City of Puyallup
Planning Division
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June 03, 2024

Stephanie Patterson
401 15TH AVE SE, MS: 401-R2-EXE
PUYALLUP, WA 98372

DEVELOPMENT REVIEW TEAM (DRT) LETTER	
DRT #	4
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	**Active permit application, not approved;** 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. 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. 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.

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 thestatus 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

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 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.
  Response: A study of potential refinements to the existing Ambulance Bay was presented to City and Pierce Fire & Rescue representatives on April 8, 2024. Several alternatives were discussed, and feedback solicited. We are currently refining the suggested "preferred option" and will provide it shortly by follow-up transmission. The preferred option discussed at the meeting would include:
  (a) removal of police parking spaces from the ambulance bay and relocation near the main entry,
  (b) reconfiguration of parking for angled spaces,
  (c) the addition of a parallel ambulance parking space on the east side of the bay,
  (d) adjustment of the exiting curb bulb to make turning movements easier,
  (e) creation of two to three additional ambulance "queuing" spaces before the bay entry, and
  (f) exploration of feasibility for potential non-structural awning or other weather protection measure for the reconfigured ambulance parking spaces in the bays. In addition, along the West side of 3rd Street the public parking would be restriped and restricted for Fire Parking. Last, MGSH is also implementing operational changes that are expected to increase patient through-put in the ED and will assist in resolving congestion issues. A summary of those operational changes is provided with this submittal.
  - Response to response: This item is a highly critical piece to move forward and needs to be addressed before the 3rd street expansion of 30k sqft is looked at.

  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.
  Response: See attached fire access plan showing a 26′ minimum clear width for fire access will still be maintained with the expansion of the ED Lobby.
  - Response to response: The Auto Turn is in adequate and shows multiple areas of running over curbs that could potentially hit a bystander. With this expansion, it clearly shows that curb, gutter, parking strips, and possibly sidewalk will need to be altered to accommodate proper fire access and turning radius.

  3. Auto-turn or equivalent program, will be required to demonstrate fire apparatus turning radius in all areas.
  Response: See attached fire access plan showing auto turn in all areas of the proposed Master Plan. The exhibit demonstrates that the fire apparatus will be able to access all

the proposed Master Plan facilities. Where needed, turnarounds are provided. We have also located existing and conceptual locations for fire hydrants on the site. These locations will need to be confirmed during final design and permitting of each structure.

- Response to response: Based on the newest site plan, considering access to building, topography, and fire operational concerns the following need to be addressed.
  - Show egress into the parking garages, are they a one way in and out or one entrance?
  - The fire truck "T" at the Eastside of 5th St Se needs to be a cul-de-sac for proper access.
  - The fire truck "T" at the end of 14th Ave SE needs to be extended as close as possible to 15th Ave SE. MOB B will require two points of access to be within 15-30′ from the apparatus road. With 15th Ave. SE being elevated this will not be considered a point of access per the IFC.
  - The new fire lanes will be required to be a 26′ unobstructed width. No parking signs will be required along with fire lane paint and stenciling. If there is a desire for parking on these access roads, the roads will be required be widen. What are the plans for the access roads per the IFC.

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.
Response: There is a large slope between the proposed Support Tower and the existing building to the North, limiting vehicular access to this area. It was discussed with the City and Pierce Fire & Rescue that ladder truck. Access to this area is not needed, however, the design of this area will be required to provide accommodations and mitigation measures that will be refined further during final building design and building permitting.

- Response to response: This is a very critical item. Provide a comprehensive plan showing all Exiting around the CST building that currently use this sloped area as evacuation. An understanding of this area needs to be determined now to avoid future code conflicts.

5. 5th street headed into 14th Ave SE needs a fire truck turn around.
Response: See attached fire access plan showing auto turn in this area of the proposed Master Plan.

- Response to response: A new plan was uploaded and changed this comment. Please refer to item #3 in the Auto turn section for requirements. This plan differs from the previous revision.

6. 7th Street extension needs to be less than 10% grade.
Response: It is not possible for the 7th street extension to have less than 10% grade between 15th and 13th. The documents provided in the EIS submittal show that based

on the elevation difference between 15th and 13th, the slope of the road exceeds 10%. The 7th Street extension is not a Master Plan proposal but a potential traffic mitigation measure. The significant grade of this extension is a feature that warrants discussion related to its effectiveness as a potential traffic mitigation measure.

- Response to response: This is still seen as an operational need but based on the traffic study this is no longer a requirement from City engineers. This comment will be addressed at a latter date.

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.
Response: See attached fire access plan showing auto turn in all areas of the proposed Master Plan.

- Response to response: See item #6 comment that addressing 7TH Street.

8. A fire hydrant will be required on 7th St SE.
Response: Comment acknowledged. A fire hydrant is shown on the attached fire access map. All new fire hydrant locations will be confirmed as part of future civil permits.

- Response to response: See item #6 comment that addressing 7TH Street.

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.
Response: See attached fire access plan showing auto turn in this area of the proposed Master Plan.

- Response to response: A new plan was uploaded and changed this comment. Please refer to item #3 in the Auto turn section for requirements.

10. Dry standpipes will be required in all parking garages and retrofitted in existing.
Response: Comment acknowledged. Dry standpipes are anticipated in all new parking garages. The Master Plan does not contemplate, and we are not aware of a legal requirement to retrofit existing garages.

- Response to response: The retrofit was an ask from CPFR. If MultiCare has chosen not to update the parking garage for the operational life safety aspect, then the above answer will be documented and moved forward.

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.
Response: MultiCare's new tower at Good Sam Patient care tower will be capable of extending the emergency responder radio coverage from its main headend in the Dally Tower without any additional impact to the radio system. It was designed for expansion and will be expected to provide seamless communication to our first responders radios meeting WA State and local codes. There should be little concern for impacting radio coverage in addition as the immediate shadow cast outside by the new tower would be covered by our existing DAS.

- Response to response: This is a requirement for a licensed Radio company to provide a report of existing buildings that could be shadowed by the new tower. The concern is for emergency responder radio coverage in existing buildings in the area. GSH will automatically be required to be code compliant for existing and new structures on their campus with section 510 of the IFC.

12. The emergency radio system needs to be updated to allow surrounding agencies to have radio coverage throughout the campus. Pierce County Sherriff.
Response: See Response #11. We understand Pierce County Sheriff should be able to use the existing radio system.

- Response to response: We will need a response from a licensed Radio company stating the current system is in compliance.

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

- Revise-"identified as being governed by a 1970 WSDOT-City interlocal agreement that limited city stormwater releases to the line."
  [Mstr Plan; Pg 29 of 145]
- Clarify-perhaps "therefore, the whole project area must provide flow control." or something similar.
  [Mstr Plan; Pg 29 of 145]
- This paragraph is missing half of the information that was included on the prior submittal. Please restore the missing information.
  [Mstr Plan; Pg 29 of 145]

Conditions

Condition Category	Condition	Department	Condition Status
	Public notice sign must be posted on site in a publically visible location.	Planning Division	Open

Condition Category	Condition	Department	Condition Status
	Signed Affidavit must be provided.	Planning Division	Open
Submit With Civil Permit Application	GENERAL: • 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] • If ROW dedication is required to provide road connectivity and construction to nearby	Engineering Division	Resolved

Condition Category	Condition	Department	Condition Status
	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	WATER: • 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 dead-end water mains except where fire hydrants are installed at the dead-end. [PMC 14.02.120(f) &	Engineering Division	Resolved

Condition Category	Condition	Department	Condition Status
	CS 301.1(7)] • 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 potential expense of upgrading the backflow device in the future. [PMC 14.02.220(3) & CS		

Condition Category	Condition	Department	Condition Status
	302.2] • 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 discharge side of the pump in accordance with NFPA regulations.) A post indicator valve (PIV)		

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	shall be provided for the fire sprinkler system in advance of the DDCVA. [CS 302.3] • 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 application and be subject to review and approval by the City. [PMC 14.02.040]		

Condition Category	Condition	Department	Condition Status
Submit With Civil Permit Application	SANITARY SEWER: • 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 construction drawings. [PMC 17.42 & CS 401(14)] • A separate and independent side sewer will	Engineering Division	Resolved

Condition Category	Condition	Department	Condition Status
	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 be connected to the sanitary sewer system through an oil-water separator. [PMC 14.06.031 &		

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	CS 402.2] • 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 fixture unit in excess of the base 15 plumbing fixture units. [PMC 14.10.010, 14.10.030]		

Condition Category	Condition	Department	Condition Status
	• 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	STORMWATER/ EROSION CONTROL: • 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 common plan of development. The completed flowchart shall be submitted with each of the	Engineering Division	Resolved

Condition Category	Condition	Department	Condition Status
	proposed Master Plan projects. • 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: - 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] - 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 and treated independently from proposed private stormwater facilities. This shall be accomplished		

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	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)] • 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: - Groundwater evaluation, either instantaneous (MR1-5), or continuous monitoring (MR1-9), during the wet weather months (December 21 through April 1). - Hydraulic conductivity testing: i. If the development meets the threshold to require implementation of Minimum Requirement #7 (flow control); or, if the site soils are		

Condition Category	Condition	Department	Condition Status
	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. 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. - 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 MGSH 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. • Any above-ground stormwater facility shall be screened from public right-of-way and		

Condition Category	Condition	Department	Condition Status
	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: - 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 elevation shall be below the static water surface elevation of the wetpool.		

Condition Category	Condition	Department	Condition Status
	• If the applicant proposes to use bioretention cells for water quality treatment, the following notes shall be added to the civil design plans: - "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 information and included in the TIR: Pipe Reach Name Design Flow (cfs)		

Condition Category	Condition	Department	Condition Status
	Structure Tributary Area (cfs) Pipe-Full Flow 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) • All storm drains shall be signed as follows: 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 post a financial guarantee in accordance with PMC 21.10.160 in the amount of 125% of the cost of the stormwater system.		

Condition Category	Condition	Department	Condition Status
	• 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	STREET: • 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 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.	Engineering Division	Resolved

Condition Category	Condition	Department	Condition Status
	• Upon civil permit application, the following items shall be provided: - 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 Engineering Department. [PMC 17.42]		
Submit	GRADING:	Engineering	Resolved

Condition Category	Condition	Department	Condition Status
With Civil Permit Application	• 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: -"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 (SWPPP) prepared for this project." -"Sediment-laden runoff shall not be allowed to discharge beyond the construction limits in	Division	

Condition Category	Condition	Department	Condition Status
	accordance with the Project's NPDES General Stormwater Permit." -"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." • 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	MISC: • 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. - 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	Engineering Division	Resolved

Condition Category	Condition	Department	Condition Status
	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: - 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: - In accordance with City Standards Manual Section 2.3. - Electronic version of the record drawings in the following formats:		

Condition Category	Condition	Department	Condition Status
	1. AutoCAD Map 2007 or newer in State Plane South Projection 2. PDF		
Submit With Civil Permit Application	SPECIFIC CONDITIONS: -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	Resolved
	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. 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	Traffic Division	Open

Condition Category	Condition	Department	Condition Status
	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. 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. 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. 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. 15th Ave SE, 13th Ave SE, 3rd St SE, 7th St SE are all designated as a Major Collectors. City		

Condition Category	Condition	Department	Condition Status
	standards (Section 101.10.1) require minimum spacing of 150 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. -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. 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. 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. All roadways serving campus (internal/external) must meet MUTCD/AASHTO requirements for signage, striping, pavement markings, geometry,		

Condition Category	Condition	Department	Condition Status
	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. 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. 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 environmental impacts, reasonable alternatives, and possible mitigation. The Good Sam EIS will not include detailed engineering design.		

Condition Category	Condition	Department	Condition Status
	Review/analysis of these items will be required during Civil permit review. 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. 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. 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, and possible mitigation. The Good Sam EIS will not include detailed engineering design. Review/analysis of these items will be required		

Condition Category	Condition	Department	Condition Status
	during Civil permit review. Preliminary condition assessment of existing frontage that may require mitigation: 3rd St SE (Northbound from South to North) - 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 approach. - Loading dock # 1 entrance approach cross slope over 2%.		

Condition Category	Condition	Department	Condition Status
	- 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. 3rd St SE (Southbound from North to South to 14th Ave SE) - 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. 14th Ave SE (Westbound from East to West) - Vegetation in planter encroaching onto sidewalk. - Sidewalk cracking the entire length because there are no construction joints in-place when sidewalk was poured. - Last 15′ of sidewalk (from corner of the		

Condition Category	Condition	Department	Condition Status
	building to the east) over 2% cross slope. - There are some cracks in the asphalt of the westbound lane of 14th Ave SE. 15th E bound W to E - Multiple cracks with some aligatoring 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 pealing 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 pealing. - Multiple cracks, chips, and spalling in the curb and around CB's heading up the hill. - Multiple cracks and alligatoring in the		

Condition Category	Condition	Department	Condition Status
	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 alligatoring 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 alligatoring 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. 15th W bound E to W - SE property corner no sidewalk for about 100LF. - End of sidewalk barrier is worn. - Multiple street light j-boxes are unsecure. - Multiple street light grout at the base is cracked, loose, and missing.		

Condition Category	Condition	Department	Condition Status
	- 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 ½″ 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. - NE ADA ramp/landing area has multiple separations greater than 2″ at mid-block intersection.		

Condition Category	Condition	Department	Condition Status
	- 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 alligatoring 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. 13th Ave SE (westbound from east to west) All measurements taken from the eastern most property line. Sidewalk that is cracked, over slope, or otherwise out of standard: - 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 Curb and Gutter: - 12' cracked - 43' cracked - 62' cracked - 74'-88' cracked and broken		

Condition Category	Condition	Department	Condition Status
	- 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 Roadway: - 163′ sunken at the curb (ponding) - 172′-380, multiple cracks and alligatering - 452′-480′ driveway/ crosswalk alligatering - 540′-570′ alligatering Utilities: - 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) Channelization: - 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 760′ 13th Ave Se eastbound (from E to W) All		

Condition Category	Condition	Department	Condition Status
	measurements from eastern most property line. Sidewalk: - 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 Curb and gutter: - 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 Utilities: - Monument casting lid broken 187′ - All water, sewer, and storm castings need to be updated - Raise PIV 1210′ and repaint Roadway: - Cracking, ruts, and alligatoring 413′-911′ Channelization: - All curb and crosswalks need to be repainted		
		Development	Open

Condition Category	Condition	Department	Condition Status
		& Permitting Services	
		Development & Permitting Services	Open

Sincerely,
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