



City of Puyallup

Planning Division

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www.cityofpuyallup.org

February 29, 2024

Stephanie Patterson

401 15TH AVE SE, MS: 401-R2-EXE

PUYALLUP, WA 98372

DEVELOPMENT REVIEW TEAM (DRT) LETTER	
DRT #	3
PERMIT #	PLMP20230007
PROJECT NAME	Multicare Good Samaritan Master Plan
PERMIT TYPE	Master Plan
PROJECT DESCRIPTION	Master Plan application to develop an expansion of the Good Samaritan Hospital campus, including a new patient care tower [approximately 230,000 square feet, 190 new beds (160 licensed beds, 30 observation beds)], two (2) new medical office buildings (approximately 200,000 square feet), central support tower (90,000 square feet), expansion of the existing Emergency Department, expansion of the existing Dally tower (30,000 square feet) added building area and infrastructure related to the campus' Central Utility Plan, new off-street parking, including parking garages and surface level parking, utility improvements, street improvements, landscaping, storm water infrastructure, and other necessary improvements to support the development. Total new building area is proposed at 1,012,000 square feet The project applicant (MultiCare Health Systems/Good Sam) filed a SEPA checklist previously (permit ID PLSSP20220161); the city is conducting an Environmental Impact Statement (EIS) for the project. The City of Puyallup is acting as Lead Agency in preparation of the EIS. The city issued a Determination of Significance (which initiated the EIS) on November 18, 2022.
SITE ADDRESS	401 15TH AVE SE, PUYALLUP, WA 98372;
PARCEL #	9810000014;
ASSOCIATED LAND USE PERMIT(S)	PLPRE20220107 PLSSP20220161
APPLICATION DATE	January 13, 2023
APPLICATION COMPLETE DATE	February 07, 2023
PROJECT STATUS	Active Development Review Team (DRT) review case –

	resubmittal required. Please address review comments below and resubmit revised permit materials and by responding in writing to the remaining items that need to be addressed.
APPROVAL EXPIRATION	N/A – Active permit application, not approved
CONDITIONS	<p>Active permit application, not approved;</p> <p>Pursuant to PMC 20.11.022 regarding inactive applications, any and all pending land use applications or plat applications shall be deemed null and void unless a timely re-submittal is made to the City within 1 year of issuance of this Development Review Team (DRT) comment letter.</p> <p>DRT review letters typically identify requested corrections, studies or other additional required pieces of information necessary to demonstrate conformance with the City’s adopted development standards and codes.</p> <p>Subsequent applicant re-submittals shall make a good faith effort to respond to each request from this letter in order for the application to remain active. The failure to provide timely responses or lack of providing the requested material(s) within the 1-year window following DRT comment letter issuance shall be grounds for expiration, thus deeming the pending application null and void with or without a full or partial refund of application fees.</p>

The City has completed the review of the above-mentioned permit submittal. All of your review comments, conditions, and redlined plans can be found on the [City's permit portal](#). Redlined plans can be found on the City’s Permit Portal in the “Reviews” section under “Documents Returned for Corrections”. Below please find the permit submittal review comments from your review team and re-submittal instructions. Should you have any questions regarding the review comments, please contact the plan reviewer associated with the comment listed below.

Re-submittal Instructions

To resubmit, you must respond to all comments in a written response letter and submit a letter of transmittal. Letter of transmittal and response letter must be submitted to the ‘Correction Response Letter’ item listed in the submittal items list. Avoid using "upload additional docs" unless there is NO submittal item available for your document. Please Note: If you do not resubmit as instructed your re-submittal will be rejected. If you have any questions about how to resubmit, please contact the permit center at permitcenter@puyallupwa.gov.

- 1 Log in to your permits portal and navigate to the [status page](#) for this permit. Under the ‘Upload Documents’ section, select ‘click here to upload document’.

- 2 For each submittal item listed re-submit a new version of the submittal item by clicking the “New Version” button next to the file name of the original file submitted. DO NOT click the ‘browse’ button unless the document you are submitting for that submittal item is not a new version of the originally submitted document.
- 3 Click ‘Upload Documents’ at bottom of the page.

How to use this letter

This review letter includes two sections: **“Corrections”** and **“Conditions”**.

The **“Corrections”** section includes all items that the applicant must address to comply with the Puyallup Municipal Code (PMC) and city standards. Items listed in under **Action Items** require a resubmittal under this permit for further review by the Development Review Team (DRT); your application is not approved. Please make those updates to the proposed plans and resubmit for review. Please include a response letter outlining how you have revised your proposal to meet these items for ease of plan check by DRT members.

The **“Conditions”** are items that will govern the final permit submittal(s) for the project. Please be aware that these conditions will become conditions of the final permits and/or recommendations to the Hearing Examiner, if applicable.

If you have questions regarding the action items or conditions outlined in this letter, please contact the appropriate staff member directly using the phone number and/or email provided.

Corrections

Planning Review - Chris Beale; (253) 841-5418; CBeale@PuyallupWA.gov

- FEBRUARY, 2024 COMMENT: On page 17, 57, 72, under volcanic hazard area discussions, please add additional context and quotations from the USGS correspondence letter regarding the anticipated lahar elevation estimates as provided by USGS engineers/geologists. This will give context to this issue since the GIS layer elevation does not match the notes from USGS.
- On page 41, the Master Plan states "At full build-out in 2034, the multi-phase 2022 Master Plan calls for (...)". This should be corrected to state full build out at 2043 (for consistent with the phasing section of the Master Plan) and the document will be the 2024 Master Plan (reflecting the anticipated adoption year date).
- PHASING: Table III-A, page 44: In phase 2, its noted there will be a parking structure (PS2). Is PS2 the "Parking deck - 'T' " on the full build out site plan (III-A)? Will this be grouped with MOB A? If so, for clarity, can the table and the diagram be labeled the same for the parking structure and note that the parking structure in phase 2 is planned to be built concurrent with the MOB A?
PHASING: The narrative of the document reads like the 3rd St expansion and Central Support Tower would be separate projects. If so, can one be labeled as phase 5? Or phase 4a and 4b?
- PARKING: Thank you for clarifying that 3,352 total stalls are to be provided on site at the end of the project - please clarify this total in the Master Plan, it cannot be located. Table III-I is understandable, but complicated, and its not clear how many stalls are expected in each phase's parking structure. We still need an additional table or narrative explaining the anticipated number of parking stalls related to each of the build out structures. For example, will all of the 610 cumulative stalls for phases 1A and 1B be provided just in the PCT parking garage in phase 1? Will all of the 646 MOB parking stalls be provided in the future parking deck at the time that phase 2 is built, or will there be phases to the garage levels to support each MOB expansion?
PARKING: Jacobs is completing the parking impact analysis in the EIS. The parking analysis is not accounting for 230 new beds in the new Care Tower, it appears to only account for 200. The other concern is no parking being provided for the 120K square feet of floor area for the Support Tower and 3rd Street Dally Tower expansion. Based on our understanding of those proposed structures and uses, parking would typically be required for those uses and building area - its likely the ITE parking manual will also contain a parking ratio for those uses/buildings. PMC 20.88.030 (1)(f) requires the Master Plan demonstrate adequate parking as to not cause adverse impacts to surrounding streets and areas, which will be evaluated in the Master Plan. The project may be conditioned to be required to provide the CTR program options on pages 70-71, including other options, such as fee-for-parking for employee trips to further provide disincentive for SOV trips. Other notes will come from Jacob's analysis.
- PMC 20.43.020-2 adopts development standards for Master Plan areas in the MED zone into code. Staff is proposing some clarifications in that code section to align with the Master Plan and will provide that with these notes.

Building Review - Ray Cockerham; (253) 841-5585; RayC@PuyallupWA.gov

- Acknowledged by the applicant:
Building permit reviews are subject to the applicable codes at the time of complete building permit application.
Complete building permit submittals include applications, architectural, structural, mechanical, plumbing, energy code, and related submittals for constructability.

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

- 1. Based on a comment from Central Pierce Fire & Rescue, the Ambulance bays are inadequate to handle the current level of emergency vehicle traffic. Provide a larger ambulance bay considering the amount of more patients the hospital will be taking in and consider the population is rising. This is a concern for all responding agencies and will need to be code compliant for fire apparatus turning radiuses and angle of inclination.
- 2. Consider in design, the Ed Lobby cannot encroach into fire lane. Fire lane should be a minimum of 26' clear width for fire access. Fire apparatus turning radius need to be maintained and may be affected by item 1.
- 3. Auto-turn or equivalent program will be required to demonstrate fire apparatus turning radius in all areas.
- 4. Future support tower is encroaching in a specific fire access area. This will cut off required fire access and not be allowed without adequate accommodations.
- 5. 5th street headed into 14th Ave SE needs a fire truck turn around.
- 6. 7th Street extension needs to be less than 10% grade.
- 7. 7TH Street extension will need a fire apparatus lane onto 14th Ave se. This requirement will allow existing facility building fire access along with the Proposed parking deck, and Future parking deck.
- 8. A fire hydrant will be required on 7th St Se.
- 9. Fire access will be required between the medical office building, Proposed parking deck, Future parking deck, and Future Medical office building. It looks that an access road could be created off 5th St SE
- 10. Dry standpipes will be required in all parking garages and retrofitted in existing.
- 11. With the high risk of shadowing other buildings for emergency radio, before construction begins a radio survey will need to be done inside and around surrounding buildings to serve as a benchmark for existing radio coverage, this benchmarking report shall include recommendations for mitigation. Near completion of construction of the new tower a comparison survey will be required to see if there was any negative impact to the surrounding areas. If radio coverage within the nearby buildings has been reduced beyond an unusable level, the loss will need to be mitigated by MultiCare. A certified radio contractor shall propose to the City how large of an area will need to be tested. The qualified contractor will provide the owner and City a report with conclusions and recommendations for code compliance. Based on their recommendations the City will have our third party consultant review for compliance.
- 12. The emergency radio system needs to be updated to allow surrounding agencies to have radio coverage throughout the campus. Pierce County Sherriff
- Corrections not complete.
- City of Puyallup requirements

Based on the meeting on 1/18/24 the following items were discussed. Please provide a code compliant path forward with the following responses.

1. Item # 1 Provide a comprehensive operational plan for the ambulance bays that meet the regional needs for EMS and PD. This request is a correlation between all fire and PD jurisdictions represented by CPFR and Puyallup PD. Documentation and photos have been provided by CPFR of the overcrowding currently with the ambulance bays.

2. Correction Response Letter: Items # 2, 3, 4, 5, 6, 7, and 9 are addressed as follows. Each of these items will need to be compliant with the adopted code version of the IFC Appendix D. Based on current outlook, the 2021 Washington State codes will most likely be utilized. These code detailed items require acknowledgment and will need to be reflected on a site plan to move forward.

3. Item # 8 will be accepted as acknowledged.

4. Item # 10 If fire access is maintained per the IFC, this will not be a requirement. If access is changed based on the emergency layout this will be a requirement. Current plans provided by Multicare are going to change. This item will be reviewed again based on a new layout.

5. Item # 11 with the city adoption of IBC and IFC, section 510 compliance will be required. Please provide a response acknowledging compliance.

- 1. 7 th St SE between 23rd Ave SE and 15th Ave SE is one of the main routes into the hospital, and will increase significantly in traffic volume with the planned extension. The existing portion is too narrow with no place for traffic to cede the right-of-way to emergency vehicles. It is also extremely uneven which necessitates a massive reduction in speed to ensure proper patient care in the back of medic units transporting to the hospital. Improvements need to be made to address these deficiencies.
 - a. Response: This improvement is not part of the proposed Master Plan. We observe that the existing stretch of right of way is narrow, with many surrounding residential homes close to the street. MGSB is concerned with the feasibility, nexus, and proportionality of this request as it is a significant request and MGSB has no condemnation authority. More detail will need to be provided by the City to understand the scope of this request, and whether it is justified under the SEPA rules. Further, we observe that the improvement is listed as a project in the City's 20- year CIP.
 - b. CPFR Response: This item was not discussed at the meeting, and CPFR's concerns still stand. With increased emergency unit response traffic (coupled with additional routine traffic for the larger-capacity campus) that will be traveling this path as one of the main accesses to the hospital campus, it remains a weak point in the infrastructure that merits attention.
- 2. The existing ambulance bay is inadequate to handle the current level of emergency vehicle traffic. We often have all ambulance stalls filled, with additional units lined up in the ambulance bay approach. We would like to see an expansion of the ambulance bay with additional parking stalls that also addresses the police parking that interferes with egress. The police parking needs to be maintained in the vicinity,

but reconfigured or relocated.

a. Response: The Master Plan does not include any proposed expansion of the existing Ambulance Bays. MGSB and the City are coordinating a meeting with Central Pierce Fire & Rescue, the City, and the Policy Department onsite for early January 2024 to discuss the Ambulance Bay comments further. MGSB has deployed operational changes to Ambulance Bay management in the last few months that are anticipated to alleviate concerns. If Central Pierce Fire & Rescue concerns remain following the meeting and further discussion, then additional operational or physical changes could be considered as mitigation measures if supported by the City's adopted policies and the SEPA Rules.

b. CPFR Response: At the meeting, it was shared that one operational change had been made by MGSB in the form of redirecting private ambulances to the old ER entrance for the pickup of interfacility transfers that originate from the patients housed in that tower. It was clarified that all private ambulance drop-offs are still made at the ED utilizing the existing ambulance bay. Additional pending operational changes were mentioned that have not yet been implemented, including the use of the OB pickup area for interfacility transfers, conversion of some ADA parking to PD parking to alleviate congestion, and betterment/streamlining of patient processing and throughput to reduce the wait time of medic units passing off patient care to the ED. CPFR agrees wholeheartedly that the successful execution of these measures will relieve some of the congestion, but this is not a problem that has cropped up in just the last couple months. The improperly sized ambulance bay has been a point of congestion for many years, and has progressively gotten worse as the emergency call volume has increased. Since 2010, the call volume has more than doubled from ~16,500 calls per year to in excess of 37,000 calls for the same number of stations. In response to the growth of the community and the shift in approach to healthcare, CPFR has already added two (2) additional medic units into the system (M68 and M62) in the past 18 months, and will be adding three (3) more within the next 18 months (M66, M74* and M75* - number designations are subject to change). This does not account for any additional medic units in the surrounding fire districts (Graham, East Pierce, Orting) that also count on MGSB as their primary transport location. Given those factors, and the projected population growth of the area, CPFR would like to see an expansion of the ambulance bay capacity, along with the restoration of access to the main entrance of the ED where less acute patients can be dropped off more efficiently. Additionally, information was presented by PPD about the various agencies that transport detained patients to the ER and how much parking is needed for the transfer of just one patient due to manpower requirements. With the current configuration, police parking exacerbates the gridlock in the ambulance bay, and affects police access to the ER. The idea of converting the ADA parking into police parking is one approach, but must comply with proximity rules dictated by the city's municipal code for disabled parking. In short, CPFR asserts a redesign and expansion of the ambulance bay should be a priority of the campus master plan in order to

accommodate the needs of our community and the operational needs of emergency services.

- 3. Provide a minimum of two dedicated parking stalls for fire department engine apparatus that respond to the hospital to retrieve personnel involved in emergency patient case. Currently, emergency rigs park along 3d St SE and partially block the right-of-way creating an additional hazard.
 - a. Response: MGSB proposes to discuss this comment with the City, Police Department, and Pierce County Fire & Rescue during the onsite meeting. Additional response will be provided following that meeting. 1301 Fifth Avenue, Suite 2300 Seattle, Washington 98101 www.perkinswill.com
 - b. CPFR Response: Engines and Ladder Trucks will respond to the hospital in order to retrieve personnel that ride in with the medic unit on critical calls when additional manpower is needed for patient care. Currently, the parking options for those apparatus cause two-lane roads to be reduced to one with limited visibility, and blind spots for pedestrians crossing the street. One proposed solution to this issue is to eliminate the parking on the west side of 3rd ST SE and convert it into a Fire Lane for at least two rigs. Other longer-term options that were proposed include the elimination of the green space along the front of the ED parking garage – if rated storm vaults were used for water runoff and the area was paved and designated for fire department use, it would provide the needed parking capacity for fire department apparatus. If enough area were converted to drivable surface, it may also accommodate the police traffic previously mentioned.

- 4. The expansion of the ER waiting room will eliminate access and turnaround for fire apparatus. This must be mitigated to maintain clear width for fire access.
 - a. Response: Comment acknowledged. MGSB will address minimum fire lane width during detailed building and site design and permitting.
 - b. CPFR Response: Per discussion at the meeting, the area in front of the ER will be modified in order to comply with the fire code and allow for the necessary fire apparatus access and turning radii.

- 5. The future support tower appears to encroach/eliminate an existing fire access area. Accommodations must be made to ensure fire access.
 - a. Response: Comment acknowledged. MGSB will address alternative fire access during detailed building and site design and permitting.
 - b. CPFR Response: The MGSB master plan architect/designer was tasked with ensuring the necessary changes were made to provide the FD with required accesses (maybe even a tunnel for extended hose lays) and turn-around points in accordance with the IFC and PMC.

- 6. With limited access for fire apparatus to the parking garages, dry standpipes

need to be installed to ensure efficient water supply for fire suppression activities.

a. Response: Comment acknowledged. Dry standpipes are anticipated in all new parking garages.

b. CPFR Response: N/A.

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

- Identify the color coding.
[Mstr Plan; Pg 10 of 145]
- "under SR512 and in line with 14th Ave SW"
[Mstr Plan; Pg 28 of 145]
- Additional clarification is needed here...the City's State Highway basin discharges to a conveyance system located within the SR512 right-of-way and is under WSDOT jurisdiction. There are two individual approved drainage manuals that will apply to the MGSB project, i.e., the 2019 Ecology Manual (City jurisdiction) and the 2019 Highway Runoff Manual (WSDOT jurisdiction).
[Mstr Plan; Pg 29 of 145]
- "comply with"
[Mstr Plan; Pg 29 of 145]
- "and downstream analyses"
[Mstr Plan; Pg 29 of 145]
- "within each jurisdiction's approved manual as applicable."
[Mstr Plan; Pg 29 of 145]
- Please re-phrase: "However, the City of Puyallup is hesitant to allow sanitary sewer flows to be conveyed out-of-basin unless warranted and supported by a sewer study." or similar language.
[Mstr Plan; Pg 57 of 145]
- and/or the WSDOT Highway Runoff Manual as applicable
[Mstr Plan; Pg 57 of 145]
- Clarify...no utilities (water and storm) are shown within the roadway on Figure III-G.
[Mstr Plan; Pg 59 of 145]
- "and the WSDOT Highway Runoff Manual as applicable"
[Mstr Plan; Pg 74 of 145]
- WSDOT instead of State
[Mstr Plan; Pg 74 of 145]
- rotate text to be consistent.
[Mstr Plan; Pg 77 of 145]
- Remove the three conditions (from the prior review) from the exhibit.
[Mstr Plan; Pg 78 of 145]
- Please correct Boring callout as noted.
[Mstr Plan; Pg 99 of 145]

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

- See Traffic Dept conditions.

Conditions

Condition Category	Condition	Department	Condition Status
	Public notice sign must be posted on site in a publically visible location.	Planning Division	Open
	Signed Affidavit must be provided.	Planning Division	Open
Submit With Civil Permit Application	<p>GENERAL:</p> <ul style="list-style-type: none"> • The comments provided below are intended to assist the applicant with incorporating City requirements into the design and construction documents for the individual projects of the Master Plan, but should not be considered an exhaustive list of all necessary provisions from the PMC, design standards, or the adopted stormwater manual. • Comments regarding design and construction of new utilities and road improvements are provided for the applicant's information and use. Unless specifically noted, construction of these infrastructure improvements is not a condition of Master Plan approval. However, infrastructure improvements must be approved and permitted prior to issuance of the first building permit associated with the project. [RCW 58.17.120 and 19.07.080] • Engineered plans must follow the latest regulations and standards set forth in the Puyallup Municipal Code (PMC), the City Standards for Public Works Engineering and Construction (design standards), and the current City adopted stormwater manual at the time of civil permit application [PMC 21.10.040]. • The applicant shall construct, and/or replace substandard, curbs, gutters, sidewalks, storm drainage, half-street paving, and street lights in accordance with the Puyallup Municipal Code (PMC) and City's standards along all street frontage adjoining a particular project of the Master Plan. Dedication of right-of-way may be required to provide for adequate roadway section. [PMC 11.08.030] 	Engineering Division	Open

Condition Category	Condition	Department	Condition Status
	<ul style="list-style-type: none"> If ROW dedication is required to provide road connectivity and construction to nearby parcels in accordance with the City's comprehensive plan and/or the GSCH Master Plan, and unless otherwise approved by the City Engineer, then it shall be the applicant's responsibility to extend all necessary public utilities concurrently with any associated public road construction required of the project. The applicant may request a Latecomer Agreement for public utility extensions in accordance with PMC 14.20.030. [PMC 11.08.030] 		
Submit With Civil Permit Application	<p>WATER:</p> <ul style="list-style-type: none"> Refer to City Standards, Section 300 for Water System Requirements. [PMC 14.02.120] A new water main shall be extended to, and through, the site sufficient to provide the necessary flows for both the domestic system and fire system. The minimum water pipe size shall be 8-inch diameter. (Exception: A 4-inch water main may be installed beyond the last fire hydrant if the proposed main is a dead-end line with no possibility of being extended in the future.) [PMC 14.02.190, 14.20.010 & CS 301.1(1)] The domestic service line and fire system service line shall have separate, independent connections to the supply main. [PMC 14.02 & CS 302.3(4)] Public water mains shall be located generally 10 or 12-feet west or south of roadway centerlines per city standard drawings. Any portion of a public mainline extension located outside City right-of-way must be centered in a minimum 40-foot wide easement granted to the City for maintenance purposes. The easement shall be clearly indicated on the construction drawings. [PMC 14.02.120(f) & CS 301.1(11)] A 2-inch blow-off assembly is required on 	Engineering Division	Open

Condition Category	Condition	Department	Condition Status
	<p>dead-end water mains except where fire hydrants are installed at the dead-end. [PMC 14.02.120(f) & CS 301.1(7)]</p> <ul style="list-style-type: none"> • The applicant shall be responsible for the operation and maintenance of the proposed water system located on private property. • Any existing services that are to be abandoned at this site shall be disconnected at the main, the corp. stop removed, and the service plugged to city standards. [PMC 14.02.120(f)] • The minimum distance between water lines and sewer lines shall be 10-feet horizontally and 18-inches vertically. If this criterion cannot be met, the applicant shall isolate the sewer and water lines by encasement, shielding, or other approved methods. [PMC 14.02.120(f) & CS 301.1(8)] • The applicant shall be responsible to provide and install the water meters required to service the site. Domestic service water meters shall be located within the public ROW, or in the case of a private road adjacent to the road section, in accordance with City Standards. [PMC 14.02.120(f) & CS 301.3] • Water pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines. • The applicant is required to provide backflow protection on the domestic line(s) in accordance with City Standards. The minimum level of protection would be a double check valve assembly (DCVA). However, the City requires a reduced pressure backflow assembly (RPBA) for any use considered to be a high-hazard as outlined in WAC 246-290-490 Table 9. Depending on the end-user of the individual buildings associated with the Master Plan, the applicant may want to install an RPBA at the time of construction, in lieu of a DCVA, to avoid the 		

Condition Category	Condition	Department	Condition Status
	<p>potential expense of upgrading the backflow device in the future. [PMC 14.02.220(3) & CS 302.2]</p> <ul style="list-style-type: none"> • If an irrigation system is also proposed, a DCVA is required on that line as well. • Domestic water backflow devices shall be located outside the building(s), immediately downstream of the water meter. [PMC 14.02.220(3) & CS 302.2] • Available fire flow for any project site must be determined by hydraulic modeling conducted by the City's consultant. The cost of this analysis, \$600 as of this writing, shall be paid by the applicant. • Fire hydrants and other appurtenances such as DDCVA and PIV shall be placed as directed by the Puyallup Fire Code Official. Fire hydrants shall be placed so that there is a minimum of 50-feet of separation from hydrants to any building walls. [PMC 16.08.080 & CS 301.2, 302.3] • Maximum hydrant run is 20-feet. Hydrant runs that exceed this distance shall be served by a mainline with the hydrant feed line set at right angles to the supply main. • The fire sprinkler double detector check valve assembly (DDCVA) may be located either inside, or outside, of the building. The sprinkler supply line shall be designed, and shown on the plan, into the building to the point of connection to the interior building riser. Provide plan and elevation detail(s) where the riser enters the building with dimensions, clearances, and joint restraint in accordance with NFPA 24. [CS 302.3, CS 303] • The Fire Department Connection (FDC) shall be located no closer than 10-feet and no further than 15-feet from a fire hydrant. (NOTE: If the project is utilizing a fire booster pump, the FDC must connect to the sprinkler system on the 		

Condition Category	Condition	Department	Condition Status
	<p>discharge side of the pump in accordance with NFPA regulations.) A post indicator valve (PIV) shall be provided for the fire sprinkler system in advance of the DDCVA. [CS 302.3]</p> <ul style="list-style-type: none"> • Utility extensions shall be approved and permitted prior to any building permit issuance. [PMC 14.02.130] • Prior to completion of any future watermain extension, the engineer-of-record shall complete the State Department of Health’s “Construction Completion Report for Distribution Main Projects”, seal, and provide a copy to the City. [WAC 246-290-120] • For any buildings directly housing patients, e.g. Patient Care Tower, a water system development charge (SDC) will be assessed based on the number of beds associated with the facility. Current SDC’s as of this writing is \$5,218.00 for every six beds. • Other commercial building facilities will be assessed a water system development charge (SDC) based on the number of plumbing fixture units as defined in the Uniform Plumbing Code. Current SDC’s as of this writing are \$5,218.00 for the first 15 fixture units and an additional charge of \$349.61 for each fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.02.040] • Water connection fees and systems development charges are due at the time of building permit issuance and do not vest until time of permit issuance. [PMC 14.02.040, 14.10.030] • To obtain credit towards System Development Fees for any existing fixture units, the applicant shall provide the City evidence of the existing plumbing fixtures prior to demolition or removal. A written breakdown of the removed fixture types, quantities, and associated fixture units shall accompany the building permit 		

Condition Category	Condition	Department	Condition Status
	application and be subject to review and approval by the City. [PMC 14.02.040]		
Submit With Civil Permit Application	<p>SANITARY SEWER:</p> <ul style="list-style-type: none"> Refer to City Standards, Section 400 for Sewer System Requirements. [PMC 17.42] Based on the City's Sanitary Sewer Comprehensive Plan, approximately 1,400lf of undersized sewer main requires replacement between South Meridian and 5th St SW (Puyallup CIP 19A). The City anticipates constructing the improvement in 2024 subject to available funding. Prior to any future building permit issuance, the applicant may either: 1) wait for the City to construct the improvement; 2) construct the improvement in conjunction with a future project of the Master Plan; or 3) with the City Engineer's permission, hire the City's 3rd party consultant to determine if there is available capacity in the undersized sewer main that would support a portion of the Master Plan's proposed projects. (NOTE: Based on discussions with the City Engineer, the City would not allow sewer flows to be conveyed out-of-basin.) Sanitary sewer mains shall be 8-inch minimum and located 5-feet east or north of roadway centerlines. In accordance with PMC 14.20.020, sewer main extensions shall be carried across the full width of the property being served except in those cases where, in the opinion of the city engineer, the utility involved can never, under any circumstances, be extended beyond the property being served. [PMC 14.20 and PMC 17.42] Any portion of a City maintained sewer extension located outside City right-of-way must be centered in a 40-foot wide easement granted to the City for maintenance purposes. The easement shall be clearly indicated on the 	Engineering Division	Open

Condition Category	Condition	Department	Condition Status
	<p>construction drawings. [PMC 17.42 & CS 401(14)]</p> <ul style="list-style-type: none"> • A separate and independent side sewer will be required from the public main to the project site. Side sewers shall be 6-inch minimum diameter with a 0.02 foot per foot slope. Side sewers shall have a cleanout at the property line, at the building, and every 100 feet between the two points. [PMC 14.08.110 & CS 401(6)] • If the proposed side sewer is greater than 6-inches, a sanitary sewer manhole shall be provided at the property line. • Prior to reuse of any existing side sewer, the City Collections Division must conduct a visual inspection of the side sewer to determine whether it can be used again. Existing laterals must meet current standards to be used again. The applicant shall be responsible to expose the line as necessary for the City inspection. The City reserves the right to request video inspection of the side sewer to assist in its determination. • Sewer main pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines. • Grease Interceptors are required for all commercial facilities involved in food preparation. If food preparation facilities are proposed now, or in the future, the applicant shall install an external grease interceptor in accordance with the current edition of the Uniform Plumbing Code adopted by the City of Puyallup, Puyallup Municipal Code, and City standard details. [PMC 14.06.031(3) & CS 401(5), 402.3] • The construction of a trash enclosure will require the enclosure pad to be elevated to prevent stormwater run-on and the entire enclosure covered to prevent stormwater inflow into the sewer area drain. (See City Standards Section 208 for additional criteria.) [CS 208.1] • Drainage for any underground parking shall 		

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	<p>be connected to the sanitary sewer system through an oil-water separator. [PMC 14.06.031 & CS 402.2]</p> <ul style="list-style-type: none"> • All private oil-water facilities shall be maintained in accordance with Puyallup Municipal Code 14.06.031. Under this Title, records and certification of maintenance shall be made readily available to the City for review and inspection, and must be maintained for a minimum of three years. If the owner fails to properly maintain the facility, the City, after giving the owner notice, may perform necessary maintenance at the owner's expense. [PMC 14.06.031 & CS 402.2] • If any buildings on site are connected to septic tanks, the applicant shall abandon the existing septic systems per Pierce County Health Department regulations. A Septic/Pump Tank Decommissioning Certification form must be completed and submitted to the Source Protection Program Department at (253) 798-6470. Verification of certification must be provided PRIOR to final city approvals. [PMC 14.08.070] • Utility extensions shall be approved and permitted prior to any building permit issuance. [PMC 14.02.130] • For any buildings directly housing patients, e.g. Patient Care Tower, a sanitary sewer system development charge (SDC) will be assessed based on the number of beds associated with the facility. Current SDC's as of this writing is \$6,344.00 for every six beds. • Other commercial building facilities will be assessed a sanitary sewer system development charge (SDC) based on the number of plumbing fixture units as defined in the Uniform Plumbing Code. Current SDC's as of this writing are \$6,344.00 for the first 15 plumbing fixture units and an additional charge of \$425.05 for each 		

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	<p>fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.10.010, 14.10.030]</p> <ul style="list-style-type: none"> Sewer connection fees and systems development charges are due at the time of building permit issuance and do not vest until time of permit issuance. [PMC 14.10.010, 14.10.030] To obtain credit towards System Development Fees for any existing fixture units, the applicant shall provide the City evidence of the existing plumbing fixtures prior to demolition or removal. A written breakdown of the removed fixture types, quantities, and associated fixture units shall accompany the building permit application and be subject to review and approval by the City. [PMC 14.10.010] 		
Submit With Civil Permit Application	<p>STORMWATER/ EROSION CONTROL:</p> <ul style="list-style-type: none"> Refer to City Standards, Section 200 for Stormwater System Requirements. [PMC 17.42] Stormwater design shall be in accordance with PMC Chapter 21.10 and the current stormwater management manual as adopted by the City Council at the time of application for an individual project of the Master Plan. The City is currently using the 2019 Department of Ecology (Ecology) Stormwater Management Manual for Western Washington (aka "Ecology Manual"). The individual projects of the Master Plan are considered a common plan of development and the overall area of disturbance associated with the Master Plan shall be used in determining the stormwater thresholds. NOTE: Areas of disturbance within the public ROW must be included in the project area as part of the stormwater thresholds and calculations. The applicant shall complete the stormwater flowchart, Figure 1-3.1 and Figure 1-3.2, contained in the Ecology Manual based on the 	Engineering Division	Open

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	<p>common plan of development. The completed flowchart shall be submitted with each of the proposed Master Plan projects.</p> <ul style="list-style-type: none"> • At the time of civil permit application for any individual project, the applicant is responsible for submitting a permanent storm water management plan which meets the design requirements provided by PMC Section 21.10. [PMC 21.10.190, 21.10.060] - When using WWHM for analysis, provide the following WWHM project files with the civil permit application: <ul style="list-style-type: none"> - Binary project file (WHM file extension) - ASCII project file (WH2 file extension) - WDM file (WDM file extension) - WWHM report text (Word file) • The written technical report shall clearly delineate any offsite basins tributary to the project site and include the following information: [PMC 21.10.060] <ul style="list-style-type: none"> - the quantity of the offsite runoff; - the location(s) where the offsite runoff enters the project site; - how the offsite runoff will be routed through the project site. - the location of proposed retention/detention facilities - and, the location of proposed treatment facilities - For offsite basin inflow: At time of civil application, document compliance with 2019 Ecology Manual, Vol III, Sec III-2.4 (2014 Manual, Vol. III, Appendix III-B, Section 6) for the Offsite Basin inflow. • Each section of the TIR/SSP shall be individually indexed and tabbed with each permit application and every re-submittal prior to review by the City. [PMC 21.10.060] • Public right-of-way runoff shall be detained 		

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	<p>and treated independently from proposed private stormwater facilities. This shall be accomplished by enlarging the private facilities to account for bypass runoff; providing separate publicly maintained storm facilities within a tract or dedicated right-of-way; or, other methods as approved by the City Engineer. [PMC 21.10.190(3)]</p> <ul style="list-style-type: none"> • Development and redevelopment projects are required to employ, wherever feasible, Low Impact Development (LID) Best Management Practices (BMPs) to meet the design criteria set forth in PMC 21.10.190, the Ecology Manual Volume I, Minimum Requirement 5; and Volume V. The applicant has proposed stormwater detention facilities to serve the Master Plan which is a conservative assumption in terms of City regulations and the viability of the overall project. However, at the time of development of an individual project, the applicant shall evaluate the feasibility of MR5 BMPs in accordance with the Ecology Manual. • If infiltration facilities/BMPs are anticipated, the number of infiltration tests shall be based on the area contributing to the proposed facility/BMP, e.g., one test for every 5,000 sq. ft of permeable pavement, or one test for each bioretention cell. • Preliminary feasibility/infeasibility testing for infiltration facilities/BMPs shall be in accordance with the site analysis requirements of the Ecology Manual, Volume III, Chapter 3, specifically: <ul style="list-style-type: none"> - Groundwater evaluation, either instantaneous (MR1-5), or continuous monitoring (MR1-9), during the wet weather months (December 21 through April 1). - Hydraulic conductivity testing: <ul style="list-style-type: none"> i. If the development meets the threshold to 		

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	<p>require implementation of Minimum Requirement #7 (flow control); or, if the site soils are consolidated; or, if the property is encumbered by a critical area, then Small Scale Pilot Infiltration Testing (PIT) during the wet weather months (December 21 through April 1) is required.</p> <p>ii. If the development does not meet the threshold to require implementation of Minimum Requirement #7; or, is not encumbered by a critical area; and is located on soils unconsolidated by glacial advance, grain size analyses may be substituted for the Small Scale PIT test at the discretion of the review engineer.</p> <ul style="list-style-type: none"> - Testing to determine the hydraulic restriction layer. - Mounding analysis may be required in accordance with Ecology Volume III Section 3.3.8. • Upon submission of the geotechnical infiltration testing, appropriate long-term correction factors shall be noted for any areas utilizing infiltration into the underlying native soils in accordance with the Ecology Manual, Volume III, Chapter 3. Provide the long-term infiltration rate calculation in the stormwater report. • The proposed Master Plan projects are part of a larger, existing common plan of development, and may include the use of existing stormwater facilities serving the MGS campus. The Technical Information Report (TIR) or Stormwater Site Plan (SSP), shall provide supporting documentation and engineering calculations which substantiate any affect the proposed project may have on the original design assumptions of the existing stormwater facilities. [PMC 21.10.060] • Overflow facilities shall be provided for any proposed detention/retention (R/D) facilities in accordance with the City Standards. This includes a downstream analysis a minimum of ¼ mile downstream from the site. 		

Condition Category	Condition	Department	Condition Status
	<ul style="list-style-type: none"> • Any above-ground stormwater facility shall be screened from public right-of-way and adjacent property per the underlying zoning perimeter buffer requirements in the PMC. • Stormwater R/D facilities shall be a minimum of 20-feet from any public right-of-way, tract, vegetative buffer, and/or property line measured from the toe of the exterior slope/embankment of the facility. For facilities with retaining walls, the setback area shall be measured from the facility's emergency overflow elevation to the face of the wall. The setback area shall not exceed 5% maximum cross-slope. [PMC 21.10 & DOE Manual, Vol. V] • If the proposed project discharges to an adjacent wetland, the applicant shall provide a hydrologic analysis which ensures the wetland's hydrologic conditions, hydrophytic vegetation, and substrate characteristics are maintained. See Ecology Manual Volume I, Minimum Requirement 8. • Water quality treatment of stormwater shall be in accordance with the Ecology Manual, Volume 1, Minimum Requirement 6; and Volume 5, Runoff Treatment. • If the use of an above-ground combined treatment-storage facility is proposed for flow control and water quality treatment, the geometric characteristics of the facility design shall be in accordance with the Ecology Manual, and the following criteria: <ul style="list-style-type: none"> - A licensed professional geotechnical engineer shall determine the maximum seasonal high groundwater elevation at the location of the combined facility. - The applicant shall clearly indicate the static water surface elevation for the top of the wetpool/bottom of the storage volume. - The maximum seasonal high groundwater 		

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	<p>elevation shall be below the static water surface elevation of the wetpool.</p> <ul style="list-style-type: none"> • If the applicant proposes to use bioretention cells for water quality treatment, the following notes shall be added to the civil design plans: <ul style="list-style-type: none"> - "At the completion of the bioretention cells construction, the engineer-of-record shall provide a written statement to the City of Puyallup that the bioretention cells were built per the approved design." - "The bioretention soil media (BSM) supplier shall certify in writing that the bioretention soil media meets the guidelines for Ecology-approved BSM including mineral aggregate gradation, compost guidelines, and mix standards as specified in the 2012 Low Impact Development Technical Guidance Manual for Puget Sound. And, if so verified, no laboratory infiltration testing, cation exchange, or organic content testing is required." • Overflow facilities shall be provided at the low points of any proposed permeable pavement areas to allow safe discharge to the downstream public storm system. • Trench dams shall be provided at the property line for utilities located below infiltrative facilities including, but not limited to, permeable pavements and bioretention facilities. Reference City Standard Detail 06.01.10. • Construction of frontage improvements associated with this project may require installation/extension of the stormwater main to accommodate road runoff. Any new stormwater main shall be adequately sized to accommodate any upstream basins tributary to the main. • At the time of civil permit application, all pipe reaches shall be summarized in a Conveyance Table containing the following minimum 		

Condition Category	Condition	Department	Condition Status																
	<p>information and included in the TIR:</p> <table data-bbox="342 321 1068 825"> <tr> <td>Pipe Reach Name</td> <td>Design Flow (cfs)</td> </tr> <tr> <td>Structure Tributary Area (cfs)</td> <td>Pipe-Full Flow (cfs)</td> </tr> <tr> <td>Pipe Diameter (in)</td> <td>Water Depth at Design Flow (in)</td> </tr> <tr> <td>Pipe Length (ft)</td> <td>Critical Depth (in)</td> </tr> <tr> <td>Pipe Slope (%)</td> <td>Velocity at Design Flow (fps)</td> </tr> <tr> <td>Manning's Coefficient (n)</td> <td>Velocity at Pipe-Full Flow (fps)</td> </tr> <tr> <td></td> <td>Percent full at Design Flow (%)</td> </tr> <tr> <td></td> <td>HGL for each Pipe Reach (elev)</td> </tr> </table> <ul style="list-style-type: none"> • All storm drains shall be signed as follows: <ul style="list-style-type: none"> a) Publicly maintained stormwater catch basins shall be signed using glue-down markers supplied by the City and installed by the project proponent. b) Privately maintained stormwater catch basins shall be signed with pre-cut 90ml torch down heavy-duty, intersection-grade preformed thermoplastic pavement marking material. It shall read either "Only Rain Down the Drain" or "No Dumping, Drains to Stream". Alternatively, the glue-down markers may be purchased from the City for a nominal fee. • All private storm drainage facilities shall be covered by a maintenance agreement provided by the City and recorded with Pierce County. Under this agreement, if the owner fails to properly maintain the facilities, the City, after giving the owner notice, may perform necessary maintenance at the owner's expense. • Erosion control measures for this site will be critical. A comprehensive erosion control plan will be required as part of any civil permit application. • Prior to permit issuance, the applicant shall 	Pipe Reach Name	Design Flow (cfs)	Structure Tributary Area (cfs)	Pipe-Full Flow (cfs)	Pipe Diameter (in)	Water Depth at Design Flow (in)	Pipe Length (ft)	Critical Depth (in)	Pipe Slope (%)	Velocity at Design Flow (fps)	Manning's Coefficient (n)	Velocity at Pipe-Full Flow (fps)		Percent full at Design Flow (%)		HGL for each Pipe Reach (elev)		
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	Percent full at Design Flow (%)																		
	HGL for each Pipe Reach (elev)																		

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	<p>post a financial guarantee in accordance with PMC 21.10.160 in the amount of 125% of the cost of the stormwater system.</p> <ul style="list-style-type: none"> • A Stormwater Systems Development fee will be assessed for each new equivalent service unit (ESU) in accordance with PMC Chapter 14.26. Each ESU is equal to 2,800 square feet of 'hard' surface. The current SDC as of this writing is \$4,013.00 per ESU. • Stormwater Systems Development fees are due at the time of site development permit or in the case where no site development permit is required, at the time of building permit issuance for the individual project(s); and the fees do not vest until the time of site development permit issuance, or at the time of building permit issuance in the case where a site development permit is not required. • A Construction Stormwater General Permit shall be obtained from the Department of Ecology if any land disturbing activities such as clearing, grading, excavating and/or demolition will disturb one or more acres of land, or are part of larger common plan of development or sale that will ultimately disturb one or more acres of land. 		
Submit With Civil Permit Application	<p>STREET:</p> <ul style="list-style-type: none"> • Retaining walls supporting or protecting public roads shall be located outside of the public ROW unless prior approval has been granted by the City. The applicant shall grant a 20-ft minimum access and maintenance easement for any publicly maintained walls located on private property. • Existing public utilities that are in conflict with proposed frontage improvements shall be relocated as necessary to meet all applicable City, State, and Federal requirements. • Existing private utilities (gas, telcom, cable, etc...) that are in conflict with City maintained 	Engineering Division	Open

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	<p>right-of-way and utilities shall be relocated outside of the travelled road section, i.e., behind the curb under or beyond the sidewalk area.</p> <ul style="list-style-type: none"> • Upon civil permit application, the following items shall be provided: <ul style="list-style-type: none"> - Road plans shall include a plan and profile view of the roadway indicating both the centerline and flow line elevations. [PMC 17.42 & CS 2.2] - A separate street lighting and channelization plan shall be provided in accordance with City Standards. - Commercial and Multi-family projects shall provide an autoturn analysis for the largest anticipated vehicle that would access the site. Curb radii and entrance dimensions shall be increased as necessary to allow vehicles to access the site without encroaching into adjacent lanes of traffic. - Root barriers in accordance with City Standard Detail 01.02.03 shall be installed for all street trees within ten (10) feet of the public ROW. - Wheel chair ramps, accessible routes, etc. shall be constructed in accordance with City Standards and current ADA regulations. If there is a conflict between the City Standards and ADA regulations, the ADA regulations shall take precedence over the City's requirements. [PMC 17.42] - Any surface area proposed for parking, drive aisle, or outdoor storage shall be paved with asphalt or concrete. [PMC 20.30.045(3), 20.35.035(3), 20.44.045(2)] • Any curb, gutter, sidewalk, or other existing improvements which currently do not meet City Standards, or are damaged during construction, shall be replaced. [PMC 11.08.020] • Upon review of the required, submitted traffic report, additional off-site improvements may be required as directed by the Traffic 		

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	Engineering Department. [PMC 17.42]		
Submit With Civil Permit Application	<p>GRADING:</p> <ul style="list-style-type: none"> • A Grading Plan conforming to all requirements of PMC Section 21.14.120 will be required prior to infrastructure construction. The Plan shall be prepared by a Civil Engineer licensed in the State of Washington. [PMC 21.14.070] • A geotechnical report conforming to all requirements PMC Sections 21.14.150 and 21.14.160 will be required for the individual projects of the Master Plan. The Report shall be prepared by a Civil Engineer or Engineering Geologist licensed in the State of Washington. Prior to final acceptance of this project, the author of the report shall provide certification to the City the project was constructed in accordance with the recommendations contained in the report. • Cross sections will be required at various points along property lines in accordance with City Standards Section 502 and 503 to ensure no impact from storm water damming or runoff. [PMC 17.42 & CS 502.1] • At the time of civil permit application, the following notes shall be added to the first sheet of the TESCP: <ul style="list-style-type: none"> - "At any time during construction it is determined by the City that mud and debris are being tracked onto public streets with insufficient cleanup, all work shall cease on the project until this condition is corrected. The contractor and/or the owner shall immediately take all steps necessary to prevent future tracking of mud and debris into the public ROW, which may include the installation of a wheel wash facility on-site." - "Contractor shall designate a Washington Department of Ecology certified erosion and sediment control leadperson, and shall comply with the Stormwater Pollution Prevention Plan 	Engineering Division	Open

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	<p>(SWPPP) prepared for this project.”</p> <p>-“Sediment-laden runoff shall not be allowed to discharge beyond the construction limits in accordance with the Project’s NPDES General Stormwater Permit.”</p> <p>-“The permanent infiltration system (if used) shall not be utilized for TESC runoff. Connect infiltration trench to the upstream stormwater conveyance only after construction is complete and site is stabilized and paved.”</p> <ul style="list-style-type: none"> • RCW 19.122 requires all owners of underground facilities to notify pipeline companies of scheduled excavations through the one-number locator service if proposed excavation is within 100 feet. Notification must occur in a window of not less than 2 business days but not more than 10 business days before beginning the excavation. If a transmission pipeline company is notified that excavation work will occur near a pipeline, a representative of the company must consult with the excavator on-site prior to excavation. 		
Submit With Civil Permit Application	<p>MISC:</p> <ul style="list-style-type: none"> • All proposed improvements shall be designed and constructed to current City Standards. [PMC 14.08.040, 14.08.120, 17.42] • Civil engineering drawings cannot be accepted until Planning Department requirements have been satisfied, including but not limited to, SEPA, Preliminary Site Plan approval, CUP, and/or Hearing Examiner conditions. • Civil engineering drawings will be required for this project prior to issuance of the first building permit. Included within the civil design package shall be a utility plan overlaid with the proposed landscaping design to ensure that potential conflicts between the two designs have been addressed. 	Engineering Division	Open

Condition Category	Condition	Department	Condition Status
	<ul style="list-style-type: none"> - At the time of civil application, submit electronic files in PDF format, through the City's Permit Portal. Contact the Permit staff via email at PermitCenter@ci.puyallup.wa.us for the initial project submittal. • As of this writing, civil engineering plan review fee is \$470.00 (plus an additional per hour rate of \$130.00 in excess of 5 hours). The Civil permit shall be \$300.00 and the inspection fee shall be 3% of the total cost of the project as calculated on the Engineering Division Cost Estimate form. [City of Puyallup Resolution No. 2098] • Benchmark and monumentation to City of Puyallup datum (NAVD 88) will be required as a part of this project. • Engineering plans submitted for review and approval shall comply with City Standards Section 1.0 and Section 2.0, particularly: <ul style="list-style-type: none"> - Engineering plans submitted for review and approval shall be based on 24 x 36-inch sheets. - The scale for design plans shall be indicated directly below the north arrow and shall be only 1"=20' or 1"=30'. The north arrow shall point up or to the right on the plans. - Engineering plan sheets shall be numbered sequentially in this manner: Sheet 1 of 20, Sheet 2 of 20, etc. ending in Sheet 20 of 20. • All applicable City Standard Notes and Standard Details shall be included on the construction plans for this project. A copy of the City Standards can be found on the City's web site under City Engineering, Development Engineering. • Prior to Acceptance/Occupancy, Record Drawings shall be provided for review and approval by the City. The fee for this review is \$200.00. Record Drawings shall be provided as follows: <ul style="list-style-type: none"> - In accordance with City Standards Manual 		

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	<p>Section 2.3.</p> <ul style="list-style-type: none"> - Electronic version of the record drawings in the following formats: <ol style="list-style-type: none"> 1. AutoCAD Map 2007 or newer in State Plane South Projection 2. PDF 		
Submit With Civil Permit Application	<p>SPECIFIC CONDITIONS:</p> <ul style="list-style-type: none"> -The stormwater design shall comply with both the City's and WSDOT's individual jurisdictional permitting requirements and adopted stormwater regulations. This may require separate stormwater modeling to ensure compliance with each jurisdiction's specific requirements. -The applicant shall provide a downstream analysis of the Clarks Creek basin conveyance system in accordance with the Ecology Manual Section I-3.5.3; and a downstream analysis of the State Highway Basin conveyance system in accordance with WSDOT's requirements. -Publicly owned storm facilities shall be located either in ROW or a separate dedicated tract. -Private stormwater facilities shall be setback 20-ft minimum from property lines and structures. Maintain 20-ft setback between retaining walls and the Emergency Overflow Elevation. Setback area shall not exceed 5% cross-slope. 	Engineering Division	Open
	<p>Provide a detailed summary of Puyallup's comprehensive plan as it relates to the surrounding campus area. For example, Puyallup's comprehensive plan identifies 15th Ave SE and 7th St SE as bicycle priority networks. Review/analysis of these items will be required during Civil permit review. Mitigation that may be required by the EIS traffic study (TIA) may trigger the need for street improvements that match the city's Active Transportation Plan (e.g. bike facilities on 7th St SE and 15th Ave SE). The EIS TIA is forthcoming.</p>	Traffic Division	Open

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	<p>The requirement for the 7th St SE connection will not be based solely on the traffic analysis. This connection may also be necessary to provide EV access for proposed buildings. This connection is also identified in our comprehensive plan to provide non-motorized connectivity. Review/analysis of these items will be required during Civil permit review. Mitigation that may be required by the EIS traffic study (TIA) may trigger the need for improvements to 7th St SE. The EIS TIA is forthcoming.</p> <p>Regarding the existing offset of 7th Street SE at 15th, the Hospital's design would be required to mitigate the skewed approach. Per ordinance #2900, Good Samaritan Hospital will be not be required to procure additional 7th St SE ROW. However, additional ROW dedication may be required to facilitate modification to design per City code. Review/analysis of these items will be required during Civil permit review. Mitigation that may be required by the EIS traffic study (TIA) may trigger the need for improvements to 7th St SE. The EIS TIA is forthcoming.</p> <p>Entire site will be required to complete a comprehensive lighting analysis to ensure ANSI/IES RP-8 compliance. Review/analysis of these items will be required during Civil permit review.</p> <p>Entire site will be required to complete a comprehensive analysis of existing frontage improvements. Non-standard existing frontage (narrow sidewalk, lack of planter strips/street trees, City standard streetlighting, etc.) must be identified. Review/analysis of these items will be required during Civil permit review. The City has provided a preliminary condition assessment of existing frontage that may require mitigation.</p>		

Condition Category	Condition	Department	Condition Status
	<p>15th Ave SE, 13th Ave SE, 3rd St SE, 7th St SE are all designated as a Major Collectors. City standards (Section 101.10.1) require minimum spacing of 150 feet from the intersection & driveways measured between closest edges of the driveway.</p> <p>-Per City standards, commercial driveways must be aligned with intersections/driveways across the street.</p> <p>-Access restrictions may be necessary if City Standards are not met. Review/analysis of these items will be required during Civil permit review. The City may require modification/consolidation of existing driveways to meet current City standards.</p> <p>AutoTurn analysis for the largest anticipated design vehicle that would access the site. Curb radii and entrance dimensions shall be increased as necessary to allow vehicles to access the site without encroaching into adjacent lanes of traffic. The EIS process is a tool for identifying and analyzing probable adverse environmental impacts, reasonable alternatives, and possible mitigation. The Good Sam EIS will not include detailed engineering design. Review/analysis of these items will be required during Civil permit review.</p> <p>City standard commercial driveway shall be required along frontage. Minimum commercial driveway width is 30ft. The EIS process is a tool for identifying and analyzing probable adverse environmental impacts, reasonable alternatives, and possible mitigation. The Good Sam EIS will not include detailed engineering design. Review/analysis of these items will be required during Civil permit review.</p>		

Condition Category	Condition	Department	Condition Status
	<p>All roadways serving campus (internal/external) must meet MUTCD/AASHTO requirements for signage, striping, pavement markings, geometry, barricades, railing, sight distance, speeds, etc. A comprehensive analysis will be required throughout campus area. For example, the internal intersection of 14th Ave SE/5th St SE does not meet any nationally accredited standards and will require significant mitigation. The EIS process is a tool for identifying and analyzing probable adverse environmental impacts, reasonable alternatives, and possible mitigation. The Good Sam EIS will not include detailed engineering design. Review/analysis of these items will be required during Civil permit review.</p> <p>The south side of 13th Ave SE shall be improved with City standard frontage improvements. All on-street parking shall be removed to facilitate improvements (between 3rd St SE & 7th St SE) . Curb alignment will be continuous on the south side a must be offset from buildings to maintain 24ft wide roadway. Existing marked crosswalks do not meet current standards and must be consolidated. Sight distance deficiencies existing along 13th Ave driveways/pedestrian crossings. Streetlighting will be required along this segment as well. Applicant will be required to propose mitigation. The EIS process is a tool for identifying and analyzing probable adverse environmental impacts, reasonable alternatives, and possible mitigation. The Good Sam EIS will not include detailed engineering design. Review/analysis of these items will be required during Civil permit review.</p> <p>The north side of 13th Ave has gaps in ADA accessible pathways. Mitigation will be required to meet standards. The EIS process is a tool for identifying and analyzing probable adverse</p>		

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	<p>environmental impacts, reasonable alternatives, and possible mitigation. The Good Sam EIS will not include detailed engineering design. Review/analysis of these items will be required during Civil permit review.</p> <p>Sight distance analysis (ESD & SSD) will be required for intersections and roadway segments serving site. The EIS process is a tool for identifying and analyzing probable adverse environmental impacts, reasonable alternatives, and possible mitigation. The Good Sam EIS will not include detailed engineering design. Review/analysis of these items will be required during Civil permit review.</p> <p>Comprehensive analysis of existing/proposed non-motorized ADA/PROWAG compliance (on-site & off-site) will be required. Evaluate existing non-motorized facilities. This will include on/off site facilities near Hospital. To minimize conflict points with at-grade crossings, the City will require the applicant to study pedestrian bridges to connect buildings/parking structures. The EIS process is a tool for identifying and analyzing probable adverse environmental impacts, reasonable alternatives, and possible mitigation. The Good Sam EIS will not include detailed engineering design. Review/analysis of these items will be required during Civil permit review. The City has provided a preliminary condition assessment of existing frontage that may require mitigation.</p> <p>Transit facilities are located along S Meridian. Mitigation will be required to expand/improve non-motorized facilities between Campus and S Meridian transit facilities. The EIS process is a tool for identifying and analyzing probable adverse environmental impacts, reasonable alternatives,</p>		

Condition Category	Condition	Department	Condition Status
	<p>and possible mitigation. The Good Sam EIS will not include detailed engineering design. Review/analysis of these items will be required during Civil permit review.</p> <p>Preliminary condition assessment of existing frontage that may require mitigation:</p> <p>3rd St SE (Northbound from South to North)</p> <ul style="list-style-type: none"> - Sidewalk cross slope over 2% at 15th Ave SE traffic circle (only one panel just west of the ADA ramp that crosses 15th). - Sidewalk cross slope over 2% on both sides (north & south) of the ADA ramp that crosses 3rd St SE at the traffic circle. - ADA ramp to cross 3rd St SE at the traffic circle not compliant. Running slope of ramp over 8.33%. Cross slope of ramp section over 2%. Landing of ramp over 2% in both directions. - Crosswalk striping to cross 3rd St SE at 15th Ave SE in bad condition. - Glue down truncated domes in pedestrian refuge area (roundabout splitter island) in crosswalk crossing 3rd St SE edges are cracked and missing. - Sidewalk cross slope over 2% just south of the ADA ramp at the emergency room approach. - ADA ramp on south side of emergency room approach cross slope over 2% on ramp portion. - Cross walk striping across emergency room approach faded. - Concrete curbing across emergency room approached cracked. - Truncated dome on southside of loading dock #1 entrance is back more than 5' from back of curb. - Concrete panels and curb & gutter are cracked in the loading dock # 1 entrance 		

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	<p>approach.</p> <ul style="list-style-type: none"> - Loading dock # 1 entrance approach cross slope over 2%. - Sidewalk between loading dock # 1 entrance and exit approaches is over 2% cross slope. - Cross slope of loading dock # 1 exit approach over 2% cross slope. - Truncated dome on northside of loading dock # 1 exit more than 2" from back of curb. - Sidewalk cross slope over 2% from FDC on the northside of loading dock # 1 exit all the way to parking garage entrance because of tree roots. - Sidewalk cross slope over 2% from parking garage exit to the corner of 3rd St SE & 13th Ave SE. - There are some cracks in the asphalt of northbound 3rd St SE in the radius where it turns into 13th Ave SE. - Streetlight J-boxes along 3rd St SE are not tack welded shut. <p>3rd St SE (Southbound from North to South to 14th Ave SE)</p> <ul style="list-style-type: none"> - Curb & gutter cracked throughout approach for north lower parking lot. - There are some cracks in the asphalt of 3rd St SE southbound. - Vegetation in planter encroaching onto sidewalk. - Truncated dome on ADA ramp on the NW corner of 3rd S SE & 14th Ave SE over 2" from back of curb. - Streetlight J-boxes along 3rd St SE are not tack welded shut. <p>14th Ave SE (Westbound from East to West)</p> <ul style="list-style-type: none"> - Vegetation in planter encroaching onto sidewalk. - Sidewalk cracking the entire length because 		

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	<p>there are no construction joints in-place when sidewalk was poured.</p> <ul style="list-style-type: none"> - Last 15' of sidewalk (from corner of the building to the east) over 2% cross slope. - There are some cracks in the asphalt of the westbound lane of 14th Ave SE. <p>15th E bound W to E</p> <ul style="list-style-type: none"> - Multiple cracks with some aligating in the roadway. - All street light j-boxes are not secured. - None of the street lights are stenciled "C". - ADA ramp, near round about, gutter pan holding water. - ADA crossing through c-curb, truncated domes are peeling up. - Cross walk stripes are worn off. - Multiple cracks, chips, spalling on curb and around catch basin aprons. - All four trees are to large. Sidewalk is heaving and beginning to separate due to roots. - Small rockery is falling into the sidewalk. - Sewer MH needs to be lowered about 2" in the drive lane. - Cross walk markings at next block up are warn in both directions. - Gutter pan for SW ADA allows water to run through ramp. - Both MH's in the intersection need to be repaired. Asphalt is beginning to crack out. - ADA gutter pan and CB holds water. SE corner of intersection. - Both ADA truncated dome sections are more than 2" from back of curb. SE corner of intersection. - All concrete around street light and j-boxes is cracked, chipped, and spalled. - Advanced warning stop sign is bubbled and peeling. 		

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	<ul style="list-style-type: none"> - Multiple cracks, chips, and spalling in the curb and around CB's heading up the hill. - Multiple cracks and alligating in the asphalt heading up the hill. - Stop bar for 15th and 5th is warn. - Multiple cracks and spalling around and at ADA ramp on SW corner. - ADA ramp on SW corner does not meet ADA. - Crosswalk bars are worn crossing 5th. - None of the stop signs meet the minimum 7' height requirement. - Intersection at 15th and 5th has multiple cracks and alligating in the asphalt. - Multiple utilities at the intersection of 15th and 5th are beginning to crack and spall the asphalt around them. - ADA ramp and landing on the SE corner doe not meet ADA. - Stand pipe behind sidewalk has been hit and is leaning over. NOT SURE IF THIS IS FOR THE WATER. - Multiple cracks, chips, and spalling in gutter pan near storm MH. - Some cracks and alligating on 15th E bound just east of 5th and cross walk on 15th. - Some chips, spalling, and cracks in the curb and sidewalk between cross walk and rockery behind sidewalk. - Debris falling on sidewalk where rockery is located. - Multiple wall pilings are rusted and paint chipping. Should be cleaned up and repainted. - Cracks in sidewalk near un-permitted driveway behind sidewalk at the end of east PL. <p>15th W bound E to W</p> <ul style="list-style-type: none"> - SE property corner no sidewalk for about 100LF. - End of sidewalk barrier is worn. 		

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	<ul style="list-style-type: none"> - Multiple street light j-boxes are unsecure. - Multiple street light grout at the base is cracked, loose, and missing. - Multiple street lights are not labeled with a "C". - Air vac stand pipe is not painted or pad installed. - 15th and private road 5th stop signs do nit meet the 7' minimum height requirement. - ADA ramp and landing are over 2% cross slope. Crossing 15th. - Truncated domes are more than 2" behind curb. - ADA ramp and landing are over 2% cross slope. Crossing private road 5th. - Cross walk bars are worn crossing private road 5th. - Multiple cracks along backside of sidewalk where handrail is installed. Some handrail cores are only partially filled. - Multiple areas of the sidewalk on the NW corner of 5th and 15th are beginning to separate greater than the 1/2" allowed for ped. access routes. - 1st street light west of 15th and 5th west bound has been hit and should be moved to back of walk if possible. - Unknown c/o at back of walk behind handrail should be lowered and covered with correct cover markings. - Some chips and spalling on the curb heading down the hill. - Asphalt is cracked and alligatored heading down the hill. - Left turn pocket marking are worn. - FDC, near brick building along north side of 15th, has no designated building numbers. - NE ADA landing is over 2% at mid-block intersection. 		

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	<ul style="list-style-type: none"> - NE ADA ramp/landing area has multiple separations greater than 2" at mid-block intersection. - No sewer sample tee for brick building on the north side of 15th. - Some side walk chips and spalling near the NW ADA ramp at the mid-block intersection. - Multiple cracks and spalling in the gutter pan around CB's between mid-block intersection and 3rd. - Multiple cracks and alligating of the asphalt between the same area. - NE corner of 15th and 3rd ADA area sidewalk separation more than 2". - Cross walk bars N to S across 15th are worn. - Yield pavement markings on W bound 15th worn. <p>13th Ave SE (westbound from east to west) All measurements taken from the eastern most property line.</p> <p>Sidewalk that is cracked, over slope, or otherwise out of standard:</p> <ul style="list-style-type: none"> - 0'-80' raised by tree roots, cracked, and over slope - 115'-320' cracked and over slope. The chain link fence is bent into the walkway around 300' - Wheelchair ramps 450' & 480' cracked and ponding - 507'-609' sidewalk is cracked and delaminating - Wheelchair ramp 609'-626 ramp is over 15' landing cross slope is over 2% - 640'-783' over 2% and cracked <p>Curb and Gutter:</p> <ul style="list-style-type: none"> - 12' cracked 		

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	<ul style="list-style-type: none"> - 43' cracked - 62' cracked - 74'-88' cracked and broken - 100'-128' cracked - 183' sunken - 320' cracked - 412' to end of the first wheelchair ramp cracked and broken - 480' cracked - 500'-580' cracked, broken, and settled - 605' cracked - 726'-760' cracked and broken - 808' cracked - 843'-862' curb finished at a slope for a temp driveway - 1026'- 3rd ST SE broken, cracked, and settled <p>Roadway:</p> <ul style="list-style-type: none"> - 163' sunken at the curb (ponding) - 172'-380, multiple cracks and alligatering - 452'-480' driveway/ crosswalk alligatering - 540'-570' alligatering <p>Utilities:</p> <ul style="list-style-type: none"> - All water, sewer, and storm castings need to be updated - Hydrant at 218' need storz fitting - Water meter box 720' needs to be updated - Hydrant at 725' needs to be raised and a storz fitting - Crosswalk button needs to be updated (only one that crosses 13th) <p>Channelization:</p> <ul style="list-style-type: none"> - All curb and crosswalks need to be repainted - Crosswalk sign 208' needs to be raised - Crosswalk sign 480' bent post - Parking lot signs leaning into the sidewalk 		

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	<p>760'</p> <p>13th Ave Se eastbound (from E to W) All measurements from eastern most property line.</p> <p>Sidewalk:</p> <ul style="list-style-type: none"> - Wheelchair ramp 786' large gap between back of curb and ramp - Wheelchair ramp 876 landing is over 2%, cracked, and large gap between back of curb and ramp - 986'-1090' over 2% cross slope <p>Curb and gutter:</p> <ul style="list-style-type: none"> - 34' cracked - 110'-130' cracked and sunken - 265' curb missing! - 365'- 414 broken - 472' cracked - 575' cracked - 703'-737' cracked and broken - 774' cracked - 961' cracked and broken - 1080'-1100 multiple damaged areas - 1139' cracked - 1205' cracked - 1418'- 3rd broken and cracked <p>Utilities:</p> <ul style="list-style-type: none"> - Monument casting lid broken 187' - All water, sewer, and storm castings need to be updated - Raise PIV 1210' and repaint <p>Roadway:</p> <ul style="list-style-type: none"> - Cracking, ruts, and alligating 413'-911' <p>Channelization:</p> <ul style="list-style-type: none"> - All curb and crosswalks need to be repainted 		

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		Development & Permitting Services	Open
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Sincerely,
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