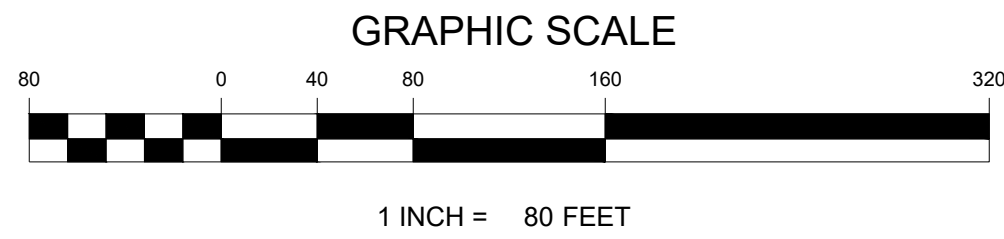
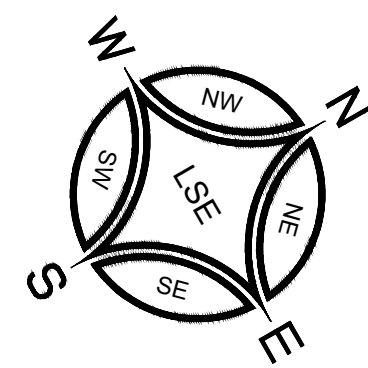


VICINITY MAP
SCALE: 1" = 1000'

SURVEYOR'S NOTE:
THE 84" STORM DRAINAGE PIPE LOCATIONS, AS SHOWN ON THIS MAP, ARE PROVIDED BY OTHER AND ARE NOT A PRODUCT OF FIELD VERIFIED LOCATION BY LEROY SURVEYORS AND ENGINEERS INC. THE CONTRACTOR IS REQUIRED TO POT-HOLE THE LOCATION OF THE PIPE AND CONTACT THE ENGINEER AND SURVEYOR TO MAP ITS ACCURATE LOCATION PRIOR TO ANY CONSTRUCTION.



CHAMPIONS CENTRE OVERALL SITE PLAN

A PORTION OF THE SE ¼ OF THE SW ¼ OF SECTION 25 AND NE ¼ OF SECTION 26, TOWNSHIP 19 N, RANGE 4 E, W.M.
CITY OF DUPONT, PIERCE COUNTY, WASHINGTON

GENERAL NOTES (STREET CONSTRUCTION)

- A PRECONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
- A COPY OF THE APPROVED ROADWAY DRAWINGS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF DUPONT'S PUBLIC WORKS STANDARDS AND STORMWATER MANAGEMENT MANUAL AND THE MOST CURRENT EDITION OF THE STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ADEQUATE TEMPORARY TRAFFIC CONTROL TO ENSURE TRAFFIC SAFETY DURING CONSTRUCTION ACTIVITIES. THEREFORE, THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS PRIOR TO STARTING ANY WORK IN THE RIGHT-OF-WAY. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD).
- ALL CURB AND GUTTER, STREET GRADES, SIDEWALK GRADES, AND ANY OTHER VERTICAL AND/OR HORIZONTAL ALIGNMENT SHALL BE STAKED BY A PROFESSIONAL ENGINEER OR SURVEYING FIRM CAPABLE OF PERFORMING SUCH WORK.
- ANY ROADWAY SIGNAGE OR STRIPING REMOVED OR TEMPORARILY MOVED BY THE CONTRACTOR SHALL BE RESTORED SO AS TO MEET THE CURRENT MUTCD STANDARDS.
- WHERE NEW ASPHALT JOINS EXISTING, THE EXISTING ASPHALT SHALL BE CUT TO A NEAT VERTICAL EDGE AND TACKED WITH ASPHALT EMULSION TYPE CSS-1 IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE JOINT SHALL BE SEALED WITH GRADE AR-4000W PAVING ASPHALT.
- COMPACTION OF SUBGRADE, ROCK, AND ASPHALT SHALL BE IN ACCORDANCE WITH THE WSDOT/APWA STANDARD SPECIFICATIONS. SEE CITY OF DUPONT PUBLIC WORKS STANDARDS TABLE 10.2-1 FOR TESTING AND SAMPLING FREQUENCIES. DENSITY TEST REPORTS WILL BE REQUIRED FOR ALL PUBLIC ROADWAYS.
- FORM AND SUBGRADE INSPECTION BY THE CITY IS REQUIRED BEFORE PLACING CONCRETE. TWENTY-FOUR HOURS ADVANCE NOTICE IS REQUIRED FOR THE SCHEDULING OF INSPECTION.
- CALL UNDERGROUND UTILITY LOCATE LINE, 1-800-424-5555, PRIOR TO ANY EXCAVATION.
- DEAD-END STREETS SHALL BE APPROPRIATELY SIGNED AND BARRICADED.
- WHERE A SIDEWALK IS TO BE CONSTRUCTED ABOVE A SLOPE OR ADJACENT TO A ROCKERY OR RETAINING WALL, WHERE THE LOWEST FINISHED ELEVATION OF THE SLOPE, ROCKERY, OR RETAINING WALL IS TO BE 30 INCHES OR MORE BELOW THE FINISHED ELEVATION OF THE SIDEWALK, A SAFETY RAILING SHALL BE REQUIRED WHEN:
 - THE PLANE OF THE WALL FACE IS LESS THAN 4 FEET IN HORIZONTAL DISTANCE FROM THE OUTSIDE EDGE OF THE SIDEWALK.
 - THE PLANE OF THE WALL FACE IS GREATER THAN 4-FEET HORIZONTAL DISTANCE TO THE OUTSIDE EDGE OF THE SIDEWALK, BUT THE SLOPE DOWN TO THE WALL TOP EXCEEDS THREE TO ONE.
 - THE SLOPES ADJACENT TO THE SIDEWALK AVERAGE GREATER THAN TWO TO ONE.

EXISTING	LEGEND	PROPOSED
---	2' CONTOURS MAJOR	---
---	2' CONTOURS MINOR	---
---	RIGHT-OF-WAY	---
---	CENTERLINE	---
---	BOUNDARY	---
---	LANDSCAPE BUFFER	---
---	PARCEL	---
---	BUILDING FOUNDATION	---
---	BUILDING ROOF	---
---	PAVEMENT HATCH	---
---	GRAVEL SURFACE	---
---	ASPHALT	---
---	CONCRETE	---
---	POROUS SURFACING	---
---	DELINEATED PATHWAY	---
---	STORM LINE	---
---	STORM CLEANOUT	---
---	DIRECTION OF FLOW	---
---	FEMA FLOODPLAIN	---
---	WETLAND	---
---	CATCH BASIN	---
---	SEWER LINE	---
---	FORCE MAIN LINE	---
---	SEWER CLEANOUT	---
---	WATER LINE	---
---	FDC	---
---	WATER METER	---
---	WATER VALVE	---
---	FIRE HYDRANT	---
---	SEWER MANHOLE	---
---	WATER LINE	---
---	UTILITY POLE	---
---	SIGN POST	---

PARCEL NUMBERS:

0119362039, 0119362009, 0119362012 & 0119362043

PARCEL AREA:

927,027 S.F. (21.28 AC)

SHEET INDEX:

- COVER SHEET
- SITE PLAN AREA 1
- SITE PLAN AREA 2
- SITE PLAN AREA 3
- SITE PLAN AREA 4
- SITE PLAN AREA 5
- SITE PLAN AREA 6
- SITE PLAN AREA 7
- SITE PLAN AREA 8

PROJECT DESCRIPTION:

THE CHAMPIONS CENTRE PROJECT CONTAINS 4 EXISTING PARCELS. THE OVERALL COMBINED PARCEL AREA OF THE 4 PARCELS IS 927,027 SQUARE FEET (21.28 ACRES). THIS COMMERCIAL PROJECT CONSISTS OF A BOUNDARY LINE ADJUSTMENT TO REDUCE THE NUMBER OF LOTS FROM 4 PARCELS INTO 3 PARCELS. PARCELS A, B & C.

PARCEL A WILL BE 139,369 SQUARE FEET (3.20 ACRE). THIS WILL BE A COMMERCIAL LOT THAT WILL INCLUDE THE CONSTRUCTION OF APPROXIMATELY 26,000 SQUARE FOOT RELIGIOUS ASSEMBLY THAT WILL HAVE A MAXIMUM CONGREGATION OCCUPANCY OF 350 PEOPLE. THE ARCHITECTURAL FOOTPRINT FOR THIS RELIGIOUS ASSEMBLY IS UNIQUE TO ALLOW FOR THE EXISTING GROVE OF LANDMARK OREGON WHITE OAK TREES THAT SIT ON AN EXISTING KNOLL TO BE PROTECTED AND REMAIN ON-SITE. THIS PROPERTY WILL ALSO HAVE A TOTAL OF 136 PARKING STALLS. THE PARKING STALLS WILL INCLUDE 8 ELECTRIC VEHICLE STALLS, 5 STANDARD ADA STALLS, 1 VAN ADA STALL AND 122 STANDARD STALLS. THIS PROPERTY WILL BE SERVED BY PUBLIC SEWER & WATER AND WILL HAVE ON-SITE STORM FILTER SYSTEM(S) THAT WILL PROVIDE QUALITY TREATMENT OF ON-SITE STORMWATER RUNOFF. AFTER TREATMENT ON-SITE STORMWATER RUNOFF WILL BE CONVEYED TO AN ON-SITE INFILTRATION SYSTEM WHICH WILL PROVIDE QUANTITY MITIGATION.

PARCEL B WILL BE 34,601 SQUARE FEET (0.79 ACRES). THIS WILL BE A COMMERCIAL LOT THAT WILL INCLUDE THE CONSTRUCTION OF APPROXIMATELY 3,000 SQUARE FOOT EATING AND DRINKING ESTABLISHMENT. THE MAXIMUM OCCUPANCY IS UNKNOWN AT THIS TIME. THIS PROPERTY WILL ALSO HAVE A TOTAL OF 39 PARKING STALLS. THE PARKING STALLS WILL INCLUDE 11 ELECTRIC VEHICLE STALLS, 1 STANDARD ADA STALL, 1 VAN ADA STALL AND 26 STANDARD STALLS. THIS PROPERTY WILL BE SERVED BY PUBLIC SEWER & WATER AND WILL HAVE AN ON-SITE CARTRIDGE-STYLE STORM FILTER SYSTEM WHICH WILL PROVIDE QUALITY MITIGATION. TREATED STORMWATER RUNOFF WILL THEN BE CONVEYED TO AND ON-SITE STORMWATER INFILTRATION SYSTEM.

PARCEL C WILL BE 753,056 SQUARE FEET (17.29 ACRES). THIS WILL INCLUDE AN EXISTING WETLAND, WETLAND BUFFER, STREAM, STREAM BUFFER AND FEMA FLOOD ZONE A PER PANEL 53053C0526E EFFECTIVE DATE 3/7/2017. THIS PARCEL WILL BE DEEDED TO THE CITY OF DUPONT.

DATUM:

WASHINGTON SOUTH ZONE NAVD 88

TOPOGRAPHY:

2 FOOT CONTOURS. TOPOGRAPHIC INFORMATION FROM AERIAL MAPPING BY PUGET SOUND LIDAR CONSORTIUM AND VERIFIED BY LS&E

SITE ADDRESS:

XXX BARKSDALE AVE.
DUPONT, WA 98237

PROPERTY OWNER:

MUSTARD SEED LEGACY DEV. LLC
32706 MOUNTAIN HWY E
EATONVILLE, WA 98328

APPLICANT:

CHAMPIONS CENTRE
CONTACT: DAVID YADON, CORPORATE SECRETARY
PHONE: 253-606-9041
1819 E. 72ND ST.
TACOMA, WA 98404

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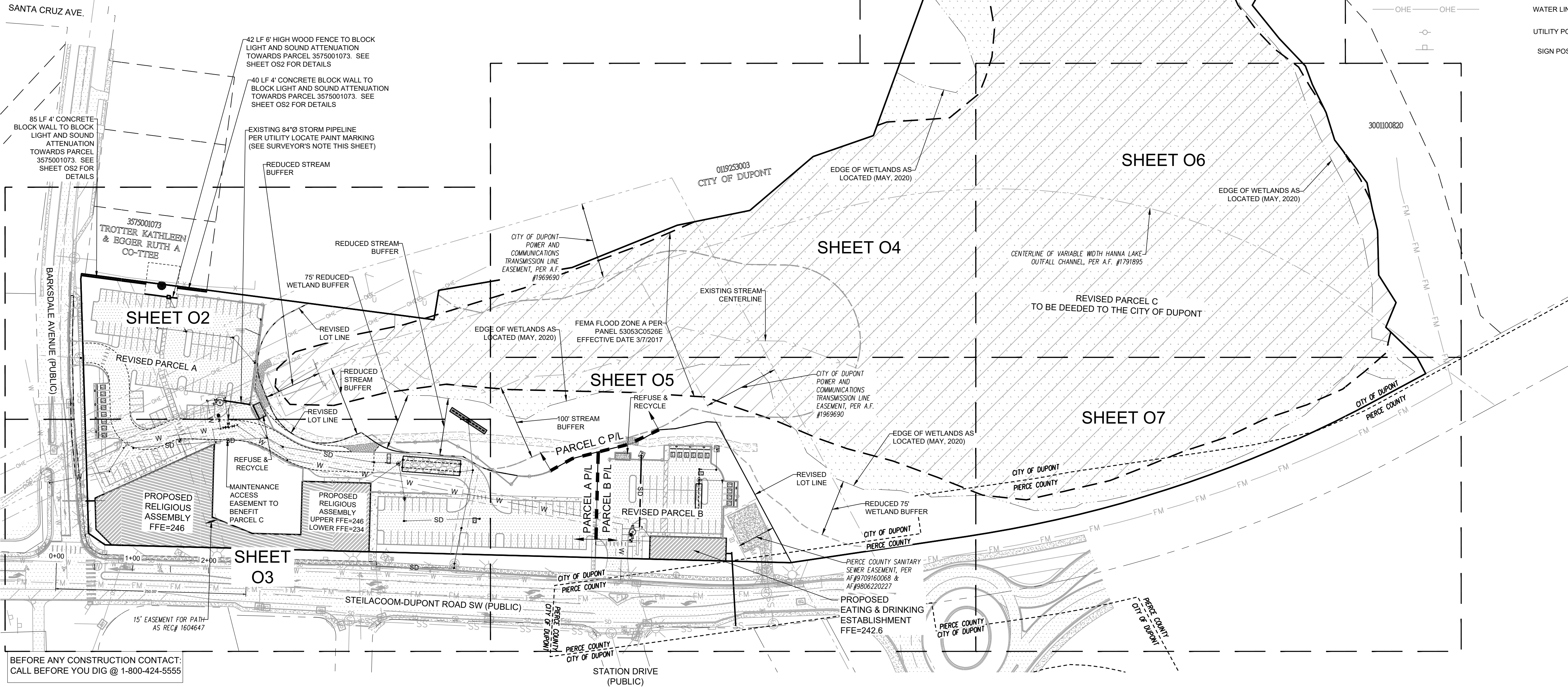
SURVEY DISCLAIMER:

THIS IS NOT A BOUNDARY SURVEY

OVERALL LANDSCAPE REQUIREMENTS:

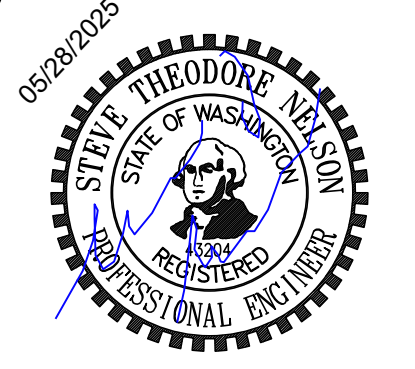
20% LANDSCAPE AREA REQUIRED FOR PARCEL A
139,369 S.F. X 20% = 27,874 S.F.
41,140 S.F. PROVIDED

20% LANDSCAPE AREA REQUIRED FOR PARCEL B
34,601 S.F. X 20% = 6,920 S.F.
10,926 S.F. PROVIDED



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DATE	REVISION
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DATE: 05/28/2025	DESIGNED BY: WJS	APPROVED BY: SN

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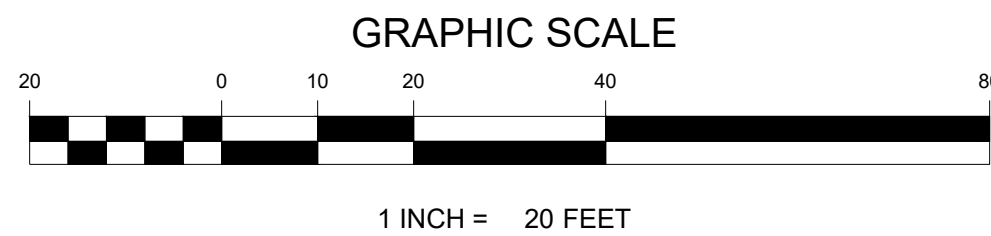
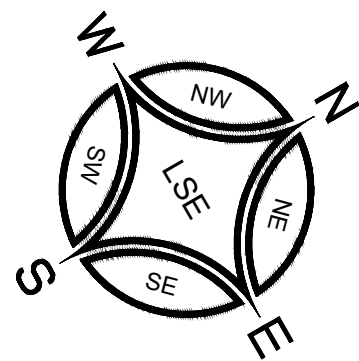
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Cover Sheet

Champions Centre
Overall Site Plan

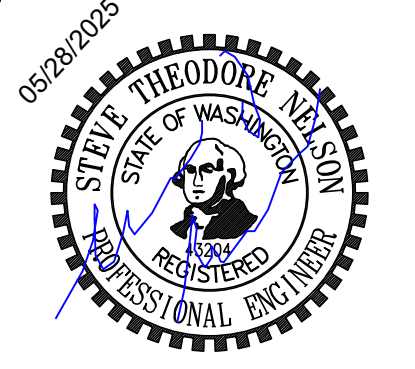
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DuPont, WA 98237
Phone: 253-606-9041
dave@cc.church

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CHAMPIONS CENTRE OVERALL SITE PLAN

A PORTION OF THE SE ¼ OF THE SW ¼ OF SECTION 25 AND NE ¼ OF
SECTION 26, TOWNSHIP 19 N, RANGE 4 E, W.M.
CITY OF DUPONT, PIERCE COUNTY, WASHINGTON



REVISION	DATE	BY	DESCRIPTION
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Site Plan Area 1

**Champions Centre
Overall Site Plan**

David Yaden, Champions Centre
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Phone: 253-606-9041
dave@cc.church

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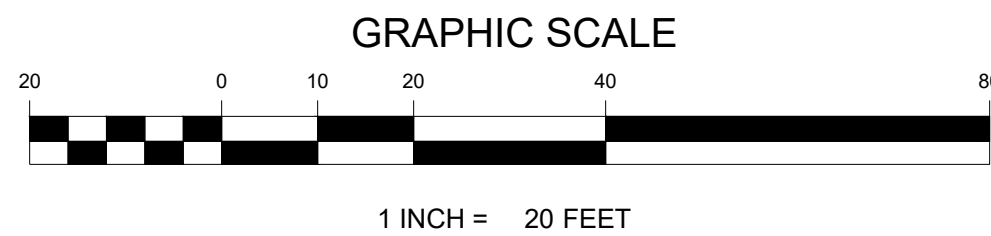
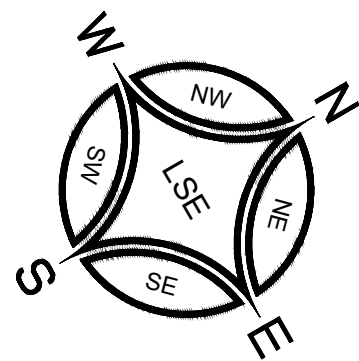
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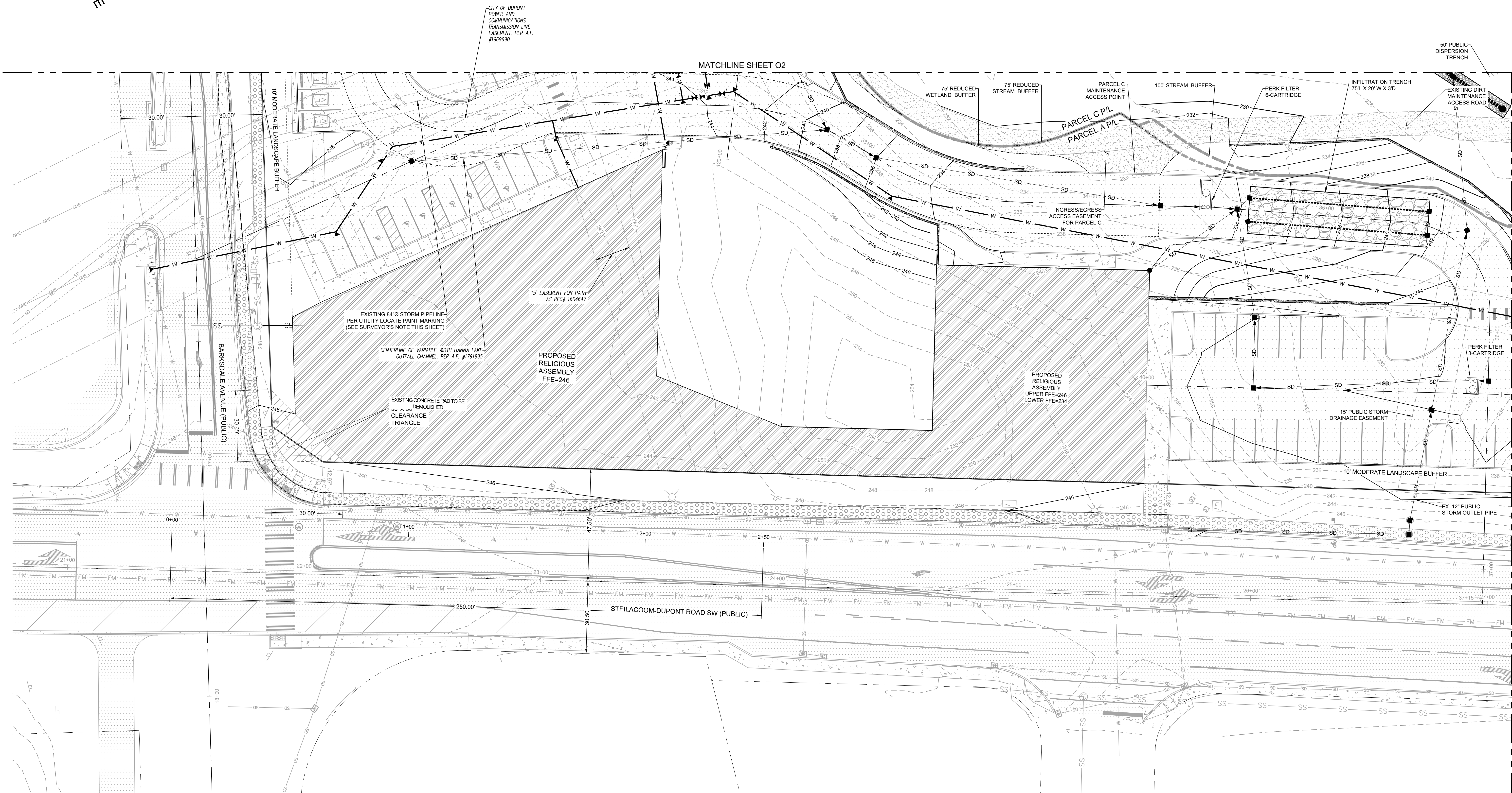
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CHAMPIONS CENTRE OVERALL SITE PLAN

A PORTION OF THE SE ¼ OF THE SW ¼ OF SECTION 25 AND NE ¼ OF
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CITY OF DUPONT, PIERCE COUNTY, WASHINGTON



Site Plan Area 2

**Champions Centre
Overall Site Plan**
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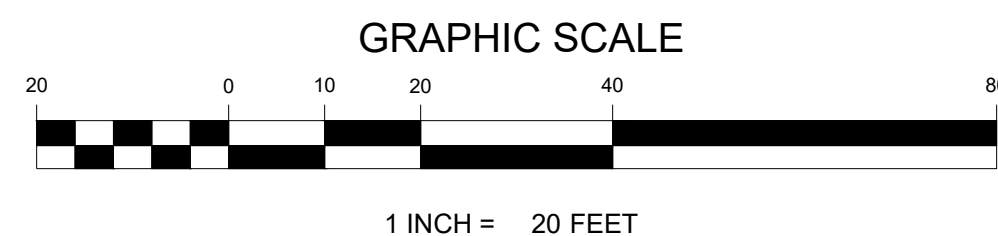
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APPROVED BY: SN

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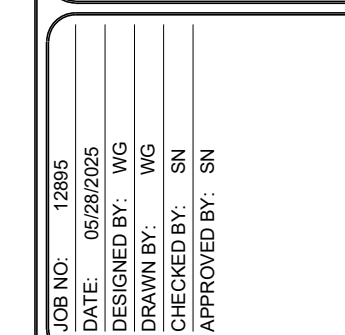
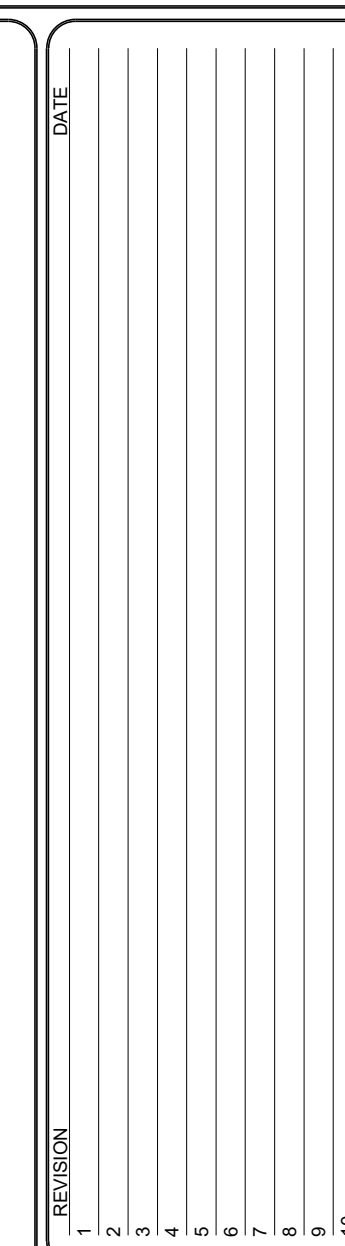


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Site Plan Area 3

**Champions Centre
Overall Site Plan**

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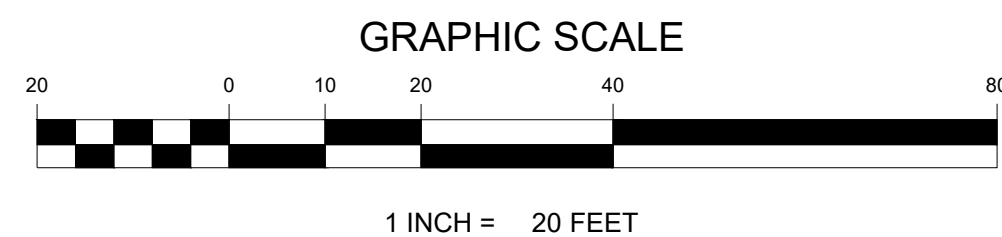
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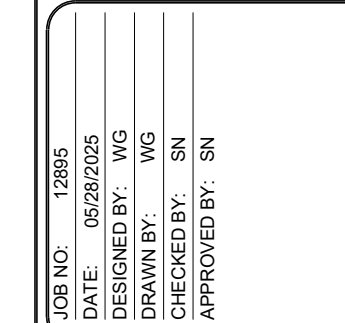
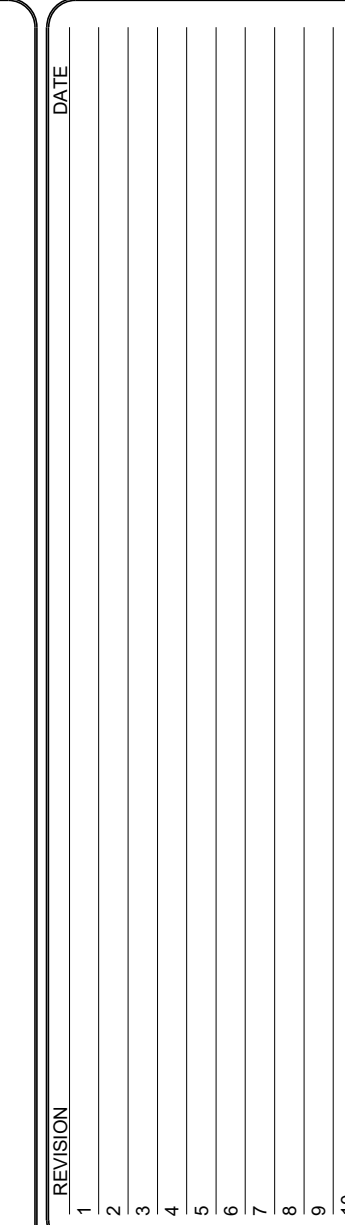
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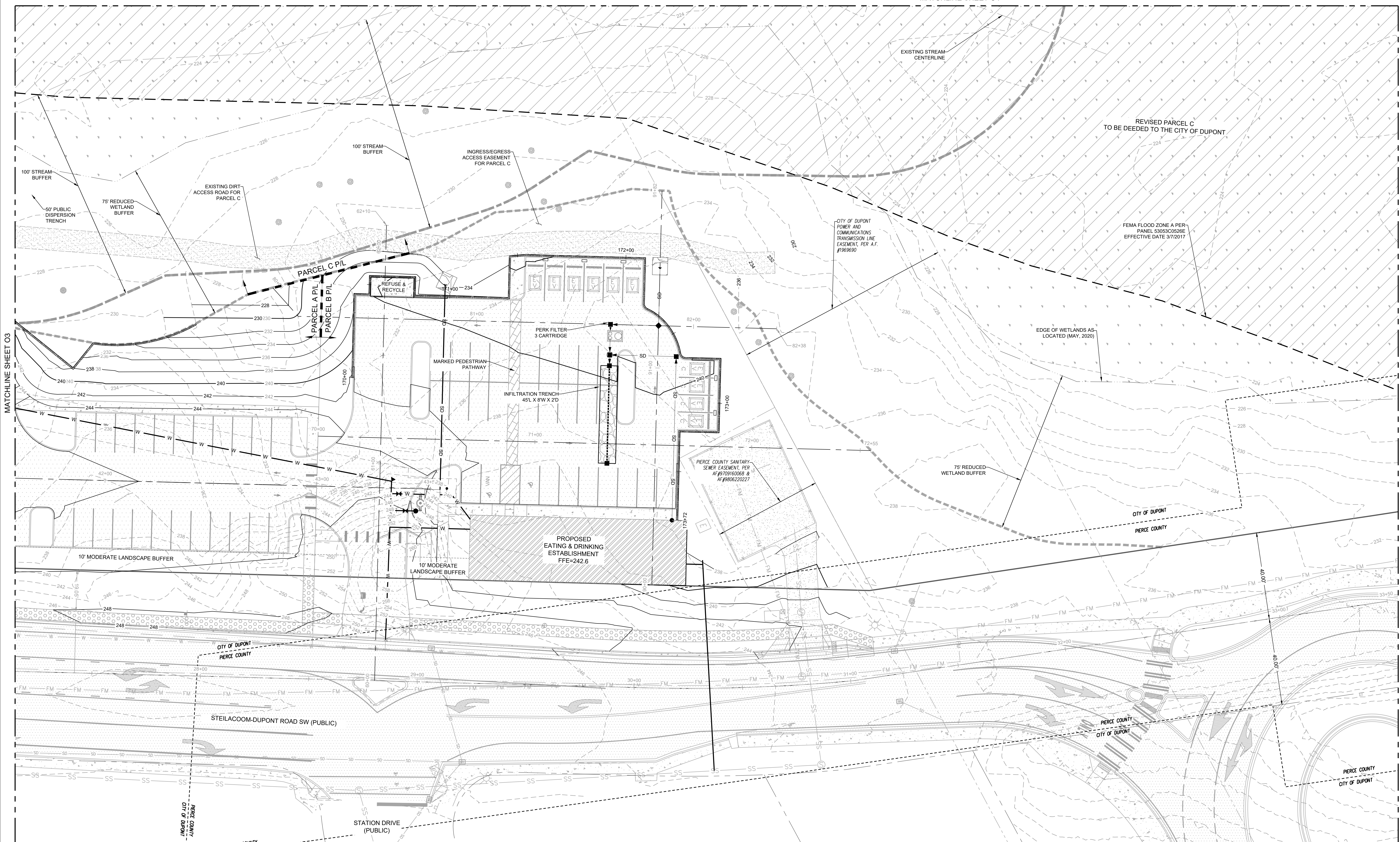
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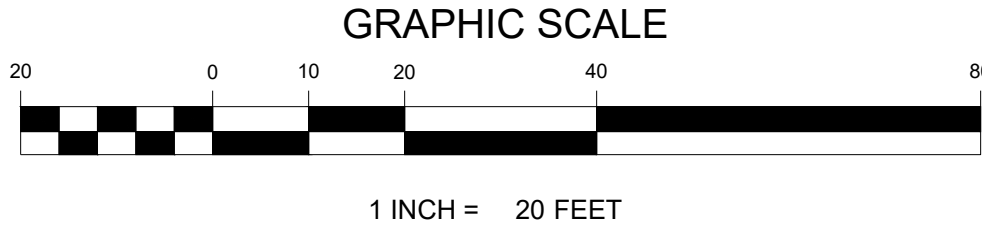
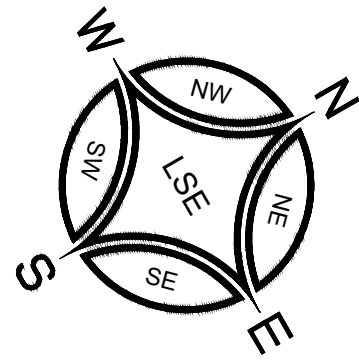
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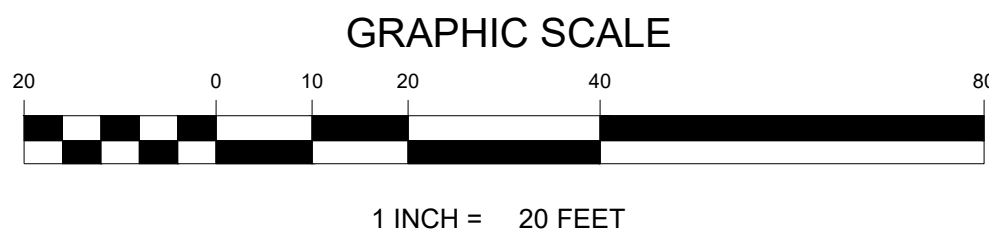
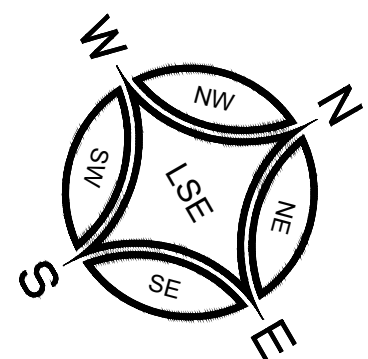
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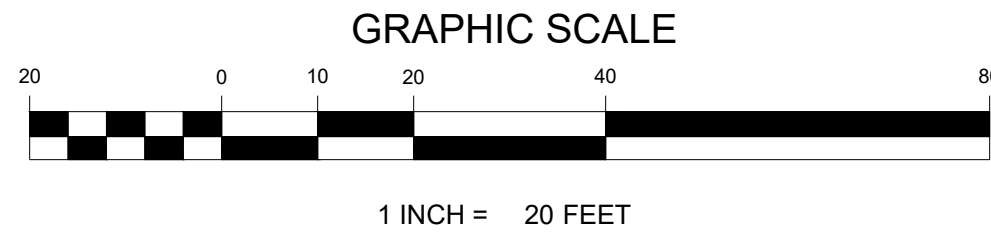
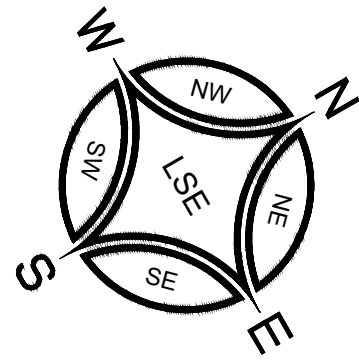
Site Plan Area 6

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CITY OF DUPONT, PIERCE COUNTY, WASHINGTON

MATCHLINE SHEET 09

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CITY OF DUPONT

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3575001073
TROTTER KATHLEEN &
BOGGER RUTH A CO-TTEE

FEMA FLOOD ZONE A PER
PANEL 53063C00520E
EFFECTIVE DATE 3/7/2017

REVISED PARCEL C
TO BE DEEDED TO THE CITY OF DUPONT

EDGE OF WETLANDS AS
LOCATED (MAY, 2020)

MATCHLINE SHEET 04

MATCHLINE SHEET 06

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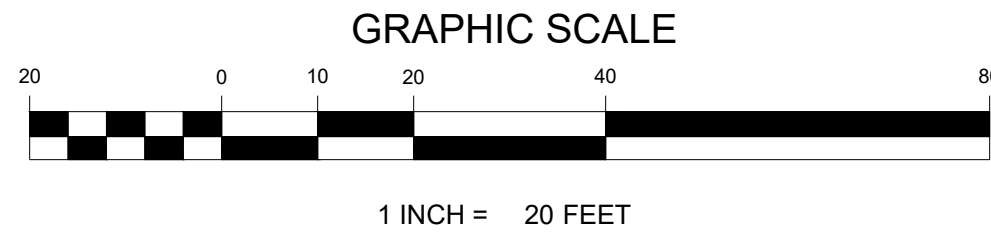
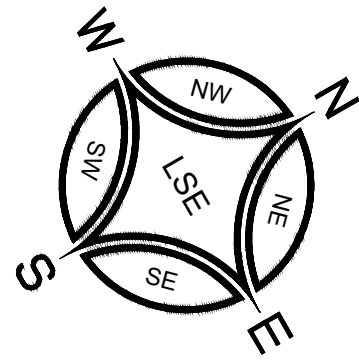
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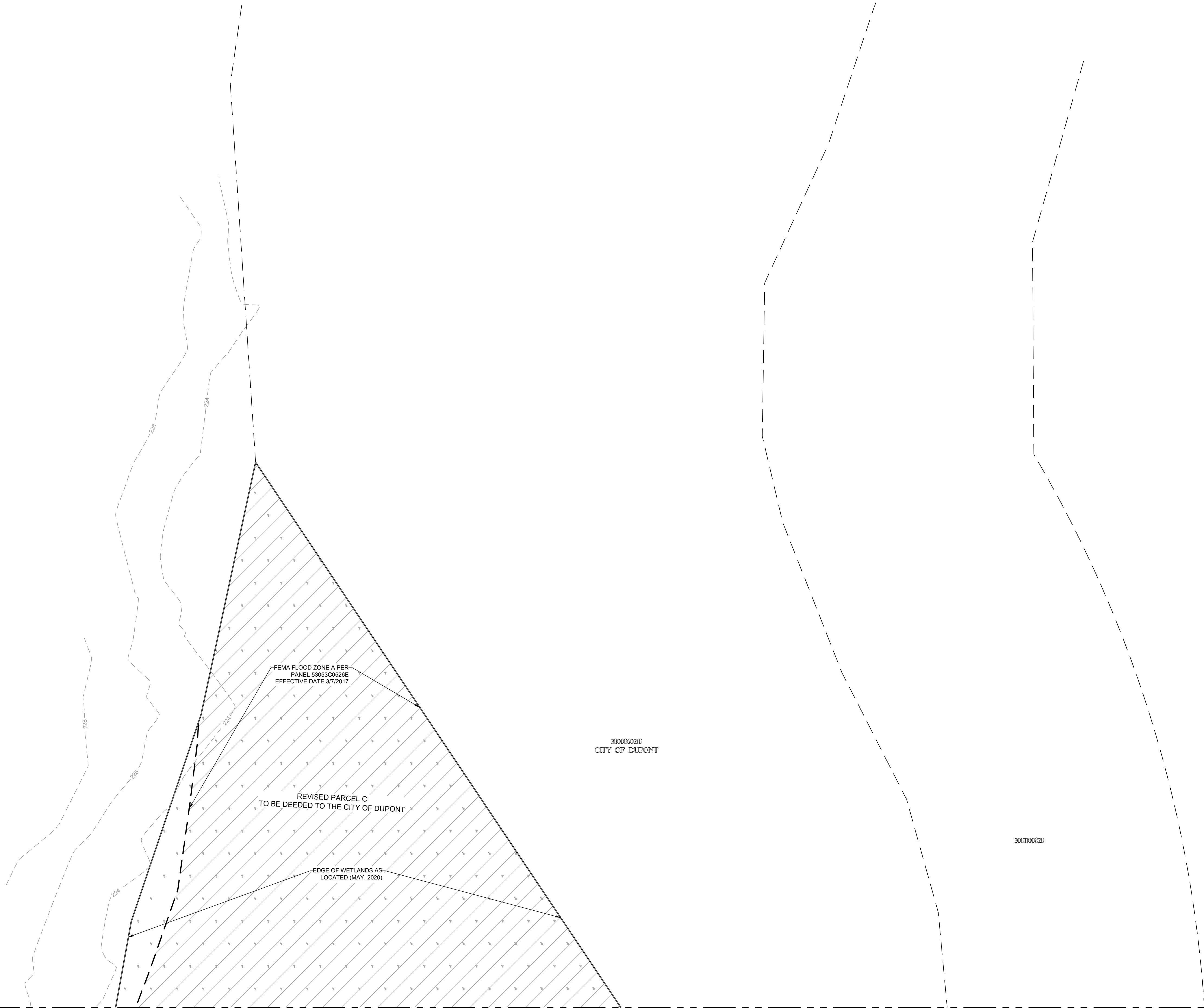
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CHAMPIONS CENTRE OVERALL SITE PLAN

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CITY OF DUPONT, PIERCE COUNTY, WASHINGTON



MATCHLINE SHEET O8

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Site Plan Area 8

Champions Centre
Overall Site Plan
David Yaden, Champions Centre
XXX Barksdale Ave.
DuPont, WA 98237
Phone: 253-606-9041
dave@cc.church

DRAWING
09
SHEET 09
OF 09

**LEROY SURVEYORS & ENGINEERS, INC.**

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May 27, 2025

Department of Community Development

1700 Civic Drive

DuPont, WA 98327

Attn: Barb Kincaid

RE: Champions Centre – Site Plan Review (PLNG2023-010)**Associated Applications: Critical Areas/Tree Modifications (PLNG2023-011),
Boundary Line Adjustment/Lot Line Elimination (PLNG2023-012), SEPA
Environmental Review (PLNG 2023-013)****LSE Job No.: 12895**

This request for variance regarding the Champions Centre Project is submitted on behalf of our client in accordance with the DuPont Public Work Standards, Variances. We are requesting variance from the following specific code:

- A. City Standard 3.1.2.1, Driveways that serve any use other than detached dwelling units may not be located closer than 150 feet to any street intersection or to any other driveway, whether on or off the subject property. Driveways that serve only residential use may not be located closer than 25 feet to any street intersection.
- B. City Standard 2.23.2, All frontage improvements shall be made across full frontage or property from centerline to right-of-way line.
- C. City Standards requiring roadway widening and/or surfacing along Barksdale Avenue (City of Dupont Dwg. No. 2.4-2.1, Commercial Access Street Office/Retail Village).

Variance Review Criteria:

In accordance with Section 1.5 of General Considerations, within the City of Dupont Public Works Standard variances from the Standard may be granted by the Public Works Director. A complete variance includes the following: variance filing fee; written narrative addressing the City's standard to which the variance is being sought, the extent of the variance, how the variance meets the following decisional criteria and related drawings:

- 1. The proposed variance is consistent with the City's Comprehensive Plans.
- 2. The proposed variance is in the public interest.
- 3. The proposed variance is consistent with requirements for safety, function, fire protection, appearance, and maintainability.

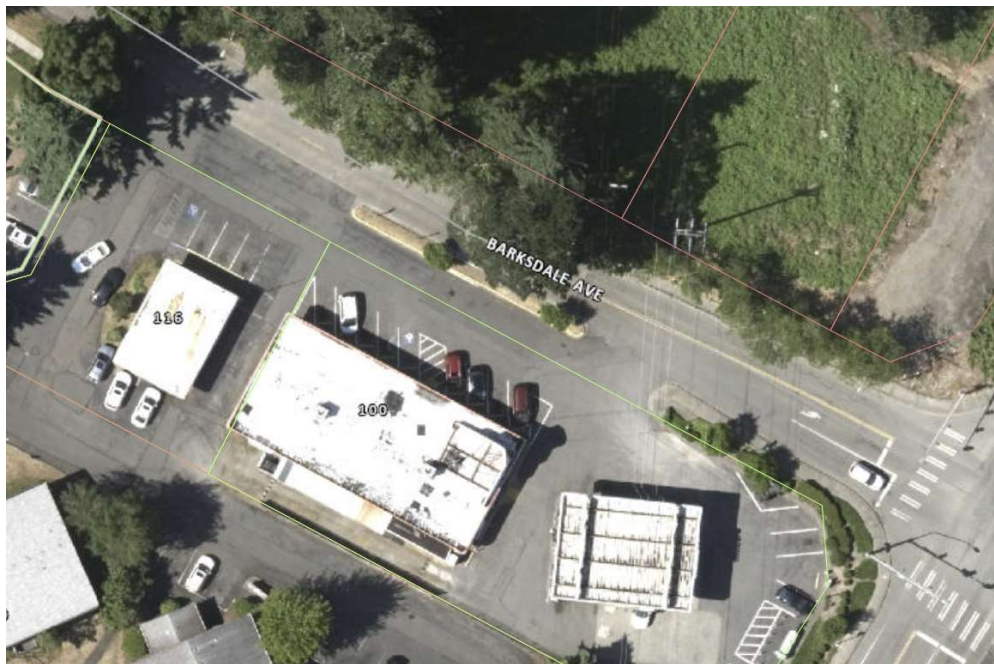
Request for Variance – A (above): City Standard 3.1.2.1.

City Standard:

In accordance with City Standard 3.1.2.1, Driveways that serve any use other than detached dwelling units may not be located closer than 150 feet to any street intersection or to any other driveway, whether on or off the subject property. Driveways that serve only residential use may not be located closer than 25 feet to any street intersection.

Existing Condition:

In the existing condition, there are no driveway accesses within 150-feet of the proposed driveway connection on the project side of Barksdale Avenue. The property(s) opposite the project site on Barksdale Avenue contain unusually oversized drive access. As can be seen by the following arial view, the drive-access is located within the existing Barksdale Avenue Right-of-Way creating a non-standard road section. The eastern edge of the drive access located on the south side of Barksdale, is approximately 145-feet from the centerline of Steilacoom Dupont Road SW. As can be seen, below, the asphalt extends for approximately 230-feet west along Barksdale as one continuous drive entrance. An existing landscape buffer containing ornamental cherry trees is within Barksdale Avenue. right-of-way and serves as the lane divider leading up to an existing 40-foot-long left-hand turn pocket.



Developed Condition:

In the developed condition the project proposes a single access point along Barksdale Avenue. The centerline of the proposed 30-foot-wide drive access will be located approximately 300 feet west of the centerline of the right-of-way of Steilacoom Dupont Road SW. A portion of the western end of the existing planter will be removed to assist in turning movements from the

proposed access, however the project will install a curbing to essentially maintain the original length of the planter. On recommendation of the TIA, the project will extend the existing left-hand turn pocket to 60-feet from the current 40-foot length allowing for additional queuing of vehicles.

Proposed Plan (Requested Variance - A):

The Project proposes to construct access from Barksdale Avenue closer than 150 feet to the driveway access located on the south side of Barksdale Avenue which does not meet the criteria set forth in City Standard 3.1.2.1.

Variance Request – A: Variance Review Criteria and Response:

The variance is underlined in italics below with response following.

1. *The proposed variance is consistent with the City's Comprehensive Plans.* Zoning for the property is Commercial, and the development is permitted within this zone therefore the variance is consistent with the City's Comprehensive Plan.
2. *The proposed variance is in the public interest.* This variance is requested due to constraints imposed upon the project by existing access for the properties located on the south side of Barksdale Avenue in conjunction with an existing median containing historic trees making it infeasible for the project to meet City Standard 3.1.2.1. Granting the proposed variance is in the public interest by affording the property owner access to their property while minimizing impact to the historic Barksdale Avenue roadway design and neighboring businesses.
3. *The proposed variance is consistent with requirements for safety, function, fire protection, appearance, and maintainability.* Granting the variance will be a benefit to the overall property and public welfare. The TIA confirms, "Overall, no intersection or capacity deficiencies are identified." As part of this project Barksdale Avenue will be restriped to extend the existing left-turn pocket to 60-feet from the existing 40-feet. According to page 22 of the TIA, "By providing increased storage length of at least 60-feet, sufficient capacity will be provided, and no driveway blockage is anticipated." Additionally, safety, function, fire protection, appearance and maintainability will be maintained and/or improved by the proposed improvements.

Request for Variance -- B (above): City Standard 2.23.2.

Code Requirement:

In accordance with City Standard 2.23.2, All frontage improvements shall be made across full frontage or property from centerline to right-of-way line.

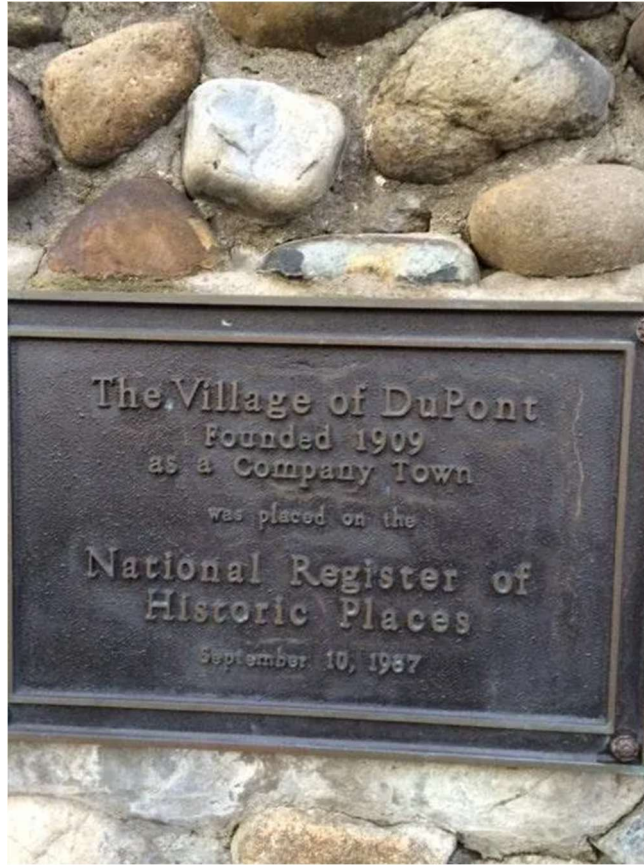
Existing Condition:

Sidewalk improvements exist along the full length of the project parcels that are adjacent to Barksdale Avenue which also includes existing cherry trees with a historic connection to the City DuPont and Historic Monuments.

Developed Condition:

The project is proposing revision to the existing sidewalk and installation of new curbing along with a minor amount of road widening along the full length of the road frontage adjacent to Barksdale Avenue. The project's goal is to minimize removal of the existing cherry trees and leave intact the Historic Monuments (see following archival photo). In order to protect the monuments, the project is proposing to extend the new sidewalk improvements to within 3-feet of the existing monument and then tie back into the existing concrete sidewalk. The new sidewalk installation would end approximately 22' back from the western most project property line. The new curb and gutter is proposed to extend to the western property line.





Proposed Plan (Requested Variance – B):

The Project requests a variance from the current requirement of “All frontage improvements shall be made across full frontage.” To maintain the monuments in the current condition the project is requesting relief from the installation of frontage improvements across the full frontage and be allowed to shorten the improvements by approximately 22-to-30-feet short of the westerly property line.

Variance – B Review Criteria and Response:

The variance underlined in italics below with response following.

1. *The proposed variance is consistent with the City's Comprehensive Plans.* Zoning for the property is Commercial, and the development is permitted within this zone therefore the variance is consistent with the City's Comprehensive Plan.
2. *The proposed variance is in the public interest.* This variance is requested due to the location of historically significant monumentation as well as historical plantings (existing Cherry Trees). It has been voiced by residents that they wish that the existing cherry

trees will remain in their current condition and location as much as is feasible. According to on-line information:

"The cherry trees lining Barksdale Avenue and throughout the Historic Village were originally planted in the 1930's by the DuPont Company. In 1976, the City and townspeople replaced dead and diseased trees. For decades the blossoming trees have been a symbol of spring and hope for the villagers. An annual Cherry Blossom Tea was begun by the Village ladies in the 1940's to celebrate the blossoming trees. This tradition continues today by the DuPont Historical Society, which hosts DuPont's Annual Cherry Blossom Tea and Vintage Fashion Show."

Granting this variance is in the public interest by maintaining the historical and local traditions, which are so important to the identity of the City of DuPont.

3. The proposed variance is consistent with requirements for safety, function, fire protection, appearance, and maintainability. Granting this variance is consistent with requirements for safety, function and fire protection while preserving appearance and maintainability.

Request for Variance -- C (above): City Standards requiring roadway widening and/or surfacing along Barksdale Avenue.

Code Requirement:

In accordance with City Standards requiring roadway widening and/or surfacing along Barksdale Avenue (City of Dupont Dwg. No. 2.4-2.1, Commercial Access Street Office/Retail Village)

Existing Condition:

In the existing condition, the Roadway Cross Section in Barksdale Avenue is non-standard, with rolled-curb and a 4-foot-wide sidewalk with no planter strip.

Developed Condition:

In the developed condition the project is proposing to install concrete vertical curbing on the project side with slight road widening to accommodate turning movements from both the project site and properties located on the south side of Barksdale Avenue. For the first approximately 100' heading west from Dupont-Steilacoom Road a proposed 5-foot-wide sidewalk will be installed without a buffer behind the vertical curb and gutter. At this point, the proposed 5' sidewalk will offset north to the existing Barksdale Avenue right-of-way line and run west (parallel to Barksdale Avenue) for approximately 234-feet which will create a planter strip. The planter strip will exceed the 5' minimum width providing sufficient room for the existing cherry trees to remain. At the end of the 234 feet the proposed sidewalk will shift south and connect to the existing sidewalk. Like the existing condition this too is non-standard.

Proposed Plan (Requested Variance – C):

The Project proposes to construct a non-standard road section and is requesting a variance from the standard. According to the *City of Dupont Dwg. 2.4-2.1, Commercial Access Street Office/Retail Village* the roadway is required to be widened to accommodate a 9'-0" parking lane with buffer and sidewalk. There are multiple reasons for this variance request.

- If the roadway is widened the existing cherry trees will need to be removed, which local response from the community is that they would like the trees to remain.
- The TIA confirms, "Overall, no intersection or capacity deficiencies are identified." As part of this project Barksdale Avenue will be restriped to extend the existing left-turn pocket to 60-feet from the existing 40-feet. According to page 22 of the TIA, "By providing increased storage length of at least 60-feet, sufficient capacity will be provided, and no driveway blockage is anticipated."
- Since the proposed project is a Church facility and not a retail business and parking for the church facility is provided on-site, the offsite parking lane would only benefit the properties to the south and create a condition where pedestrians would be crossing Barksdale Avenue at varying points.
- The project is proposing to provide, as much is feasible, curb, gutter, landscape buffer, and a 5-foot-wide sidewalk in meeting with the standards while maintaining the existing cherry trees and character of the area.

Variance Request – C: Variance Review Criteria and Response:

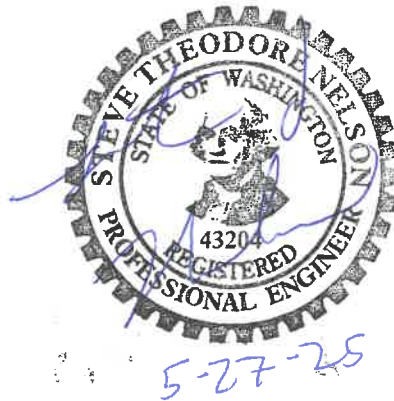
The variance underlined in italics below with response following.

1. *The proposed variance is consistent with the City's Comprehensive Plan.* The proposed intends to install a non-standard road section which will assist in maintaining the historical nature of Barksdale Avenue. The non-standard section includes curb, gutter and sidewalk which allows for pedestrian mobility and is consistent with the City's Comprehensive Plan.
2. *The proposed variance is in the public interest.* This variance is requested due to constraints imposed upon the project by existing access for the properties located on the south side of Barksdale Avenue, existing cherry trees that residents wish to remain, and that the parking lane would not actually serve the community in a meaningful way as the parking might encourage illegal crossing of Barksdale Avenue.
3. *The proposed variance is consistent with requirements for safety, function, fire protection, appearance, and maintainability.* Granting this variance is consistent with requirements for safety, function and fire protection while preserving appearance and maintainability. The proposed road section provides for pedestrian safety as well as vehicular safety and access. The road section is consistent with function and maintains fire protection access. As was mentioned previously, the TIA confirms, "Overall, no intersection or capacity deficiencies are identified" and "By providing increased storage length of at least 60-feet, sufficient capacity will be provided, and no driveway blockage is anticipated." Again, the parking lane would not serve the community in a meaningful way and might increase the chances of a pedestrian vehicle incident if someone parked and crossed Barksdale Avenue to access the businesses on the south side of the roadway.

Thank you for your time in addressing this Variance Request. Please do not hesitate to contact us if anything is missing, incomplete or if you have any questions.

Sincerely,

Steve Nelson, P.E.
Professional Engineer
snelson@lseinc.com
253-848-6608 ext. 107
253-433-5850 (cell)





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May 27, 2025

Department of Community Development
1700 Civic Drive
DuPont, WA 98327
Attn: Barb Kincaid

RE: Champions Centre – Site Plan Review (PLNG2023-010)

**Associated Applications: Critical Areas/Tree Modifications (PLNG2023-011),
Boundary Line Adjustment/Lot Line Elimination (PLNG2023-012), SEPA
Environmental Review (PLNG 2023-013)**

LSE Job No.: 12895

This request for variance regarding the Champions Centre Project is submitted on behalf of our client in accordance with the DuPont Municipal Code (DMC) Chapter 25.160, Variances. We are requesting variance from the following specific code:

- A. City Standard 3.1.1.1, Driveways directly giving access onto arterials will be denied if alternate access is available.

Variance Review Criteria:

In accordance with Section 1.5 of General Considerations, within the City of Dupont Public Works Standard variances from the Standard may be granted by the Public Works Director. A complete variance includes the following: variance filing fee; written narrative addressing the City's standard to which the variance is being sought, the extent of the variance, how the variance meets the following decisional criteria and related drawings:

1. The proposed variance is consistent with the City's Comprehensive Plans.
2. The proposed variance is in the public interest.
3. The proposed variance is consistent with requirements for safety, function, fire protection, appearance, and maintainability.

Request for Variance -- A (above): City Standard 3.1.1.1.

Code Requirement:

In accordance with City Standard 3.1.1.1, Driveways directly giving access onto arterials will be denied if alternate access is available.

Existing Condition:

In the existing condition, according to the submitted BLA documentation, Original Parcel B (TPN 0119362043) only has access from Dupont-Steilacoom Road. This parcel does not abut the lesser roadway (Barksdale Avenue).

Developed Condition:

In the developed condition the new revised Parcel B will again only have access directly from Dupont-Steilacoom Road.

Proposed Plan (Requested Variance – A):

The Project proposes to construct access for the revised Parcel B from Dupont-Steilacoom Road as a right-in, right-out only access. The access for Parcel B has been designed to align with Station Drive located on the opposite side (east side) of Dupont-Steilacoom Road and will be the only direct access to the Revised Parcel B.

According to page 20 of the Traffic Impact Analysis (TIA) prepared for the Champions Centre Project by Heath and Associates and dated September 1, 2024, "The proposed accesses are similarly projected to operate with LOS B conditions under all scenarios. Overall, no intersection or capacity deficiencies are identified."

Variance Request – A: Variance Review Criteria and Response:

The variance is underlined in italics below with response following.

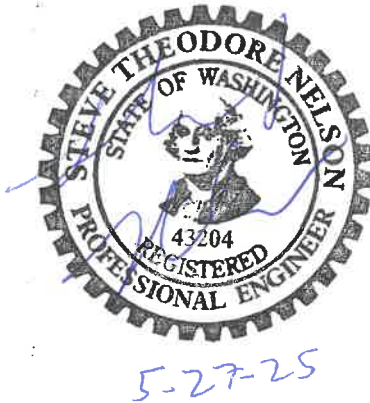
1. *The proposed variance is consistent with the City's Comprehensive Plans.* Zoning for the property is Commercial, and the development is permitted within this zone therefore the variance is consistent with the City's Comprehensive Plan.
2. *The proposed variance is in the public interest.* This variance is requested due to access constraints for the Revised Parcel B as the only direct connection to the public roadway system is Dupont-Steilacoom Road. Limiting access to the restaurant would directly impact the viability of the business as it would not be obvious how a visitor to the City of DuPont, once exiting from I-5 via the future Round-A-Bout, would access the facility. Similar establishments located across Dupont-Steilacoom Road already enjoy direct access from Dupont-Steilacoom Road. As there is good visibility on this roadway and the future Round-A-Bout will assist with speed control direct access off of Dupont-Steilacoom Road will not hamper traffic movement. Granting this variance is in the public interest by affording the property owner and public access to the property.
3. *The proposed variance is consistent with requirements for safety, function, fire protection, appearance, and maintainability.* Granting this variance is consistent with requirements for safety as there is sufficient site distance for turning movements. Additionally, the project is proposing a Right-In and Right-Out Only turning movement which in conjunction with other traffic calming devices (i.e. Round-A-Bout) safety is maintained. Function, fire protection, appearance, and maintainability are all consistent with standard and safe design. The TIA confirms, "Overall, no intersection or capacity deficiencies are identified." As noted above, the project is proposing a right-in, right-out connection point to Dupont-Steilacoom Road although this is mentioned in the TIA as a possible temporary condition. According to page 4 of the TIA, "Under present

conditions, the Dupont-Steilacoom access would function as a right-in, right-out. However, a full movement access may be permitted upon completion of the I-5 Interchange Relocation project in which Exit 119 would relocate to the north prior to Pendleton Avenue – resulting in reduced volumes along the project's Dupont-Steilacoom Road frontage."

Thank you for your time in addressing this Variance Request. Please do not hesitate to contact us if anything is missing, incomplete or if you have any questions.

Sincerely,

Steve Nelson, P.E.
Professional Engineer
snelson@lseinc.com
253-848-6608 ext. 107
253-433-5850 (cell)





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Surveying • Engineering • Geology • Septic Design • GPS • GIS Mapping

May 28, 2025

Department of Community Development
1700 Civic Drive
DuPont, WA 98327
Attn: Barb Kincaid

RE: Champions Centre – Critical Areas/Tree Modifications (PLNG2023-011)
Associated Applications: Site Plan Review (PLNG2023-010), Boundary Line Adjustment/Lot Line Elimination (PLNG2023-012), SEPA Environmental Review (PLNG 2023-013)
LSE Job No.: 12895

This request for variance regarding the Champions Centre Project is submitted on behalf of our client in accordance with the DuPont Municipal Code (DMC) Chapter 25.160, Variances. We are requesting variance from the following specific code:

- A. Relief from required fifteen-foot structural setback to a wall over six-feet in height 25.105.050.2.g.v.

Variance Review Criteria:

In accordance with Section 1.5 of General Considerations, within the City of Dupont Public Works Standard variances from the Standard may be granted by the Public Works Director. A complete variance includes the following: variance filing fee; written narrative addressing the City's standard to which the variance is being sought, the extent of the variance, how the variance meets the following decisional criteria and related drawings:

1. The proposed variance is consistent with the City's Comprehensive Plans.
2. The proposed variance is in the public interest.
3. The proposed variance is consistent with requirements for safety, function, fire protection, appearance, and maintainability.

Request for Variance: DMC 25.105.050.2.g.v – Structural Setback to Retaining Wall over six feet in height.

Code Requirement:

In accordance with DMC Chapter 25.10.190.165 Structure, a wall 6-feet in height or taller is considered a structure and therefore shall comply with a minimum 15-foot setback from critical areas (wetland buffer).

Existing Condition:

In the existing condition there is an Existing Landmark Tree, Tree #27, fifty-four-inch Douglas Fir with a 32-foot dripline located inside of but near the edge of the Wetland.

Developed Condition:

To provide access to the upper parking (northern parking) and proposed restaurant space from the lower church parking lot a drive access will encroach on the root zone of Tree #27 due to filling requirements and road construction. The construction of the access and filling of the area would necessitate the removal of this Landmark Tree as well as a smaller non-categorized tree (Tree #28 – 15" Oregon Ash). To protect and save Tree #27 a wall must be constructed, therefore the updated design shows a concrete wall which would not meet standard setback requirements due to space and access constraints.

Proposed Plan (Requested Variance):

The Project (see attached exhibit) proposes to construct a wall made of concrete to keep grading outside of the root zone of an existing *Landmark Tree* located within but near the edge of the wetland buffer boundary. Due to the elevation difference between the proposed drive access and the Legacy Tree the concrete wall will range in height from zero to 11.34-feet (exposed face) and extend for approximately 184 lineal feet. To construct the wall the plan proposes to provide grading next to the proposed drive at a three'-horizontal to one'-vertical to facilitate plant growth and allow for landscaping. The design will displace a small area of wetland buffer. The project will provide mitigation for this buffer area at a 1:1 replacement. Once complete the face of the wall would mark the wetland buffer boundary in that area (zero setback). Additionally, 4-foot-high safety fencing will be installed on top of the wall where required by code.

Variance Request: Variance Review Criteria and Response:

The variance is underlined in italics below with response following.

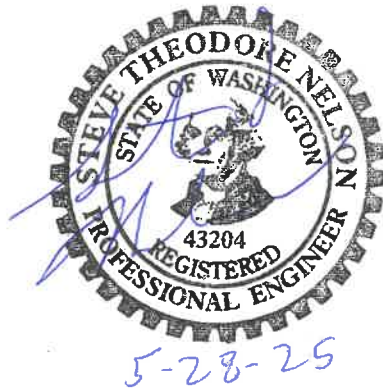
1. *The proposed variance is consistent with the City's Comprehensive Plans.* We are requesting this variance due to topography and site space constraints between the wetland buffer and the existing Dupont-Steilacoom Road Right-of-Way and the need to save a Landmark Tree located within the Wetland Buffer. Enforcement of the code requirements would deprive the owner of full utilization of the property. Construction of the proposed wall will reduce the structural setback to the wetland buffer (a.k.a. Bell Marsh) but will not reduce the buffer itself. This will allow for reasonable public and private access through the property while allowing for access to the wetland/wetland buffer for public maintenance. Ownership and maintenance of the wall will be with the property owner while in the final condition the owner will deed the wetland and wetland buffer area to the City of DuPont. Construction of the wall is consistent with the City's Comprehensive Plan by not impeding the function or accessibility of Bell Marsh, maintaining a Landmark Tree all while increasing utilization of Commercially Zoned property.
2. *The proposed variance is in the public interest.* Granting this variance will allow the owner to construct parking and drive aisles, making the best use of limited area. The main structure is a proposed religious assembly while the secondary structure is a proposed eating and drinking establishment, both of which serve the local as well as extended community and is in the public interest.

3. The proposed variance is consistent with requirements for safety, function, fire protection, appearance, and maintainability. Granting of the requested variance will be a benefit to the overall property and public welfare by fully utilizing the site, preserving the existing Native Conditions (Landmark Tree) while ensuring continuance of the Wetland Buffer and wetland function. Likewise, granting this variance will allow for safe access for fire protection and maintenance of Bell Marsh and the proposed development. Additionally, the proposed wall will assist in minimizing impact to the wetland/wetland buffer allowing for natural growth and improved appearance.

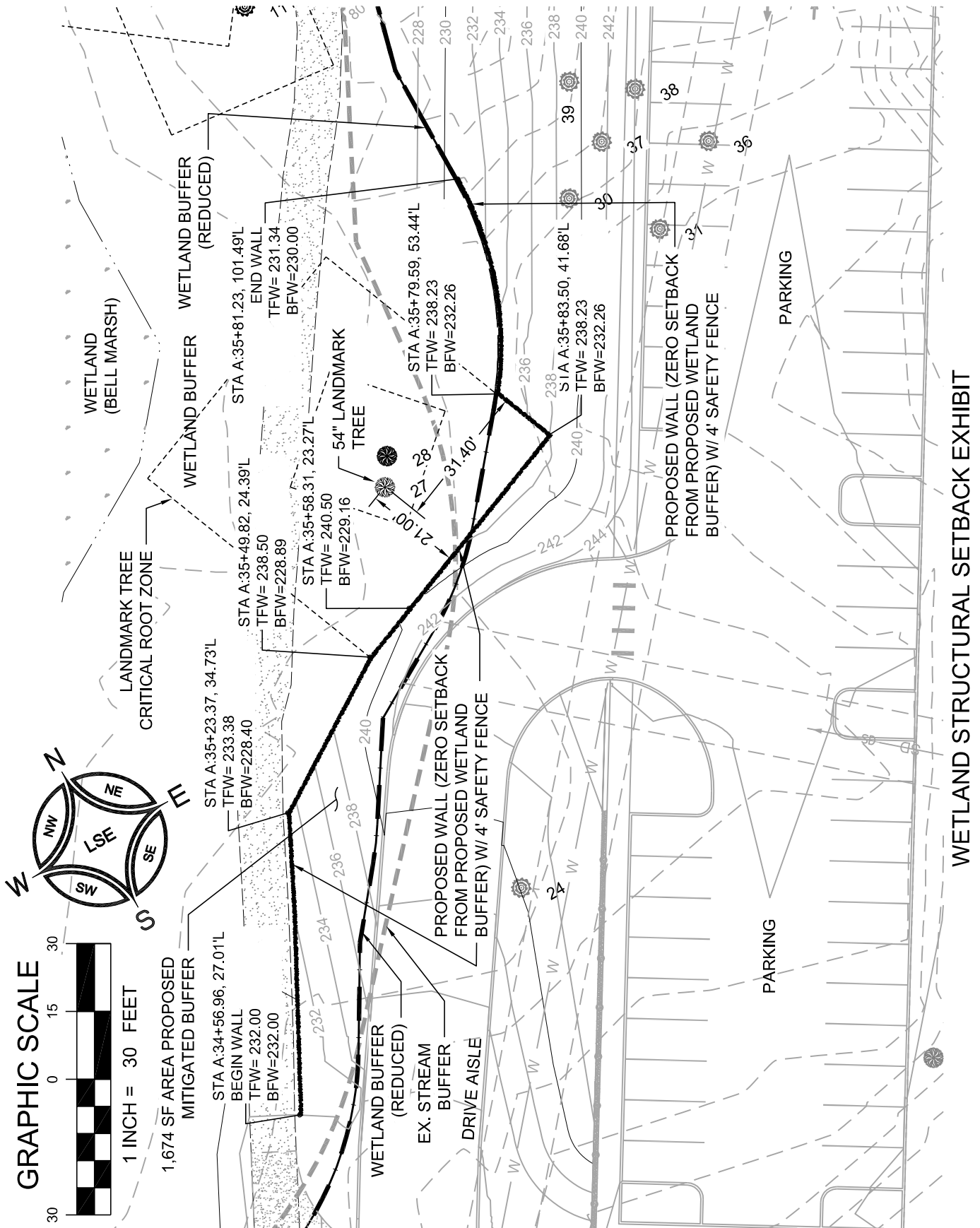
Thank you for your time in addressing this Variance Request. Please do not hesitate to contact us if anything is missing, incomplete or if you have any questions.

Sincerely,

Steve Nelson, P.E.
Professional Engineer
snelson@lseinc.com
253-848-6608 ext. 107
253-433-5850 (cell)



EXHIBIT



WETLAND STRUCTURAL SETBACK EXHIBIT

Thank you for doing
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City of DuPont.
1700 Civic Drive
DuPont, WA 98327
(253)964-8121

05/12/2025 09:14 AM
Receipt No. 00451382

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Plan Review

750.00

001-000-322-95-00-00

Receipt Total: 750.00

Cash: 0.00

Check: 0.00 Check #:

CC/EFT: 750.00

Change: 0.00

Champions Centre
Customer #: 116259
32706 Mountain Hwy

Eatonville, WA 98328

Cashier: KAtkinson
1

Station: DUPONTPC6