



Service Disabled Veteran Owned Small Business

29 June 2022

City of Puyallup
Attn: Chris Beale
Senior Planner
(253) 841-5418
CBeale@PuyallupWA.gov

Project Name: East Town Crossing
Permit #: P-2-0034
Permit: Preliminary Site Plan
Subject: DRT Letter (3) Dated 6 May 2022 Responses

Team,

Please find below and attached information / plans / exhibits / reports regarding some questions, comments and request for information to approve and release the SEPA, Grading and TESC part of the project during the dry months.

Also: In the last DRT Letter there was a lot of information about codes for civil construction plans and during construction, permits fees and other items associated with later activities. We thank you for providing this information at this time. But to save some time and a week or two we acknowledge the codes and items as part of construction drawings and construction, and fees and cost so they have been left out of this response,

The following are comments provided by the City of Puyallup from the DRT Letter dated 05.22.22, with our responses in **blue**. To assist your review process, we have categorized your questions with our responses by department below

Planning Review – Chris Beale; (253) 841-5418; Cbeale@PuyallupWA.gov

CRITICAL AREAS – FLOODPLAIN HABITAT ASSESSMENT: Currently under review by city's critical areas consultant (Confluence). Notes to be transmitted under a separate cover.

Response: Acknowledged. See Approved FEMA LOMR that remove the need for the Habitat Assessment.

CRITICAL AREAS – STREAM BUFFER MITIGATION PLAN: Provide encroachment agreement for TPN 0420351000. Currently under review by city's critical areas consultant (Confluence). Notes to be transmitted under a separate cover.

Response: Acknowledged that this is still under review by the City Consultant and upon completion of the final plans as required based on future city comments and Encroachment agreement will be prepared and executed. See Stream Restoration Report #2 prepared by Habitat Technologies for the Stream Buffer Mitigation Plan.

Reference: APN 20210808454 for the Easement for parcel 0420351000

Reference: APN 202202100364 for the Right-of-Entry Agreement for parcel 0420264012.

CRITICAL AREAS – GEOTECHNICAL REVIEW: Please re-review the April 22, 2021 report from Landou and provide substantive response. The 12/22/21 response to comment letter from Abbey Road incorrectly indicates the wetland report as a response to the city's geotechnical review comment letter.

Response: Acknowledged.

Abbey Road Group Land Development Services Company, LLC

PO Box 1224, Puyallup, WA 98371

Phone: 253-435-3699 Fax: 253-446-3159

www.abbeyroadgroup.com

Provide ADA raised pathway cross walk. [Arch site plan, Sheet 1]

Response: The raised path has been added. (See updated plans attached)

Landscaping with a wall or berm required by code. 25' landscape setback required by SPO overlay [Arch site plan, Sht 1]

Response: The drive-through and related aisle have been reconfigured to provide a 25-ft landscape buffer. A note has been added, stating the requirement for a berm or wall. (See updated plans attached)

Plaza space oriented to street corner required – Shaw Road has a min/max setback. See PMC 20.30.037 [Arch site plan, Sht 1]

Response: Modifications have been made in this area to provide the minimum/maximum setbacks. We are attempting to provide plaza space, oriented toward the Shaw – Pioneer corner; however, the 'stream restoration area' complicates making that connection. (See updated plans attached)

Plaza area & street orientation required – max setback is 20' See PMC 20.30.037 [Arch site plan Sheet 1]

Response: Modifications have been made in this area to provide the minimum/maximum setbacks. We are attempting to provide plaza space, oriented toward the Shaw – Pioneer corner; however, the 'stream restoration area' complicates making that connection (See updated plans attached)

25' setback for building H and adjacent car port [Arch site plan, Sheet 1]

Response: Modifications have been made to accommodate the 25-ft setback. (See updated plans attached)

SPO overlay only allows 25' landscaping between building & street – not drive thru lane, [Arch site plan Sheet 1]

Response: Modifications have been made in this area to provide the minimum/maximum setbacks. (See updated plans attached)

Landscape yard at zero [Arch site plan, Sheet 1]

Response: A vehicle connection with the adjacent lot is proposed in this area (See updated plans attached)

10' building setback from buffer [Arch site plan, Sheet 1]

Response: This is a little confusing, when we discussed and agree to the buffer, we were told to move the buildings and fences out of the 28 ft buffer and this has been done, see updated sites plans.

10' building setback from buffer [Arch site plan, Sheet 1]

Response: I believe this is a repeat of the comment above

Swale cannot conflict with site plan design principles See PMC 20.30.037 [Arch site plan, Sheet 1]

Response: It is our understanding that the swale is actually a stream restoration area and is required by "Fish and Wildlife". We have relabeled the area.

RESIDENTIAL SITE PLAN: Building setbacks from all roadway frontages (Shaw and Pioneer) is 25' per PMC 20.25.020 (12). Building H and the adjacent car port structure appears to not meet this standard and may only be constructed as shown if the Development Agreement authorizes setbacks. Can cumulative adjustments to yard spaces within the court yard and yard spaces for buildings G and H be made to adjust the setback along Shaw Road to 25' for building H? Can the carport nearest Shaw Road be omitted?

Response: Modifications have been made to accommodate the 25-ft setback for both the carport and building 'H' (See updated plans attached)

RESIDENTIAL SITE PLAN: PMC 21.06.840 requires a 10' building setback from all critical area buffers.

Response: This is a little confusing, when we discussed and agree to the buffer, we were told to move the buildings and fences out of the 28 ft buffer and this has been done, see updated sites plans.

RM PROPERTY DEVELOPMENT STANDARDS – DENSITY: The overall bonus density calculation has not been provided on the site plan sheets to verify the bonuses we are able to grant; on sheet 1 of the Abbey Road cover sheet, the land area is described as 8.29a (@ 193 units = density of 23 units/acre). We can analyze the applicability of the buffer density transfer and the open space allowed to re-calculate what is allowed by code.

Response: Please see the Zoning and Area Site Plan Exhibit with the Density Calculations Also see the breakout in excel below Showing:

Area	Acreage	SF	Unit	Total Units	Comments
Site Area	8.67	377,665.2			
Min Density			16	138.72	
Max Density			22	190.74	
Proposed Density				192	
Multi Family Unit Count			192		
Manager Residence			1		
Total Count			193		

BUFFER DENSITY TRANSFER: To transfer the density from the off-site stream buffer, a permanent protective easement shall be established pursuant to PMC 21.06. – a copy must be provided with the preliminary site plan application for TPN 0420351000. The land area involved and shown on the site plan is 1.3 acres of off site, zoned RS-10 (4 units/acre). 25% of the allowed density is (1.3 acres X 4 units/acre = 5.23 additional units allowed to transfer.

Response: Please see Zoning and Area Calculations exhibit 5H , and Chart Below for final updated #:

Mitigation Areas	Area	Density	Total	Location
Williams	11,377.00	sf 4 Units	1.04472	Off Site
Nix	47,448.00	sf	4.357025	Off Site
			5.401745	
East Property Buffer	14,289.00	16 Units	5.248485	On Site
Pioneer Buffer	24,120.00	16 Units	8.859504	On Site
Williams Gas Area	3,658.00	16 Units	1.343618	
			14.10799	
		Total	19.50973	

OPEN SPACE BONUS: This bonus is related to centralized active open space above and beyond the required active amenity area required by 20.25.040 (2)(A). The analysis shows the site qualifies for this bonus as follows – 8.29a X 16 units = 133 units (base allowed by RM-20). 133 units X 15% bonus = 20 additional units, or a maximum of 153 units total

Response: Please see open space exhibit 5G, and Chart Below for final updated numbers

Open Space:		
Required:	108,450.00	SF
Provided:	150,383.00	SF
Excess Open Space:	41,933.00	SF

NOTE: Only need 10,000 sf for the credit and have 41,933.00 SF

PUBLIC TRANSIT: Bus stops for School District will not count toward this requirement.

Response: Chris I am confused why the City says we do not get this credit for a school bus stop. Your code below says yes?

A transit stop with covered seating determined to be needed because the stop is located on a Pierce Transit and **public school district route** where safe and/or convenient stops are not existing. The transit stop must meet specifications as established by Pierce Transit. Sidewalks shall be provided to access residential units of the multiple-family project to transit facilities. Liability for public access and use on private property shall be the responsibility of the property owner. On-going maintenance of facilities on private property shall be the responsibility of the property owner. **(PMC 20.25.0235)**

HANDICAP ACCESSIBLE DWELLING UNITS:

For some reason there was no comments for this bonus:

Code says: Provision of handicapped accessible dwelling units and at least one parking stall per unit designated for handicapped use adjacent to the dwelling units such that 100% of said bonus units are in addition to the number required through the building code and Americans with Disabilities Act. **(PMC 20.25.0235)**

RESPONSE: See Arch sheet S9 for full details but here is the base information:

Total Required per Table 1106.1 = 9

Total Provided is 18

That is 9 extra units for bonus density

Master Density Calculation Sheet:

Area	SF	Acreage	Base Unit Count	Total Units	Units	Comments
Total MF Site Area	377,621.00	8.67	16.00	138.70	Units per acre	
Critical Areas / Buffers	%			5.41	Units per acre	Off Site Area See Exhibit 5H 58,825 SF
New Sub Total	25.00%			14.10		On Site Area See Exhibit 5H
Active Open Space	%			20.81	Units per acre	Open Space Exhibit see Exhibit 6G
New Sub Total	15.00%					150,383 sf
Transit (School and Bus)	%			6.94	Units per acre	
New Sub Total	5.00%					
Handicap	%			9.00	Units per acre	
New Sub Total	10.00%					
New Total				194.95	Units per acre	

Max Allowed Unit Count	22	190.72	Units per acre
Requested Units		192.00	Units per acre
Managers Residents		1.00	N/A
Total Housing		193.00	

LANDSCAPING: Any DA landscape yard proposed cannot be assumed until the DA is approved. Please reference previous review notes for correct yard areas. Once the DA is approved, the corrected yards will be plan checked at the civil permit stage. The type IV landscape islands can be adjusted administratively.

Response: Acknowledged

LANDSCAPING: The buffer area on the south side of the stream corridor on East Pioneer and the entire east site of the site plan shall include only native plants. The landscape plan sheets show cultivated varieties of ornamentals in the stream buffer areas. The stream mitigation plan landscaping sheets do not show a large enough area of native buffer – please reconcile the sheets. This will also be covered in the Confluence letter review (separate cover).

Response: Understand we still waiting on final reviewer comment sand then we will adjust

LANDSCAPING: Please specify the ‘marsh mix’ of plants. The bio swale area near the Shaw/Pioneer corner must be landscaped to meet the intent of the Type II landscape design. Grass line swales do not qualify to meet code. I cannot locate the marsh mix on the details sheets. Additionally, the swale is conflicting with the building location (PMC 20.30.037).

Response: Understand we still waiting on final reviewer comment sand then we will adjust

COMMERCIAL SITE PLAN: Lot 2 drive through land use – the Shaw Pioneer overlay district requires “a 25-foot arterial setback shall be preferred in CG/CB zones and the setback area shall be landscaped. Arterial setbacks of less than 25 feet may be permitted upon demonstration that the setback is landscaped and provides a pedestrian-friendly experience consistent with subsection (3) of this section. Buildings shall be oriented toward the adjacent street(s) and separated from the street by the above landscaped setback.” The drive-through restaurant separates the building frontage from the public street – a 25’ landscaped setback with a berm is required. The drive through lane is not allowed to separate the building frontage from the street ROW and may only be deviated from through the DA.

Response: Understand, please see updated site plan provided separately

ARCHITECTURAL DESIGN REVIEW– COMMERCIAL: Provide analysis for PMC 20.26.300 (1)-(5), PMC 20.46 (SPO Overlay) and 20.30.037 (site plan design principles) related to the two commercial structures.

Response: Forthcoming. Commercial design work is in processes.

COMMERCIAL SITE PLAN: Please provide parking space break down per proposed building use(s). A total of 73 stalls are provided – we need a break down based on total floor area and land uses anticipated.

Response: A commercial parking space breakdown has been added to the Land Use Summary.

COMMERCIAL SITE PLAN: A required plaza space on the lot 1 commercial building shall be located on the Shaw Road and Pioneer side per PMC 20.30.037. The building on the street corner of Shaw and Pioneer is set too far back to meet the build to area maximum setback of 20’.

Response: Modifications have been made in this area to provide the minimum/maximum setbacks. We are attempting to provide plaza space, oriented toward the Shaw – Pioneer corner; however, the ‘stream restoration area’ complicates making that connection.

ARCHITECTURAL DESIGN REVIEW – RESIDENTIAL: PMC 20.26.200 (4)(b)(iv). Please address the code requirements with a revised architect’s narrative and how the roof line change for each building is meeting code, staff cannot determine compliance: “Roofline variety in buildings over one story in height such that no ridgeline is greater than 24 feet in length without a two-foot vertical or sloped offset that creates a new ridgeline that is at least 10 feet in length”.

Response: It is our understanding that the dimensioned, axonometric drawings demonstrate compliance with this requirement. More dimensions have been added to clarify.

ARCHITECTURAL DESIGN REVIEW– RESIDENTIAL: PMC 20.26.200 (5)(b)(iv). The Abbey Road 12/22/21 response letter does not describe the approach to change in each story of the building how the horizontal change is met. The lower floor on buildings 1, 2 and 3 has a pronounced horizontal trim band but stories above do not. Code contemplates between stories, not limited to the lowest floor only. “Between the stories of a building, a change in materials or color separated by continuous horizontal trim bands, continuous horizontal decorative masonry, or a recess or projection by at least two feet

Response: All buildings will have a horizontal band at the third floor level and/or a change in cladding material at the third story.

ARCHITECTURAL DESIGN REVIEW– RESIDENTIAL: PMC 20.26.200 (6)(b). Section (6)(b) requires some level of variation between all 8 buildings and cannot ‘photo-copy’ the design throughout. If the DA is approved with a deviation, the allowed variation standard would be plan checked at the building permit stage.

Response: All buildings are being revised so that no building is identical to another. We are in the process of making unique designs for each building. There will be differences in footprint, roof design, fenestration and colors.

ARCHITECTURAL DESIGN REVIEW– RESIDENTIAL: PMC 20.26.200 (7) – entry design. Please provide a short narrative response on which standards (2) are being applied to the entry ways on each building type; each entry looks covered, but we cannot determine based on Abbey Road’s response which other standard is selected. The elevations don’t show enough detail to conduct determine on the two required methods used.

Response: See the architectural narrative.

Narrative: The proposed project provides three entrance features. Each entrance is from a covered, exterior entry hall. We are proposing that the walls of the exterior, entry halls are clad in metal. The transition is made right as cross the plane of the façade and enter the exterior, entry hall with the stairs. Also, each entry door will have trim detailing around it.

Note that the metal proposed is called out on the sheets with the colored elevations. It is referred to as “CLADDING AT ENTRY COURT; AEPSPAN® SIDING U-PANEL; PRE-FINISHED METAL SIDING; COOL ZINC GRAY”. It was difficult to find a place to show this and call it out.

ARCHITECTURAL DESIGN REVIEW– RESIDENTIAL: PMC 20.26.200 (8), (9) – Abutting RS zone standards. Staff is accepting of the issues related to the adjacent RS zoned property given that a protective easement for the stream corridor will substantially separate the site development from any future residential land uses.

Response: Acknowledged

Building Review – Janelle Montgomery; (253) 770-3328; Jmontgomery@PuyallupWA.gov

Plans for each building will need to be complete with all building, mechanical, plumbing, energy code items and accessibility requirements that may apply on the plans. Plans will need to be per the applicable codes 2018 adopted February 1, 2021 at the time of a complete submittal for the Building permits.

Response: Acknowledged

Apartments will be required to have Type A & B units for accessibility, and this will need to be clearly depicted on the plans.

Response: Acknowledged

The truss specs for each building will also be required with the truss engineers' stamps and a layout that matches the submitted plans at the time of submittal.

Response: Acknowledged

The R-2 apartments and "B" occupancies are required to have the infrastructure in place for charging stations per IBC Section 427 Washington State amendments and will need to be shown on the plans.

Response: Acknowledged

Carports are by separate permit, keep in mind that a portion of them would need to meet accessibility requirements for size and locations and also not affect the setup of the fire department of aerial access and be clear of the fire access requirements for the trucks.

Response: Acknowledged

Be aware of the Washington State Amendment of Table 504.4 with new Group R occupancies required protection by automatic sprinkler system in accordance with Section 903.2.5.

Response: Acknowledged

Fire Review – David Drake; (253) 864-4171; DDrake@PuyallupWA.gov

1. Site Plan has drastically been changed.
 - a. **Response: Please see updated plans**
2. Previous notes that were once satisfied are now no longer in compliance.
 - a. **Response: Acknowledged**
3. Frontage Fire Hydrants outside the fencing shall be separate from required internal Fire Hydrants.
 - a. **Response: Clarification needed. Does this say that we must tap these hydrants in right of way hydrants off the main line in each street? This would be very costly and a traffic nightmare? Or is the comment we need additional Hydrants in the Right of Way and we cannot count the Right of way in the requirements to meet spacing and distance requirements.**
4. Remove FDC's outside fence line and place internal meeting the correct spacing.
 - a. **Response: This has been changed, see updated site plan**
5. Do not block Fire Hydrants or FDC with parking stalls. All will be required to be moved to parking islands.
 - a. **Response: This has been changed, see updated site plan**
6. Fire Hydrants and FDC's are required to be a minimum of 50' from the structure. If this can not be applied a variance can be accepted.
 - a. **Response: Understand and this will be added / modified to the final Civil Construction Drawings**
7. If an FDC is utilizing A Fire Hydrant in front of the building, there will need to be a separate Fire Hydrant available that reaches all points for the same structure within 400' Check spacing on all Fire Hydrants that this can be met.
 - a. **Response: Understand and this will be added / modified to the final Civil Construction Drawings**
8. All Fire Hydrants call out an FDC?
 - a. **Response: Understand and this will be added / modified to the final Civil Construction Drawings**
9. This project requires a 26' wide fire lane. Show all dimensions throughout project including newly added drive through building where the gas station used to sit.
 - a. **Response: Understand and this will be added / modified to the final Civil Construction Drawings, but we have confirmed that all drive areas Infront of a building our 26 Ft wide.**
10. No details provided for drive through and side building. Provide more details for approval.
 - a. **Response: Presently working with end user for this information**

11. Auto-turn or equivalent program required to demonstrate fire apparatus turning radiuses with new design.
 - a. **Response: Please see the Turning Analysis Civil Plan Set Sheet 43 to 47**
12. Carports may impact ladder truck operations. Provide details on heights, depths, and widths for approval.
 - a. **Response: Understand, please see attached Carport exhibit giving all of the required information.**
13. Club House with added pool. The riser room appears to be now in the fenced pool area? Relocate riser room or provide direct access outside of fenced area with a concrete path around building.
 - a. **Response: The riser room location has been moved out of the fence area (See updated site Plan)**
14. This is not a complete review. Review past Fire notes and apply to this site plan.
 - a. **Response: Acknowledged**

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

- City has not received an updated TIA for this project. It's my understanding the applicant's traffic engineer is working on updating this document. Please see email sent 2/4/2022 for additional information on TIA requirements. The City will need to review/approve this document prior to preliminary site plan approval. Also, the following items were not addressed during the previous review:
 - Right turn pocket was not evaluated at the E Pioneer Driveway using WSDOT Exhibit 1310-11.
 - 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.

Response: Please see the update TIA Report prepared by Heath Traffic dated 06.15.22
- Provide Auto Turn analysis for this radius (NBR movement from outside Shaw Rd Lane) to ensure design vehicles can safely maneuver without impacting WBL turn pocket

Response: Please see the Turning Analysis Civil Plan Set Sheet 43 to 47
- Per previous comment, 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. (Sheet 91)

Response: Acknowledged.

Combined Comments in relationship to the School:

- I have added this area since some comments are different between departments.

PLANNING:

SEPA: 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 per our previous comment. 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. This may include speed zone signage off site, or some other form of improvements. Please be aware this is an outstanding SEPA issue.

Response: Acknowledged.

RESIDENTIAL SITE PLAN REFERENCE THE SCHOOL: Please provide coordination of the revised bus plan and Auto turn analysis with the School District. The included documentation (McMillan email, 09/22/21) shows concerns on the part of the school district. It is not clear if those issues are resolved.

Response: At this time, the school district has not made a determination on their full requirements, also there is a mixed comments about school zone, school bus parking and safe walking directives. Please also see Auto Turn Plan set Civil Sheets 43-47

TRAFFIC COMMENTS REFERENCE THE SCHOOL

Based on comments received from the school district, this site will not receive bus service for students attending Shaw Rd Elementary. These students will be expected to walk. Based on the increase volume of elementary age students walking to Shaw Rd Elementary. The city will require the following modifications:

- At the new traffic signal, an electronic blank-out sign shall be mounted on the eastbound signal pole that restricts eastbound “right turn on red” vehicle movement when pedestrians are using the crossing
- Internal pedestrian paths will need to accommodate safe routing to the traffic signal.
- Reduced Speed School Zone along Shaw Rd has been requested by the School District. If the City determines a reduced speed school zone is feasible/warranted for Shaw Rd Elementary, this mitigation will be required (to be installed by the East Town Crossing Development).
- City will require a reduced speed school zone to be installed for Shaw Rd Elementary. The city has determined a reduced speed school zone on Shaw Rd is feasible. Design required during civil submittal. Coordinate with Engineering staff regarding equipment specs.
- Bus Stop 2A & 2B are not feasible. These locations will cause significant sight distance hazard for vehicles entering E Pioneer from site driveway. Please clarify if on-site school bus access is necessary. Email from PSD (9/21/21) seemed to indicate they do not want internal bus access. (Sheet 97)

Response: Bus stops 1, 2A and 2B were all potential locations as chosen by PSD based on the current sit plan design and their preference of no internal bus access. Per the email from Michael McMillian dated 9.22.21 “There are unknown factors at this point of where the bus is coming from and which way on Pioneer it will be going. PSD will need to look at bus routes at the time of completion to determine which buses students will ride on.” As the city has determined that 2A and 2B are not feasible, Bus Stop 1 should be considered the best option at this time. Following approval of the preliminary site plan, further coordination with PSD during the civil permit application will ensure that the Bus Stop 1 location meets PSD and City standards. If Stop 1 is not feasible alternative locations will be proposed until such a time that PSD can make full determination based on student counts at the time of project completion.

- PUBLIC TRANSIT: Bus stops for School District will not count toward this requirement.
Response: The proposed bus stop is meant to serve both PSD and the public transit. As mentioned before this location is proposed to be used as a stop for the Puyallup Connector Service. The Puyallup connector does not currently services east Puyallup, but this location is meant to serves this anticipated and desired need to better connect all of Puyallup. Any proposed stop for PSD at this onsite location was a mutual benefit based on the location, however as PSD has made clear they prefer stops along Shaw or Pioneer, this stop will only service the Puyallup Connector.

The bus stop locations are a continuing discussion between the development team, the City, and PSD. The development team is meeting with PSD onsite on 06.29.22 to further discuss the proposed stops based on City and PSD comments received from Bryan Roberts. On 06.27.22.

ENGINEERING COMMENTS:

From: Ken Cook <Kcook@PuyallupWA.gov>

Sent: Thursday, May 5, 2022 5:20 PM

To: Gil Hulsmann <Gil.Hulsmann@abbeyroadgroup.com>

Cc: Phil Becker <Phil.Becker@abbeyroadgroup.com>; Mark Higginson <Mhigginson@PuyallupWA.gov>; Jeff Wilson <Jwilson@PuyallupWA.gov>; Paul Marrinan

<Pmarrinan@PuyallupWA.gov>

Subject: Follow up to East Town Crossing stormwater meeting
Hi Gil;

Following our meeting yesterday regarding preliminary infiltration testing, we've further discussed this issue internally. For Preliminary Site Plan approval, we are willing to forego the need for PIT testing. However, we will require the following to ensure there is adequate preliminary stormwater testing to ensure a viable design:

- The City will accept the recent 'Falling Head' test results with appropriate correction factors for preliminary design of permeable pavement areas.
Response: We acknowledge
- For infiltrative areas other than permeable pavement, the Falling Head test results may be used in conjunction with a mounding analysis conducted by a licensed geotechnical engineer to determine the preliminary infiltration rate. [Ref. Ecology, Vol. I, Section 3.3.4, 1st Paragraph Note]
Response: We acknowledge
- All infiltrative BMPs (permeable pavement; bioretention; trenches; etc.) shall meet minimum separation requirements in accordance with the Ecology Manual. For example, roof runoff discharged into the permeable pavement reservoir course must provide a minimum of 5-ft of separation to the restrictive layer; or 3-ft of separation based on an accepted mounding analysis. This is due to concentrated runoff being discharged into a stone reservoir is considered to be an infiltration trench per Ecology.
Response: We acknowledge
- The licensed geotechnical engineer shall provide commentary to address the potential of shallow lateral flows leaving the site and where they may re-emerge based on the proposed site plan, as well as the potential negative impacts of the lateral flows, if any. [Ref. Ecology, Vol. 1, Section 3.1.1, Step 1]
Response: We acknowledge
- Confirmation Small-Scale PIT testing shall be conducted at the time of engineered fill placement and compaction, and prior to installation of the permeable pavement reservoir course. The site elements and/or infiltration facilities shall be adjusted as necessary if the confirming infiltration rate is substantially different than the preliminary infiltration rate used for design.
Response: We acknowledge

These specific stormwater comments in the email above will supersede some comments in the review letter you will soon receive. If you have any questions on any of the above items, please have your licensed design professional reach out directly to Mark. We hope this criteria further assists you with completion of the preliminary stormwater design.

Response: Per the City's request for back up and additional storage for the master storm plan and to have back up on site (Over spill Area) we are proposing and adding a storm system to the South of Commercial Building # 1 (See attached site Plan and civil Plans). This will give an additional area of 3,165 SF of storm area and additional storage volume area of: 12,660 CF. This is ambition to the swales, mitigation areas and pervious system Also not that we our over in landscape and open space areas also giving more room for drainage in landscape areas.

Thank you Gil,

Ken Cook, P.E. | Development Engineering Manager
City of Puyallup
Phone 253 864-4177 | cell 253 254-9775
Kcook@PuyallupWA.gov

Engineering Review – Mark Higginson; (253) 841-5559; MHigginson@PuyallupWA.gov

Response: We acknowledge all the information, codes and comments in this section and will insure incorporated in the final civil plans and fees paid. Also see updated Civil Plan set addressing the items prior to SEPA Approval so then, at that time we can address the full civil construction requirements.

Engineering Division – Mark Higginson; (253) 841-5559; MHigginson@PuyallupWA.gov

- General: PRELIMINARY SITE PLAN SPECIFIC CONDITIONS:
 - **Response: We acknowledge all the information, codes and comments In this section and will insure incorporated in the final civil plans and fees paid.**
- General: GENERAL:
 - **Response: We acknowledge all the information, codes and comments In this section and will insure incorporated in the final civil plans and fees paid.**
- General: WATER:
 - **Response: We acknowledge all the information, codes and comments In this section and will insure incorporated in the final civil plans and fees paid.**
- General: SANITARY SEWER:
 - **Response: We acknowledge all the information, codes and comments In this section and will insure incorporated in the final civil plans and fees paid.**
- General: STORMWATER/ EROSION CONTROL:
 - **Response: We acknowledge all the information, codes and comments In this section and will insure incorporated in the final civil plans and fees paid. Also note that this project already has an approved DOE NPDES Permit.**
- General: STREET:
 - **Response: We acknowledge all the information, codes and comments In this section and will insure incorporated in the final civil plans and fees paid.**
- General: GRADING:
 - **Response: We acknowledge all the information, codes and comments In this section and will insure incorporated in the final civil plans and fees paid.**
- General: MISC:
 - **Response: We acknowledge all the information, codes and comments In this section and will insure incorporated in the final civil plans and fees paid.**

Thank you for your time and dedication of your time on this project.

Let us know if you need any other information or if you have commons or questions.

Have a Great Summer

Gil Hulsmann

CEO - Director of Land Development Services

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