



December 19, 2022

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

RE: Responses to Development Review Team Letter 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 July 18, 2022. Enclosed are the following documents for your review and approval:

1. Revised Preliminary Civil Engineering Plans, dated December 19, 2022
2. Revised Preliminary Landscaping and Irrigation Plans, dated December 19, 2022
3. Revised SSP, dated December 16, 2022
4. Photometric Site Plan prepared by LSI, dated December 16, 2022
5. Revised Architectural Elevations, dated December 19, 2022
6. Email Correspondence with Pierce Transit, dated November 22, 2022

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**

**Landscape Plan**

- *Increase the perimeter landscaping to 12' along entire frontage [landscape plan, pg. 1]*

**Response:** 12-foot Type II landscaping shown along the frontage abutting the vehicle areas.

- *Landscaping along the full length of the western property line is required to be at least 6ft - Type III landscaping. This requirement may be adjusted based on circulation needs.[landscape plan, pg. 1]*

**Response:** 6-foot Type III landscaping shown along the west perimeter.

- *Provide landscaping between the property line and the plaza (12ft landscaping) [landscape plan, pg 1]*

**Response:** PMC 20.30.037 allows the plaza to encroach up to 4 feet into the Type II landscape buffer along the right-of-way. The Site Plan is updated with the minimum required 8-foot plaza space that extends along the east façade of the building. The Type II landscape buffer is reduced from 12 feet to 8 feet to accommodate the plaza space, which is allowed per PMC 20.30.037 (2c-ii).

Please note that the northwest corner of the building encroaches into the setback along the northern property line. The proposed setback for a small portion of the north property line is reduced from 12 to 10 feet to accommodate the plaza space and landscape buffer requirements between the building and the primary street. The Community Development Director is provided the authority to decrease setbacks up to 20 percent in accordance with PMC 20.86.005 with an Adjustment. This adjustment is necessary due to the unusual shape and bounds of the north property line along the Highway 512 off-ramp. The requested encroachment is limited to an approximate 5-square-foot area of the northwest corner of the ampm building. The remainder of the buffer along the north property line ranges between 12 and 40 feet in width. With this consideration, the level of landscape buffer or screening to be provided along Highway 512 greatly exceeds the minimum code requirements. Additional trees and screening will be provided.

- *Provide 12ft landscaping WITHIN property lines. Proposal goes outside of the property lines [landscape plan, pg. 1]*

**Response:** Revised as noted.

- *No more than eight (8) parking spaces shall be placed consecutively without a landscape island per VMS 14.4 Type IV Design Standards. Since the ADA stall is the eighth stall and room is required for exiting and entering the vehicle, you could place the landscape island between stalls 5&6. [landscape plan, pg. 1]*

**Response:** A 12-foot-wide interior landscape planter is added in front of the ampm convenience store to break up the row of parking. The parking areas satisfy this standard.

- *Perimeter and internal landscape islands are not meeting 200SF or 500SF min. areas. All perimeter landscape islands shall be a minimum of 12ft wide with a minimum area of 200 sq ft of area. Each perimeter island shall include a minimum of one (1) tree selected from the Class III or Class IV street tree list shown in section 12.9 or 12.10 of the VMS. All internal landscape islands shall be a minimum of 15ft in width with a minimum area of 500 sq ft. Each internal island shall include a minimum of two (2) trees selected from the Class III or Class IV street tree list shown in section 12.9 or 12.10 of the VMS.; fifty percent (50%) of trees in internal islands shall be Class III or Class IV evergreen conifers. [landscape plan, pg. 1]*

**Response:** The perimeter landscape islands are a minimum of 12 feet in width with a minor exception to the northwest corner of the building where an adjustment is requested in accordance with the above response.

The internal landscape island in front of the ampm convenience store cannot support trees with consideration to the utility easement and storm line that extends across the site. The required trees for this interior planter are added to the landscape area near the southwest corner of the building. The interior landscape island in front of the ampm is 15 feet in width.

- *Provide calculation for landscape islands internal to the site that are not perimeter landscaping to prove PMC 20.58.005 (1) is being met [landscape plan, pg. 1]*

**Response:** All paved areas of over 10,000 square feet shall have at least 5 percent of all paved areas landscaped. The proposed vehicle maneuvering area is 18,478 square feet and requires at least 924 square feet of landscape area to satisfy PMC 20.58.005 (1). The total interior landscape area proposed is 1,107 square feet and exceeds the minimum requirement.

- *Please provide more than one outdoor amenity. Example options are found in PMC 20.30.037 (2)(a) [landscape plan, pg. 1]*

**Response:** A bicycle rack and bench are provided within the plaza space.

- *Required perimeter landscaping requirements [landscape plan, pg. 1]*

**Response:** The Type II landscape is added along the right-of-way frontage and Type III along the interior lot lines.

#### Site Plan

- *Establish a defined path of 12ft in width(minimum) leading from the public right-of-way directly to both building entries using decorative/stamped paving (PMC20.26.300 (3.b.ii)) [landscape plan, pg. 1]*

**Response:** The provision provides two options including a building entry with plaza space to be added within 50 linear feet of the building corner in lieu of providing a 12-foot-wide walkway that is decorative/stamped pavement. The Site Plan satisfies the provision for the building entry with plaza space within 50 feet of the building corner. A 12-foot-wide concrete walkway is provided to the building and plaza space that is not stamped/decorative.

- *Pierce County will be requiring a shelter pad for a future bus shelter. The shelter pad will need to be the size and depth. This will be a condition of approval to be reviewed and inspected during civils [site plan, pg. 1]*

**Response:** Pierce Transit is responsible for the relocation and installation of the new bench. A 4-inch concrete slab will be provided within a new 8-foot-wide sidewalk to meet the requirements for the bench. A copy of the correspondence with Pierce County is enclosed with this submittal.

- *PMC 20.55.025 states that 30% of the required amount of parking stalls should be compact [site plan, pg. 1]*

**Response:** A total of 11 parking spaces is required based on 3,349 square feet of building area. Based on this calculation, a minimum of three compact spaces are required. The Site

Plan is updated to depict three compact spaces located at the southeast corner of the property near the car wash.

Elevations

- *Provide calculations showing that no less than 60% of the surface area of the eastern, street-facing wall consists of windows and/or transparent doorways. Measuring from a pedestrian scale of 2'-8' is not allowed. Please measure from the roof line down (parapet does not need to be included). (PMC 20.26.300 (3.d)) [elevations, pg. 1]*

**Response:** Exterior elevations have been revised to include glazing on 60 percent of the surface area of the elevation, exclusive of the parapet. Based on previous correspondence, the project may use a combination of clear windows and spandrel glazing to satisfy this standard. Please see the enclosed for the updated elevations that delineate the areas for clear glass and spandrel glass with calculations.

- *Signage is not addressed during the preliminary site plan stage. A separate sign permit will be required during the building permit process. You have proposed façade signage, a monument sign, as well as a pole sign.*

**Response:** Separate sign permits will be submitted by the Sign Vendor.

- *Please see PMC 20.60.055 Special provisions for the CG, CG, ML, and MR zones for more information regarding regulations for signs within the CG zone for your future sign permit. Please note that one (1) freestanding or projecting or monument sign is allowed per street frontage as well as the other special provisions for signs within the zone [elevations, pg. 4]*

**Response:** These special provisions are acknowledged.

SEPA – Responses from Public Agencies

1. *The Squaxin Island Tribe have provided a comment letter. Please see the attachment in Documents & Images in the CityView Portal.*

**Response:** Acknowledged.

2. *The Nisqually Indian Tribe have provided a comment letter. Please see the attachment in Documents & Images in the CityView Portal.*

**Response:** Acknowledged.

3. *The Puyallup Tribe has requested a cultural resource survey prior to any ground disturbance. The project location is a high probability area for impacting cultural resources including multiple known/recorded village sites. Please see the attachment in Documents & Images in the CityView Portal.*

**Response:** A Cultural Resource survey is in process with ASM affiliates.

- a. *The city will be considering these Cultural Resources comments and is preliminarily identifying this as a mitigation measure in the preparation of a SEPA MDNS, such as a condition would require the applicant to prepare an archaeological site investigation, in accordance with state DAHP and Tribal standards/guidelines prior to permit issuance.*

**Response:** A Cultural Resources Report is in progress and will be provided prior to any ground disturbance. It is understood that this will be a condition of the SEPA MDNS.

4. *The Department of Ecology has provided a comment letter. Please see the attachment in Documents & Images in the CityView Portal*

**Response:** Acknowledged.

**Building Review – David Leahy; (253) 435-3618; DLeahy@PuyallupWA.gov**

1. *Remove or adjust lot lines to meet building code setbacks.*

**Response:** Lot lines are shown per the survey with the proposed right-of-way dedication added. The buildings are located to satisfy the required setbacks after dedication.

2. *When ready to submit for permit, plans must be complete with all building, plumbing, mechanical, energy code requirements and accessibility requirements per the Codes in place at the time of a complete submittal.*

**Response:** Acknowledged.

3. *Each structure will be covered under separate permits.*

**Response:** Acknowledged.

**Fire Review – Ray Cockerham; (253) 841-5585; RayC@puyallupWA.gov**

1. *Verify fire access is less than 10 % slope.*

**Response:** The proposed grade of the proposed fire access lanes is less than 10 percent. See Sheet C3.0 for the proposed grading information.

2. *Check/provide fire access for auto turn.*

**Response:** Please refer to Sheet C5.1 for the auto turn analysis of the fire access.

3. *Subject to applicable codes and standards at the time of complete building/fire permit application.*

**Response:** Acknowledged.

4. *Note: Separate Fire Construction Permits for Tanks/Dispensers*

**Response:** Acknowledged.

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

- *Add existing property line linetype to the legend. [Site plan]*

**Response:** Please see the updated Preliminary Site Plan; the existing property line linetype has been added to the legend.

- *What is this linetype representing? Add to legend. [Site Plan]*

**Response:** The referenced linetype is the existing fence that is located along the north property line. The existing fence linetype has been added to the legend on the Preliminary Site Plan.

- *Right of way dedication along S Meridian St will be required such that the sidewalk is completely in the public right of way. [site plan]*

**Response:** The Preliminary Site Plan is updated to provide a right-of-way dedication along South Meridian Street such that the sidewalk is completely within the public right-of-way. The right-of-way dedication varies in width due to the existing alignment. The property line will be offset 51.5 feet from the road centerline after the dedication.

- *Provide a survey map showing the existing conditions. This shall include the existing building, paving, vegetation, underground tanks, fences and points of connections for utility system. [site plan]*

**Response:** An ALTA-NSPS Land Title Survey is provided with this resubmittal and contains information including the existing building, paving, vegetation, underground tanks, fences, and points of connections for the utility system.

- *Provide a secondary sheet showing existing and proposed contours/spot elevations. [site plan]*

**Response:** A secondary sheet showing the existing and proposed contours/spot elevations shall be provided with the resubmittal. This secondary sheet shall be titled Preliminary Grading Plan.

- *Include the building dimensions. [Site Plan]*

**Response:** Dimensions are added to the proposed ARCO ampm building.

- *Add the pedestrian access path hatch/arrow linetype into the legend. [Site Plan]*

**Response:** The pedestrian access path hatch/arrow linetype is added to the legend.

- *The proposed pumping for the project detention system does not meet the 2019 Ecology manual Flow Control Standard for Minimum Requirement #7. I have not seen a project at the City of Puyallup be able to meet the flow control standard when pumping on the outlet side of a storm system. The pump must be the mechanism modeled in the continuous modeling calculation with the point of compliance being the discharge leaving the site. Provide a revised stormwater design that meets the flow control duration standard. [Drainage report, pg 22]*

**Response:** The project no longer proposes a pump system downstream of the proposed flow control structure. Detained stormwater will drain from the site via gravity.

- *Show the location of the proposed detention system and treatment device. [Site plan]*

**Response:** Please refer to Sheet C3.0 Preliminary Grading and Drainage Plan for the depiction of the proposed detention system and treatment devices.

- *Show existing utility mains on-site. [Site Plan]*

**Response:** The existing utility mains are depicted on the enclosed ALTA survey, Sheet C3.0 – Preliminary Grading and Drainage Plan and Sheet C4.0 – Preliminary Utility Plan.

- *Update the drainage report from the 2014 reference. The city has transitioned to the 2019 Ecology Manual.*

**Response:** The Stormwater Site Plan is updated to reference the 2019 DOE SMMWW.

- *Provide right of way dedication for the classification of S Meridian. The sidewalk on the western side of Meridian shall be maintained in the public right of way. [Site Plan]*

**Response:** The Preliminary Site Plan is updated to provide a right-of-way dedication along South Meridian Street such that the sidewalk is completely within the public right-of-way. The right-of-way dedication varies in width due to the existing alignment of the roadway. The property line will be offset 51.5 feet from the road centerline after the dedication.

**Engineering Traffic Review – Bryan Roberts; (253) 841-5542; broberts@PuyallupWA.govAccess:**

*S Meridian along the site is designated as a Major Arterial. City standards (Section 101.10.1) require minimum spacing of 300 feet from the intersection & driveways measured between closest edges of the driveway. Per City standards, commercial driveways must be aligned with intersections/driveways across the street.*

**Response:** The project proposes to maintain the existing shared access location along South Meridian Street. The project has been revised to propose only one access point from South Meridian Street.

*Proposed driveway & existing driveway access do not meet current engineering standards.*

*-Proposed driveway is located approximately 65ft south of the WSDOT EB SR-512 signal (between the closest edges of each access – PC/PT). This is significantly less than the 300ft spacing requirement*

*-Existing driveway is located approximately 170ft north of S Meridian/15th Ave SW signal (between the closest edges of each access – PC/PT). This is significantly less than the 300ft spacing requirement. To mitigate deficient driveway spacing along this heavily congested arterial section, existing access shall be restricted to right-in/right-out.*

**Response:** The project proposes to maintain the existing shared access location along South Meridian Street. The project has been revised to propose only one access point from South Meridian Street. A C-curb will be extended along South Meridian Street to restrict access to right in/right out.

*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.*

*-S Meridian is classified as a Major Arterial and shall consist of curb, gutter, 8ft sidewalks, 10ft planter strip, and streetlights. The improvements shall be from street centerline. Assuming a symmetrical cross section, additional right-of-way (ROW) on S Meridian may need to be dedicated to the city.*

**Response:** The centerline of the roadway appears to closely match the east edge of the existing right-turn lane in South Meridian Street, with the turn lane overlapping the centerline by 1 foot to the east. The City of Puyallup Table 100-2 in the Road Design Standards requires minimum lane widths of 11 feet for standard lanes and 12 feet for turning lanes. Based on the existing condition, it appears that 33 feet are provided between the centerline and face of the western curb. To maintain the existing lane channelization, the project proposes new frontage improvements with the face of curb offset 33 feet from the centerline. This maintains the existing 12-foot-wide turn lane and two 11-foot-wide standard lanes. A symmetrical street section would require an entire realignment of the channelization of South Meridian Street and a reconstruction of the sidewalk located on the east side of South Meridian Street to center the turn lane with the centerline of the right-of-way.

The project proposes new curb, gutter, 8-foot-wide sidewalks, and a 10-foot planter along the project frontage.

*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:** Acknowledged.

*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.*

*-Include the appropriate fire apparatus.*

*- Clearly identify any encroachment into adjacent lanes of traffic.*

**Response:** An AutoTurn analysis has been completed to depict the turn path for fuel delivery tankers and fire apparatus vehicles. A template of the design vehicles is provided on the plan sheet.

*For the AutoTurn analysis, include the existing 15th Ave SW driveway access. Due to access restrictions on S Meridian, many vehicles will use this driveway for outbound left turns.*

**Response:** This driveway is located outside the property and boundary limits of the project improvements. We do not have a survey of this driveway location or the adjacent properties owned by others. This is an existing access with no identified functional issues. Furthermore, BP ARCO has approved the fuel tanker path to utilize the right in/right out driveway onto South Meridian Street.

*The existing S Meridian driveway must meet minimum commercial driveway requirements (35ft curb radius, 30ft width). This could change based on the design vehicles used for the AutoTurn analysis.*

**Response:** The existing driveway onto South Meridian Street is modified to satisfy the minimum commercial driveway requirement of 35 feet for the curb radius. An AutoTurn analysis is completed for the modified driveway with no conflicts identified.

*Design must provide at least 200ft of on-site queue storage for proposed car wash. Identify this queue storage on preliminary site plan*

**Response:** This standard to provide 200 feet of on-site queue storage is not identified in Code. The queuing demand for the proposed car wash is consistent with other accessory car washes at gasoline service stations. No more than three to four vehicles in the queue are anticipated for a facility of this type and size. The Preliminary Site Plan depicts approximately 75 feet of storage capacity to accommodate up to five vehicles. The driveway entrance is located internal to the site, and would accommodate additional spillover, as needed, without impacting adjacent properties and/or right-of-way. The requirement to provide 200 feet of queuing is disproportionate to the project scope of work and the type of accessory use proposed for the site.

*Evaluate existing ADA ramp at the SW corner of SR-512 traffic signal*

**Response:** The existing ADA ramp appears to be compliant with standards for slope and clear space.

*Evaluate the need for ADA handrail along S Meridian frontage (back of sidewalk).*

**Response:** A pedestrian guardrail will be provided at the back of sidewalk along the South Meridian Street frontage.

*Sight distance analysis required*

*-City standards require 415ft of ESD, 400ft 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.*

*-Sight distance analysis shall account future bus pad/shelter location*

**Response:** A sight distance exhibit has been provided per Sheet C1.1. No sight distance conflicts are identified. The future bus pad will consist of a bench at the back of the sidewalk. A shelter is not planned for this bus stop based on the enclosed copy of the Pierce County Transit correspondence.

*Traffic Scoping Worksheet:*

*Traffic Scoping Worksheet needs to account for EV charging stations. Define trip generation assumptions (gross trips, pass-by trips, diverted trips, etc.)*

*Per previous comments, the City will not allow an additional non-standard driveway along S Meridian.*

*Existing access must be access restricted to right-in/right-out. Update trip distribution & assignment based on these requirements.*

**Response:** An updated Traffic Scoping Worksheet was submitted on November 28, 2022. Additional comments received from Bryan Roberts are currently being addressed by Transpo Group. We will continue to work with Bryan Roberts under separate correspondence to complete the Traffic Scoping Worksheet and the TIA.

The Site Plan has been updated to remove the additional driveway along South Meridian Street. It is understood that the existing access will be restricted to right-in/right-out. A concrete curb has been added to the centerline of South Meridian Street to physically prohibit left-turn movements. The Traffic Scoping Memo, dated November 28, 2022, was updated based on these requirements.

*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*

*-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:** Transpo Group is currently in communication with Bryan Roberts to confirm the scope of the TIA. The above requirements will be included in the TIA and submitted under separate cover.

We believe that the above responses, together with the enclosed revised plans and technical documents, address all the comments in your letter dated July 18, 2022. 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,



Angelica Schattler  
Assistant Planner

AS/kb/ps  
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enc: As Noted