

MultiCare Good Samaritan Master Plan - DRT Comment Log

No.	Comment / Correction	Department	MGSH Response
PLANNING			
1	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.	Planning - Chris Beale	The Master Plan narrative has been updated; see attached updated Master Plan.
2	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).	Planning - Chris Beale	The Master Plan narrative has been updated; see attached updated Master Plan.
3	PHASING: Table III-A, page 44: In phase 2, it's 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?	Planning - Chris Beale	Yes, PS2 is the Parking deck "T" on the Full Build Out Site Plan (III-a.) Yes, PS2 will be grouped with MOB A in Phase 2, see figure III-C. See revised figure III-a and table III-a with requested identification and note, for clarity.
4	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?	Planning - Chris Beale	See attached updated Master Plan. Table III-A was revised to show the Central Support Tower and Dally Tower 3rd Street Expansion as separate sub-phases.
5	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?	Planning - Chris Beale	The MP did not include "3,352" as a specific number as it is the potential maximum amount of parking needed (1,858 (existing) + 1,494 (maximum net new + replacement parking) = 3,352), not necessarily what will be needed to be built. The MP calculated the maximum number of parking spaces using the maximum square footage or number of beds in each phase, which represents the "ceiling" for development authorized by the Plan. In order to further clarify the maximum number of parking stalls associated with each phase, as well as the cumulative maximum across the campus authorized by the MP, a proposed revision to Table III-I is provided below.
6	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.		<p>The parking demand analysis and proposed parking ratios are tied to specific uses: hospital expansion, represented as licensed bed capacity, or medical office building, represented as square footages. We believe the correct inputs to be using are 200 beds and 200Ksf medical office building.</p> <p>The Patient Care Tower project will provide an additional 200 licensed beds. There are 30 additional observation beds, which already exist on the campus and that will be consolidated in the Tower. Spaces vacated by the observation beds across campus will be utilized to serve patients awaiting discharge, and will not increase overall patient capacity.</p> <p>Likewise, the Support Tower and 3rd Street Dally Tower expansion will not provide any additional licensed beds, and are not anticipated to increase patient capacity or employee headcount. These projects are intended to consolidate existing support services and storage areas located throughout the campus to centralized locations to increase efficiency, reduce cost, and improve patient care. There are no plans to use the spaces for patient-facing or care-oriented services, and the intent is to not increase staffing (other than minor increases because of ancillary functions, like Environmental Services – e.g., janitorial). Spaces vacated by the support functions consolidated in the Support Tower and 3rd Street Dally Tower expansion are intended to be reorganized with adjacent spaces to allow for better functionality and cohesiveness within the hospital's clinical space, but again, would not be used to increase patient volumes or employee headcount.</p> <p>The MP indeed proposes improved and expanded use of SOV trip reduction programs and services via parking management and the state CTR program requirements (see pages 70-71). Per our forthcoming comments, the TIA does not account for such measures and their impact on mitigating vehicle trips. It is recommended that the TIA include such trip reduction factors, especially if they are "conditioned" on the project. In prior discussions, MGSH expressed concerns over the potential changes because cross-references to additional code sections could result in unclear application of code or unintended consequences. Please confirm if the City intends to continue to advance the proposed code changes.</p>
7	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.	Planning - Chris Beale	<p>include such trip reduction factors, especially if they are "conditioned" on the project. In prior discussions, MGSH expressed concerns over the potential changes because cross-references to additional code sections could result in unclear application of code or unintended consequences. Please confirm if the City intends to continue to advance the proposed code changes.</p> <p>Response from previous corrections: Thank you for the code amendment proposal. We have attached a suggested revision to the code amendment proposal to this resubmittal. We would prefer referencing a maximum setback that is consistent with PMC 20.26.300(3)(b)(iii)(A) rather than a minimum, as we understand building placement will partially be influenced by the design of any required sidewalk improvements. We would also rather the standards bet set in the MED zone table rather than with a cross-reference for clarity and certainty. In addition, the other standards in PMC 20.26.300(3) appear inapplicable to the hospital setting. For instance, the main entrance to the PCT will remain consolidated with the existing Dally Tower, and due to grades, accessibility and street orientation, it is likely the MOB's would be accessed internal to the site rather than from the 15th frontage. Likewise, plazas on the corners of the MOB's would not be desirable as part of the overall campus plan. The standards appear appropriate for general commercial development but not a medical campus setting, so we propose that they would not apply.</p>
BUILDING			
8	Building permit reviews are subject to the applicable codes at the time of complete building permit application.	Building - Ray Cockerham	Acknowledged.
9	Complete building permit submittals include applications, architectural, structural, mechanical, plumbing, energy code, and related submittals for constructability.	Building - Ray Cockerham	Acknowledged.
FIRE			
10	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.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
11	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.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
12	3. Auto-turn or equivalent program will be required to demonstrate fire apparatus turning radius in all areas.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.

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13	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.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
14	5. 5th street headed into 14th Ave SE needs a fire truck turn around.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
15	6. 7th Street extension needs to be less than 10% grade.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
16	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	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
17	8. A fire hydrant will be required on 7th St Se.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
18	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	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
19	10. Dry standpipes will be required in all parking garages and retrofitted in existing.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
20	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	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
21	12. The emergency radio system needs to be updated to allow surrounding agencies to have radio coverage throughout the campus. Pierce County Sheriff	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
22	Corrections not complete.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
23	City of Puyallup requirements	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
24	Based on the meeting on 1/18/24 the following items were discussed. Please provide a code compliant path forward with the following responses.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
25	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.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
26	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.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
27	3. Item # 8 will be accepted as acknowledged.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
28	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.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
29	5. Item # 11 with the city adoption of IFC and IFC, section 510 compliance will be required. Please provide a response acknowledging compliance.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
30	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.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
31	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.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
32	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.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
33	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.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
34	5. The future support tower appears to encroach/eliminate an existing fire access area. Accommodations must be made to ensure fire access.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
35	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.	Fire - David Drake	For responses to comments from Fire and EMS (Item Nos. 10 - 35), please see the attached Fire and EMS Comment Tracker.
36	ENGINEERING Identify the color coding. [Mstr Plan; Pg 10 of 145]	Engineering - Mark Higginson	See attached updated Master Plan. Color Coding added to Figure II-A Regional Vicinity Map I.
37	"under SR512 and in line with 14th Ave SW" [Mstr Plan; Pg 28 of 145]	Engineering - Mark Higginson	See attached updated Master Plan. Text correction made to Sanitary Sewer section.
38	Additional clarifaton 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 MGSH project, i.e., the 2019 Ecology Manual (City jurisdiction) and the 2019 Highway Runoff Manual (WSDOT jurisdiction). [Mstr Plan; Pg	Engineering - Mark Higginson	See attached updated Master Plan. Clarification added to Master Plan text regarding application of two individual approved drainage manuals.
39	"comply with" [Mstr Plan; Pg 29 of 145]	Engineering - Mark Higginson	See attached updated Master Plan. Text correction incorporated.
40	"and downstream analyses" [Mstr Plan; Pg 29 of 145]	Engineering - Mark Higginson	See attached updated Master Plan. Text correction incorporated.
41	"within each jurisdiction's approved manual as applicable." [Mstr Plan; Pg 29 of 145]	Engineering - Mark Higginson	See attached updated Master Plan. Text correction incorporated.
42	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]	Engineering - Mark Higginson	See attached updated Master Plan. Text correction made to Sanitary Sewer section.
43	and/or the WSDOT Highway Runoff Manual as applicable [Mstr Plan; Pg 57 of 145]	Engineering - Mark Higginson	See attached updated Master Plan. Text correction incorporated.
44	Clarify...no utilities (water and storm) are shown within the roadway on Figure II-G. [Mstr Plan; Pg 59 of 145]	Engineering - Mark Higginson	Confirmed. Fig. III-G shows potential road design for 7th Street with no utilities indicated in the depicted layout.
45	"and the WSDOT Highway Runoff Manual as applicable" [Mstr Plan; Pg 74 of 145]	Engineering - Mark Higginson	See attached updated Master Plan. We believe this may have been in reference to Pg. 72, where the text was corrected.
46	WSDOT instead of State [Mstr Plan; Pg 74 of 145]	Engineering - Mark Higginson	See attached updated Master Plan. Revision made to title on Pg. 74

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47	rotate text to be consistent. [Mstr Plan; Pg 77 of 145]	Engineering - Mark Higginson	See attached updated Master Plan. Requested change incorporated
48	Remove the three conditions (from the prior review) from the exhibit. [Mstr Plan; Pg 78 of 145]	Engineering - Mark Higginson	See attached updated Master Plan. Requested change incorporated
49	Please correct Boring callout as noted. [Mstr Plan; Pg 99 of 145]	Engineering - Mark Higginson	See attached updated Master Plan. Requested change incorporated
50	Public notice sign must be posted on site in a publically visible location.	Engineering Traffic - Bryan Roberts	Acknowledged. Public notice sign has been installed on the site.
51	Signed Affidavit must be provided.	Engineering Traffic - Bryan Roberts	Affidavit of Notice completed on 03/14/2024. Materials submitted by Senior Planner Chris Beale.
52	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.	Engineering Traffic - Bryan Roberts	Acknowledged.
53	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]	Engineering Traffic - Bryan Roberts	Acknowledged. Please see proposed frontage improvement phasing plan included with this submittal for proposed approach to Master Plan frontage improvements.
54	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].	Engineering Traffic - Bryan Roberts	Acknowledged.
55	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 Traffic - Bryan Roberts	Please see proposed frontage improvement phasing plan included with this submittal for proposed approach to Master Plan frontage improvements.
56	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]	Engineering Traffic - Bryan Roberts	No public road dedication is anticipated with the Master Plan.
WATER			
57	Refer to City Standards, Section 300 for Water System Requirements. [PMC 14.02.120]	Water	Acknowledged.
58	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)]	Water	Acknowledged. Per Mark Higginson's email of 7/3/24, MultiCare acknowledges the recommendation from the Gray & Osborne Report that portions of the existing 8-inch water main in 5th Street SE and 14th Ave SE facilities be upgraded to 12-inch mains for facilities requiring 4,000 gpm, but that final determination will be made subject to refined hydraulic modeling based on individual project scope. MultiCare will address such modeling during detailed building, site design, and permitting.
59	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)]	Water	Acknowledged.
60	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)]	Water	Acknowledged. Per Mark Higginson's email of 7/3/24, MultiCare acknowledges the City reserved public water line easements within vacated portions of 5th Street SE. Modification of such easements may be necessary as part of PCT construction and would be addressed during utilities permitting for the PCT.
61	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) & CS 301.1(7)]	Water	Acknowledged.
62	The applicant shall be responsible for the operation and maintenance of the proposed water operation and maintenance of the proposed water system located on private property.	Water	Acknowledged.
63	Any existing services that are to be abandoned at this site shall be disconnected at 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)]	Water	Acknowledged.
64	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)]	Water	Acknowledged.
65	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	Acknowledged.
66	Water pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines.	Water	Acknowledged.
67	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 302.2]	Water	Acknowledged.
68	If an irrigation system is also proposed, a DCVA is required on that line as well.	Water	Acknowledged.
69	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]	Water	Acknowledged.
70	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.	Water	Acknowledged.
71	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]	Water	Acknowledged.
72	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.	Water	Acknowledged.
73	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]	Water	Acknowledged.

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74	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) shall be provided for the fire sprinkler system in advance of the DDCVA. [CS	Water	Acknowledged.
75	Utility extensions shall be approved and permitted prior to any building permit issuance. [PMC	Water	Acknowledged.
76	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]	Water	Acknowledged.
77	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.	Water	Acknowledged.
78	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	Acknowledged.
79	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]	Water	Acknowledged.
80	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]	Water	Acknowledged.
	SANITARY SEWER		
81	Refer to City Standards, Section 400 for Sewer System Requirements. [PMC 17.42]	SS	Permit condition
82	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.)	SS	Acknowledged. MultiCare anticipates City construction of the improvement (Puyallup CIP 19A) will precede building permit issuance timelines for any Master Plan projects.
83	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]	SS	Acknowledged.
84	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)]	SS	Acknowledged. Easement width to be subject to existing improvements and conditions.
85	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)]	SS	Acknowledged. New side sewer connections will be sought and permitted with individual building projects in the Master Plan.
86	If the proposed side sewer is greater than 6-inches, a sanitary sewer manhole shall be provided at the property line.	SS	Acknowledged.
87	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.	SS	Acknowledged.
88	Sewer main pipe and service connections shall be a minimum of 10-feet away from building foundations and/or roof lines.	SS	Acknowledged.
89	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)]	SS	Acknowledged. A new grease interceptor meeting the UPC standards will be installed as part of the Dally Tower Kitchen Renovation, which is an anticipated "enabling" project for the Patient Care Tower.
90	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]	SS	Acknowledged.
91	Drainage for any underground parking shall be connected to the sanitary sewer system through an oil water separator. [PMC 14.06.031 & CS 402.2]	SS	Acknowledged.
92	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]	SS	Acknowledged.
93	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]	SS	Acknowledged. No buildings on site where work would occur under the Master Plan are connected to septic tanks. All new building projects under the Master Plan would connect to City sewer facilities.
94	Utility extensions shall be approved and permitted prior to any building permit issuance. [PMC	SS	Acknowledged.
95	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.	SS	Acknowledged.
96	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]	SS	Acknowledged.
97	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]	SS	Acknowledged.
98	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]	SS	Acknowledged.
	STORMWATER / EROSION CONTROL		
99	Refer to City Standards, Section 200 for Stormwater System Requirements. [PMC 17.42]	Stormwater / EC	Acknowledged.

MultiCare Good Samaritan Master Plan - DRT Comment Log

No.	Comment / Correction	Department	MGSB Response
100	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").	Stormwater / EC	Acknowledged.
101	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.	Stormwater / EC	Acknowledged.
102	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 proposed Master Plan projects.	Stormwater / EC	Acknowledged.
103	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]	Stormwater / EC	Acknowledged.
104	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) 	Stormwater / EC	Acknowledged.
105	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.	Stormwater / EC	Acknowledged.
106	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]	Stormwater / EC	Acknowledged.
107	Public right-of-way runoff shall be detained 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)]	Stormwater / EC	Acknowledged. Note, however, that any right of way improvements triggering new stormwater facilities on the northwest corner of the campus will require combination of public and private flow control facilities because of site constraints.
108	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.	Stormwater / EC	Acknowledged. As stated, at the time individual project permits are sought, MGSB will evaluate the feasibility of MRS BMPs in accordance with the applicable Ecology Manual.
109	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.	Stormwater / EC	Acknowledged.
110	Preliminary feasibility/feasibility testing for infiltration facilities/BMPs shall be in accordance with the site analysis requirements of the Ecology Manual, Volume III, Chapter 3, specifically:	Stormwater / EC	Acknowledged.
111	Groundwater evaluation, either instantaneous (MR1-5), or continuous monitoring (MR1-9), during the wet weather months (December 21 through April 1).	Stormwater / EC	Acknowledged. Please see attached report prepared by GeoEngineers dated May 3, 2024.
112	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 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.	Stormwater / EC	Acknowledged.
113	Testing to determine the hydraulic restriction layer.	Stormwater / EC	Acknowledged.
114	Mounding analysis may be required in accordance with Ecology Volume III Section 3.3.8.	Stormwater / EC	Acknowledged.
115	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.	Stormwater / EC	Acknowledged.
116	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 MGSB 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]	Stormwater / EC	Acknowledged.
117	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.	Stormwater / EC	Acknowledged.
118	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 / EC	Acknowledged.
119	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]	Stormwater / EC	Acknowledged.
120	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.	Stormwater / EC	Acknowledged.
121	Water quality treatment of stormwater shall be in accordance with the Ecology Manual, Volume 1, Minimum Requirement 6; and Volume 5, Runoff Treatment.	Stormwater / EC	Acknowledged. MGSB also acknowledges there may be additional requirements from applicable Puyallup and WSDOT stormwater manuals.

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No.	Comment / Correction	Department	MGSB Response
122	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.	Stormwater / EC	Acknowledged.
123	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	Stormwater / EC	Acknowledged.
124	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.	Stormwater / EC	Acknowledged.
125	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.	Stormwater / EC	Acknowledged.
126	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.	Stormwater / EC	Acknowledged.
127	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:	Stormwater / EC	Acknowledged.
128	Pipe Reach Name Design Flow (cfs) Structure Tributary Area 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)	Stormwater / EC	Acknowledged.
129	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.	Stormwater / EC	Acknowledged.
130	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.	Stormwater / EC	Acknowledged.
131	Erosion control measures for this site will be critical. A comprehensive erosion control plan will be required as part of any civil permit application.	Stormwater / EC	Acknowledged.
132	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.	Stormwater / EC	Acknowledged.
133	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 / EC	Acknowledged.
134	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.	Stormwater / EC	Acknowledged.
135	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.	Stormwater / EC	Acknowledged.
136	FRONTAGE / STREET IMPROVEMENTS 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.	Frontage / Street Improvements	Acknowledged. Note, however, that there are areas around the campus where this condition is infeasible or impractical; as discussed further below in response to City comments, MultiCare proposes alternative mitigation for those areas and requests a meeting with the City to discuss.
137	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.	Frontage / Street Improvements	Please see proposed Frontage / Street Improvement Phasing Plan.
138	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.	Frontage / Street Improvements	Please see proposed Frontage / Street Improvement Phasing Plan.
139	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]	Frontage / Street Improvements	Acknowledged.
140	A separate street lighting and channelization plan shall be provided in accordance with City Standards.	Frontage / Street Improvements	Acknowledged.
141	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.	Frontage / Street Improvements	Acknowledged. Please see the updated fire turning movements and hydrant availability analysis included with this response.
142	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.	Frontage / Street Improvements	Acknowledged for all new trees installed as a part of any required frontage improvements.
143	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]	Frontage / Street Improvements	Acknowledged for all newly installed features; see the attached Frontage / Street Improvement Phasing Plan for additional information.
144	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)]	Frontage / Street Improvements	Acknowledged.
145	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]	Frontage / Street Improvements	Please see proposed Frontage / Street Improvement Phasing Plan. Note there may be areas where adherence to City standards is precluded by existing conditions or is otherwise infeasible.

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No.	Comment / Correction	Department	MGSB Response
146	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]	Frontage / Street Improvements	No separate traffic report is anticipated for any phase of the Master Plan. Traffic impacts and appropriate mitigation measures are being assessed in the Environmental Impact Statement process and will be determined upon Master Plan approval.
GRADING			
147	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]	Grading	Acknowledged.
148	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.	Grading	Acknowledged.
149	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]	Grading	Acknowledged.
150	At the time of civil permit application, the following notes shall be added to the first sheet of the TESC: - "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 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."	Grading	Acknowledged.
151	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.	Grading	Acknowledged.
MISCELLANEOUS			
152	All proposed improvements shall be designed and constructed to current City Standards. [PMC 14.08.040, 14.08.120, 17.42]	Miscellaneous	Acknowledged.
153	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.	Miscellaneous	We understand this is the City's typical policy, however, MGSB anticipates that the future permitting MOU with the City that is necessary to address project sequencing and the PCT may address this issue in a different manner.
154	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.	Miscellaneous	Acknowledged.
155	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 B167@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. - D162 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	Miscellaneous	Acknowledged.
ENGINEERING			
156	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.	Engineering	Acknowledged.
157	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.	Engineering	Acknowledged. This will be completed ahead of permit submittal.
158	Publicly owned storm facilities shall be located either in ROW or a separate dedicated tract.	Engineering	Acknowledged. No specific publicly owned storm facilities are anticipated.
159	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	Acknowledged.
TRAFFIC			
160	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.	Traffic	The City's forthcoming Environmental Impact Statement includes information on consistency with the City's Comprehensive Plan. Please also see pages 62 to 64 in the Master Plan for analysis of the Comprehensive Plan. All appropriate traffic mitigation measures are expected to be determined through the Master Plan approval process.

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No.	Comment / Correction	Department	MGSH Response
161	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.	Traffic	7th St. E is not anticipated to be necessary to provide emergency vehicle access to the proposed buildings. Please see the comments related to 7th St. E and emergency vehicle access in the included Fire and EMS Comment Tracker. Please also see the updated fire turning movements and hydrant availability analysis included with this response.
162	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.	Traffic	7th St. E is not anticipated to be necessary to serve the Master Plan based on the TIA analysis, and it is not anticipated to be necessary to provide emergency vehicle access. No additional dedication for 7th St. E is anticipated as part of Master Plan approval.
163	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.	Traffic	Acknowledged.
164	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.	Traffic	Please see proposed Frontage / Street Improvement Phasing Plan.
165	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. - 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.	Traffic	The connections to 3rd, 15th, and 13th are identified on the Master Plan and utilize the same locations as they are today. No new connections are anticipated. To the extent additional access points are added to these Major Collectors, MGSH would meet the City standards in effect at the time of such a proposal.
166	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.	Traffic	Acknowledged. Additional information will be provided during civil permit review.
167	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.	Traffic	Acknowledged. Vehicle entrances to new parking garages will be sized to meet applicable City standards.
168	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.	Traffic	Please see proposed Frontage / Street Improvement Phasing Plan. The intersection of 5th and 14th will be largely rebuilt as part of construction of the PCT that is proposed to overlap with the current 5th St boundaries.
169	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.	Traffic	Please see proposed Frontage / Street Improvement Phasing Plan. In addition, on the south side of 13th, the existing building is located behind the curb line. Meeting the City standards is not possible. The eastern portion of 13th, on the south side also has a slope directly behind the curb and would require a significant amount of wall be installed.
170	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. Review/analysis of these items will be required during Civil permit review.	Traffic	Please see proposed Frontage / Street Improvement Phasing Plan. In addition, on the south side of 13th, the existing building is located behind the curb line. Meeting the City standards is not possible. The eastern portion of 13th, on the south side also has a slope directly behind the curb and would require a significant amount of wall be installed.
171	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.	Traffic	No sight distance analysis is anticipated. The existing access points to the MGSH campus are proposed to be retained in the Master Plan. To the extent there are any sight distance deficiencies, these are existing conditions that will not be materially impacted by the Master Plan and are therefore proposed to remain.
172	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.	Traffic	Please see proposed Frontage / Street Improvement Phasing Plan for potential onsite work. For any off-site work, traffic and transportation mitigation measures will be evaluated through the EIS TIA and appropriate measures will be determined through the Master Plan approval process.
173	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 during Civil permit review.	Traffic	Traffic and transportation mitigation measures will be evaluated through the EIS TIA and appropriate measures will be determined through the Master Plan approval process.
174	PRELIMINARY CONDITION ASSESSMENT The City provided a number of comments in the form of a Preliminary Condition Assessment related to the current condition of areas around the campus (e.g., sidewalks, ADA ramps, streetlight features, etc.).	Prelim Condition Assessment	We appreciate the City's notations as to the existing conditions of the areas of campus fronting public streets. Please see proposed Frontage / Street Improvement Phasing Plan for potential onsite work, which also addresses MultiCare's general proposed approach for the then-current conditions at the time that the respective phases of the Master Plan.