to provide additional setback distance on the east edge of the property. To accommodate the stream design, Building A has been moved south and west from the property line for the stream buffer. Furthermore, an easement has been acquired on the east property (tax parcel#: 0420351000) for storm drainage, open space, recreation, setback reduction, and grading.**

**Please see the Wetland report, prepared by Habitat Technologies dated 7.13.21 for a response to this comment.**



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11. Confluence has reviewed the submitted wetlands and streams report; this is a dated report from 2020 that the city and Confluence has already provided comments on and needs to be updated and revised. The city and Confluence provided commentary to the applicant on February 26, 2021 regarding needed revisions to the March, 2020 Comis report, including the following. Please also see the included Confluence letter:
- a. *Updated report discussing the history of the 3 additional parcels, including what was there, demo/grading changes, rationale for the area not being a wetland etc.*
  - b. *Additional discussion of test plot we looked at during the site visit, including a wetland determination form.*
  - c. *Discussion that the offsite drainage conveyance to the east and site frontage on East Pioneer as regulated streams and discuss its associated buffer, analysis of PMC 21.06.1020, .1030, analysis of proposed modification of the site frontage drainage system (piping a stream), and a mitigation plan for all impacts consistent with PMC21.06.*
  - d. *Updated report Figures 6 & 7, that show location of test plots used for this study (including the new test plot location we evaluated during the site visit) and removal of test plot locations from previous studies (so that there are not duplicate "TP-#s" on the figures).*
  - e. *Update Figure 7 to show grading on the 3 lots that were not included as part of the previous report (currently Figure 7 doesn't have grading info for the 3 lots)*
  - f. *Documentation of contact by the applicant to Department of Ecology wetlands specialist, WDFW staff and USACE wetland staff regarding:*
    - i. *Regulatory status of the on site storm water ponds. There is concern that there is some federal or state regulatory issues with the storm ponds in their current condition. The city is not going to regulate the storm ponds as wetlands.*
    - ii. *Habitat assessment report consistent with PMC 21.07 floodplain habitat*

**July, 2021: We did not receive the Comis reports back as revised in the June resubmittal**

**Please see the Wetlands reports, prepared, by Habitat Technologies dated 7.13.21, 10.14.21, and 10.23.21 for responses to this comment.**

12. Landou associates provides the included peer review comment letter dated April 22, 2021. Please review and respond.

**July, 2021: We did not receive a response to this issue.**

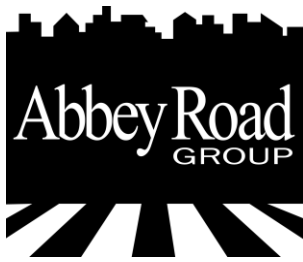
**Please see the Wetland reports, prepared by Habitat Technologies dated 7.13.21, 10.14.21, and 10.23.21 for responses to this comment.**

13. Confluence provides the included peer review comment letter dated April 15, 2021 regarding the FEMA floodplain habitat assessment report. Please review and respond.

**July, 2021: We did not receive a response to this issue.**

**Please see the Biological Habitat Assessment, report prepared by Habitat Technologies dated 10.23.21 for a response to this comment. This report was determined to be complete by Confluence Environmental for associated permits E-21-0426, -0435 and in response to comments received on this the report is being revised for clarity and type edits.**

**A FEMA LOMR has previously been submitted and is currently under review (active Case No. 21-10-0191P).**



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**Property Development Standards:**

14. The setback for building A is 25' from the abutting property to the east (RS zoned) per PMC 20.26.200 (9).

**July, 2021: We did not receive a response to this issue.**

**This has been addressed on the site plan. Building A has been moved back to meet the 25' setback and accommodate the proposed relocated stream path.**

15. Building setbacks from all roadway frontages (Shaw and Pioneer) is 25' per PMC 20.25.020 (12).

**July, 2021: The site plan is not revised to meet this setback standard. The structures on the commercial site plan are subject to variable setback options based on the site design per the overlay. The commercial building pads appear to be conceptual and are not approved as shown as a greater level of detail is needed.**

**This has been addressed on the site plan. The proposed site plan calls for a 15' setback from the shared use path on Shaw Rd. Pursuant to the Development Agreement, the setback is reduced to 10 ft.**

16. The proposed buildings appear to be approximately 39' tall based on the elevation sheets. The buildings do not appear to be utilizing any height bonuses under PMC 20.25.0205. Buildings are height limited to 36' in the RM-20 zone when not utilizing height bonuses.

**July, 2021: We did not receive a response to this issue. We need to see elevations and a selected option. This item has been addressed.**

17. Multiple-family buildings within 50 feet of an RS zone district shall not exceed two stories unless the exterior walls and roof of the third story are stepped back at least seven feet from the second-floor exterior walls that face the RS zone district. See PMC20.26.200.

**July, 2021: We did not receive a response to this issue.**

**Pursuant to the Development Agreement, the third story setback is not required.**

18. Lot coverage is not determined; max lot coverage is 55%. On sheet 1 of 50, is "building pad area" a reference to the impervious surface coverage of the buildings proposed?

- a. *Lot coverage is defined as - that percentage of a lot which, when viewed directly from above, would be covered by a structure or structures, or any part thereof, including any area under roof, cantilevered decks, balconies, roof overhangs, and eaves. Paved areas, decks, detached accessory structures 200 square feet and smaller, and other similar structures constructed at or below grade level, or in no event higher than 30 inches above the adjoining grade of said structures, and swimming pools shall be not considered as "lot coverage."*

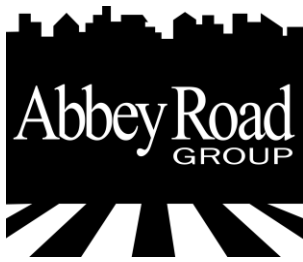
**July, 2021: We did not receive a response to this issue.**

**Please see the Lot Coverage diagram, also included in the Development Agreement.**

**Allowable Lot Area: 361,499 square feet x 0.55 = 198,825 sf**

**Total roof area is 110,634 sf, less than the maximum allowable area. This is compliant with the maximum lot coverage.**

19. Ground floor open space. Each ground floor unit must include some additional usable space extending from the patio to equal or exceed 100 total square feet (the patios on the floor plans shows 6' x 10' patio – an additional 40 square feet must extend into the green space with some



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level of enclosure to equal minimum usable space of 100 sq ft). This will require adjustments to the landscape plan next to the exterior patios to allow for private usable space, with some level of screened or fenced enclosure.

**July, 2021: We did not receive a response to this issue.**

**This has been addressed on the site plan. Ground floor units now meet this open space requirement. Patios have been added and are between 100–115sf.**

**Density:**

20. The project is proposing 193 units on 8.68 acres, for a proposed density of 22.2 units/acre. In order to exceed 16 units per acre (139 units), the project must provide density bonuses specified in PMC 20.25.0235.

**July, 2021: We did not receive a response to this issue.**

**Density is increased pursuant to the Development Agreement. East Town Crossing Development will be providing the following options from PMC 20.25.0235 to achieve the proposed increase in density.**

**This has been included in the Development Agreement, please see item #3.**

**(1) Transfer of density from critical areas buffers;** An easement on the adjacent east property has been established to open space and wetlands mitigation. The neighboring property can never be developed as an underground gas main cuts through the property.

**(2) Active Open Space;** Open space will be provided throughout the property as seen on the open space diagram. The PMC code, base requirement is for 30% of the lot to be open space. The proposed developed as designed has 157,756 sf of open space greater than the 108,450 sf requirements. In addition, the granted easement used for the additional open space will provide wetlands buffer mitigation, natural landscaping, and includes as defined by the City of Puyallup a natural water feature.

**(3) Transit Stop;** A covered bus area will be provided to residents of the East Town Crossing Development and the public for Pierce Transit riders. The covered bus area will also service students for public schools who live in the development complex. Additionally, the covered bus stop can be used for the Puyallup Connector for access to Downtown Puyallup should the route consider eastward expansion of the line.

~~**(4) Provision of handicapped accessible dwelling units and one parking stall per unit for handicap use:** 14 handicap parking spaces will be provided adjacent to the 8 designated handicapped accessible dwelling units.~~

**Parking and Site Circulation:**

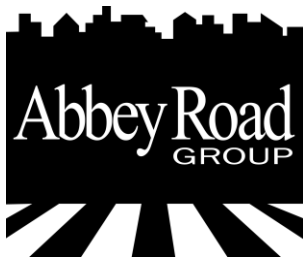
21. Parking stalls throughout the site plan should be size limited for compact stalls to 15' X 7' to reduce overall paved surface area. City staff indicated support to reduce parking lot landscape islands under the assumption that parking stalls were designed at their minimum size. Please adjust parking stall dimensions and/or parking stall islands accordingly (e.g. if oversized parking stalls are used, city staff does not support reduction of landscaping islands from 12'-15' width to 8' width).

**July, 2021: This appears to be addressed with the revised site plan.**

**July, 2021: This appears to be addressed with the revised site plan.**

22. The shared drive aisle off Shaw Road appears to be roughly 47' wide. This needs to be narrowed and a pedestrian walking path provided along the southern side of the drive aisle to meet the Shaw Road overlay district standards. The site plan shall be modified to include a pedestrian





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walkway (5'), separated from the drive aisle with a landscape buffer that would allow this shared access to function like an internal private roadway, with pathways, landscape and parallel parking - to meet the intent of the overlay district, to meet the requirements of PMC 20.26.200 (11) and to meet the needs of pedestrians crossing at the Shaw Road light walking back to units in buildings A, B, E or F. It's unlikely those residents would back track to the pathway in front of buildings G and H and will walk in the lane of travel if not provided a walkway.

**July, 2021: This appears to be addressed with the revised site plan.**

**July, 2021: This appears to be addressed with the revised site plan.**

23. Provide pedestrian walkways on either side of the Pioneer driveway to allow safe walking access next to the main entry to meet 20.26.200 (11).

**July, 2021: We did not receive a response to this issue. The site plan does not appear to address this needed pathway for safe pedestrian access.**

**Please see latest site plan, we are providing walkways from Pioneer to the entrance on the west side only.**

24. Please ensure that ADA ramps and raised crosswalks are provided internally.

**July, 2021: We did not receive a response to this issue; we need confirmation based on a response.**

**ADA ramps have been provided on the site plan. Internal crosswalks will not be raised but we will have striping.**

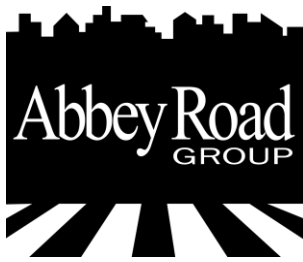
**Performance Standards:**

25. Fencing in the front and street side yard areas (frontage areas on Pioneer and Shaw Road) are limited to 5' in height and must meet sight distance requirements, per code and engineering standards. **Engineering standards may require larger sight distance requirements than those described here and your Traffic Engineer may need to provide analysis; please show the sight distance on the site plan that is most restrictive:**

- a. Sight Distance Requirements. At all street, alley, and driveway intersections there shall be a triangular yard area within which no tree, sight-obscuring fence, shrub, wall or other visual obstruction shall be permitted higher than 30 inches above the adjacent street, alley or driveway grade. This triangular area shall measure as follows:
  - i. At any intersection of two street rights-of-way, two sides of the triangular area shall extend 20 feet along both property lines abutting the street right-of-way lines, measured from their point of intersection. For the purpose of this paragraph an alley shall be considered as a street.
  - ii. At any intersection of a driveway with a street or alley, the sides of the triangle shall extend 10 feet along the street or alley right-of-way and 15 feet along the edge of the driveway, measured from their point of intersection.
  - iii. The provision of this subsection shall be in addition to any other sight distance protection requirements of the city, and in the event of conflict between requirements, the more restrictive shall apply.

**July, 2021: We did not receive a response to this issue.**

**Ornamental fence along Shaw and Pioneer are limited to Max 5ft in height.**



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**Current sight lines comply with triangular measurements.**

**Landscaping:**

26. Street trees, back of the shared use path on Shaw Road, are required for the project. A species of Quercus should be used for continuity with the existing street trees to the south.

**July, 2021: We did not receive a response to this issue; we do not have a revised landscape plan.**

**We will show on the landscape plan the intent to meet this requirement between the trail and our landscape area.**

27. The landscape yard next to the parking lot fronting onto Shaw Road is required to be 15' per PMC 20.25.040 (2)(B).

**July, 2021: The landscape yard on the resubmitted plan set still shows 10'.**

**Landscape reduced to 10 ft enhanced buffer pursuant to Development Agreement.**

28. The landscape yard to the west of the club house, the paving for the pool area, and parking lot for building A is encroaching into the 12' landscape yard area.

**July, 2021: Areas have been revised to meet this standard, but building A appears to still remain in the landscape yard.**

**The paving has been reduced to allow the 12 ft landscape area.**

29. A mature stand of trees appears to be on site per GIS overhead near buildings G and H. The open space area should incorporate to the extent possible. Please locate these on the plan set and assess viability of integrating these into the open space as an asset to the open space area. An arborist report is required at the time of civils. Please address at the time of resubmittal.

**July, 2021: We did not receive a response to this issue or a revised landscape plan.**

**These trees have already been removed as part of the approved house demolition at 901 Shaw Rd (Permit #B-21-0175).**

30. Silva cells are required under all internal parking stalls (parking lot landscape islands not connected with a perimeter landscape area). This will need to be included on the final landscape plans. Blue cross hatching on the redlines shows islands where cells are required. Cells are only to be installed under parking stalls, per manufacturing spec.

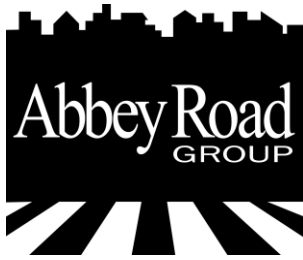
**July, 2021: We did not receive a response to this issue or a revised landscape plan.**

**Silva Cells will be installed in the cross hatched areas from the redlined site plan. Please see the landscaping plans for the silva cells notes and details.**

31. Civil improvements may locate in the parking lot islands, such as hydrants, only if they can be spaced to provide 10' clear from trees. Hydrants and other civil improvements cannot be placed in or under landscape islands so as to preclude the placement of trees. On the prelim water plan, hydrants appear to conflict with tree landscaping requirements throughout.

**July, 2021: We did not receive a response to this issue or a revised landscape plan.**

**Please see the revised site and landscape plans. The island and hydrants have been relocated to address the 10' clearing from trees. The revised water plan has moved the hydrant locations to resolve the conflicts with the tree landscaping requirements.**



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**Commercial Site Plan Pads:**

**July, 2021: The commercial site plan appears to be modified but remains appearing to be conceptual in nature. See comments at the top of this letter regarding resubmittal. The following notes that appeared in the May, 2021 DRT letter still apply:**

**The site plan is reverting to the originally proposed design with 3 lots, however the proposed commercial lot size has changed. The current design shows 2 commercial lots and the multi-family lot. The commercial lots consist of two buildings one with a drive thru. Carports with solar panels are proposed for electric vehicles. Landscaping is provided for the commercial area.**

32. A specific level of detail is not provided on the plan set to offer a full set of comments. Further comments will occur at the time of civil permit application for development of the commercial site pads.

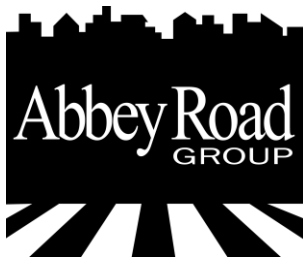
**Further comments will occur at the time of civil permit application for development of the commercial site pads.**

33. Per the Shaw Road design overlay, road service uses shall not be located within 300' of the intersection. This may be subject to change under the proposed development agreement.

**The revised site plan no longer proposes a road service use.**

34. At the time of civil permits for the two commercial development pads, the applicant shall demonstrate compliance with all sections of applicable zoning (PMC 20.30), architectural design review (PMC 20.26), design review overlay (PMC 20.46), parking (PMC 20.55), landscaping (PMC 20.58), and all other applicable codes and standards. Some initial comments and codes:

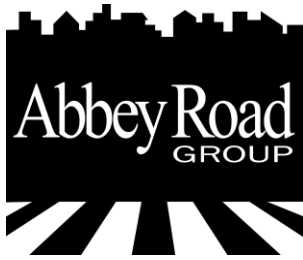
- a. Intent of the Shaw Road overlay:
  - i. To encourage quality development within a framework of neighborhood consistency while still allowing flexibility and creativity;
  - ii. To provide streetscape standards that create a walkable, safe, pedestrian-friendly community; and
  - iii. To encourage the use of LID principles, techniques and practice
- b. The building on the corner will need to be oriented toward the street frontages to meet site plan design principles (PMC 20.26.300) and the Shaw Pioneer overlay PMC 20.46. Drive through lanes cannot wrap street frontages.
- c. Height. Base zoning height standards shall apply; provided, however, that there shall be no requirement for graduated height setbacks required under PMC 20.30.032.
- d. Open Space/Pedestrian. Open space and landscape standards of the underlying zone shall apply, as well as setbacks consistent with building and landscape setbacks defined in subsection (1) of this section. The site shall be integrated with and connected to adjacent area trails and street sidewalks.
- e. Parking Lot Configuration. Within areas that are 300 linear feet from the intersection of Shaw Road and Pioneer Way, CBD zone standards shall apply to parking lot configurations and their location and relationship relative to streets/buildings. Outside of the 300-foot areas, CB zone standards for parking lots shall apply.



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- f. All parking lots shall comply with type IV landscaping standards. The site designer and landscape architect will need to review and integrate all the other design requirements of the type IV landscaping standards, including:
  - i. No more than eight (8) parking spaces shall be placed consecutively without a landscaping island.
  - ii. All perimeter landscape islands (defined as islands which project into parking lots from an area connected to a perimeter landscape yard) shall be a minimum of 12' wide with a minimum area of 200 sq ft of area.
  - iii. All internal landscape islands (landscape islands entirely surrounded by paving) shall be a minimum of 15' in width with a minimum area of 500 sq ft.
  - iv. 'Head-to-head' parking stalls and internal landscape islands shall be separated by a 'connector landscaping strip' a minimum of 6' in width
  - v. All internal landscape islands and connector strips shall include a single row of structural soil cells (EX. Silva cells, or equivalent) along the perimeter of all internal parking lot landscape islands where parking spaces are proposed (under the pavement directly abutting the outer edge of the landscape island, except in drive lanes)
  - vi. All 'head-to-head' parking stalls internal to a parking lot shall have internal island 'end caps' to separate the parking stalls from abutting drive aisles. These 'end cap' islands shall follow the requirements for internal islands (size, dimensions, required landscaping, etc.).
  - vii. We strongly suggest reviewing these requirements as early as possible to assess and determine costs, parking field layout and configuration of civil utilities as to minimize impacts for consistency with the Type IV standards. The Type IV standards may reduce the overall off-street parking stall count anticipated if not taken into account.
- g. Design Standards. Projects shall meet community design standards of PMC 20.26.300.
- h. Building Size. Underlying zoning standards as to lot coverage and floor area ratios shall apply. Any building exceeding 20,000 square feet in size shall be located to the rear of parcels behind smaller street-facing buildings.
- i. Signs. CBD zone sign standards shall apply. The master site sign plan shall be a part of the design review package for any cohesive development.
- j. Green Buildings/Low Impact Development. Proposed projects are strongly encouraged to demonstrate conformance with LEED/Green Built and low impact development principles.
- k. New underground storage tanks in an aquifer recharge area must comply with the requirements of PMC 21.06.1130 (1)(a).
- l. Other comments will occur at the time of civil permit submittal for the two building pads. Please review all standards in PMC 20.30 for zone specific performance standards for C zones.

**The site plan is reverting to the originally proposed design with 3 lots, however the proposed commercial lot size has changed. The current design shows 2 commercial lots and the multi-family lot. The commercial lots consist of two buildings one with a drive thru. Carports with solar panels are proposed for electric vehicles.**



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Please see the architect site plan, building elevations. At the time of Civil Application, the site plans will demonstrate compliance with zoning, design review, parking landscaping, and other applicable codes and standards.

#### Architectural Design Review:

July, 2021: We did not receive a revised architectural design review package; we would have expected a revised set of building elevations and a revised design narrative. All comments from May, 2021 are outstanding.

35. Not clear which building elevations are building types 1, 2 and 3. Please provide elevation sheets for each building type with clearer labeling of each building type. It would be helpful if you could provide call outs on the elevations demonstrating compliance with the architectural standards described in the narrative.

**The building elevation titles now include the building type.**

36. PMC 20.26.200 (2) – Courtyards.

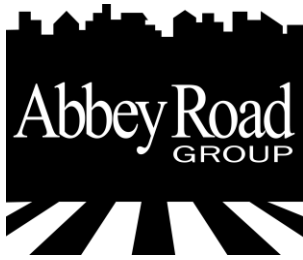
a. **No comments.**

37. PMC 20.26.200 (4) – architectural massing

- a. Please provide an isometric view of each building design elevation showing the offsets.  
**Articulation views are provided with dimensions showing the width and pattern of the building offsets.**
- b. How is the roof line change being measured? Please provide isometric view of each building design (all 3) elevation showing the height change.  
**Articulation views are provided with dimensions showing the height changes.**
- c. **Missing compliance with a third standard.** Projects between 13 and 24 units must pick three standards from (b)(i)-(v).
- i. **Suggestion:** Couldn't large canopy trees be provided near each building in the common open space to meet (v)? One tree that is 50' X 20' (such as Londonplane trees) near each building would comply.  
**Trees have been added near each building.**

38. PMC 20.26.200 (5) – Articulation

- a. Need color chart for section (iii) - (elevations and renderings are B&W and/or don't show a variation needed). This can be provided at the time of final permits.  
**Color charts and color elevations have been added.**
- b. As to compliance with section (iv) – change in materials and horizontal banding/trim – please provide call outs on each building elevation. It's not clear how this it being provided based on the elevations reviewed.  
**This requirement has been addressed in the colored building elevations.**
- c. **Missing compliance with a third standard.** Projects between 13 and 24 units must pick three standards from (b)(i) – (iv).
- i. **Suggestion:** Why couldn't awnings/canopies or window boxes be provided to comply with section (i)? There is flexibility to provide these as groupings or intervals



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of different floors. For example, the first floor units could include these features only. This seems like a minor architectural feature that could be added.

**Canopies have been added as suggested.**

39. PMC 20.26.200 (6) – Variety in design

a. **Section (6)(a) does not apply to this project as each building is 24 units (not more than). No further comments on (a).**

b. Section (6)(b) requires some level of variation between all 8 buildings and cannot 'photo-copy' the design throughout. Please address.

**Variety has been provided through of cladding and colors.**

40. PMC 20.26.200 (7) – entry design

a. Material spec not provided on elevation sheets for entry stair ways. Please provide material spec and show how the material is different (hardiboard cannot be reused in entry staircase areas) from front façade.

**Colored elevations address this and material specification has been included.**

41. PMC 20.26.200 (8), (9) – Abutting RS zone standards.

a. No narrative provided, assumed to be included in the DA as exempt categories?

**Pursuant to the Development Agreement, due to the pipeline and related easement, these areas will not be able to develop to the RS standards.**

b. Applicability:

i. Sub (8)(a) - Orientation of buildings (narrowest facing RS, max of 40').

ii. Buildings A and F do not comply as full width of structure faces RS

iii. Buildings C and D are narrowest-facing, but exceed max of 40'

**Pursuant to the Development Agreement, due to the pipeline and related easement, these areas will not be able to develop to the RS standards.**

iv. Sub (8)(b) - 15' landscape not provided. This area is anticipated to contain a regulated critical area (stream buffer) as well along the eastern side of the site.

**A wetland buffer is now provided.**

v. Sub (8)(c) – this would be most applicable to building A only. Staff cannot determine compliance and need more info from applicant on window heights.

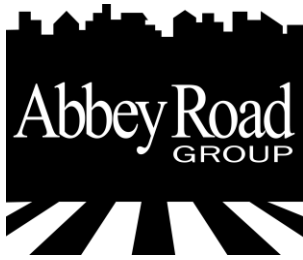
**Pursuant to the Development Agreement, due to the pipeline and related easement, these areas will not be able to develop to the RS standards.**

vi. Sub (9)(a) - 25' setback not provided for Building A

**A 25' setback is now provided from the interior lot lines for Building A.**

vii. Sub (9)(b) - Upper floor step backs not provided.

**Pursuant to the Development Agreement, due to the pipeline and related easement, these areas will not be able to develop to the RS standards.**



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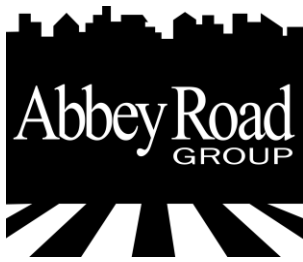
42. PMC 20.26.200 (10), Exterior stairways
- No narrative provided.  
**Exterior stairways leading up or down to multiple story dwelling unit front entrances are approximately 11-ft wide. The articulation diagrams included in this resubmittal show this information.**
  - Stairway areas appear to be 11' wide. Please verify each building type complies with measurement call outs on revised plan sets.  
**Stairway widths are 11' as demonstrated on the articulation views.**
43. PMC 20.26.200 (11), Parking lots
- Project must also comply with type IV parking lot standard in the VMS manual, which in some cases is more restrictive.
    - Sub (11)(a) – VMS applies. Staff will support 8' wide islands every 8 consecutive parking stalls, with silva cells under the parking stalls.  
**Pursuant to the Development Agreement, 10 maximum consecutive stalls per island.**
    - Sub (11)(b) – carports comply.  
**The site plan now shows no carport longer than 72ft in length. All are the same size and 70ft in length.**
    - Sub (11)(c) – complies, generally.** See comments above regarding site plan access points on the Shaw Road and Pioneer entry ways to provide safe walking access at this conflict points with vehicle traffic and circulation.  
**Acknowledged**
    - Sub (11)(d) – windows appear to be 42" above ground level on the front elevations. Will landscaping screen vehicle headlights?  
**Landscaping will screen windows.**
44. PMC 20.26.200 (12)–
- No comments. Final materials and screening are subject to final review at the time of B and E permit submittals.**

**ENGINEERING - Mark Higginson (253) 841-5559 | [mhigginson@puyallupWA.gov](mailto:mhigginson@puyallupWA.gov)**

The June 2021 resubmittal package did not address any of the engineering review comments contained in the May 5, 2021 DRT letter. *Please refer to the May 5, 2021 DRT letter for items to be addressed prior to Preliminary Site Plan approval.*

**Comments from May 5, 2021 DRT Letter below:**

- At the time of the Preliminary Site Plan application, the site is located within a Special Flood Hazard Area Unnumbered A-Zone as determined by the National Flood Insurance Program Community Panel Number 53053C0342E, dated March 7, 2017. However, the applicant has recently submitted a Letter of Map Revision (LOMR) to FEMA requesting approval of a revised floodplain delineation. Please be aware that landuse approval cannot be granted until the flood study is approved by FEMA, or prior to executing a separate written agreement between the applicant and the City.



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***A LOMR Application is currently under review by FEMA (Case No. 21-10-0191P).***

2. If any portion of the project site remains in a regulated floodplain after FEMA's LOMR determination, development of the property shall adhere to the regulations contained in PMC Chapter 21.07. Specifically:

- The applicant shall submit a habitat assessment prepared by a qualified professional evaluating the effects and/or indirect effects of the proposed development (during both construction and post- construction) on floodplain functions and documenting that the proposed development will not result in "take" of any species listed as threatened or endangered under the Endangered Species Act (ESA).

**Please see the Biological Habitat Assessment prepared by Habitat Technologies dated 10.23.21. This report was determined to be complete by Confluence Environmental for associated permits E-21-0426, -0435 and in response to comments received on this the report is being revised for clarity and type edits.**

- If it is determined that the proposed project will impact any listed species or their habitat, the applicant shall provide a mitigation plan to achieve equivalent or greater biologic functions as those lost prior to development of the site.

**Please see the Biological Habitat Assessment prepared by Habitat Technologies, dated 10.23.21. This report was determined to be complete by Confluence Environmental for associated permits E-21-0426, -0435 and in response to comments received on this the report is being revised for clarity and type edits.**

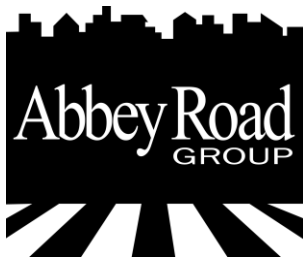
- Provide compensatory storage, if necessary, in accordance with PMC 21.07.060(1)f.
- The lowest floor of any structure, including any basement, shall be elevated 1-foot (min) above the BFE and/or floodproofed to 1-foot (min) above the BFE. Please be aware that providing additional freeboard above the BFE can reduce insurance premiums.
- No occupancy permit shall be issued until such time as a Federal Emergency Management Agency Elevation Certificate is completed based on "Finished Construction" and submitted to the Engineering Services Manager.

**A LOMR Application is currently under review by FEMA (Case No. 21-10-0191P. Please see the Biological Habitat Assessment, prepared by Habitat Technologies dated 10.23.21.**

3. In prior meetings, it was discussed that stormwater flows east and south of the project site and tributary to the south ditch of Pioneer Way were not fully evaluated to determine pipe capacity to convey runoff through the future East Town Crossing frontage improvements. In addition, during a recent site visit it was indicated that a regulated stream runs along the east property line which also discharges to the Pioneer Way ditch. Please be aware that any proposed conveyance design which conveys flow from a regulated stream must be reviewed and approved by the Washington State Department of Fish and Wildlife (WDFW).

**An HPA Application will be submitted to the WDFW for the proposed pond repair and stream relocation and restoration area. WDFW is aware of the proposed project. Elizabeth Bockstiegel**





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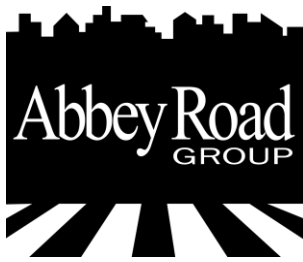
**with WDFW provided valuable guidance into the stream's relocation, design, and its restoration area.**

4. In accordance with recent revisions to RCW 19.27 and RCW 19.122, any project within 100-ft of a major utility transmission line (hazardous liquid or gas) shall provide notice to the utility operator. Although not a condition of PSP approval, the City will require written acknowledgement from the operator/owner of the Northwest Pipeline LLC (Williams Gas Main) that the proposed development project is acceptable as designed. (NOTE: The applicant has contacted Northwest Pipeline of the proposed project and is currently awaiting a formal response.)  
**In coordination with Williams, they have received and reviewed the latest site plan and have provided a Letter of No Objection to the proposed site plan design. Please see the Letter of No Objection from Williams Pipeline dated 7.30.21.**

#### **PRELIMINARY STORMWATER REPORT and EXHIBITS:**

5. The proposed engineered fill below the permeable pavement section must comply with the Soil Suitability Criteria for treatment...otherwise, permeable pavement is infeasible. Prior to PSP approval, provide acknowledgment from a licensed geotechnical engineer that the proposed import fill can/will meet the treatment criteria as well as the assumed infiltration rate.
6. The stormwater design submitted with the PSP application (P21-0034) differs from the stormwater design submitted with the Short Plat application (P21-0025) whereas the previous bioretention facilities have been eliminated and the building roof runoff will be directly discharged into the permeable pavement reservoir course.
  - Prior to PSP approval, provide acknowledgment from a licensed geotechnical engineer that the proposed stormwater design is feasible considering the potential for mounding at locations where roof runoff is discharged into the permeable pavement reservoir course.
7. The preliminary storm report indicates the use of run-on from conventional pavement drive aisles onto permeable pavement areas. Please be aware that permeable pavement must be used for pavement areas where feasible in accordance with the Ecology Manual.
8. Run-on from landscape surfaces shall comply with the Ecology Manual requirements. At time of civil application, the applicant shall provide measures to minimize the potential for clogging and long-term performance concerns associated with run-on from landscape areas.
9. At time of civil application, the geotechnical engineer shall provide specifications for the engineered fill considering hydraulic conductivity, water quality treatment, and structural stability (under saturated conditions) with an emphasis on long-term performance.
10. At time of civil application, the geotechnical engineer and the engineer-of-record shall address concerns associated with potential lateral flow exiting the site due to the shallow depth to native soils and associated restrictive layers. In addition, permeable pavement overflow protection will be required at low areas adjacent to the property lines, e.g., drive entrances, to allow safe discharge to the downstream public storm system.
11. At time of construction, engineered fill shall be field tested prior to placement of the reservoir course using Small Scale PIT testing at a frequency specified by the Ecology Manual.

**Please see the supplementary response letter for Stormwater comments in conjunction with the revised stormwater report.**



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**Section 1.0 Project Overview:**

12. Please provide additional commentary:

- number of existing parcels
- number of proposed parcels due to short plat
- total site area
- total area of proposed ROW improvements
- breakout existing hard surface (pervious and impervious) areas including ROW subbasin
- breakout existing vegetated surface areas including ROW subbasin
- proposed hard surface areas including ROW subbasin
- proposed landscape surface areas including ROW subbasin

13. Clarify paragraph 2 as noted.

14. Briefly discuss the existing stream that runs along the east property line into the Pioneer Ditch.

15. Discuss existing floodplain and status of flood study. Also include a statement that landuse approval cannot be granted until the flood study is approved by FEMA, or prior to executing a separate written agreement between the applicant and City.

16. Please relocate the first two paragraphs of the “Off-Site Area” into the “Existing Site” section.

17. At time of civil application, additional commentary will be needed which clarifies tributary basin flows from east of the site being conveyed across the project frontage.

18. Revise the “Other Hard Surfaces & Landscaping” paragraph to reflect that all paving must be permeable where feasible. Also, run-on from landscape surfaces shall comply with the Ecology Manual requirements to minimize clogging and ensure the long-term performance of the permeable pavement.

19. Discuss the proposed stormwater design for the Fuel Station. Permeable paving is not an acceptable BMP for fueling stations.

20. Please be aware that discharging roof runoff to the permeable pavement reservoir course is only acceptable if an individual subbasin meets the LID Performance Standard, otherwise List 2 BMPs would apply. Please note the intent to comply with the LID Performance Standard.

**[Please see the supplementary response letter for Stormwater comments in conjunction with the revised stormwater report.](#)**

**Section 2.0 Conditions and Requirements Summary:**

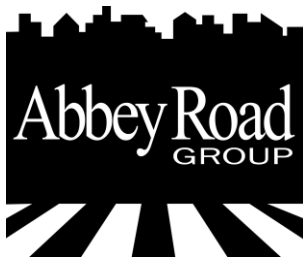
21. Please include and complete the stormwater flowchart, Figure 3.1, contained in Ecology’s Phase II Municipal Stormwater Permit, Appendix I.

22. Section MR6 Runoff Treatment:

- The proposed imported fill below the permeable pavement section must comply with the Soil Suitability Criteria for treatment...otherwise, permeable pavement is infeasible. Provide documentation from a licensed geotechnical engineer that the proposed import fill can/will meet the treatment criteria as well as the assumed infiltration rate.
- At time of civil application, additional clarification will be required for the proposed WQ requirements and mitigation of the ROW areas.
- Discuss Fuel Station water quality treatment.

23. Section MR7 Flow Control:

- Discuss Fuel Station flow control design intent.



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- Provide commentary regarding flow control facilities for the overall project site (LID Performance Standard, permeable pavement, etc) as well as the ROW areas.

24. Section MR8 Wetlands Protection:

- Please elaborate on whether there are any wetlands onsite or within a ¼-mile downstream.

**Please see the supplementary response letter for Stormwater comments in conjunction with the revised stormwater report.**

**Section 3.0 Offsite Analysis**

25. According to Planning, there is an existing perennial stream that flows along the east boundary of the site. How is this stream being managed with the proposed improvements? If it is a regulated stream, then WDFW will have to weigh-in on conveyance criteria within the ROW. Please clarify.
26. At time of civil application, additional commentary will be needed which clarifies tributary basin flows from east and south of the site being conveyed across the project frontage.

**Please see the supplementary response letter for Stormwater comments in conjunction with the revised stormwater report.**

**Section 4.0 Permanent Stormwater Control Plan:**

27. Provide an exhibit which indicates the location and size of individual subbasin areas.
28. Quantify hard surface and non-hard surface areas for each subbasin.
29. Provide an exhibit which indicates the location and area of proposed storm facilities in relation to the proposed site plan.

**Please see the supplementary response letter for Stormwater comments in conjunction with the revised stormwater report.**

**Appendix B:**

30. Provide justification for the permeable pavement void space of 0.5 used in the calculations. The Ecology Manual suggests a void space value of 16%-35% for porous concrete and 40% for Type 26 material.

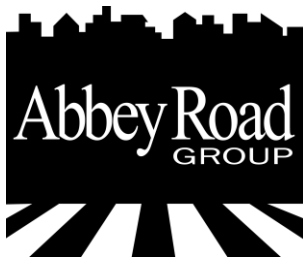
**Please see the supplementary response letter for Stormwater comments in conjunction with the revised stormwater report.**

**Geotechnical Report:**

31. The provided 2019 geotechnical report is outdated and does not support the current design proposal for stormwater LID BMPs on engineered fill. Refer to the stormwater review comments above for geotechnical information necessary to evaluate the proposed stormwater design.
32. At the time of civil application, the geotechnical engineer shall provide recommendations to protect the native subgrade and the engineered fill beneath all permeable paving areas during the course of construction.

At the time of civil application

**Please see the supplementary response letter for Stormwater comments in conjunction with the revised stormwater report.**



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### Preliminary Site Development Plans

#### 33. Preliminary Storm Plan, Sheet 35 of 50:

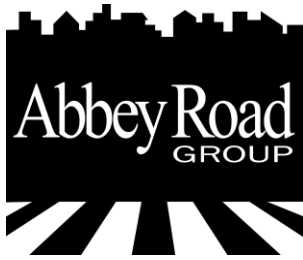
- Clarify the Fuel Station stormwater design.  
**Not applicable, Fuel Station no longer present.**
- Please correct sheet references associated with the permeable pavement callouts.  
**Sheet references have been updated and corrected.**
- Indicate the existing storm pipe serving the Shaw Road Development properties to be removed within the limits of the ROW.  
**Removal of existing storm pipe within the ROW has been indicated on the Storm Master Plan.**

#### 34. Pervious/Non-Pervious Overlay, Sheet 36 of 50:

- Provide a Legend which clarifies the callouts associated with this sheet.  
**Permeable pavement callouts pertaining to missing reference have been removed. See updated Impervious Surfacing Plan.**
- At time of civil application, trench dams will be required where utilities cross the property line(s) in accordance with Standard Detail 06.01.10.  
**Trench dams will be provided upon utility crossings of property lines in accordance with Standard Detail 06.01.10—detail to be included in Construction documents at time of civil construction application.**
- Similarly, permeable pavement overflow protection will be required at low areas adjacent to the property lines, e.g., drive entrances.  
**Permeable pavement overflow protection will be included at drive entrances—See included detail on Site Parking/Drive Aisle Exhibit.**
- At time of civil application, the Fuel Station site shall be isolated from the adjacent permeable pavement road sections in accordance with Standard Detail 01.01.24.  
**Comments not applicable as this sheet has been removed.**

#### 35. Site Parking/Drive Aisle/Pervious/Roof Drain, Sheet 37 of 50:

- Revise drive aisle cross-section to reflect 100% permeable pavement. The Ecology Manual requires any proposed pavement to be permeable “where feasible”.  
**In accordance with the 2014 Stormwater Management Manual for Western Washington Volume V – Chapter 5; Sheet flow from up-gradient impervious areas is not recommended, but permissible if the permeable pavement area is greater than the impervious area.**
- Permeable Paving site preparation and pavement cross-section shall adhere to the latest APWA/WSDOT General Special Provisions.  
**Will ensure that finalized cross section included in Construction documents at time of civil construction application will adhere to the latest APWA/WSDOT General Special Provisions.**
- Where landscaping abuts permeable pavement, provide 12” (min) CSTC intercept strip to reduce sediment loading onto the permeable pavement section.



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**Provided 12" intercept strip of base material to reduce sediment loading in places where landscaping abuts the sidewalk permeable pavement.**

- The slope of landscaping areas should be minimized to the maximum extent practical to reduce the potential of run-on onto permeable pavements.

**Updated contours/grading to display sloped areas. Grading was revised to reduce potential run-on onto permeable surfaces when feasible. See Grading Master Plan.**

- Measures shall be taken to reduce/eliminate clogging of the permeable pavement section due to debris such as pine needles, leaves, etc.; e.g., downturned elbows, tee-sections, screens, etc.

**Measures included to reduce/eliminate clogging of pavement will be delivered in detail at the time of the civil construction application.**

**36. Storm Drainage Details (Shaw), Sheet 38 of 50:**

- Use similar components as indicated on the original City Shaw Road Improvement Plans detail (2" PHMA/3" ATPB/3" PBallast), or provide justification for the changes.

**Revised Shaw Drainage Detail as to reflect original City Shaw Road Improvements Plan.**

- The shared-use shoulders shall be permeable pavement as required by the Ecology Manual (feasibility) and delineated by striping, colored concrete, or other approved method.

**Concrete shoulders shall slope and drain onto adjacent 10' pervious walk. See updated Shaw Storm Detail.**

- Provide 0% cross-slope on the shared-use path.

**0% cross-slope used for pervious shared-use path.**

**37. Storm Drainage Details (Pioneer), Sheet 39 of 50:**

- Due to high volume of traffic along this corridor, use conventional paving within the road section with permeable sidewalks.

**Conventional pavement used along road section. Sidewalks were made impervious due to proximity of projected relocated stream. Stormwater mitigation provided by Bio-Swale along Pioneer frontage.**

- If replaced surfaces within the frontage area exceeds 2,000sf, frontage stormwater shall be bypassed (1st option, if possible), or provide flow control facilities (2nd option) if necessary.

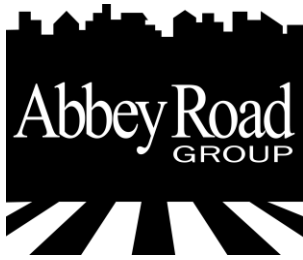
**Flow control facility specification can be seen on Pioneer Frontage Storm Plan, Notes & Details sheets.**

- The existing power pole located west of the drive entrance shall be relocated to the planter strip or, if approved by the City Engineer, the sidewalk wrapped around the pole (full sidewalk width required).

**The revised sidewalk layout will not interfere with the existing power pole location. Please see the included Pioneer Frontage Plan.**

- Porous HMA is indicated within the planter strip. Revise accordingly.

**Removed misplaced porous HMA label.**



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- The existing power pole located east of the drive entrance must be a minimum of 4-ft from the pole to the travel lane (clear zone). If 4-ft cannot be provided, the power pole must be relocated.

**The revised site plan and proposed road channelization will not impact the existing power. This comment has been addressed.**

38. Storm Drainage Notes and Details (Pioneer), Sheet 40 of 50:

- Verify the depth of the proposed vault (dimensions do not agree).

**Proposed vault has been removed and replaced with a new proposed storm detention facility. See Storm Detention Plan and Notes & Details sheets for reference.**

39. Preliminary Water Plan, Sheet 41 of 50:

- The applicant shall verify that the existing onsite private watermain is adequately sized to provide the necessary flows for both the domestic system and fire protection system.
- City Standards require domestic water meters serving individual buildings to be located within the public ROW. However, the City will allow the domestic meters to be located onsite provided the civil plans clearly note that the individual service connections, with the exception of the meter and radio sending unit, are privately owned and maintained.
- Provide fire hydrants along the project frontage in accordance with City Standards (330-ft max spacing). Final hydrant locations shall be confirmed at the time of civil application.

**Hydrants provided along Pioneer and Shaw at a maximum of 330 ft spacing.**

This will likely require two hydrants on Shaw Road and two hydrants on East Pioneer. Publicly maintained fire hydrants shall be served by the individual public watermains located in Shaw Road and East Pioneer.

On East Pioneer, tap one fire hydrant off the existing 8-inch water main that currently extends into the site, and tap the other hydrant off of the existing 16-inch watermain using an 8-inch crossing reducing to a 6-inch hydrant lead.

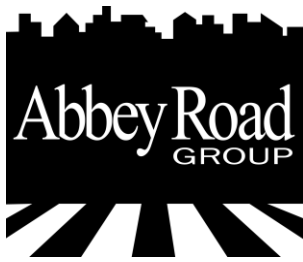
On Shaw Road, locate one public hydrant near Building H which shall be tapped off the existing 16-inch watermain with an 8-inch crossing reducing to a 6-inch hydrant lead. At the other hydrant location closer to the intersection, provide an 8-inch crossing (which possibly can connect to the onsite looped system for additional fire flow for the project), reducing to a 6-inch hydrant lead.

Please note that the 6-inch hydrant leads shall be connected to the 8-inch supply lines using a tee and reducer.

40. Preliminary Sanitary Sewer Plan, Sheet 42 of 50:

- Per prior discussions, the applicant was willing to extend the sewer through the project site to serve properties to the east and grant the City a future easement right (40-ft min) as a public benefit. Show the future sewer extension and associated easement alignment.

Until such time that the properties to the east develop, the onsite sewer system shall be privately owned and maintained. To ensure a future public easement right, the applicant



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will be required to execute and record a "covenant for future sewer easement" prior to Occupancy.

- Confirm the need for an area drain at trash enclosures. The City would prefer the enclosure pad be elevated to prevent any storm run-on and no area drain. If an area drain is desired, the entire enclosure area shall be covered to minimize stormwater inflow to the sanitary sewer system.

**A future public easement will be show on the associated short plat documents.**

**Part of proposed sewer main will be installed under City permit (P-21-0435).**

41. Preliminary Frontage Improvement Plan, Sheet 44 of 50:

- Per prior discussions, the applicant was willing to extend the sewer through the project site to serve properties to the east and grant the City a future easement right (40-ft min) as a public benefit. Show the future sewer extension and associated easement alignment. **Sewer extension and associated easement alignment can be seen on the revised Sewer Master Plan. Manhole provided for future sewer extension.**

Until such time that the properties to the east develop, the onsite sewer system shall be privately owned and maintained. To ensure a future public easement right, the applicant will be required to execute and record a "covenant for future sewer easement" prior to Occupancy.

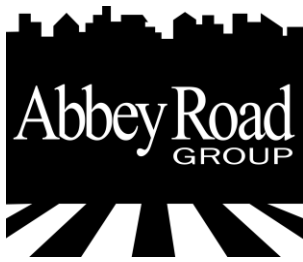
- Confirm the need for an area drain at trash enclosures. The City would prefer the enclosure pad be elevated to prevent any storm run-on and no area drain. If an area drain is desired, the entire enclosure area shall be covered to minimize stormwater inflow to the sanitary sewer system.

**Area drains will be provided at trash enclosures, utilizing a downturned elbow to separate sewage and stormwater—conveying sewage to displayed side sewer line. Detail will be included upon the time of the civil construction application. Part of proposed sewer main will be installed under City permit (P-21-0435).**

42. Preliminary Frontage Improvement Plan, Sheet 45 of 50:

- Due to the condition of the existing roadway, the applicant should anticipate full half-street road reconstruction will be required along the length of the frontage. **The revised site plan shows the proposed road channelization and frontage improvements along Pioneer.**
- A Street Maintenance Covenant will be required to ensure that pavement markings located on private property at the drive entrances will be maintained.
- Please provide an exhibit that indicates the proposed E Pioneer channelization.

**The revised site plan shows the proposed road channelization and frontage improvements along Pioneer. A channelization exhibit was previously distributed to Bryan Roberts on 8.19.21. Comments from the exhibit was incorporated into the revised site plan.**



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- The existing power pole located west of the drive entrance shall be relocated to the planter strip or, if approved by the City Engineer, the sidewalk wrapped around the pole (full sidewalk width required).

**This has been addressed on the revised site plan. The proposed frontage improvements do not impact the location of the existing power pole. The full width sidewalk will pass in front of the power pole without wrapping around the pole.**

- East of the drive entrance, the curb is shown to extend to the East property line. If the curb is constructed as indicated, the existing power pole east of the entrance shall be relocated to land within future planter strip. However, the City will allow the curb to end at the easterly curb radius and the pavement to taper back to the existing roadway using a City Standard taper length. Please be aware that the existing power pole east of the drive entrance must be a minimum of 4-ft from the travel lane (clear zone). If 4-ft cannot be provided due to the new improvements, the power pole must be relocated.
- At time of civil application, the storm conveyance along the frontage shall be sized for the tributary basin. If the drainage course along the east property line is determined to be a regulated stream, WDFW review and approval of the conveyance system will likely be necessary.

**An HPA Application will be submitted to the WDFW for the proposed pond repair and stream relocation and restoration area. WDFW is aware of the proposed project. Elizabeth Bockstiegel with WDFW provided valuable guidance into the stream's relocation, design, and its restoration area.**

**TRAFFIC – Bryan Roberts (253) 841-5542 | [broberts@puyallupWA.gov](mailto:broberts@puyallupWA.gov)**

Action items - please address the following items, revise the proposal and resubmit permit materials.

- 45. Site plan has been modified since the first submittal. Traffic Scoping Worksheet and Traffic Impact Analysis must be updated to reflect these changes.

**The site plan has reverted to the original plan from the first submittal and the Traffic Impact Analysis and Traffic Scoping Worksheet reflects the original intent. The modified site plan was purely meant to be conceptual.**

- 46. Parking spaces are located too close to the signalized intersection. This design will have adverse operational/safety impacts as vehicles maneuver within drive isle.

- a. Proposed parking spaces within the drive isle will likely cause sight distance obstructions for vehicles navigating the drive isle.

**Parking spaces have been modified for further distance from intersection.**

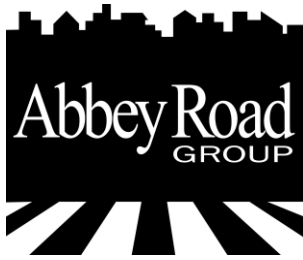
- 47. The proposed drive-thru layout for the coffee stand will likely have operational impacts within the drive isle and possibly Shaw Rd

- a. The layout for this drive-thru is undersized will cause vehicles to interfere/encroach into both directions of vehicle traffic.

- b. The AASHTO passenger car (P) design vehicle requires a minimum 23.8ft turning radius (wheel path), 25.4ft with overhang. For comparison, the drive-thru for the new Starbucks (near the fairgrounds) used 30ft radius to accommodate typical vehicles maneuvering the drive-thru.

**The proposed drive-thru layout has been modified.**





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48. AutoTurn Analysis

- a. Provide additional details for Fire Truck AutoTurn design vehicle
  - i. Show fire apparatus maneuvering site access driveways and main internal intersections.
- b. Provide school bus AutoTurn analysis for internal bus stop assuming PSD Thomas HDX with 277" wheelbase.
- c. Provide fuel truck AutoTurn analysis for the proposed gas station
- d. Each AutoTurn analysis must include the following:
  - i. All movements need to start straight and end straight.
  - ii. Make sure "Turn Wheels from Stop" is not selected.
  - iii. Please include the template of the vehicles used
  - iv. For clarity, wheel & overhang paths should be different colors.
- e. Curb radii and entrance dimensions shall be increased as necessary to allow vehicles to access the site without encroaching into adjacent lanes of traffic.
- f. Physical barricade (vertical curb, wall, guardrail, etc) will be required to separate the main drive isle from the gas station and/or coffee stand. This will ensure queuing vehicles will not interfere with the main driveway vehicle operation. AutoTurn analysis shall assume this physical separation.

**AutoTurn Analysis has been provided, please see the AutoTurn plan sheets for Fire and Bus, access.**

49. Internal circulation of pedestrians

- a. ~~Provide ADA accessible pedestrian path along the Shaw Rd driveway access; see Planning's notes and PMC 20.26.200(11).~~
- b. ~~This will provide direct pedestrian access to the Shaw Rd traffic signal (crosswalk will be located on the south side of the intersection)~~

50. E Pioneer frontage

- a. Site plan does not have details on how E Pioneer will be channelized.
- b. As previously stated, a TWLTL is required 75ft on either side of the proposed driveway on E Pioneer.
- c. As previously stated, show extent of paved offsite tapers per City Standards to safely transition eastbound vehicles to the existing roadway alignment.
- d. Applicant will need to verify there's adequate ROW to accommodate paved offsite taper.
- e. Applicant to verify paved transition will provide adequate utility pole clearance from the travel lane.

**Please see the Pioneer Frontage plan sheet for the channelization plan for Pioneer.**

51. Sight Distance analysis at E Pioneer Driveway – ensure there are no entering sight distance obstructions east of the proposed E Pioneer Driveway located on private property.

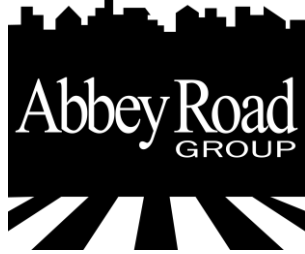
**This has been addresses. Fencing locations and height (5ft minimum) have been modified.**

52. ROW dedication on E Pioneer needs clarification. City estimates that only 52.5ft (from centerline) is needed along frontage. However, 56ft (from centerline) is shown.

**Please see the ROW dedication deed for legal descriptions and proposed dedicated area.**

53. Traffic Impact Analysis:

- a. Right turn pocket was not evaluated at the E Pioneer Driveway using WSDOT Exhibit 1310-11.

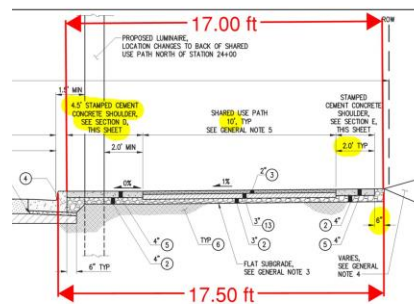


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- b. Applicant has not provided details on how the E Pioneer frontage will be channelized.
- c. Provide a narrative within your traffic analysis showing how this driveway would be evaluated using this WSDOT Exhibit 1310-11. Provide your professional opinion on how this exhibit should be interpreted for this development.
- d. Please respond to Planning’s comments regarding pedestrian access at the new E Pioneer driveway.

**The revised site plan shows the proposed road channelization and frontage improvements along Pioneer. A channelization exhibit was previously distributed to Bryan Roberts on 8.19.21. Comments from the exhibit was incorporated into the revised site plan.**

54. Confirm proposed ROW dedication along Shaw Rd will accommodate shared use path dimensions (17.5ft from face of curb). See exhibit below:



**FIRE PREVENTION – David Drake (253) 864-4171 | ddrake@puyallupWA.gov**

Action items - please address the following items, revise the proposal and resubmit permit materials.

- 1. Fire hydrants are required to reach all points of a structure within 400’. The measurement shall be as a hose lies, not a straight line.  
**Please see the revised Water Plan for the hydrant locations.**
- 2. No fire hydrants are shown for lots 1 and 2.  
**Please see the revised Water Plan for the hydrant locations on Lots 1 and 2.**
- 3. ~~The West exit/entrance is a fire lane that feeds this site. Because of the heights of the buildings 26’ fire lanes are required on both sides of the coffee stand.~~  
**The proposed coffee stand will not be used. The site plan is revering back to the original site plan submitted with 3 lots instead of 4.**
- 4. Lots 1 and 2 buildings and club house are required to have Fire Sprinkler systems. D106.1 IFC 2015  
**Lots 1 and 2 buildings and the club house will have Fire Sprinkler Systems**
- 5. Depending on design, the covered mailbox area may require a Fire Sprinkler system.  
**The design of the covered mailbox area is not proposed to have a Fire Sprinkler System due to being an open structure. However, a Fire Sprinkler System will be installed if it is determined a requirement**

**BUILDING – Janelle Montgomery (253) 770-3328 | JMontgomery@puyallupwa.gov**

No actions requiring a resubmittal under this permit application at this time; conditions are shown below. Conditions may affect final plan submittal documents, please review and contact staff if you have questions.