



March 9, 2023

Nabila Comstock, Assistant Planner
City of Puyallup
Planning Division
333 South Meridian
Puyallup, WA 98371

RE: Responses to Comments
ARCO ampm – New Gas Station, Car Wash, and Convenience Store
1402 South Meridian, Puyallup, Washington 98371
City of Puyallup File No. PLPSP20220079
Our Job No. 21730

Dear Nabila:

We have revised the plans and technical documents for the above-referenced project in accordance with your comment letter dated February 23, 2022. Enclosed are the following documents for your review and approval:

1. One (1) copy of the revised Preliminary Civil Engineering and Landscape Plans prepared by Barghausen Consulting Engineers, Inc. dated March 9, 2023.
2. One (1) copy of the revised SSP prepared by Barghausen Consulting Engineers, Inc. dated March 9, 2023.

The following outline provides each of your comments in italics exactly as written, along with a narrative response describing how each comment was addressed:

Planning Review - Nabila Comstock; (253) 770-3361; NComstock@PuyallupWA.gov

- Please resubmit all plans (landscaping, civils, etc.) with the updated property line in accordance with the ROW dedication. [landscape plan, L-1]

Response: The landscape plan has been updated to show the right-of-way dedication.

Engineering Review - Anthony Hulse; (253) 841-5553; AHulse@PuyallupWA.gov

- *The project appears to only be proposing 6 gas dispensers. Update the report [drainage report, pg 6]*

Response: Please see the updated SSP (drainage report) which has been revised to indicate that only six gas dispensers are proposed.

- *Include an additional map indicating Basin 1 vs Basin 2 (Bypass) [Drainage report, pg 34]*

Response: Please see Sheet 2 of Figure 5.2 found within the updated SSP for the additional map added to indicate and clarify the predeveloped and mitigated basins (three predeveloped basins and three mitigated basins) found in the WWHM Modeling Report. Per the 2019 DOE SWMMWW, project proponent is allowed to provide Stormwater Management BMPs for an existing impervious area equivalent to the bypass area; therefore, the project proposes to collect existing off-site non-replaced impervious hard surface with an equivalent area to the replaced/new impervious hard surface bypass area. The collected off-site non-replaced impervious hard surface will have similar flow and pollution characteristics to the bypass area.

- *Provide a preliminary WWHM calculation showing that the proposed Modular Wetland Unit meets minimum requirement #6. [drainage report, pg 43]*

Response: Please see Figure 5.6 found within the updated SSP for the preliminary WWHM calculations for the proposed Modular Wetland Unit which meets Minimum Requirement No. 6.

- *The pre-developed conditions do not show the existing impervious surfaces which will skew the WWHM results for the flow control calculation. Revise accordingly. [Drainage report, pg 45]*

Response: Please see the updated WWHM Modeling Report which is found as Figure 5.5 of updated SSP. The pre-developed conditions found in the WWHM results show existing off-site non-replaced impervious surfaces modeled as forested/flat because they will be used for the purpose of providing flow control for an equivalent replaced/new impervious surface area that will not be collected.

Please see Sheet 2 of Figure 5.2 of the updated SSP for the additional map added to indicate and clarify the predeveloped and mitigated basins (three predeveloped basins and three mitigated basins) found in the WWHM Modeling Report. Per the 2019 DOE SWMMWW, project proponent is allowed to provide Stormwater Management BMPs for an equivalent area; therefore, the project proposes to collect existing off-site non-replaced impervious hard surface with an equivalent area to the replaced/new impervious hard surface bypass area. The collected off-site non-replaced impervious surface will have similar flow and pollution characteristics to the bypass area.

- *Show the existing parcel lines for the lots shown on the plans. [site plan, pg 7]*

Response: The updated entitlement plans show the existing parcel lines for the proposed project site to be developed. Existing parcel lines for the lots that abut the project are also shown.

- *The proposed catch basin is being placed within the pedestrian access route. Revise accordingly. [site plan, pg 7]*

Response: Please see updated Sheet C3.0; the proposed catch basin has been shifted slightly in the southeast direction so that it is located outside of the pedestrian access route.

- *The interior floor of trash enclosure shall be sloped towards a type I catch basin, or equivalent and be plumbed to sanitary sewer. Show this structure and connection. [site plan, pg 7]*

Response: Please see updated Sheet C3.0; the interior of the trash enclosure has been graded to slope toward a sewer drain located at the center of the trash enclosure and the sewer drain has been updated to connect to the sanitary sewer.

- *The city requires grease interceptors for projects proposing to discharge greater than 100mg/L of fats/oils and grease. The grease interceptor shall be designed in accordance with 14.06.031 and the Uniform Plumbing Code. Revise the grease trap. [site plan, pg 8]*

Response: A 1,000-gallon grease interceptor is shown on the plans. It is not anticipated that discharge will exceed 100mg/L of fats/oils and grease as this project's use will not propose the cooking or frying of any foods. All foods served will be pre-cooked, and packaged upon arriving to the site.

- *The proposed building requires a commercial sampling tee per city standard 04.03.04. [site plan, pg 8]*

Response: Please see updated Sheet C4.0 of revised Entitlement Plan Set, a sampling connection and cleanout has been added to the proposed side sewer for the convenience store. A callout has been added to the sampling connection and cleanout on Sheet C4.0 which reads: PROPOSED SIDE SEWER SAMPLING CONNECTION AND CLEANOUT FOR CONVENIENCE STORE PER CITY OF PUYALLUP STANDARD 04.03.04.

- *Provide information within the drainage report that speaks to the flow splitter. What is the purpose of this device prior to the treatment modular wetland unit? [drainage report, pg 6]*

Response: Per Section V-1.4.1 of Volume 1 of the 2019 DOE SWMMWW, flow splitters restrict flows to Runoff Treatment BMPs and bypass any flows in excess of the Water Quality design flow rate upstream of the Runoff Treatment BMPs.

The proposed flow splitter shall be designed to ensure that low flows are delivered to the Runoff Treatment BMP up to the Water Quality design flow rate and any additional flows above this rate will be diverted to the bypass system with minimal increase in head at the flow splitter structure to avoid surcharging the Runoff Treatment BMP under high flow conditions. Please see Section 5.6 of the updated SSP which speaks to the flow splitter and purpose.

- *Is there an existing easement in place that allows for this connection on private property? If so, show it on the plans, if not provide this information. This may be conditioned to be a requirement of the civil permit, rather than the preliminary site plan. [site plan, pg 8]*

Response: At this time, the location of outside dry utility connections is on-going. The final location of the dry utility connections has not yet been determined. We are currently in communication with the dry utility purveyors (power and communications) to determine available connection points. Temporary and permanent easements will be acquired as necessary to facilitate the construction of off-site utility connections.

- *Just an fyi, at the time of civils, this telephone cabinet will need to be strategically re-located to provide a 4' wide compliant ADA pathway. Ideally this would be placed within new 10' planter strip. [site plan, pg 8]*

Response: This comment is acknowledged. Coordination of the telephone cabinet will be conducted to strategically re-locate it to provide a 4' wide compliant ADA pathway.

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

- *For the Meridian driveway design, the type and extent of physical access restrictions will be determined during civil review. Depending on the type of access restriction, coordination may be necessary with businesses on the east side of Meridian.*

Response: This comment is acknowledged.

- *The required Meridian access restriction (right-in/right-out) will impact adjacent internal property owners. Applicant shall provide letters of support and/or documentation showing concurrence from adjacent property owners (legal access easement holders for ingress/egress @ Meridian).*

Response: A meeting with the engineering traffic reviewer will be requested to seek clarification on this requirement. Requesting the development project to obtain approvals from adjacent owners to restrict access that is controlled by the City of Puyallup is an unusual request that warrants further conversations to identify potential implications to the feasibility of the project.

- *Proposed driveway improvements are partially located on private property. Coordinate with adjacent property owner for possible construction easement.*

Response: This comment is acknowledged. Temporary construction easements shall be obtained as necessary to complete the reconstruction of the shared access driveway.

During civil review, the sidewalk alignment (on either end of frontage) will need to provide gradual transitions.

Response: This comment is acknowledged. Please see the updated preliminary civil plans which show more gradual transitions of the sidewalk alignment along both ends of the frontage.

- *During civil review, the existing 30ft streetlight may need to be relocated and/or upgraded to meet current City standards. City standards require the edge of streetlight foundation to be at least 24" from face of curb. 12ft minimum arm must overhang at least 3ft into the roadway.*

Response: During the civil review, confirmation on whether the existing 30-foot streetlight needs to be relocated and/or upgraded to meet the current City standards and shall be determined and reflected on the civil plans accordingly.

- *During civil review, included updated sight distance analysis that identifies all sight obstructions. (street tree placement, railing, monument signage, fences, bus pad, etc.)*

Response: This comment is acknowledged. Any required updates or modifications to the streetlights, street tree placements, railing, monument signage, fences, and bus stop/pad shall be shown and reflected on the civil plans as well as on the Sight Distance Analysis.

- *Traffic Scoping comments sent directly to Transpo Group*

Response: This comment is acknowledged

- *Items to include in TIA:*

- *Once the traffic scoping document has been updated, must coordinate with the City on the scope of the TIA*

- *To ensure unserved demand is captured in your delay analysis, existing queue lengths need to be collected with turning movement counts. Provide a detailed description for how unserved demand will be accounted for in the TIA.*

- *Use 3% annual growth rate.*

- *Analyze the need for a right turn pocket on S Meridian AM/PM*

- *S Meridian/15th Ave SW shall be analyzed during the AM & PM peak hour. Existing queuing needs to be collected for each lane group.*

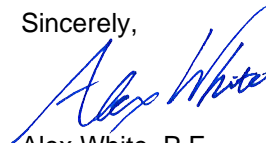
- *Safety analysis will be required at S Meridian/15th Ave SW & S Meridian/EB SR-512 intersections based on crash data from the last 5 years.*

- *City can provide signal timing plans for intersections under our control.*

Response: The traffic study is in progress by Transpo Group with an expected completion date of March 17, 2023. The traffic study will be forwarded to Bryan Roberts under separate cover by Transpo Group.

We believe that the above responses, together with the enclosed revised plans and technical documents, address all the comments in your letter dated February 23, 2023. Please review and approve the enclosed at your earliest convenience. If you have questions or need additional information, please do not hesitate to contact me at this office. Thank you.

Sincerely,



Alex White, P.E.
Project Engineer

AW/jd
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enc: As Noted