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August 11, 2022

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City of Puyallup
333 S Meridian
Puyallup, WA 98371

Re: Bradley Heights Preliminary Site Plan PLSP20220049

Response to "Action Items", July 15, 2022, Development Review Team (DRT) letter.

ACTION ITEMS

Planning Review - Rachael N. Brown; (253) 770-3363; RNBrown@PuyallupWA.gov

- School Bus Stop, min 300 ft hardscape with lighting (per Puyallup School District Comment [Preliminary Site Plan, Pg. 1])

Response:

School bus stop has been added. Final lighting plans will be submitted with final landscaping and engineering plans.

- Street Trees: Shift location of street trees to between sidewalk and roadway [Preliminary Site Plan, pg. 1]

Response:

Sidewalk has been shifted south and street trees added to preliminary landscape plan.

- Site plan refers to 252 as the 'maximum' number of units. It then refers to 233 as the units proposed. In the RM-Core zone, there is no density maximum, please clarify what the 'maximum number of units' refers to? [Preliminary Site Plan, Pg. 1]

Response:

Reference to maximum number of units has been removed.

- 33,010 sf of centralized open space required. indicate the size in sq ft of each open space area called out on the site plan and then sum the total [Preliminary Site Plan, Pg. 1]

Response:

Note added to Preliminary Site Plan, Pg. 1.

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- Is this a retaining wall? What is its height? Provide height for all retaining walls. Please label feature. [Preliminary Site Plan, Pg. 3]

Response:

Notes added to Preliminary Site Plan, Pg. 3.

- Tree Risk Assessment: The proposed site and the neighboring sites to the south and east, appear to include significant trees (trees larger than 15" in diameter at breast height (DBH)). All significant trees located in proposed landscape areas must be retained, unless a tree risk assessment is provided that demonstrates that a tree must be removed due to the tree poor health. Provide tree risk assessment if proposing removal of significant trees in designated planting areas

Response:

We are providing an exhibit that shows the locations of the significant trees on site. All significant trees with their drip lines fully contained within the proposed landscaped areas are proposed to be retained.

All the trees in the 3D renderings are illustrative only and do not represent final locations of existing save trees or proposed trees. Please see the landscape plans for details.

- Preliminary Landscape Plan: Preliminary landscape plan is missing several required elements, including the locations of existing significant trees. Please reference the landscape plan submittal standards sheet I have uploaded to the Puyallup Permits portal for your reference for a list of required elements for a complete preliminary landscape plan. At this time, a complete preliminary landscape plan review could not be achieved due to insufficient information.

Response:

The landscape plan is being modified. We are providing an exhibit that shows the locations of the significant trees on site. All significant trees with their drip lines fully contained within the proposed landscaped areas are proposed to be retained.

- Row of trees is missing from center parking landscape strip [landscape plan, Pg. 1]

Response:

The landscape plan is being modified to add these trees.

- Depict required sight distance triangles at all driveway intersections (landscape plan, Pg. 1)

Response:

Required sight distance triangles are being added to the landscape plan.

- For retaining wall, call out and include setback from property line and height [Preliminary Site Plan, pg. 3]

Response:

Setbacks from property line and height added.

- Make south side landscaping Type II instead of Type III landscaping to provide more privacy to southern properties.

Response:

Landscape changed to Type II.

- An additional public entrance needs to be added to the Rec building with a direct pedestrian connection to the sidewalk [landscape plan, Pg. 1]

Response:

Public entrance and sidewalk connection have been added.

- While the buildings are technically meeting the building setback requirements of the RM-Core zone, the Downtown Design Guidelines also applicable to this parcel recommend that buildings be positioned at the street frontage where possible. Buildings E and D appear to be positioned quite far from the street frontage.

Response:

For the proper design of the ADA routes from each of the buildings to the on-site amenities requires the site plan configuration to meet the required maximum slopes. Furthermore, to allow safe access by the Fire Department, pulling the buildings was necessary because of the significant slope change of the site. As a result, we are proposing to not change the current location of Buildings E and D.

- Downtown Design Review: As noted in DRT letter dated June 23, 2022, the associated downtown design review application (permit #PLDDG20220021) for this project is not complete enough to schedule a meeting with the Design Review and Historic Preservation Board (DRHPB) for either a pre-application meeting or a formal review at this time. Please review the PLDDG20220021 letter and the review table provided for that permit for required revisions and additional information needed. Once a resubmittal is received for that permit, staff will re-review the design submittal and work with the applicant to determine if the project is ready for either a pre-application meeting or a formal review by the DRHPB. A formal review by the board will be scheduled if no significant changes to the applicant's site plan are anticipated.

Response:

We are reviewing the PLDDG20220021 letter and making modifications.

- Downtown Design Review 3.B.5.2 Setbacks: The applicant team asked staff for their interpretation of Downtown Design Guideline 3.B.5.2 regarding building mass setbacks. While staff acknowledges that 3.B.5.2.b does reference 'porches' which by definition can only be on the first floor, we believe the intent of 3.B.5.2 when read in its entirety, is to require upper floor masses to be setback by 5-10 ft, not for vertical massing setbacks to be designed.

Response:

Section 3.B.5.2 of the Downtown Design Guidelines states that a large building should be broken down into smaller masses by using horizontal or vertical offsets and/or changes in materials. As a result, our proposed buildings intend to express vertical offsets and have three material shifts to

break down the mass of the building, of which two of three materials are high quality. In summation, our proposal does satisfy the guidance.

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

- Provide the following locations on the site plans: Riser Room's, F.D.C's, P.I.V's, and Fire Hydrants.

Response:

Locations are detailed on the submitted preliminary SS & Water Plan.

- Riser Rooms will need direct access from fire lane.

Response:

Final plans will include this.

- Frontage Fire Hydrants will be required on the southside of 27th Ave SE. Show locations on Site Plan.

Response:

Locations added to sheet showing auto turn route for fire apparatus.

- Do not block Fire Hydrants or FDC with parking stalls. All will be required to be in parking islands accessed from fire lane.

Response:

Final engineering will conform.

- 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'

Response:

Final engineering will conform.

- This project requires a 26' wide fire lane. Show all dimensions throughout project. Site Plan 3 does not show these dimensions.

Response:

Dimensions added to Site Plan 3. Lane dimensions added to Site Plan 1 and the 2 Fire Access sheets.

- Auto-turn or equivalent program required to demonstrate fire apparatus turning radiuses. Auto-turn design vehicle listed below.

2022 Straight Chassis Truck (SO19-1)

Outside Turning radius 38' 0"

Inside Turning radius 28' 8"

Outside Turning Diameter-"wall to wall" 43' 0"

Front bumper height, (lowest portion, winch box) 19"

Rear bumper height, (lowest portion) 10"



Center of front axle to center of rear axle assembly; 285"
Center of rear axle assembly to front bumper; 393"
Overall length; 484"
Front Overhang is 90"
Rear Overhang is 102"
Overall Height is 133"

Response:

Requirements noted.

- Round-about needs dimensions and radiuses to show Fire Apparatus maneuverability. Round about looks to be nonconforming.

Response:

This is not a round - about. The center area is going to be colored pavers and will accommodate fire truck travel directly across. See auto turn for fire apparatus routing.

- Carports may impact ladder truck operations. Provide details on Heights, depths, and widths for approval.

Response:

Details will be provided with final engineering.

- Maximum grade throughout fire lane is 10%. Do not exceed 10%.

Response:

Final grades throughout fire lane will not exceed 10%.

- Trash enclosures are blocked by parking islands, parking spots, and carports. How will garbage trucks pick up trash without blocking the fire lane?

Response:

Garbage trucks will temporarily block fire lane when picking up garbage, similar to cars backing out of parking spaces.

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

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

Response:

Water availability letter has been provided.



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

- TIA review
Please verify how the number of existing mobile homes were calculated. There appears to be fewer than 52 units.
Table 3 – Site access driveway is mislabeled.
Per the preliminary site plan, the max number of units is 252. Please recalculation trip generation based on this number. Round vehicle trips to the nearest tenth.
Please use a 3% annual growth rate.

Response:

52 mobile homes occupied the site prior to relocation of some of the homes. All the homes will be removed before development begins.
The maximum number of units is being removed from the site plan. There will be 233 units
TIA will use 3% annual growth rate.

- Sight distance analysis required at proposed 27th Ave SE driveway
–City standards require 300ft of ESD, 250 of SSD (0.5ft object height).
–Setback 14.5ft from face of curb to evaluate sight lines.
–Identify street tree placement, monument signage, fences, etc. that could obstruct sight distance.

Response:

Requirement noted. Landscape plan will be modified if necessary.

- AutoTurn analysis will be required to ensure the largest anticipated design vehicle can safely maneuver throughout site and driveways.
-Analysis must include the following:
-All movements need to start straight and end straight.
-Make sure "Turn Wheels from Stop" is not selected.
-Please include the template of the vehicles used
-For clarity, wheel & overhang paths should be different colors.

Response:

Requirement noted.

- City standard commercial driveway required along frontage (30ft wide). This could change based on design vehicles used for the AutoTurn.

Response:

Main entrance increased to 30 feet. AutoTurn requires radius as shown in drawing.

- Provide details on how a garbage truck will access collection area based on AutoTurn analysis. Must coordinate with service provider on preferred location and design.

Response:

Requirement noted.

- Traffic Impact fees (TIF) will be assessed in accordance with fees adopted by ordinance, per PMC 21.10. Impact fees are subject to change and are adopted by ordinance. The applicant shall pay the proportionate impact fees adopted at the time of building permit application

Response:

Requirement noted.

- Park impact fees shall be charged per new dwelling unit based on its size. Fees are assessed in accordance with fees adopted by ordinance, per PMC 21.10

Response:

Requirement noted.

- School impact fees shall be paid directly to the school district in accordance with adopted fee at the time of collection by the district.

Response:

Requirement noted.

- For multifamily developments, impact fees are charged for all dwelling units (not separated) prior to building permit issuance.

Response:

Requirement noted.

- Per Puyallup Municipal Code Section 11.08.135, the applicant/owner would be expected to construct half-street improvements including curb, gutter, planter strip, sidewalk, roadway base, pavement, and street lighting. Any existing improvements which are damaged now or during construction, or which do not meet current City Standards, shall be replaced.

Response:

Requirement noted.

- This section of curb alignment (blue) needs to be modified to meet City geometric standards. It is acceptable to remove the planter strip within this transition area as needed. [Preliminary Site Plan 1]

Response:

Requirement noted.

- During civil review, provide channelization design that matches the updated geometry/curvature. [Preliminary Site Plan 1]

Response:

Requirement noted.

- Per previous comments, half-street improvements shall consist of curb, gutter, 34ft roadway, 8ft sidewalks, 7.5ft planter strip (0.5 curb), and streetlights. [Preliminary Site Plan 1]

Response:

Requirement noted.

- Show location of PSD bus stop pad behind sidewalk. Sizing per PSD requirements (300 sq ft minimum). Provide analysis that shows existing lighting across the street will be adequate. Photometric analysis needs to meet the RP-8 requirements [Preliminary Site Plan 1]

Response:

Requirement noted.

- Centerline of commercial access must be aligned with SHAG driveway across the street. [Preliminary Site Plan 1]

Response:

The commercial access has been realigned.

- Commercial driveway must be 30ft wide. Based on posted speeds of 27th Ave SE, radius approach not recommended. [Preliminary Site Plan 1]

Response:

- Autoturn analysis showed radius required.
- Parking stalls are located too close to commercial driveway. There will be ~1,700 vehicles per day using this driveway (ingress + egress), parking stalls here will cause operational issues. [Preliminary Site Plan 1]

Response:

Parking stalls are located 27.5 feet from curb. 20 feet is normal requirement. Should be okay.

- 27th Ave SE streetlight required on the eastern edge of frontage. [Preliminary Site Plan 1]

Response:

Requirement noted.

- ADA ramp must be removed on the north side of 27th Ave SE. [Preliminary Site Plan 1]

Response:

Requirement noted.

- To prevent confusion for motorists traveling WB on 27th Ave SE, the gate should be fully reflectorized with vertical stripes alternately red and white at 16-inch intervals measured

horizontally. This guidance comes directly from the MUTCD (Section 2B.68). [Preliminary Site Plan 1]

Response:

- Requirement noted.
- Verify if additional ROW dedication is required along frontage to accommodate improvements [Preliminary Site Plan 1]

Response:

- No additional right of way is required. See proposed street section detail.
- AutoTurn analysis will be required to ensure the largest anticipated design vehicle can safely maneuver throughout site and driveways. [Preliminary Site Plan 1]

Response:

Requirement noted.

- Update Traffic Scoping worksheet to reflect the maximum number of units [Preliminary Site Plan 1]

Response:

TIA will utilize 233 units. Maximum number of units note has been removed.

Please let us know if you need further information.

Sincerely,

Paul E. Green

Paul E. Green, P.E.

Director of Planning and Engineering

