



June 6, 2022

Samra Seymore, AICP Senior Planner  
City of Lacey  
420 College Street SE  
Lacey, WA 98503-1238

Project: NC Machinery Lacey, AHBL No. 2200817.10  
Subject: Site Plan Review - Amendment

Dear Samra:

Enclosed is the submittal package for a Site Plan Review (SPR) amendment for NC Machinery. The original SPR application did not address onsite fueling. The owner is proposing to install an aboveground, 500-gallon, propane tank and an aboveground, 1,000-gallon, fuel tank with dispenser to support their onsite operations. We are requesting approval to add the proposed fueling systems onsite.

The fueling tank will be located under a canopy per City of Lacey codes and standards. The fuel slab will have a drain that is connected to an oil-water separator prior to discharge to the city sewer system. The system will include a shutoff valve in the event of spills. Additional design criteria have been provided to us by City of Lacey and will be adhered to by our project (see attached "Stormwater Source Control Requirements for Fuel Stations").

If you have any questions, please call me at (253) 383-2422.

Sincerely,

Scott T. Kaul, PE, LEED AP  
Project Manager

JB/lsk

Enclosures

c: Gar Hansen - HHJ

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*Civil Engineers*

*Structural Engineers*

*Landscape Architects*

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## Stormwater Source Control Requirements for Fuel Stations

- Leaks or spills of fuels, lubrication oils, radiator coolants, fuel additives, and vehicle washwater contain organic compounds and metals that can be harmful to humans and aquatic life. These pollutants must not be discharged to the drainage system. A spill can be a one-time event, a continuous leak, or frequent small spills; all types must be addressed.
- All BMPs (best management practices) related to fueling at dedicated stations must be consistent with the requirements of the Fire Code as adopted and amended per Chapter 14.07 LMC. The water quality requirements presented herein are separate from, and in addition to, the requirements of the Fire Code. These water quality requirements relate to fuel storage tanks, fuel dispensing equipment, spill control and secondary containment, maintenance, and operations.
- Construct the fueling station on an impervious concrete pad under a roof to keep out rainfall and to prevent stormwater run-on. Pave the fueling island and containment pad with Portland cement concrete or equivalent. Asphalt is not considered an equivalent material.
- Design the fueling island to minimize stormwater contamination, to control spills, and to collect and direct contaminated stormwater and/or wastewater to a pretreatment facility that will achieve the appropriate performance goal (e.g., an oil-water separator, appropriately sized).
- The fueling island spill containment pad must be designed with the following:
  - (a) A sill/berm (or equivalent control) raised to a minimum of 4 inches to contain spilled liquids and to prevent the run-on of stormwater from the surrounding area. Raised sills are not required at open-grate trenches that connect to an approved drainage control system.
  - (b) A concrete containment pad around the fueling island that is sloped toward the fuel containment pad drains. The slope of the drains must not be less than 1 percent. Drains from the fueling island containment pad must discharge to the sanitary sewer or a dead-end sump. Provide drainage using trench drains and/or catch basins to collect spilled liquids and any contaminated stormwater runoff from the fuel island containment pad and convey it to either (1) the sanitary sewer—if approved by the City and LOTT Clean Water Alliance—through an approved pretreatment system such as an oil-water separator, or (2) a dead-end sump so that it can be held for proper off-site disposal.
  - (c) For discharges to the sanitary sewer, a catch basin must be installed upstream of the oil-water separator.
  - (d) If a dead-end sump is used, it must be easily inspected.
  - (e) Collected runoff from the fuel island containment pad discharged to the sanitary sewer must comply with the LMC. Comply with pretreatment regulations prohibiting discharges that could cause a fire or explosion (WAC, Section 173-216-060).
  - (f) The minimum spill retention volume of the oil-water separator or dead-end sump (i.e., volume of spilled fuel contained before the structure overflows) must be sized as follows:
    - (i) For a covered fuel pad: 15 minutes for the flow rate of the dispensing mechanism with the highest through-put rate

(ii) For an uncovered area or an area that receives run-on from an uncovered area: the 15-minute peak flow rate of the 6-month, 24-hour storm event (or 91 percent of the total runoff volume for the simulation period if using continuous simulation modeling) over the surface of the containment pad, plus the volume required for a covered fuel pad.

- The minimum volume of the spill containment sump must be 50 gallons with an adequate grit sedimentation volume. The spill retention/containment volume of the oil-water separator must retain the required spill volume when the oil-water separator is full of water. Dead-end sumps must not be used when the fuel containment area is uncovered or will receive run-on from other areas.
- For discharges to the sanitary sewer, an automatic shutoff valve is required at the discharge point of the oil-water separator. The valve at the discharge point must be closed in the event of a spill.
- Construct a roof or canopy over the fueling island to prevent precipitation from falling onto the spill containment pad. The roof or canopy must:
  - (a) Cover the entire spill containment pad.
  - (b) Roofs or canopies 10 feet or less in height must have a minimum overhang of 3 feet on each side, measured relative to the berm or other hydraulic grade break. Roofs or canopies greater than 10 feet in height must have a minimum overhang of 5 feet on each side.
- Convey runoff collected in roof or canopy drains to a drainage system outside of the fueling containment area, to prevent mixing of uncontaminated runoff from the roof with contaminated runoff from the fueling island.
- The concrete fueling pad must be equipped with an emergency spill control device that includes a shutoff valve for drainage from the fueling area.
- The shutoff valve must be closed in the event of a spill. An automatic shutoff valve is required, to minimize the time lapse between spill and containment.