



**2022 Master Plan Proposal to  
City of Puyallup, Washington  
December 15, 2023**

## SUMMARY OF PROPOSAL

|                     |   |
|---------------------|---|
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| Request:            | Approval of a Master Plan, as governed by Chapter 20.88 of the City of Puyallup Zoning Code, to approve a multi-phased plan calling for construction of approximately 1,012,000 gross square feet (gsf) of new space, bringing total on-campus development up to 2.2 million gsf by 2043, with companion submissions for: <ul style="list-style-type: none"> <li>• Environmental Impact Statement (EIS) (Companion Document)</li> </ul> |

|            |   |
|------------|---|
| Location:  | 401 15 <sup>th</sup> Avenue SE  |
| Site Size: | 34.86 acres   |
| Zoning:    | Medical (MED) Zone  |
| Summary:   | <p>MultiCare Good Samaritan Hospital (MGSH) last submitted a Master Plan in 2007, which was approved by the City of Puyallup for a period of ten years as governed by Chapter 20.88 of the City of Puyallup Zoning Code. The 2007 Master Plan allowed for the development of 913,000 new gsf, which would have brought the campus total to 1.59 million gsf. The hospital only developed approximately 648,000 gsf of the prior Master Plan including Dally Tower, a medical office building (MOB), central utility plant (CUP) and structured parking to accommodate these buildings. This left 265,000 gsf approved within the 2007 Master Plan undeveloped. Subsequently, there have also been multiple building demolitions on the MGSH campus. The most significant demolition was the prior Education Buildings which totaled approximately 40,000 gsf.</p> |

The 2007 Master Plan was an amendment to the 2003 Master Plan that significantly modified the development plan. The 2003 Master Plan authorized the construction of approximately 850,000 square feet of development over 16 phases, but only an approximately 40,000 square foot building was actually constructed under that Plan. Instead, in 2005 the hospital acquired the remainder of the block immediately to the south of the Main Hospital complex across 14<sup>th</sup> Avenue SE, which increased the building inventory and land area. Subsequently, in 2006, Good Samaritan Community Healthcare also affiliated with MultiCare. Those two big changes led to a revisioning of the development program and to the 2007 Master Plan, which authorized 900,000 sf of development in two phases.

As of 2022, MGSH currently maintains a building inventory of 1.24 million gsf on its 34.86-acre campus. This is 345,000 gsf below the amount allowed under the prior Master Plan. The current off-street parking supply totals 1,858 spaces.

Recent studies have identified a need for an additional 249 beds by 2036. For these reasons, MGSH is requesting approval of a new 20-year Master Plan to be referred to henceforth as the Master Plan.

This Master Plan proposes the development of approximately 1,012,000 additional gsf in multiple phases. To address the need for additional inpatient beds, the initial phase of the Master Plan includes a new patient care tower which will include 160 licensed inpatient beds plus 30 observation beds. It is also proposed to include a shell floor which would

allow the future build out of 40 additional licensed beds, bringing the new building's total bed count to 200 inpatient plus 30 observation beds.

The Master Plan provides for enabling projects in support of the new tower, including an expansion to the CUP as well as a parking structure to satisfy the anticipated parking demand. The initial phase will also address an immediate need to expand the existing Emergency Department by approximately 2,000 gsf and enabling site improvements at the emergency department entrance.

Following the initial bed expansion phase, the Master Plan includes up to two new medical office buildings, additional hospital expansions to be defined, and parking to accommodate the added demand. The Master Plan assumes the removal of approximately 210-450 existing parking spaces and proposes the construction of approximately 1,060-1,500 total new gross parking spaces at full build out, of which approximately 850-950 would be net new parking spaces to accommodate the proposed development. The amount of new parking build depends on several assumptions and factors, notably the number of net new beds and the size of the medical office buildings.

At full build-out, this will bring total campus development to approximately 2.2 million gsf, inclusive of parking structures and support buildings.

The Master Plan is also considering the potential connection of 7th Street between 13th Avenue SE and 15th Avenue SE with a roadway and pedestrian facilities, as contemplated by the City's Comprehensive Plan (CIP Project No. 15). The need for 7th Street extension will be determined based on future building design and campus phasing.



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## I. INTRODUCTION

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**Purpose.** MultiCare Good Samaritan Hospital (MGSH) in Puyallup, Washington requests approval of a new Master Plan as governed by Chapter 20.88 of the City of Puyallup Zoning Code. Population growth and the anticipated need for additional inpatient beds is driving the need for significant capacity expansion on the existing campus.

**Organizational Affiliation.** MGSH has been affiliated with MultiCare Health System (MHS) since 2006. MHS is the single largest provider of healthcare in Pierce County, Washington. Good Samaritan is one of four (4) medical centers operated by MHS in Pierce County. In addition to MGSH, the others are Allenmore Hospital, Mary Bridge Children’s Hospital, and Tacoma General Hospital, all of which are in Tacoma. MHS also operates other medical centers in the neighboring counties of King and Thurston, plus a system of ambulatory surgery centers, urgent care centers, multi-specialty clinics, home health, hospice, and occupational health. Collectively, the system employs over 12,000 people in Pierce County.

**History.** MGSH was established in 1952 when the Lutheran Home and Welfare Society assumed management of Puyallup General Hospital at the request of its physician owners. Located in downtown Puyallup, the hospital outgrew its small facility by 1957, spurring its relocation to the current site at the intersection of 14<sup>th</sup> Avenue SE and 4<sup>th</sup> Street SE, where it was merged with another facility, Lutheran Minor Hospital. A new facility combining the functions of both hospitals opened in 1958. The facility has been expanded several times since and has acquired numerous surrounding properties to facilitate the growth.

The most recent major expansion occurred starting in 2011 with the opening of Dally Tower, a nine-level acute care tower including 82 inpatient beds, emergency, surgical and imaging services. An additional 80 beds were added in 2018 when the upper two floors of Dally Tower were built out.

**MultiCare Mission Statement:** Partnering for healing and a healthy future.

**MultiCare Vision:** MultiCare will be the Pacific Northwest’s highest value health system.

**MultiCare’s Values:** Our values serve as our guiding principles and impact every aspect of our organization, including how we provide patient care and what we expect from each other. Every decision at MultiCare will be made according to the prism of our values.

- **Respect:** We affirm the dignity of each person and treat everyone with care and compassion.
- **Integrity:** We speak and act honestly to build trust.
- **Stewardship:** We develop, use, and preserve our resources for the benefit of our customers and community
- **Excellence:** We hold ourselves accountable to excel in quality of care, personal competence, and operational performance.
- **Collaboration:** We work together recognizing that the power of our combined efforts will exceed what we can accomplish individually.
- **Kindness:** We always treat everyone we encounter as we would want to be treated.

**Existing Campus Overview.** MultiCare Good Samaritan Hospital (MGSH) is an acute care center offering comprehensive inpatient and outpatient services, including a family birth center, emergency services, Children’s Therapy Unit, rehabilitation care, outpatient cancer care, mental health programs, substance treatment and surgical services including general medicine, joint replacement, and orthopedics.

The campus encompasses 34.86 acres and includes approximately 1.24 million gsf of combined building space. The core hospital facility is comprised of the Pavilions (Meadow, River, and Forest wings) and the 357,000 square foot Dally Tower which first opened in 2011, and fully opened in 2018 with the fit-out of two additional inpatient floors.

Co-located on the MGSH campus:

- Good Samaritan Medical Office Building
- PVMC Office Building - Owned by MHS
- Cancer Center, Children's Therapy Unit (CTU), Central Utility Plant, Parking Decks and Surface Lots, various utilities buildings, and undeveloped land

**Advantages of the Master Plan.** This Master Plan maintains alignment with the City of Puyallup Comprehensive Plan, which documents the need for the creation of this document. In addition, there are several advantages associated with the proposed Master Plan for both the medical center and City of Puyallup:

- Chapter three of the Puyallup Comprehensive Plan establishes the following goals related to healthcare development, which this document aims to help fulfill:
  - Ensure that sufficient land is designated for medical uses to maintain the City’s position as a regional provider of medical services. (LU - 30)
  - Encourage and facilitate a Master Plan for MultiCare Good Samaritan Hospital to guide long-term land uses and provide opportunity for input from and establish measures of protection for the surrounding residential neighborhoods. (LU - 30.1)
  - Encourage and support the medical community as an economic and employment driver in the City and east Pierce County. (LU - 31)
- As Puyallup’s only acute care facility, relied upon by a large and diverse community in East Pierce County, the Master Plan outlines a vision to provide access to modernized healthcare services for a growing population.
- The compact, high-rise development of the proposed patient care tower results in better internal utilization and patient access while reducing site coverage by impervious surfaces and maintaining open space.
- The 7<sup>th</sup> Street SE roadway connection has been identified as a project in the City of Puyallup Comprehensive Plan. The potential project, based on need, would provide a new north-south roadway segment between 13<sup>th</sup> and 15<sup>th</sup> Avenues SE, adding new vehicle access to and from the north and east sides of the campus.

## II. CURRENT CONDITIONS

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**Program and Services.** MultiCare Good Samaritan Hospital serves as an acute care center for a large and diverse community across Puyallup and East Pierce County. It offers comprehensive inpatient and outpatient health care services, including a Family Birth Center, Children’s Therapy Unit, a 24-hour Emergency Department, which is among the busiest in the state, a Level III Trauma Center, Cancer Care through MultiCare Regional Cancer Center, Mental Health programs, Rehabilitation, Inpatient and Outpatient Surgical Services and more. Specialty services include a Sleep Medicine Center, Pain Management, and Substance Treatment and Recovery Training (START). MGSB currently operates 360 inpatient beds and has over 2,500 employees.

MultiCare Good Samaritan Hospital supports the community through affiliated medical clinics including Family Medicine Clinics, a Women’s Health Center and Pulse Heart Institute, a leader in cardiac health, to name a few. In addition, MGSB is home to the East Pierce Residency Program which is accredited by the American Council on Graduate Medical Education (ACGME). MGSB also supports the Good Samaritan Foundation which is a philanthropic foundation serving the community through special focus on Behavioral Health, Cancer Care, Neonatology Intensive Care and Palliative Care and Hospice.

In addition, the MGSB subsidizes an annual community benefit of more than \$57 million including uncompensated care and other programs.

**Primary and Secondary Service Areas.** MultiCare Good Samaritan Hospital’s primary and secondary service areas are illustrated in *Figure II-A*. The definition of this market area is based on data from Fiscal Year (FY) 2019, using a combination of factors including patient residence of origin, market share in relation to other area medical service providers, population demographics, and natural/geographic boundaries.

MGSB's primary service area is in Puyallup and the surrounding area, which accounted for 77% of all hospital discharges in FY 2019. The secondary service area, which includes vast portions of East Pierce County both east and southwest of Puyallup, accounted for another 8% of discharges. 14% of discharges come from outside the primary and secondary service areas.

MultiCare is the market leader in the primary service area, with 46.2% share in 2019.

**Vicinity.** MGSH is located one mile south of downtown Puyallup, immediately south of Highway 512, with access provided via the Meridian Street South exit. Meridian Street South, a major arterial two blocks to the west, provides the primary vehicular access to the medical center.

Identify the color coding.  
[Mstr Plan; Pg 10 of 145]

FIGURE II-A: REGIONAL VICINITY MAP I

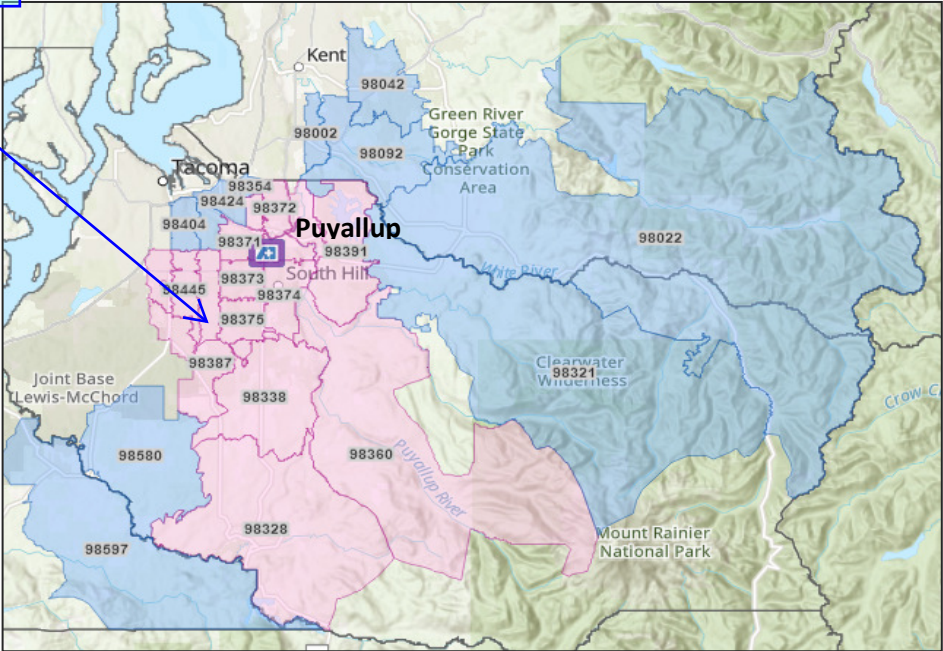
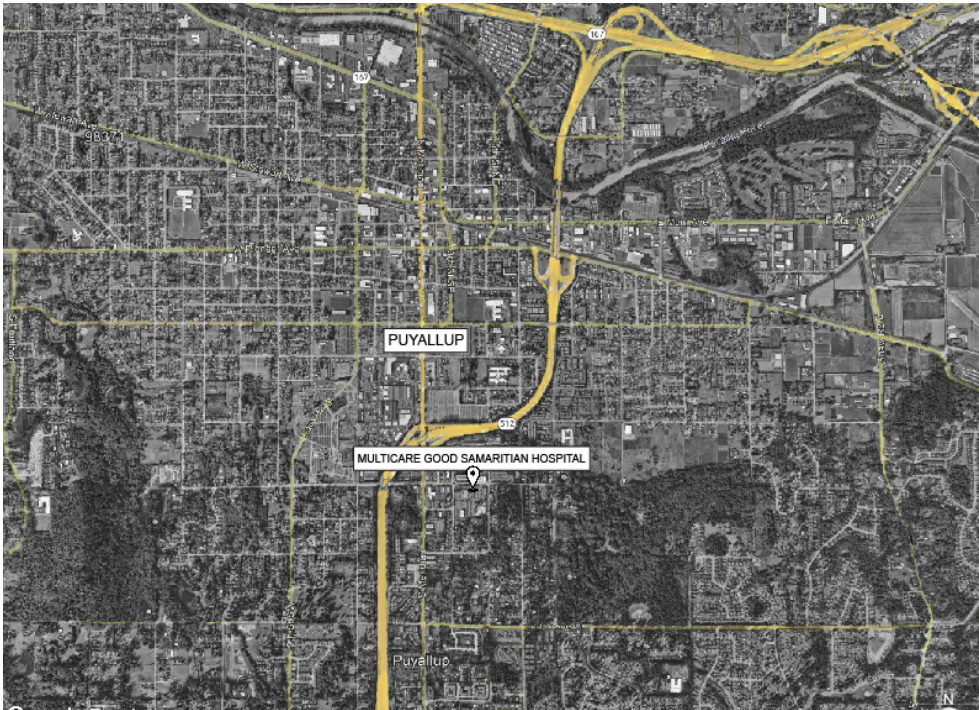
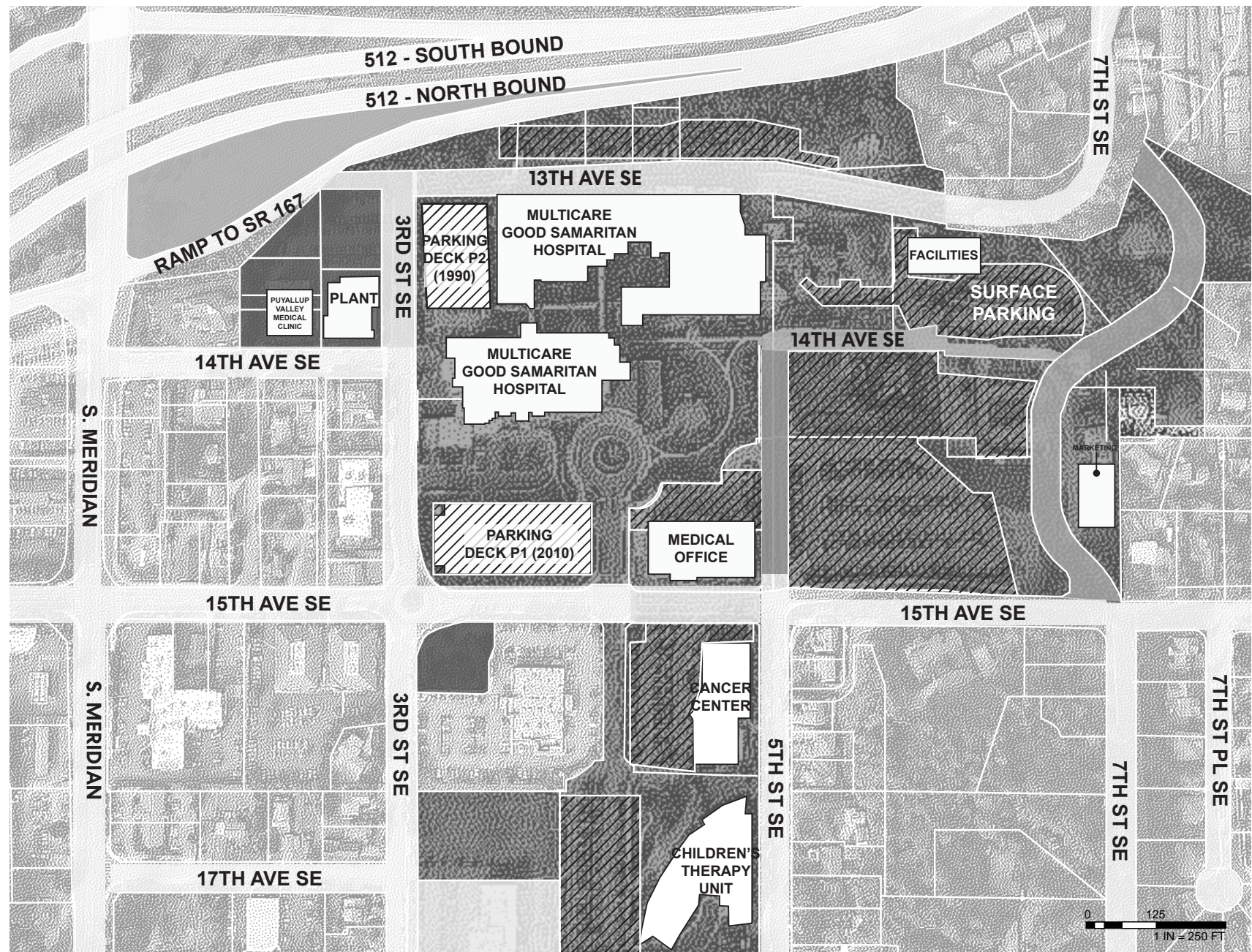





FIGURE II-B: REGIONAL VICINITY MAP II







LEGEND

-  PARKING
-  EXISTING FACILITY
-  MGSH CAMPUS

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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

VICINITY MAP, EXISTING CONDITIONS - AERIAL PLAN

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

**II-C**



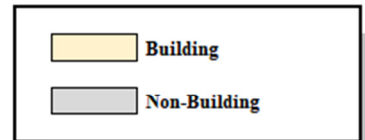
**Property Ownership.** As illustrated in Figure II-C and Table II-A, MGSH occupies approximately 34.86 net acres of property bordered to the north by Highway 512.

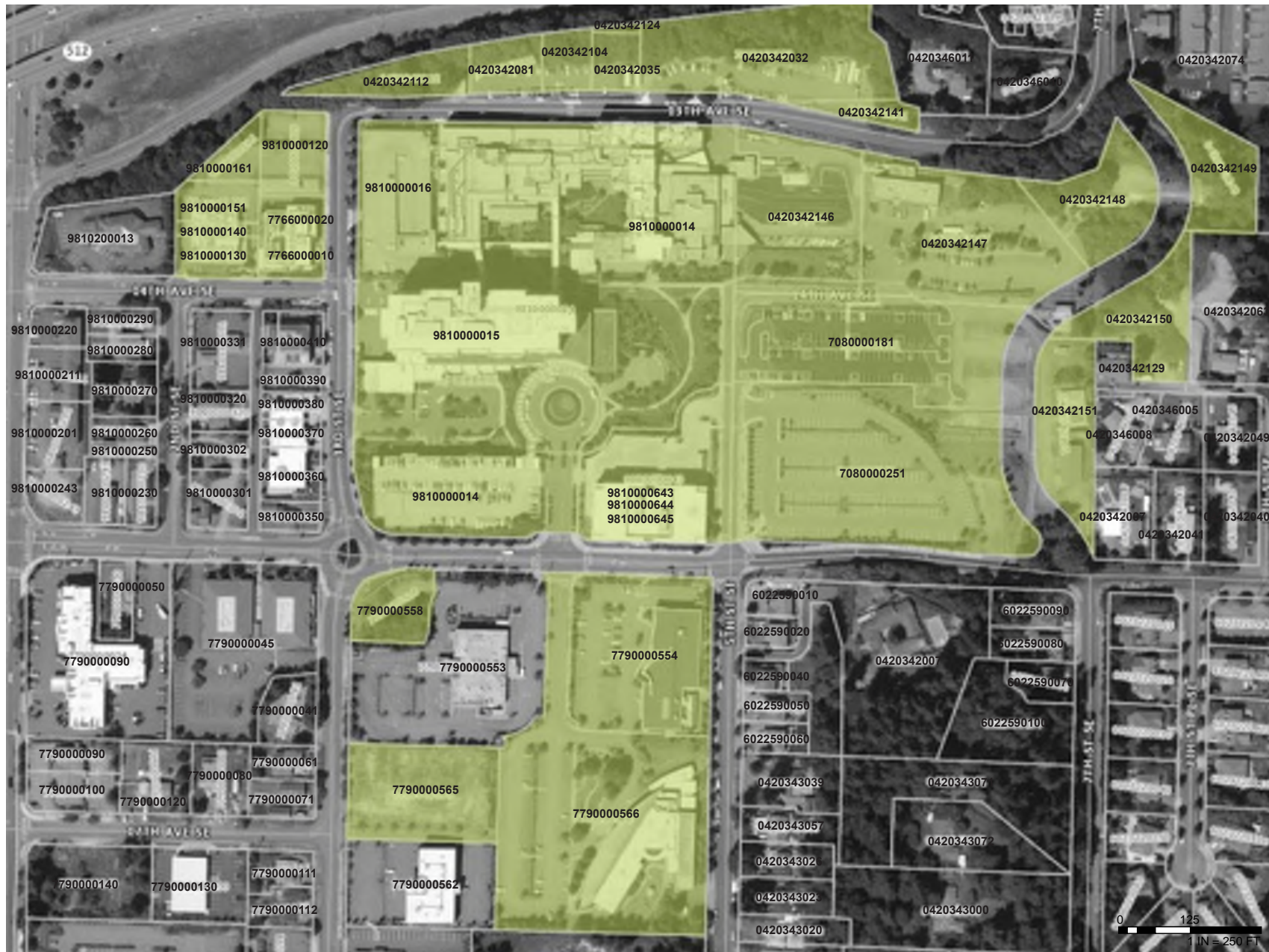
**TABLE II-A: PARCEL SUMMARY**

| Existing Parcel and Building Inventory |   |                         |                  |                  |                                     |
|--|---|-------------------------|------------------|------------------|-------------------------------------|
| Building Identifier                    | Existing Facility / Site Name                   | Parcel Number           | Parcel Area (AC) | Parcel Area (SF) | Building Gross Square Footage (GSF) |
| A                                      | Puyallup Valley Medical Clinic                  | 9810000130              | 0.26             | 11,326           | 22,482                              |
|  |   | 9810000140              | 0.09             | 3,920            |                                     |
|  |   | 9810000151              | 0.26             | 11,326           |                                     |
|  | CUP Surface Parking                             | 9810000161              | 0.20             | 8,712            | N/A                                 |
|  | CUP Surface Parking                             | 9810000120              | 0.43             | 18,731           | N/A                                 |
| B                                      | Central Utilities Plant (CUP)                   | 7766000010 <sup>a</sup> | 0.24             | 10,454           | 15,401                              |
|  |   | 7766000020 <sup>a</sup> | 0.10             | 4,356            |                                     |
|  |   | 7766000030 <sup>a</sup> | 0.07             | 3,049            |                                     |
|  | 13th Ave. SE Surface Parking / Undeveloped Land | 420342141               | 0.17             | 7,405            | N/A                                 |
|  |   | 420342112               | 0.46             | 20,038           | N/A                                 |
|  |   | 420342081               | 0.32             | 13,939           | N/A                                 |
|  |   | 420342104               | 0.25             | 10,890           | N/A                                 |
|  |   | 420342124               | 0.03             | 1,307            | N/A                                 |
|  |   | 420342035               | 0.22             | 9,583            | N/A                                 |
|  |   | 7080000132              | 1.57             | 68,389           | N/A                                 |
|  | Detention Pond (3rd & 15th)                     | 7790000558              | 0.42             | 18,295           | N/A                                 |
| C                                      | Cancer Center                                   | 7790000554              | 1.66             | 72,310           | 35,537                              |
| D                                      | Children's Therapy Unit                         | 7790000566              | 3.51             | 152,896          | 47,541                              |
|  | Undeveloped Land                                | 7790000565              | 1.09             | 47,480           | N/A                                 |
| E                                      | Pavilions                                       | 9810000014              | 3.90             | 169,884          | 359,057                             |
| F                                      | Dally Tower                                     | 9810000015 <sup>b</sup> | 6.56             | 285,754          | 375,800                             |
| G                                      | P2 Parking Garage (1990)                        | 9810000016 <sup>b</sup> | 0.05             | 2,178            | 138,484                             |
| H                                      | P1 Parking Garage (2010)                        | 9810000014 <sup>c</sup> | 0.00             | 0                | 150,103                             |
| I                                      | Medical Office Building                         | 9810000643              | 0.44             | 19,166           | 83,736                              |
|  |   | 9810000644 <sup>b</sup> | 0.65             | 28,314           |                                     |
|  |   | 9810000645 <sup>b</sup> | 0.23             | 10,019           |                                     |
|  | Surface Parking (5th & 15th)                    | 7080000251              | 3.32             | 144,619          | N/A                                 |
|  | Surface Parking (5th & 14th)                    | 7080000181              | 0.26             | 11,326           | N/A                                 |
|  |   | 7080000182 <sup>b</sup> | 1.71             | 74,488           | N/A                                 |
|  | Undeveloped Land                                | 0420342146              | 1.46             | 63,598           | N/A                                 |
| J                                      | Facilities Building                             | 0420342147              | 1.96             | 85,378           | 12,471                              |
|  | Undeveloped Land                                | 0420342148              | 0.77             | 33,541           | N/A                                 |
| K                                      | 622-623 14th (Marketing)                        | 0420342151              | 0.79             | 34,412           | 3,784                               |
|  | Undeveloped Land                                | 0420342150              | 0.76             | 33,106           | N/A                                 |
|  | Undeveloped Land                                | 0420342149              | 0.65             | 28,314           | N/A                                 |
| <b>Total</b>                           |   |                         | <b>34.86</b>     | <b>1,518,502</b> | <b>1,244,396</b>                    |

**Notes:**

- a Parcel type listed as "Condo" in Pierce County GIS data. Parcel footprints spatially overlap respective base parcel footprint.
- b Parcel type listed as "Tax Purposes Only" in Pierce County GIS data. Parcel footprints spatially overlap respective base parcel footprint.
- c P1 Parking Garage (2010) is included as part of parcel 9810000014, therefore its area is not listed separately.





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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

PROPERTY OWNERSHIP

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

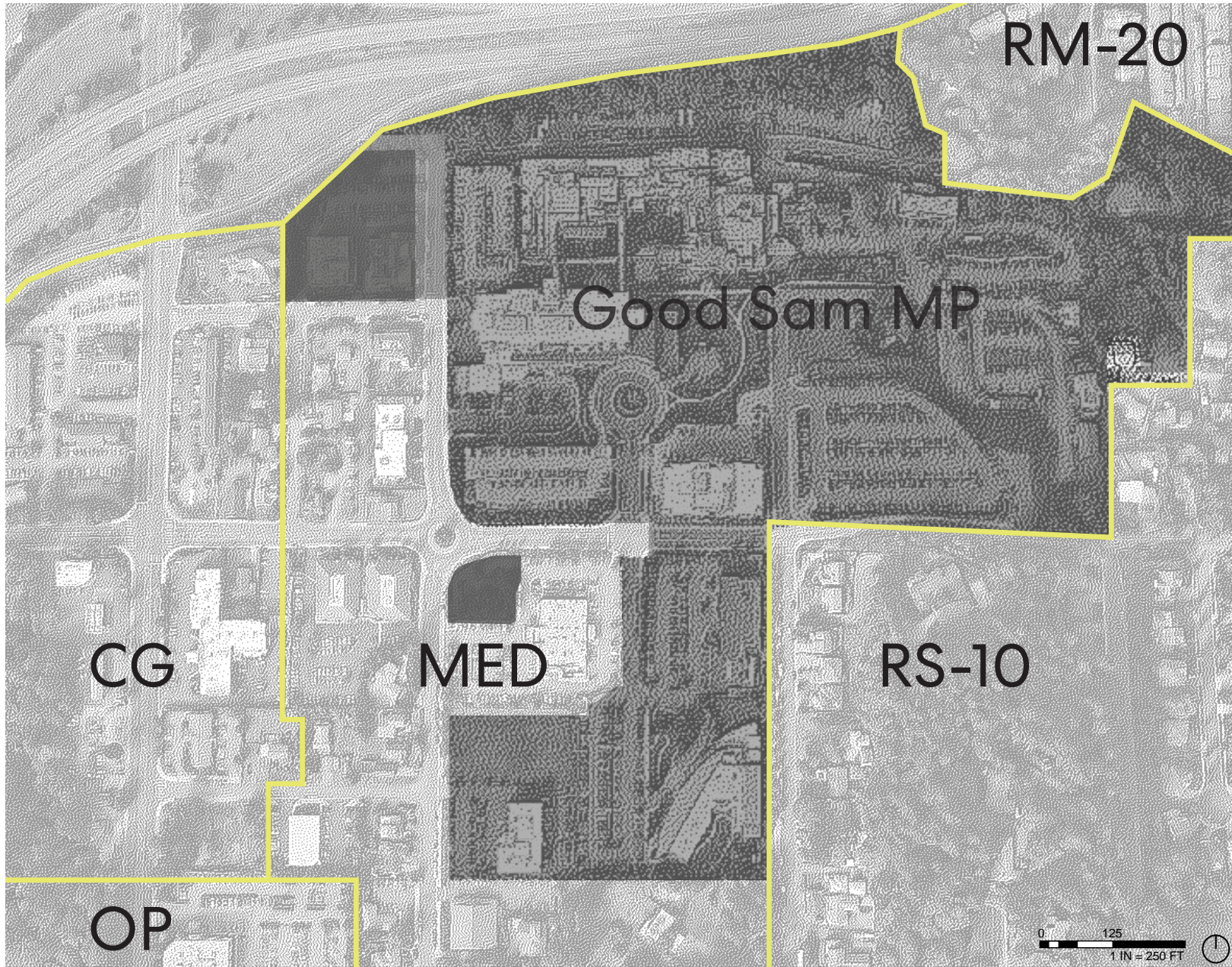
**II-D**

**Surrounding Uses.** MGSB was relocated to its current location in 1958 in what was a single-family neighborhood where many original homes still exist. The Western Washington Fairgrounds lie to the northwest of the medical campus across Highway 512. There are multiple free-standing medical office buildings (MOBs) on the blocks immediately surrounding the campus, largely occupied by physicians affiliated with MGSB. The adjacent blocks to the south and southwest also contain single-family residences and non-affiliated businesses. The homes are also interspersed with privately-owned MOBs. Multi-family development lies to the northeast along 7th Street SE.

**Zoning.** As noted in Figure II-E, all the medical campus lies within the Medical (MED) zone, a specially created zoning district adopted to reflect the presence of a major medical facility and related private MOBs. This zoning district extends beyond MGSB's ownership to the west and south to reflect the assumption of additional medical development.

There is a strip of General Commercial (CG) zoning to the west extending from the freeway ROW to 16th Avenue SE. This includes commercial properties that abut the east side of Meridian Street South, a major arterial in the area. A block of Professional Office (OP) lies immediately to the south of this. Most of the property to the south and east is zoned Single-Family Residential/10,000 (RS-10), reflecting the residential character of the area. To the northeast of the medical center lies an area zoned High density multiple-family residential zone (RM-20).





## ZONING OVERVIEW

All of the medical campus lies within the Medical (MED) zone. This zoning district extends beyond MultiCare's ownership to allow for additional medical development.

There is a strip of General Commercial (CG) zoning to the west extending from the freeway to 16th Ave SE. This includes commercial properties on either side of Meridian Street S, a major arterial in the area. A block of Professional Office (OP) lies immediately south of this. Most of the property to the south and east is zoning Single-Family Residential/10,000 (RS-10), reflecting the historic residential character of the area. To the northeast of the medical center lies an area zoned

High density multi-family residential zone (RM-20).

## Legend

- Zone Boundary
- Good Sam MP

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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

ZONING MAP

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

**II-E**



## **SITE DESCRIPTION**

**General Orientation.** The existing development of the site and existing off-street parking facilities are illustrated in figure *II-C – Vicinity Map, Existing Conditions*. MGSB occupies 34.86 acres over 34 parcels in the area immediately south of Highway 512 and east of Meridian Street South. The existing site consists of Good Samaritan Hospital, Parking garage P1, Parking Garage P2, Pulse Heart Institute medical office building and parking garage, Good Samaritan Facilities building, the existing Central Utility Plant for the hospital, and surface parking lots. A few repurposed houses located on the eastern boundary of the site are also used by the hospital.

The site is bound to the north by Highway 512 and to the east by existing residential properties. To the south, the campus is mostly bounded by 15th Ave SE; however, four parcels south of 15th Ave SE between 3rd St SE and 5th St SE are included in the site. These parcels include the Children’s Therapy Unit and the Cancer Center, along with their respective parking lots. To the west, the site is mostly bound by 3rd Street SE, apart from six parcels located at the northwest corner of the site. Currently, 13th Ave SE routes through the northern side of the campus. This is a city-owned roadway. Existing parking and utilities serving the hospital are located on the north side of 13th Ave SE. 5th St SE and 14th Ave SE also bisect a portion of the eastern side of campus and provide access to parking lots and the facilities buildings. These roadways have been vacated by the city and are owned by MultiCare. However, City owned utilities are located within these roadways. A portion of the project area is being considered as right-of-way for the future extension of 7th St SE through the site from 15th Ave SE to 13th Ave SE.

**Topography.** The existing site consists of a steep hillside which drains from South to North. The southern boundary of the project is approximately 219 feet in elevation at its highest point and the northern boundary is at approximately 60 feet at Highway 512. Nearly 160 feet of grade change exists across the site from its highest to lowest points. These characteristics play a critical role in locating future building areas. Significant grading and retaining walls are anticipated to facilitate future development on the eastern side of the parcel.

**Natural Resources.** As indicated in figure *II-C – Vicinity Map, Existing Conditions*, the site is significantly developed with existing infrastructure, buildings, and parking lots. Natural resources within the boundaries of the Master Plan mainly consist of heavily vegetated areas at the extreme north-east corner of the hospital-owned properties. These areas are not proposed for new structures in this Master Plan.

**Critical Aquifer Recharge Area.** Per the Pierce County Planning and Public works geospatial data obtained through Pierce County’s geospatial data portal, the entire MGSB campus is located within critical aquifer recharge area to the Central Pierce County Aquifer. This is typical to projects in the region, as a majority of Pierce County is within the recharge area for the Central Pierce County Aquifer. Development within aquifer recharge areas shall not negatively affect recharge rates or the water quality of the aquifer as governed within Puyallup Municipal Code Chapter 21.06.1110. See figure *II-F - Critical Aquifer Recharge Area* showing the extent of the aquifer recharge area over the project area.

**Wellhead Protection Area.** Per The Washington State Department of Health Office of Drinking Water geospatial data obtained through the Washington State Geospatial Open Data Portal, the portion of the site east of 5th Street SE is located within the 10-year, 5-year, and 1-year wellhead protection areas for the City of Puyallup Well #13 located at 15th Ave SE and 9th Street SE. A portion of the western half of the site is located within the 10-year wellhead protection area for the City of Puyallup Well #27 located on 96th Street. Similar to critical aquifer recharge areas, Wellhead protection areas are protected critical areas and groundwater shall not be adversely affected by development as defined within Puyallup Municipal Code Chapter 21.06.1110. See figures *II-G through II-I - 10 Year, 5 Year, and 1 Year Wellhead Protection Areas* showing the extent of nearby wellhead protection areas in relation to the MGSB campus.

**Geologic Hazard Area - Volcanic Hazard Area.** As shown in Figure *II-J – Volcanic Hazard Area*, the northern edge of the hospital campus lies within the 500-1,000-Year lahar boundary, which indicates the possible extent of pyroclastic flow resulting from the volcanic eruption of Mount Rainier, which lies to the southeast, as documented by the United States Geological Survey, USGS.

In accompaniment to the 2007 MGSB Master Plan, the established Development Agreement (DA) of the same year set the Case I lahar boundary at the ninety (90) foot elevation line on the Property, based upon information obtained from USGS that was specific to the hospital site. The 2007 DA stated that the City will not regulate critical facilities above that boundary pursuant the City’s volcanic hazard critical area regulations. On November 18, 2022, USGS confirmed the prior information in writing to the City of Puyallup. See *Appendix C - USGS Lahar Zone Correspondence*.

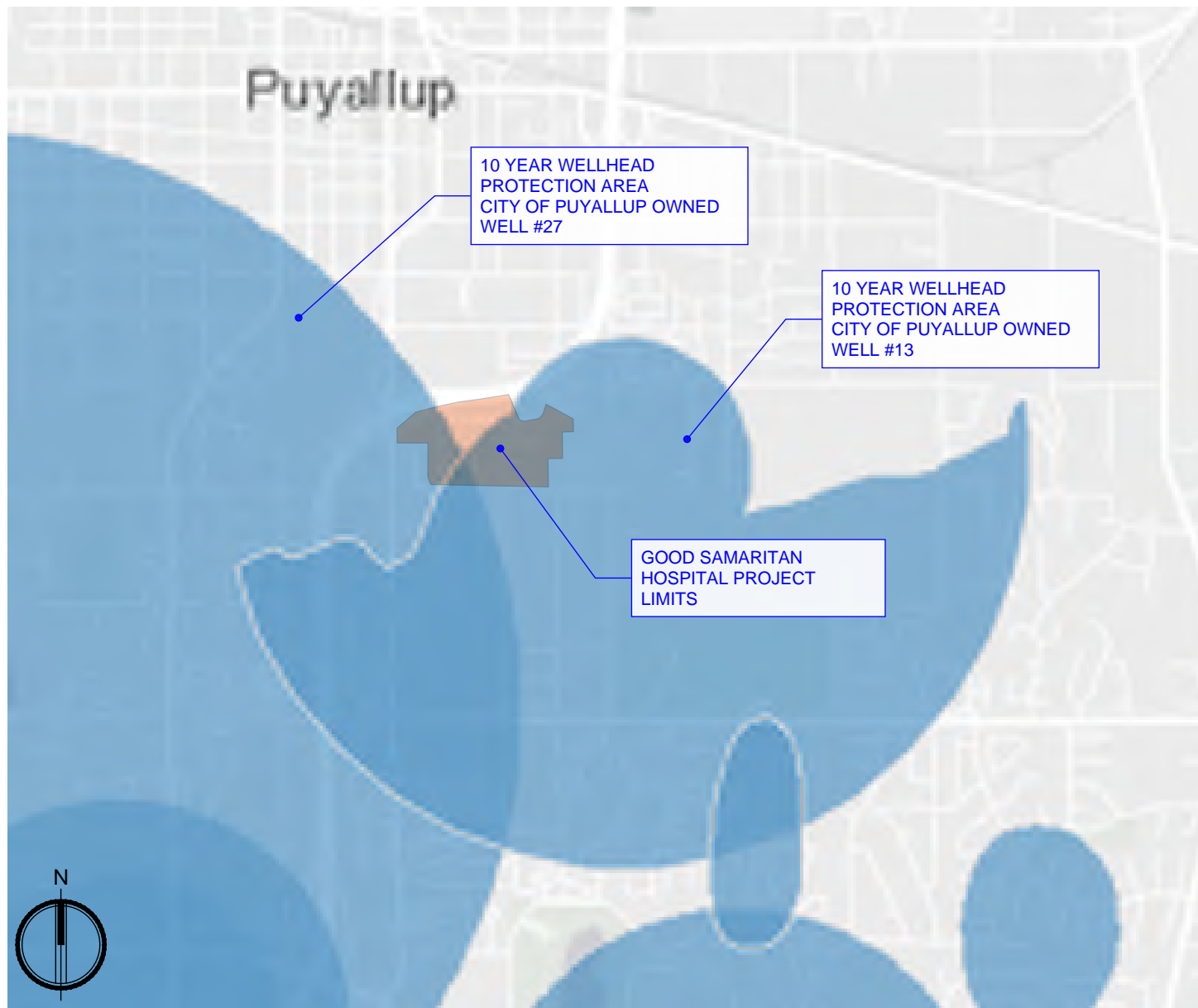
Currently on the MGSB campus, all clinical buildings lie outside of the 90-foot elevation contour. The existing MGSB “Meadow Pavilion” and the existing CUP building lie just outside of the 90-foot elevation contour. A portion of the northwest corner of the existing Parking Garage P2 does exist below this boundary. Refer to Figure *II-J - Volcanic Hazard Area* showing the lahar hazard limits per the *USGS Lahar Zone Correspondence* provided in Appendix C. The approximate location of the 90-foot contour is shown on this exhibit to depict the limit of the Case I lahar boundary. This will be further reviewed and discussed in the Environmental Impact Statement (EIS) prepared by others.

**Geologic Hazard Area – Landslide Hazard Area.** Per the City of Puyallup Public Data Viewer and as defined within Puyallup Municipal Code chapter 21.06.1210, portions of the MGSB site have steep slopes attributed with high and moderate landslide hazard risks. See figure *II-K – Landslide Hazard Area* for the extent of landslide hazard prone areas within the MGSB campus.

**Critical Areas – Contaminated Sites.** Per contaminated sites GIS data provided by the Washington Department of Ecology (Ecology), there is one previously-contaminated site located within the MGSB campus on Parcel #0420342147. The site's address is listed as 828 13<sup>th</sup> SE. The Ecology cleanup site ID is 8304. Prior to the construction of Dally Tower, the referenced site included several former single-family residences. Leakage from underground fuel oil tanks associated with these structures was removed, fully mitigated, and approved by the appropriate governmental authorities before Dally Tower construction and other site development. Today, the source of the contamination has been removed and there are no lingering contamination concerns from this event. The site has a listed status of "No Further Action" as of August 29<sup>th</sup>, 2012. Refer to figure II-L – *Previously Contaminated Site Map* for a map depicting the location of this on-site.





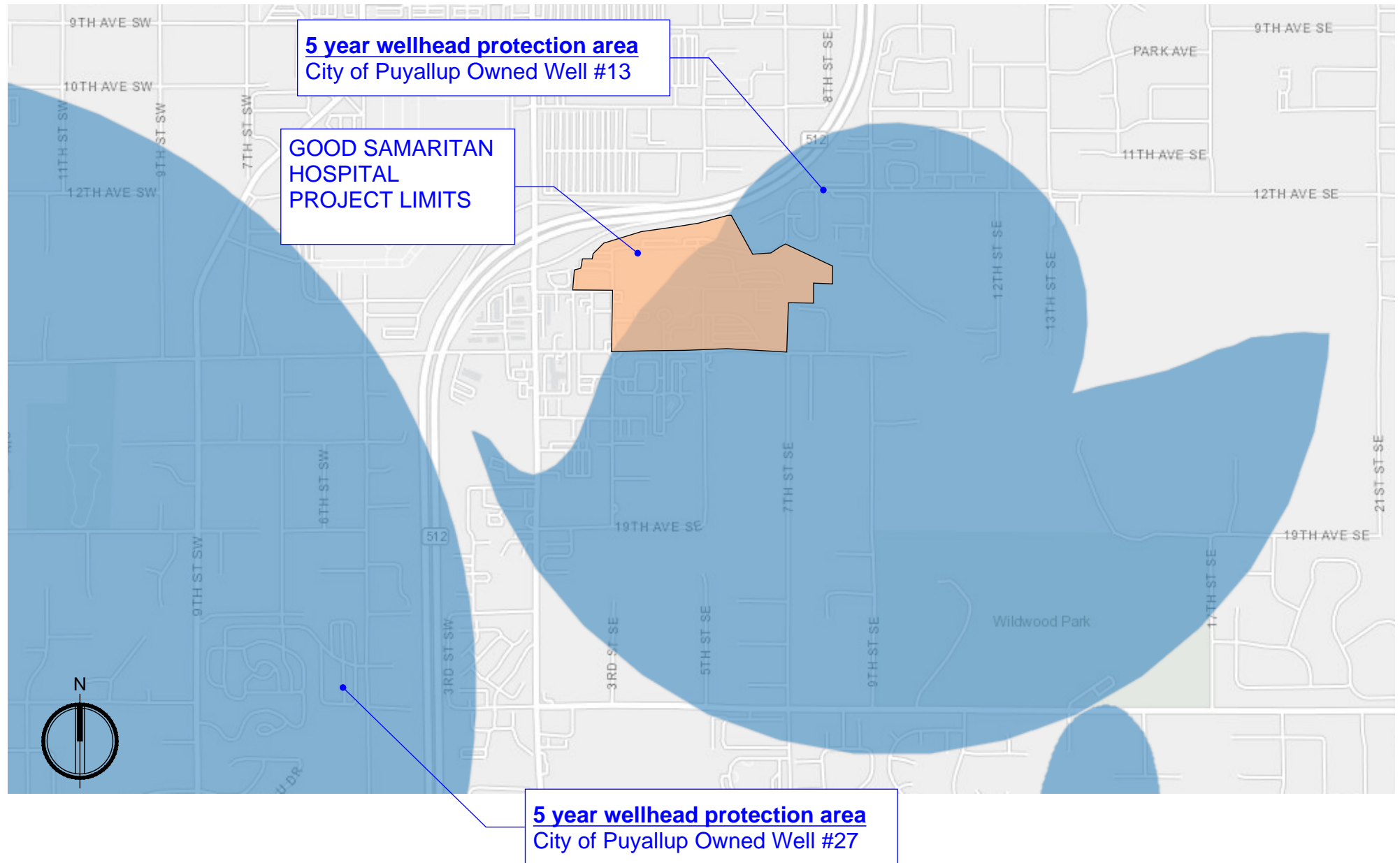


## MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

### 10-YEAR WELLHEAD PROTECTION AREAS

SOURCE: WASHINGTON STATE DEPARTMENT OF HEALTH - OFFICE OF DRINKING WATER

II-G

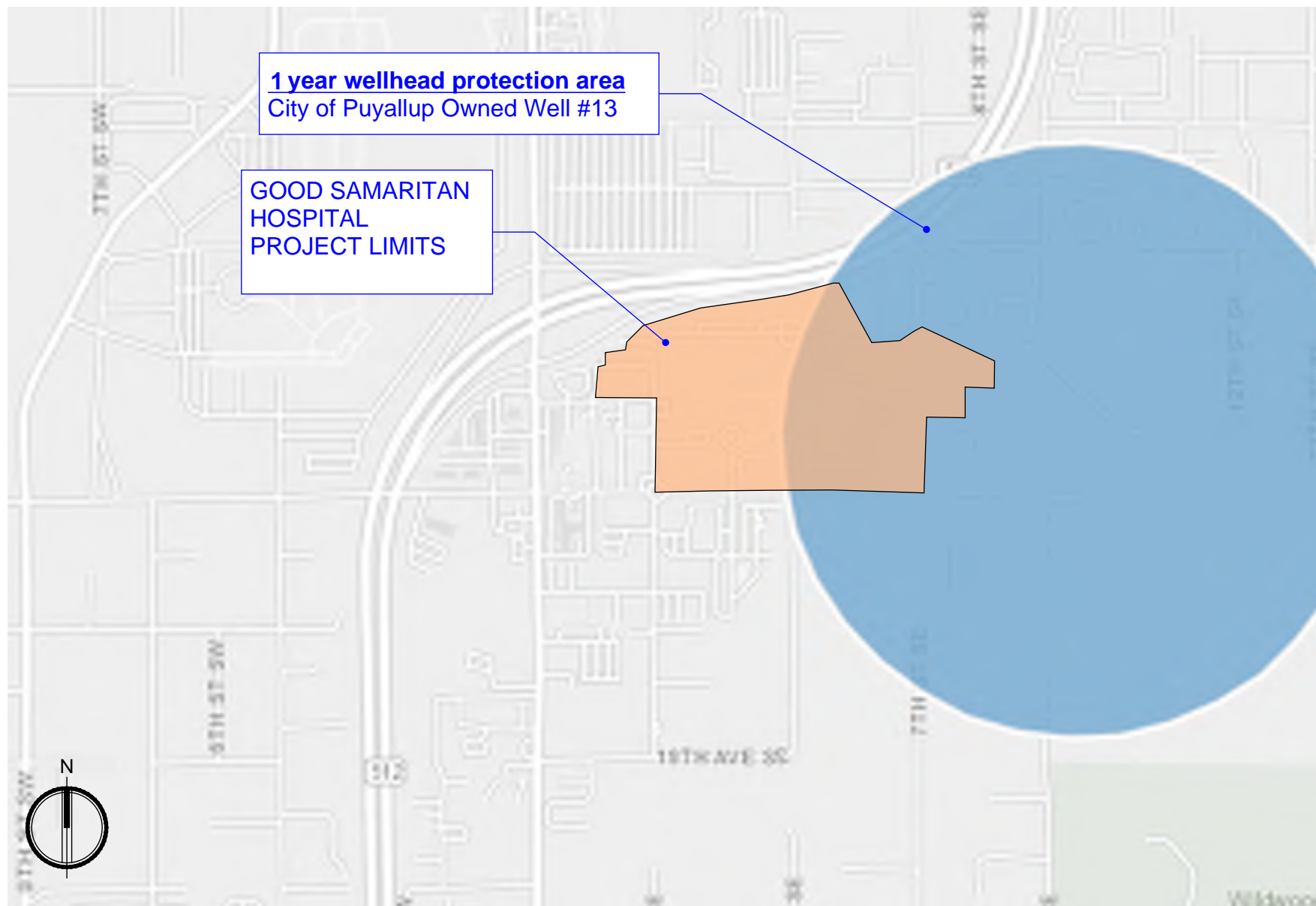


MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

5-YEAR WELLHEAD PROTECTION AREAS

SOURCE: WASHINGTON STATE DEPARTMENT OF HEALTH OFFICE OF DRINKING WATER

II-H

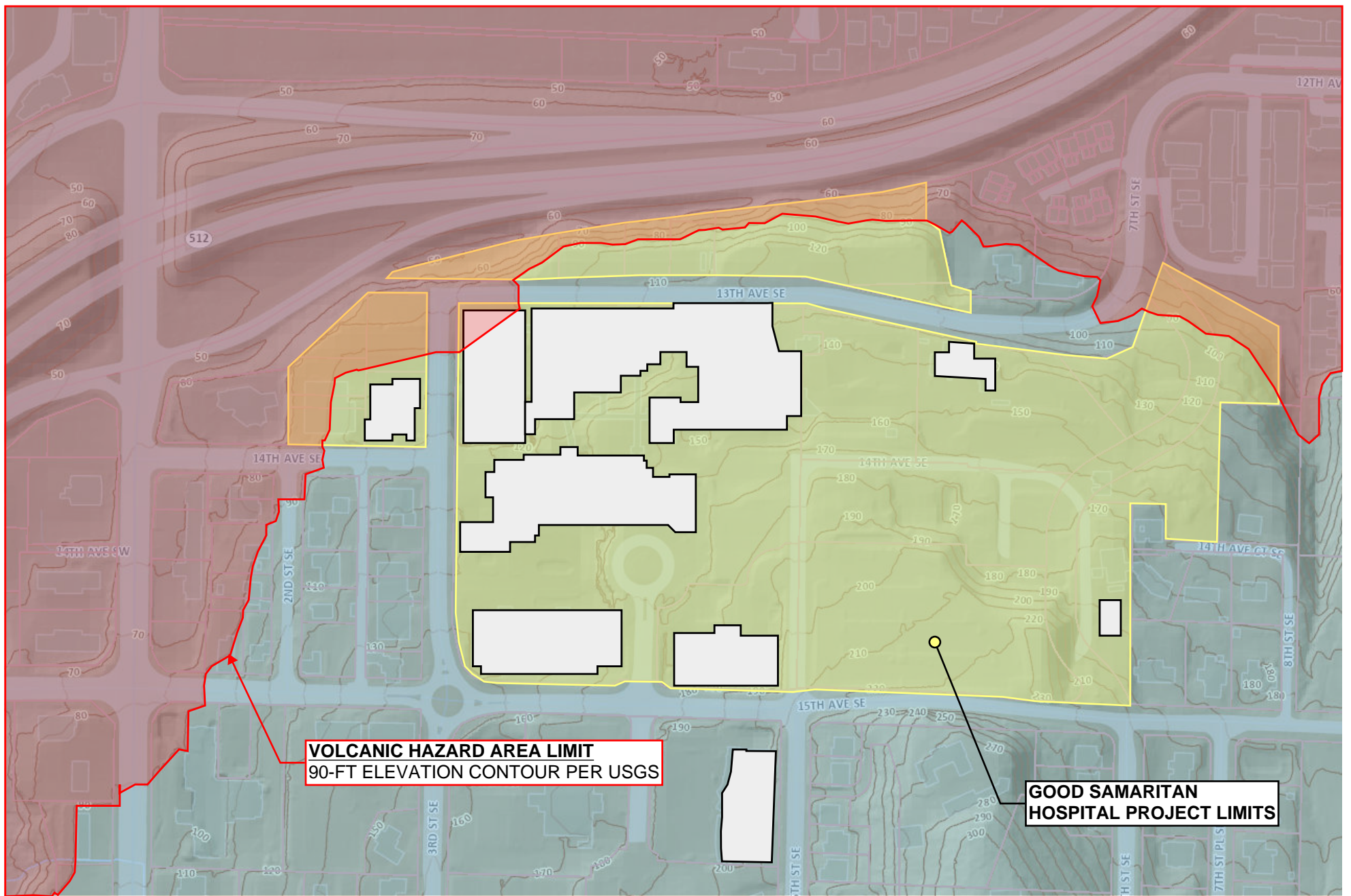


## MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

1-YEAR WELLHEAD PROTECTION AREAS

SOURCE: WASHINGTON STATE DEPARTMENT OF HEALTH OFFICE OF DRINKING WATER



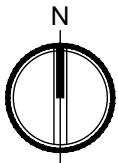


MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

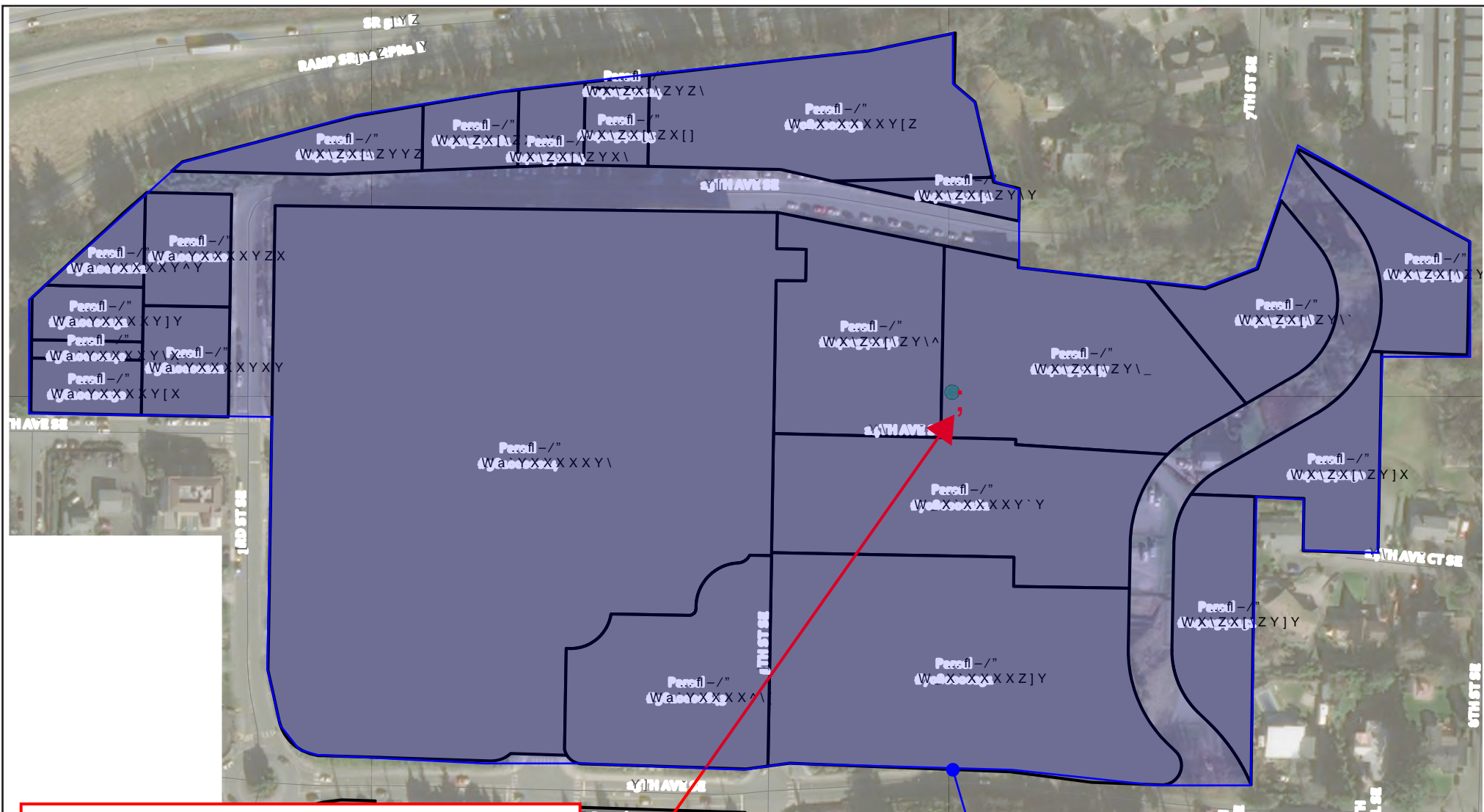
VOLCANIC HAZARD AREA

SOURCE: USGS

II-J







### PREVIOUSLY CONTAMINATED SITE

**Site Name:** Totem Electricity of Tacoma

**Address:** 828 13th SE, Puyallup, WA 98372

**Cleanup Site ID:** 8304

**Status:** No Further Action

GOOD SAMARITAN  
HOSPITAL PROJECT  
LIMITS



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

PREVIOUSLY CONTAMINATED SITE MAP

SOURCE: WASHINGTON DEPARTMENT OF ECOLOGY

II-L



**Existing Developments and Lot Coverage Summary**

As documented in *Table II-A Parcel Summary*, the medical center campus contains a total of 1,244,396 gross square feet (gsf) of development, about 924,153 GSF of which is medical use. The remaining 320,243 gsf is contained in two existing parking garages, the facilities building, marketing, and the central utilities plant. As of now, MGSB owns 34.86 acres of property which make up the campus.

Lot coverage for existing conditions plus all proposed development is presented in *Table III-J – Summary of Lot Coverage* located in Section III below. Calculations were determined from approximate data accessed through the *Puget Sound Stormwater Heatmap* and should be used for planning purposes only.

Lot coverage is divided into three categories, including building, hardscape, and pervious land cover. In existing conditions, approximately 64% of the campus is building and impervious land cover (25% + 39%), and 37% of the campus is pervious. In full build-out conditions, or after Phases 2,3, and 4 are completed, approximately 67% of the campus will be building and impervious land cover (38% + 29%), and approximately 33% will be pervious. Note that these land cover numbers are excluding the potential 7th Street right-of-way extension. Refer to *Figure II-M – Existing and Full Buildout Lot Coverage Exhibit* for a comparison map showing both existing conditions and full-build-out conditions.



EXISTING CONDITIONS



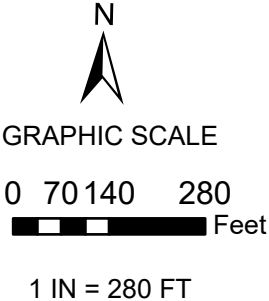
FULL BUILDOUT CONDITIONS



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN  
EXISTING AND FULL BUILDOUT LOT COVERAGE EXHIBIT

II-M

- Legend**
- Impervious
  - Pervious
  - Building



**Note:** Land Cover approximated from  
Puget Sound Stormwater Heatmap  
([https://  
stormwaterheatmap.users.earthengine.app  
view/watershed-inspector](https://stormwaterheatmap.users.earthengine.app/view/watershed-inspector))



**Existing Loading.** MGSB operates a central warehouse off-site which brings supplies and other bulk items to the campus on a needed basis. Main deliveries and refuse service are handled through the existing loading dock accessed from 3<sup>rd</sup> Street SE. A secondary loading exists at the east side of the hospital which can be accessed from 13<sup>th</sup> Avenue SE. Additionally, a new morgue facility has been recently constructed to the east of the existing secondary loading dock.

**Existing Infrastructure.** Based on information obtained through campus as-built documents, topographic survey, and the City of Puyallup GIS portal, the MGSB campus is served by a variety of public utilities. Refer to *figure II-N– Existing Utility Map* for a map showing the layout of existing utilities in the surrounding site area.

**Domestic Water & Fire Protection.** All of the streets within and surrounding the medical center have public water main infrastructure as follows:

- 3<sup>rd</sup> Street SE - 6" CI
- 4<sup>th</sup> Street SE - 12" DI
- 5<sup>th</sup> Street SE - 8" CI
- 13<sup>th</sup> Avenue SE - 12" DI
- 14<sup>th</sup> Avenue SE - 8" DI
- 15<sup>th</sup> Avenue SE - 12" DI

*CI: Cast Iron Pipe, DI: Ductile Iron Pipe*

There are 15 fire hydrants currently located in the vicinity of the existing site. Fire hydrants and watermain will be added or modified as needed to accommodate the proposed development.

**Sanitary Sewer.** Sanitary sewer mains are in various streets surrounding the medical center as follows:

- 13<sup>th</sup> Ave SE - 8" PVC, 8" RCP
- 15<sup>th</sup> Ave SE - 8" PVC
- 3<sup>rd</sup> Street SE - 8" PVC
- 5<sup>th</sup> Street SE - 8" PVC
- 7<sup>th</sup> Street SE - 8" PVC

*PVC: Polyvinylchloride Pipe, RCP: Reinforced Concrete Pipe*

The northern buildings of the existing hospital drain to sanitary sewer main in 13<sup>th</sup> Avenue SE which routes westward towards Meridian Avenue. The Dally tower and main hospital building drain towards 3<sup>rd</sup> Street SE which drains and converges with 13<sup>th</sup> Avenue SE effluent waste at the intersection of 3<sup>rd</sup> Street SE and 13<sup>th</sup> Avenue SE. Sewer mains in 5<sup>th</sup> Street SE and 7<sup>th</sup> Street SE convey sewage waste from upstream residential users northward towards the City's sewage treatment plant.

Per City of Puyallup engineering staff, an approximately 1400-foot section of sanitary sewer between South Meridian and 5<sup>th</sup> Street SW ~~along 15<sup>th</sup> Ave SW~~ is undersized and does not currently have capacity for future development. This is set to be upsized as part of the City's capital improvement projects in 2024.

"under SR512 and in line  
with 14th Ave SW"  
[Mstr Plan; Pg 28 of 145]

**Storm Sewer.** Existing storm sewer mains are in adjacent streets as follows:

- 13<sup>th</sup> Avenue SE: 12" PVC
- 14<sup>th</sup> Avenue SE: 12" PVC
- 15<sup>th</sup> Avenue SE: 12" PVC
- 3<sup>rd</sup> Street SE: 12" PVC, 12" RCP
- 5<sup>th</sup> Street SE: 12" PVC
- 7<sup>th</sup> Street SE: 12" PVC, 42" RCP

Additional clarification is needed here...the City's State Highway basin discharges to a conveyance system located within the SR512 right-of-way and is under WSDOT jurisdiction. There are two individual approved drainage manuals that will apply to the MGS project, i.e., the 2019 Ecology Manual (City jurisdiction) and the 2019 Highway Runoff Manual (WSDOT jurisdiction). [Mstr Plan; Pg 29 of 145]

*PVC: Polyvinylchloride Pipe, RCP: Reinforced Concrete Pipe*

The site currently drains into two separate drainage basins, including the Clarks Creek basin and the State Highway basin. Portions of the site north of 15th Ave SE and west of 5th St SE drain to the Clarks Creek basin, and the rest drains to the State Highway basin. Per the approved drainage manual (2019 Department of Ecology Stormwater Management Manual for Western Washington), the State Highway basin, which drains directly to the Puyallup River, is exempt from flow control requirements. Discussed on August 30<sup>th</sup>, 2022, during a meeting with the City of Puyallup engineering staff to discuss the civil engineering scope of the masterplan, the conveyance system along Highway 512 was identified as undersized by the city. Therefore, the MGS project area which drains to the state highway basin shall be designed to meet the duration flow control standard as specified within the approved manual. The Clarks Creek basin is also required to meet this stormwater requirement; therefore, the whole project area must comply with the proposed detention systems.

"comply with"  
[Mstr Plan; Pg 29 of 145]

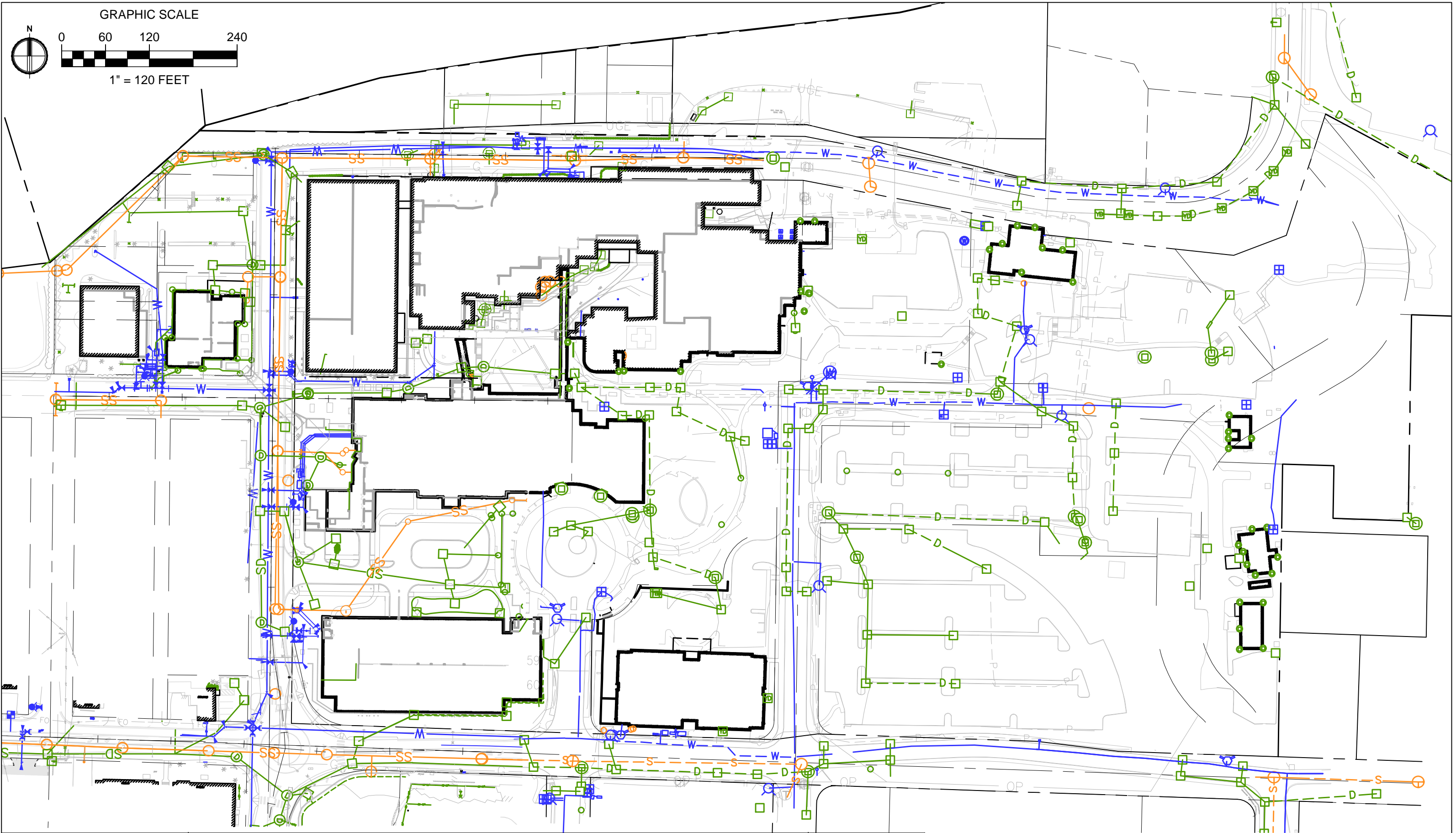
According to a soil map and report provided by the United States Department of Agriculture Natural Resources Conservation Service (NRCS), see *appendix A*, the project site consists mainly of Kapowsin gravelly ashy loam, Kitsap silt loam, and Puyallup fine sandy loam. Additional information regarding soil, groundwater, and infiltration in the project site were extrapolated from an existing feasibility study and geotechnical report for projects located within the MGS campus. A Stormwater Feasibility Evaluation conducted by Cobalt Geosciences, updated on May 24, 2018, and provided by the City of Puyallup describes the soils of the North Parking Lot and Central Parking Lot areas on the MGS campus (near the intersection of 5th St SE and 14th Ave SE, see *appendix B* for existing conditions) as Vashon Glacial Drift. Drift includes variable mixtures of silt, sand, gravel, and cobbles and is typically medium dense to very dense. Drift can resemble glacial till, undifferentiated outwash, and ice-contact deposits.

















"within each jurisdiction's approved manual as applicable."  
[Mstr Plan; Pg 29 of 145]

"and downstream analyses"  
[Mstr Plan; Pg 29 of 145]

In the North Parking Lot and Central Parking lot area, drift includes large amounts of gravel and cobbles with variable amounts of silt and sand underlain by fine grained soils. The Stormwater Feasibility Evaluation conducted by Cobalt Geosciences also summarizes that no groundwater was observed at depths of 1.5 to 5.5 feet below grade; however, another report referenced in the Evaluation describes that groundwater is locally present at elevations ranging from 148 to 190 feet in elevation. For additional information, refer to the Stormwater Feasibility Evaluation conducted by Cobalt Geosciences, provided in *appendix B*. Both the evaluation and the geotechnical report suggest that infiltration is infeasible for their respective project sites. Extrapolating this information, it is assumed that infiltration is infeasible for the project site in

question. For specific project development, infiltration shall be analyzed on a site-by-site basis and applied to the respective stormwater design to reduce facility size.



|  |  |      |               |  |   |   |
|--|--|------|---------------|--|---|---|
|  | MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN | II-N | <b>LEGEND</b> |  SANITARY SEWER MAIN<br> SANITARY SEWER MANHOLE<br> SANITARY SEWER CLEANOUT |  STORM DRAINAGE PIPING<br> CATCH BASIN TYPE 1<br> CATCH BASIN TYPE 2<br> STORM CLEANOUT<br> YARD DRAIN<br> RIPRAP PAD |  WATER PIPING<br> FIRE HYDRANT<br> WATER METER<br> GATE VALVE<br> THRUST BLOCING<br> FIRE DEPARTMENT CONNECTION (FDC) |
|  | EXISTING UTILITY MAP                         |      |               |  |   |   |
|  |  |      |               |  |   |   |

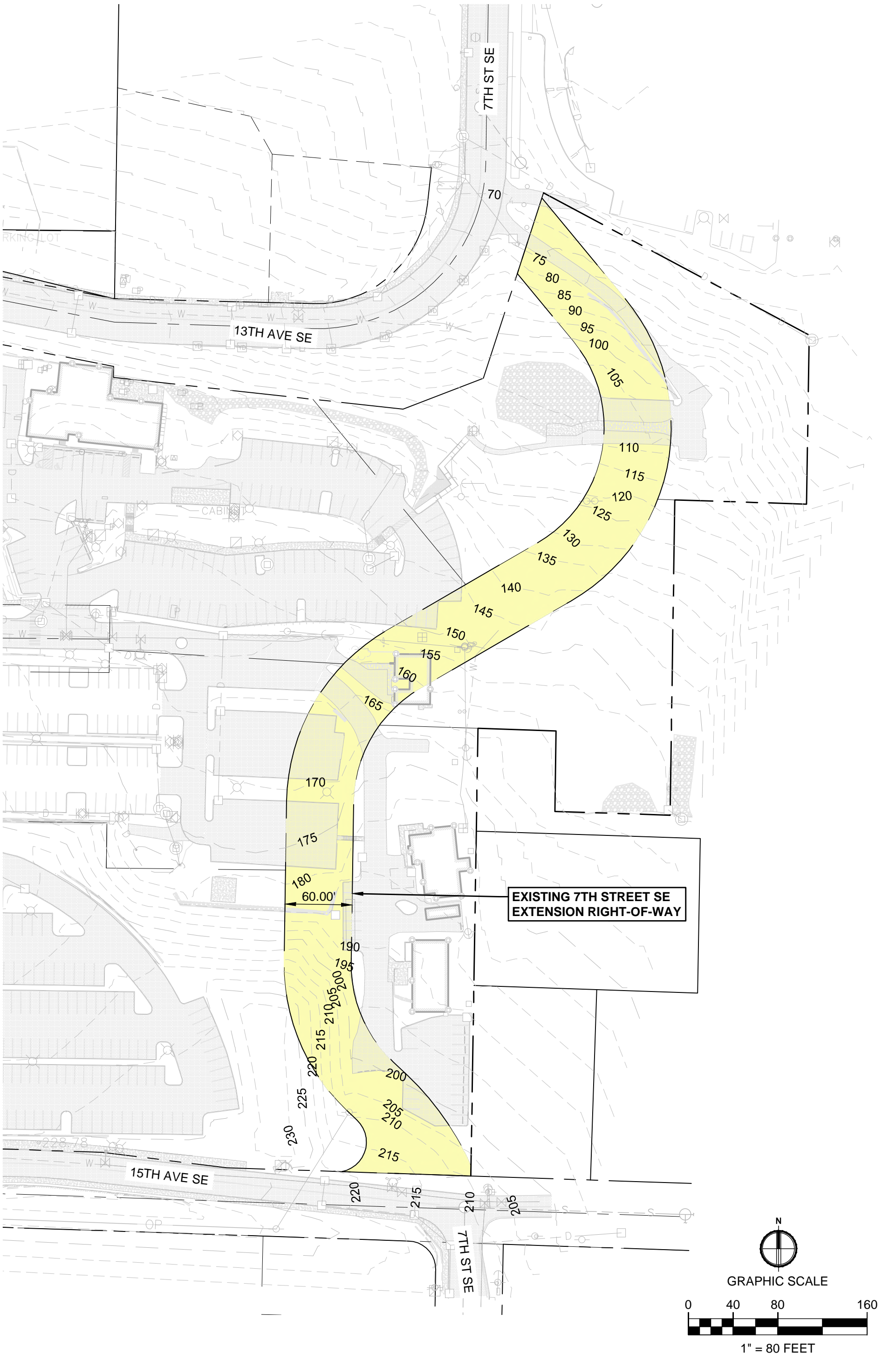
**7th Street SE Roadway Connection – Existing Conditions.** As illustrated in *Figure II-O*, a portion of the eastern half of the MGSHP campus property was dedicated to a 60' ROW (Parcel No. 201003260097) for a potential future city street connecting the northern extent of 7th Street SE to the southern extent of 7th Street SE through the MGSHP site. This was established on March 3rd, 2008, under City of Puyallup Ordinance #2900 as part of the 2007 development agreement between the City of Puyallup and MGSHP. The purpose of this dedication was to facilitate city transportation planning for the 7th Street link between 13th Ave SE and 15th Ave SE and to facilitate future planning for the MGSHP campus.

The 7th Street SE roadway connection is currently shown on the City of Puyallup's Comprehensive Plan – Transportation Element and is included in this Master Plan as a potential future roadway connection and is dependent upon the necessity for traffic mitigation improvements resulting from traffic analysis within the EIS. If deemed necessary through traffic analysis, the 7th Street SE connection will be proposed. From meetings with City of Puyallup staff on August 30th, 2022 and October 18th, 2022, the City will review the traffic impact analysis to confirm the roadway connection is warranted by the campus improvements. Alternatives may need to be reviewed with MGSHP.

The current dedicated area has two MultiCare-owned single-family homes and one outbuilding, all three of which will need to be demolished to accomplish future road construction. At the eastern edge of the MGSHP campus, multiple privately-owned single-family homes exist and will need to be carefully considered with respect to any potential road design.

The centerline of the right-of-way is approximately 963 feet long. The southern connection with 7th Street SE is approximately at elevation 207' while the northern connection is at 73'. The equates to a 134' grade change along the road dedication at an average grade of 13.9%. Per discussion during the pre-application meeting with City of Puyallup staff on August 9<sup>th</sup>, 2022, and per section 100 of the City of Puyallup Design Standards, a future potential roadway shall have a maximum grade of 10%. Based on AHBL review, the proposed roadway will exceed the 10% slope and may be as steep as 15% when landings at intersections are introduced. Based upon the October 18th meeting with City staff, exceeding the City standard maximum road slope would be addressed in the design and permitting of the roadway. Additionally, the intersection of 7th Street SE and 15th Ave SE is not currently aligned with the proposed 7th Street SE extension route and will require an intersection offset from the current northern intersection with 7th Street SE. The current northern extent of the existing roadway right-of-way is currently a steep forested hillside which ties into the existing 7th Street SE along a steep sweeping curve. The existing dedicated area may need to be modified to shift the northern intersection with 7th Street SE and 13th Ave SE to a location with better intersection sight distances. Per Ordinance #2900, "MGSHP is not responsible for additional right-of-way procurement for the 7th Street SE right-of-way if a future roadway be elected to be built."





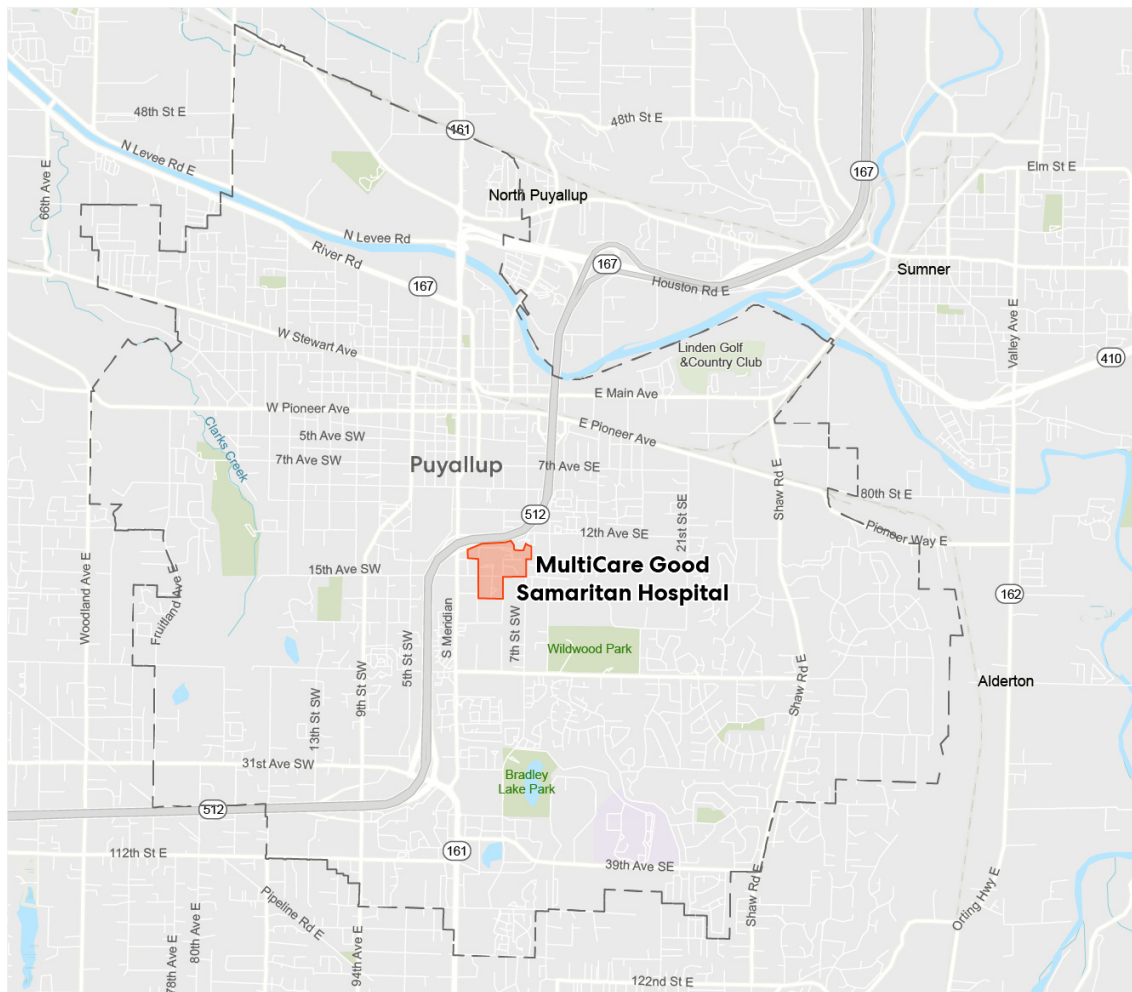
|   |
|---|
| MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN  |
| 7TH STREET SE EXTENSION - EXISTING CONDITIONS |
|   |

### **Existing Transportation Systems**

**Regional Context.** MultiCare Good Samaritan Hospital (MGSH) is located less than one mile from the Puyallup downtown core and within three miles of parks, trails, and Pierce College (*Figure II-P*). MGSH is located approximately 700 feet east of Highway 512 northbound exit, which connects to I-5. The project site is within a 25-30-minute drive and 45–60-minute transit trip to Tacoma by transit. The access shed to Seattle is 40-55 minutes by car and two hours by transit.

The site is currently zoned as Medical (MED) and is adjacent to General Commercial (GC) and multi-family and single-family Residential zones.

**FIGURE II-P: REGIONAL ACCESS**



**Existing Roadway Network and On-site Circulation.** The roadway network serving MGSB includes Major Collector and Local streets (*Table II-B and Figure II-Q*), which provide direct access to the project site. Roadway access, intersections, and signalization in the MGSB campus vicinity are shown in Figure II-Q. 15th Avenue SE, 14th Avenue SE, 13th Avenue SE, 3rd Street SE, 4<sup>th</sup> Street SE, and 5th Street SE provide primary access to campus, which allows for variable routes to MGSB. There are two signalized intersections: one at South Meridian at 15th Avenue SE and the other at the 512-freeway ramp. Local streets serving the campus have slower speeds and include a roundabout at 15th Avenue SE and 3rd Street SE with high-visibility crosswalks and refuge islands.

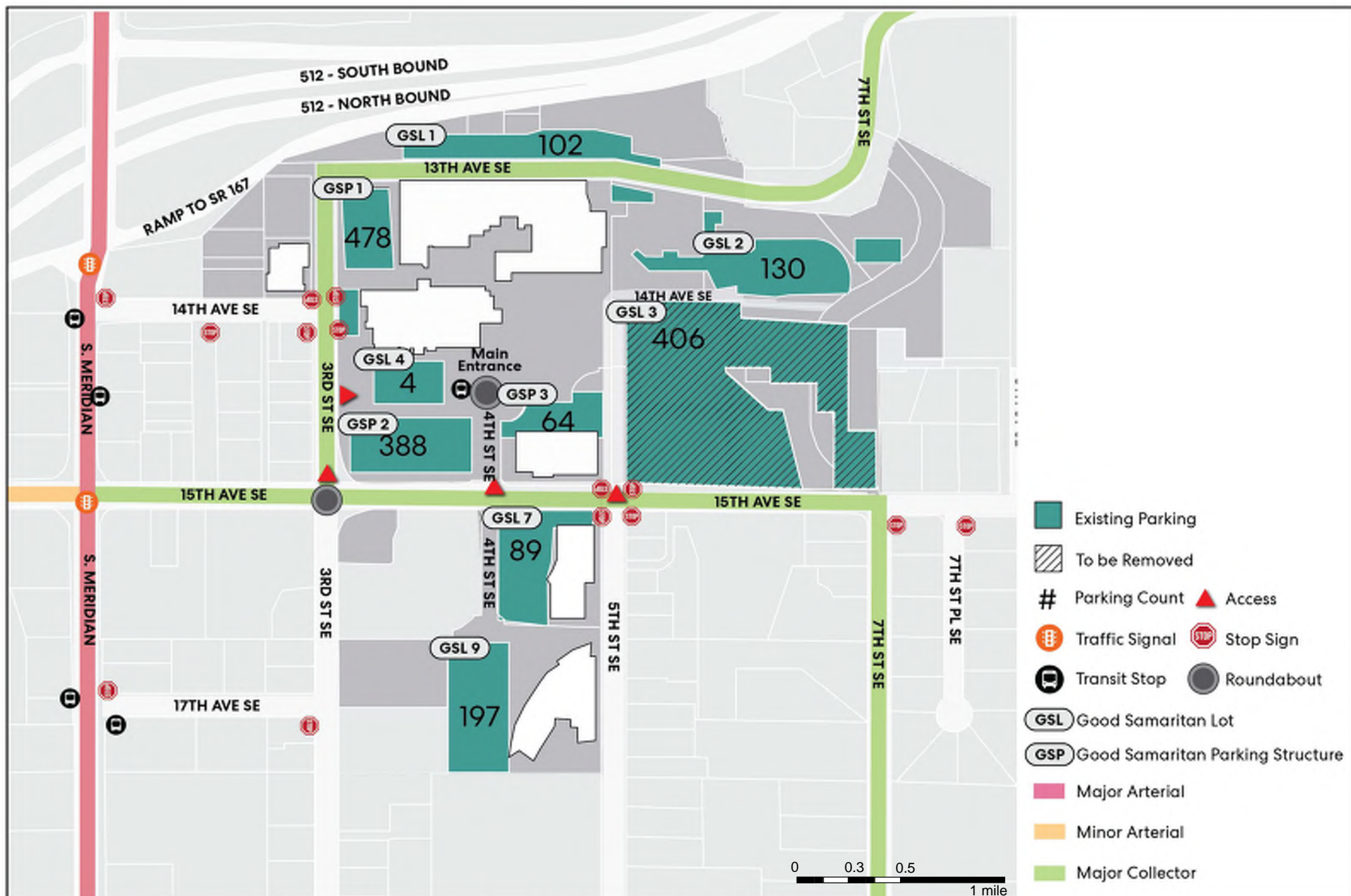
The main hospital entrance is located at the rotunda off the intersection of 15th Avenue SE and 4th Street SE. The emergency department and ambulance entrance facilities are located off 3rd Street SE. Parking garage P1 is accessed via the emergency department access road off 3rd Street SE. Parking garage P2 is accessed via connections to 3rd Street SE and 13th Ave SE. The main hospital loading dock is located immediately west of the existing tower along 3rd Street SE. A secondary loading dock for kitchen facilities is located off 13th Ave SE.

MGSB's two free-standing outpatient facilities, Cancer Center, and Children's Therapy Unit, are located adjacent to the hospital campus to the south. The main entrance to these buildings is located off vacated 4th Street SE across from the driveway to the main hospital. These buildings have their own respective parking lots, sidewalks, and right-of-way connections to provide adequate pedestrian and vehicular access.

**TABLE II-B: CITY OF PUYALLUP STREET CLASSIFICATIONS**

| Street Classification | Primary Function                       | Design Guidance |                             |                              |
|-----------------------|--|-----------------|-----------------------------|------------------------------|
|                       |  | Speed           | Average Daily Traffic (ADT) | Lane Widths                  |
| Major Arterial        | Link between Puyallup and region       | 35-45 mph       | 20,000+                     | 11 feet, 12 feet for turning |
| Minor Arterial        | Provide inter-neighborhood connections | 35-45 mph       | 8,000-20,000                |                              |
| Major Collector       | Maintain vehicular mobility            | 30 mph          | 2,500-8,000                 |                              |
| Minor Collector       | Include traffic calming elements       | 30 mph          | 1,200-3,500                 |                              |
| Local                 | Circulation and access                 | 25 mph          | Up to 1,500                 | 9 feet                       |







**Existing Bike and Pedestrian Network.** MGSH is served by a strong street grid with pedestrian access provided by a largely complete sidewalk network. The primary pedestrian access is provided by sidewalks along public and private roadways surrounding the campus. Public access to the emergency room is accomplished from sidewalks along 3rd Street SE. Public access to the main entrance of the hospital is made via sidewalks along 15th Avenue SE. Internal walkways, breezeways, and covered walkways connect between existing buildings on-site. Existing parking lots are connected to the main campus area via two crosswalks at 5th Street SE.

There are sidewalk gaps farther from the campus, notably southbound on 3rd Street SE and 5th Street SE. Some streets are also narrow, such as 2nd Street SE and 14th Avenue SE, allowing for sidewalks only along one side of the street. There are also steep elevation changes between roads accessing MGSH and the MGSH site. The challenging topography limits the ability to bike and walk to campus and/or to parking facilities.

There are no existing bike lanes or routes connecting directly to campus. 15th Street SE and 7th Street SE have been identified as priority bicycle corridors in the Transportation Element of the Comprehensive Plan.

Bicycle parking on campus includes a limited number of bike racks and a secure bike cage on the 4th floor of the GSP2 garage.

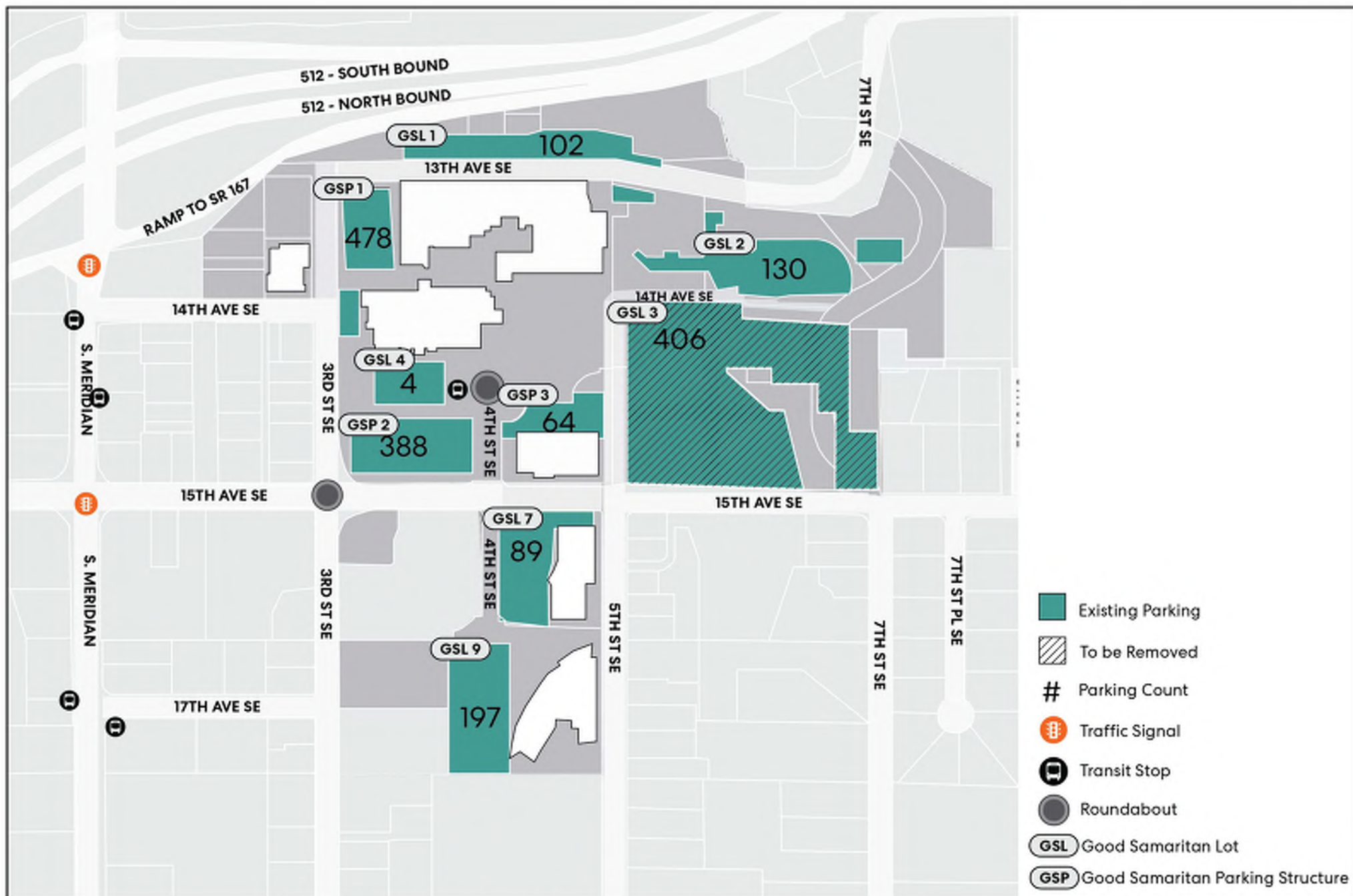
**Parking Inventory.** As of April 2022, there were 1,858 parking spaces available on the MGSH campus. Most of these spaces are in eight surface lots and garages, with the remainder located near loading docks or hospital entrances (*Figure II-R*). Parking spaces are restricted by user type, with approximately 45% of spaces reserved for hospital employees and about 37% available for patients and visitors. The total number of existing parking spaces by user type is summarized in *Table II-C*.

**TABLE II-C: EXISTING PARKING INVENTORY**

| Facility Name | Total Spaces | Employee   | Physician | Patient/Visitor | ADA        | Reserved   | Valet     |
|---------------|--------------|------------|-----------|-----------------|------------|------------|-----------|
| GSL1          | 102          | 97         | 1         |                 | 4          |            |           |
| GSL2          | 130          | 113        |           |                 | 5          | 12         |           |
| GSL3          | 406          | 368        |           |                 | 5          |            | 33        |
| GSL4          | 4            |            |           |                 | 4          |            |           |
| GSL7          | 89           |            |           | 80              | 9          |            |           |
| GSL9          | 197          |            |           | 188             | 9          |            |           |
| GSP1          | 478          | 205        | 74        | 110             | 32         | 57         |           |
| GSP2          | 388          | 47         | 15        | 297             | 25         | 4          |           |
| GSP3          | 64           |            |           | 6               | 12         | 46         |           |
| <b>Total</b>  | <b>1,858</b> | <b>830</b> | <b>90</b> | <b>681</b>      | <b>105</b> | <b>119</b> | <b>33</b> |
| <b>%</b>      | <b>100%</b>  | <b>45%</b> | <b>5%</b> | <b>37%</b>      | <b>6%</b>  | <b>6%</b>  | <b>2%</b> |

*GSL = Good Samaritan Lot, GSP = Good Samaritan Parking Structure*

*Source: Parking Supply and Demand Study, Thompson Parking and Mobility Consultants, April 2022*



**Parking Utilization.** In September 2021, MGSB completed a study of parking supply and demand that included an evaluation of weekday parking utilization for two-hour periods between 7:00 a.m. and 3:00 p.m. The study found that MGSB parking facilities were approximately 78% occupied at peak period (11 a.m.). Weekday parking utilization for each parking facility is summarized in *Table II-D*. The study also found that at 9:00 a.m. on weekdays, about 55% of spaces were occupied by hospital employees, 22% were occupied by patients and visitors, and 2% were occupied by physicians. Parking occupancy by user group is summarized in *Figure II-S*.

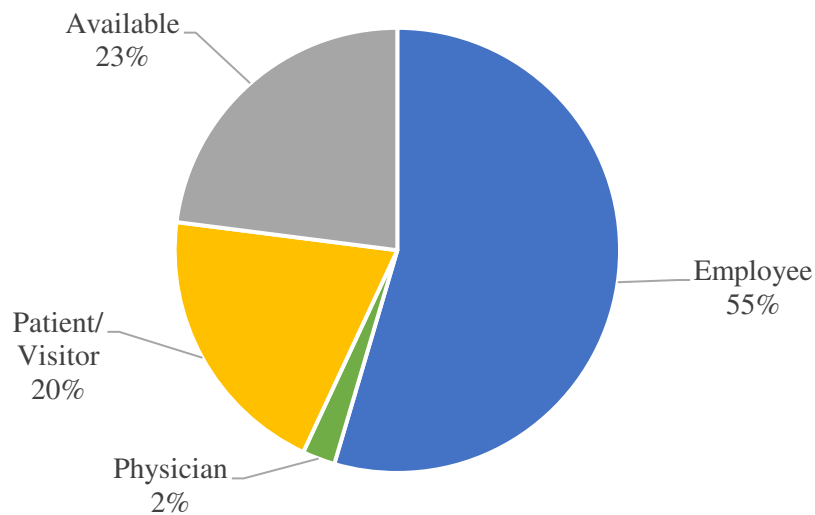
**TABLE II-D: EXISTING WEEKDAY PARKING UTILIZATION, BY FACILITY**

| Facility Name | 7:00 AM | 9:00 AM | 11:00 AM | 1:00 PM | 3:00 PM |
|---------------|---------|---------|----------|---------|---------|
| <b>GSL1</b>   | 94%     | 97%     | 94%      | 89%     | 70%     |
| <b>GSL2</b>   | 58%     | 95%     | 97%      | 97%     | 94%     |
| <b>GSL3</b>   | 60%     | 75%     | 80%      | 78%     | 77%     |
| <b>GSL4</b>   | 0%      | 75%     | 25%      | 50%     | 75%     |
| <b>GSL7</b>   | 63%     | 100%    | 97%      | 99%     | 97%     |
| <b>GSL9</b>   | 49%     | 69%     | 66%      | 67%     | 64%     |
| <b>GSP1</b>   | 66%     | 78%     | 83%      | 80%     | 74%     |
| <b>GSP2</b>   | 46%     | 65%     | 61%      | 59%     | 57%     |
| <b>GSP3</b>   | 28%     | 80%     | 84%      | 89%     | 94%     |
| <b>Total</b>  | 58%     | 77%     | 78%      | 77%     | 73%     |

*GSL = Good Samaritan Lot, GSP = Good Samaritan Parking Structure*

*Source: Parking Supply and Demand Study, Thompson Parking and Mobility Consultants, April 2022*

**FIGURE II-S: EXISTING WEEKDAY PARKING UTILIZATION, BY USER GROUP**



*Source: Parking Supply and Demand Study, Thompson Parking and Mobility Consultants, April 2022*

**Transit Network.** Existing transit service near the MGSF campus is summarized in *Table II-E*. Pierce Transit provides direct transit service to MGSF via Routes 402 and 425. Route 425 has a stop at the main hospital entrance and on South Meridian at 14<sup>th</sup> Avenue SE, approximately 1/4<sup>th</sup> mile walk. Route 402 has a stop on South Meridian at 14<sup>th</sup> Avenue SE, approximately 1/4<sup>th</sup> mile walk, as shown in *Figure II.-Q*. Existing transit stops are integral to accommodating the travel needs of employees and visitors, as well as creating future opportunities to incentivize transit to those who drive alone.

**TABLE II-E: EXISTING TRANSIT SERVICE**

| Route | Location  | Days | Span                   | Frequency                             |
|-------|---|------|------------------------|---------------------------------------|
| 402   | North-south from 176 <sup>th</sup> Avenue to Federal Way Transit Center                                     | M-F  | 5:00 a.m. – 8:45 p.m.  | 25 mins (peak)<br>60/65/70 (off-peak) |
|       |   | Sa   | 7:10 a.m. – 8:35 p.m.  | 60 mins                               |
|       |   | Su   | 9:40 a.m. – 7:25 p.m.  | 60 mins                               |
| 425   | Connects to key Puyallup and South Hill community destinations including medical, shopping, and recreation. | M-F  | 11:19 a.m. – 5:18 p.m. | 60 mins                               |
|       |   | Sa   | 9:55 a.m. – 6:27 p.m.  | 120 mins                              |
|       |   | Su   | None                   | None                                  |

**Commute Programs and Policies.** MGSF has a Commute Trip Reduction (CTR) Program<sup>1</sup>, as required by Washington state law for employers with more than 100 employees arriving at work between 6 a.m. – 9 a.m. The CTR program currently includes use of [Luum commute planning software](#), ride matching to support carpooling and vanpooling, and discount transit passes provided via [ORCA Passport program](#). As of 2021, approximately 17% of employees participate in the ORCA transit pass program.

Pierce Transit also offers commuting programs to local and regional employers. In addition to the ORCA program, Pierce Transit facilitates vanpooling services for groups of three to fifteen people who have the same commute. The vans are paid for by participating employees via a low-cost, monthly fare.<sup>2</sup> Pierce Transit also works with employers, providing materials and assistance on education, marketing, and training.

The most recent employee commute survey in 2022 shows that about 90% of MGSF employees drive alone, which is lower than in 2018. Telecommuting increased from 1.1% in 2018 to 4% in 2022. MGSF is in the process of updating its CTR program for employees, including an upgrade of its parking management systems and a potential revision to its parking policies for employees.

<sup>1</sup> <https://wsdot.wa.gov/business-wsdot/commute-trip-reduction-program>

<sup>2</sup> <https://www.piercetransit.org/vanpool/>



### III. PROPOSED DEVELOPMENT

---

**Introduction.** MultiCare Good Samaritan Hospital (MGSH) in Puyallup, Washington requests approval of a new Master Plan, as governed by Chapter 20.88 of the City of Puyallup Zoning Code. A master plan for the MGSH campus was last submitted and approved in 2007, which is now expired. The key feature of the 2007 Master Plan was Dally Tower, a patient care building including emergency, diagnostic and treatment services, and nursing units which significantly increased the hospital's capacity and established a new main entrance. Buildout of the prior master plan also included a parking garage, central utility plant (CUP), and a medical office building with connected parking deck. The 2007 Master Plan allowed for 913,000 gsf, of which approximately 648,000 was built, represented by the projects named above. (The phase 2 diagnostic and treatment expansion to Dally Tower and additional parking garage (PS-3) were not completed.) See description of comparison between the 2007 and the 2003 Master Plans on page 3 of this Master Plan.

At full build-out in 2034, the multi-phase 2022 Master Plan calls for construction of up to 1,012,000 new gsf, bringing total on-campus development up to approximately 2.2 million gsf. Concurrently, a SEPA Checklist and Environmental Impact Statement (EIS) are being prepared and submitted as companion documents to the Master Plan. The SEPA Checklist is available as *Appendix D* to this document.

**Planning Principles.** The following planning principles are rooted in MultiCare's mission and are reflective of Puyallup's Comprehensive Plan.

1. Patient-centered approach/healing environment
2. Employee/physician satisfaction
3. Community/neighborhood sensitivity
4. Site preservation
5. Facility flexibility
6. Maintenance of operation during construction
7. Environmental stewardship

**Economic Benefits.** There are several community economic benefits associated with the proposed expansion of MGSH. The City of Puyallup and MGSH have linked destinies; the City's growth promotes further need for healthcare services, and Good Samaritan's growth and increasing technical sophistication increases the community's quality of life and access to healthcare, while also helping to attract new residents and jobs.

As the City's only full-service medical center, MGSH also provides a considerable community benefit in the form of uncompensated care. In 2021, MGSH netted a total community benefit amount of over \$57 million. This included approximately \$47 million of Medicaid shortfall and charity care for individuals and families with inadequate or no health coverage. The additional \$10 million covered miscellaneous programs that provide a benefit to patients and the community.

In addition to providing a medical benefit, MGSH provides significant non-medical social services through the MultiCare Good Samaritan Foundation.

MGSH continues to be one of the City's largest employers. As of October 2022, MultiCare employs approximately 3,600 people in Puyallup, and over 12,000 in Pierce County across multiple healthcare campuses. Regional medical centers also provide the nucleus for medically related spin-off activities, including senior and other specialty housing, conference centers, laboratories, bio-medical research/manufacturing and related support services. It also leads to development and job creation in other industries and sectors, particularly in the immediate vicinity of the medical center.

**Need.** MultiCare Good Samaritan Hospital is the premiere provider for acute care services in East Pierce County. Additional capacity is needed to maintain the quality of care and service levels expected by the community, given recent and expected future population growth in the region. MGSH currently operates at very high inpatient occupancy percentages, and it has the largest emergency department (including off-campus EDs) in the State of Washington.

As the population in East Pierce County continues to grow, so does the need for healthcare services. In a parallel exercise, MGSH has undergone comprehensive growth studies to support its Certificate of Need application to the Washington State Department of Health. Estimates indicate that Puyallup and surrounding communities will require an additional 140 acute care beds by 2028, and 250 beds by 2036. This represents a 33% increase over MGSH's current licensed bed count of 375.

Without expansion of MGSH, access to acute care services will be constrained for East Pierce residents, and they will be forced to delay or leave the community for care. This will create significant barriers to accessing necessary care and negatively impact the health of our community. With the proposed expansion at MGSH, we will continue to meet the needs of the community by providing appropriate access to high-quality acute care services.

**Proposed Development Plan.** The Master Plan responds strategically to both immediate and projected needs. In addition to the noted inpatient bed demand, MGSH operates a very busy emergency department which needs intake and flow improvements. Early phases of the Master Plan address these two needs, while later phases address ancillary growth as a result of the hospital capacity expansion.

Land availability on campus points to a development strategy on the eastern portion of the current MGSH campus in a zone bound by 15th Ave. SE to the south and the 7th Street SE right-of-way (ROW) to the east as identified by the City of Puyallup and Pierce County. There are potential development zones on both the north and south sides of the current 14th Ave. SE.

Primary components of the Master Plan are as follows and are detailed further in the following phasing plan and project descriptions.

- A. Emergency Department Expansion – Early project within the life of the Master Plan to address intake and flow challenges. The expansion is proposed to occur adjacent to the current ED entrance, in proximity to the current patient drop off area.
- B. New Patient Care Tower (PCT) – This project will increase the inpatient capacity on campus in accordance with need projections on file with the State of Washington Department of Health. The PCT will be built directly to the east of the current Dally

Tower, will have physical connection to the current hospital, and is proposed to utilize the existing main entrance and drop off zone. This development will create a need for utilities infrastructure expansion, likely resulting in expansion of the existing Central Utilities Plant (CUP).

- C. PCT Parking Structure – Concurrent to the construction of the new PCT, a new parking structure will be built to support the new parking demand driven by the new building. Two potential sites are identified for this structure in the Master Plan. These include the site of a current surface parking lot southeast of the intersection of 5th Street SE and 14th Ave. SE, and also to the north of 14th Ave. SE. The final location of this structure will be determined at the time of final design based on parking need and site circulation.
- D. Medical Office Building(s) – As hospital capacity increases, so too will the need for outpatient clinical facilities. To house these functions, the Master Plan proposes medical office space in the form of up to two (2) new Medical Office Buildings (MOB) to the east of the current hospital and MOB, and north of 15th Ave. SE.
- E. MOB Parking Structure – A second parking structure is proposed to accommodate the additional parking demand created by the new MOB(s). The parking structure will be built with near adjacency to the building(s) it supports.
- F. Hospital Support Expansions – Potential support expansions for the hospital have been identified, and will be determined based on need late in the timeframe of the Master Plan. One option is a multi-story Central Support Tower which would be constructed immediately to the north of Dally Tower, with physical connection to existing building(s). Another potential expansion could occur along 3rd Street SE immediately to the west of the Emergency Department (ED). This expansion could support, among other things, expansion to the ED, diagnostic and treatment departments, and hospital support services.

*Table III-A* summarizes the full-build-out program by phase:

**TABLE III-A  
PROPOSED CAMPUS BUILD-OUT (2023 – 2043)**

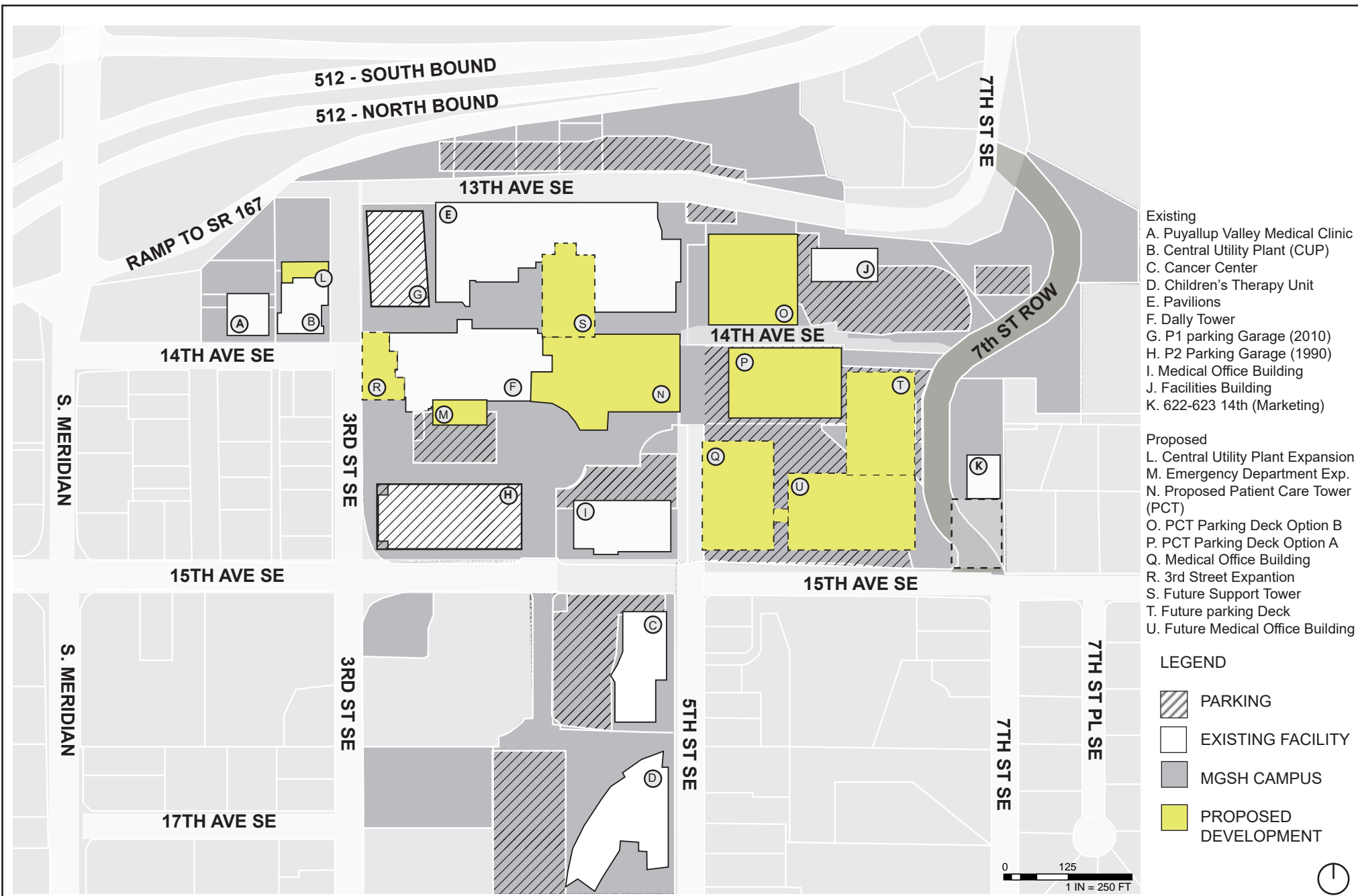
| FACILITY   | PHASE 1 |                    | FUTURE PHASES* |                    |
|--|---------|--------------------|----------------|--------------------|
|  | PHASE   | PROPOSED SF        | PHASE          | PROPOSED SF        |
| Patient Care Tower                                   | 1A      | 230,000 gsf        |                |                    |
| Parking Structure (PS) 1                             | 1A      | 190,000 gsf        |                |                    |
| Central Utility Plant Expansion                      | 1A      | 10,000 gsf         |                |                    |
| Patient Care Tower Shell Buildout                    | 1B      | Shell Buildout     |                |                    |
| Dally Tower Emergency Department Expansion           | 1C      | 2,000 gsf          |                |                    |
| Medical Office Building (MOB) A                      |         |                    | 2              | 100,000 gsf        |
| Parking Structure (PS) 2                             |         |                    | 2              | 260,000 gsf        |
| Medical Office Building (MOB) B                      |         |                    | 3              | 100,000 gsf        |
| Central Support Tower                                |         |                    | 4              | 90,000 gsf         |
| Dally Tower Expansion towards 3 <sup>rd</sup> Street |         |                    | 4              | 30,000 gsf         |
| <b>Subtotal</b>                                      |         | <b>432,000 gsf</b> |                | <b>580,000 gsf</b> |

**Total: 1,012,000 gsf**

*\*Construction phases may not occur chronologically according to phase numbers*

Please provide a short description of the Dally Tower expansion in terms of interior space and uses [planning comment, master plan doc, page 44 ]





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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

MGSH CAMPUS AT FULL BUILD OUT

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

**III-A**

**Architectural Design.** Figure III-3A illustrates the full build-out plan expected to be completed by 2034. The new campus development will focus on expanding to the campus's east side and take advantage of what is currently green field and surface parking. Most of the new development will occupy and transform the surface car park bound by 5th Street SE, 15th Avenue SE, and 14th Avenue SE.

The full build out will be broken into multiple phases; phase one will include a new patient care tower directly connected to the Dally Tower, a new parking garage supporting new patient beds and staff, a small expansion to the existing emergency department, expansion to the existing central utility plant. If deemed necessary, the potential extension of 7th Street SE to connect south to 15th Avenue SE could occur in the first phase. The patient care tower will extend directly off the east end of the Dally Tower and have internal connections on all levels to maintain continuity with the existing hospital. Due to existing site topography floors below level 3 in the new patient care tower are expected to be below grade.

Power, heating and cooling will be supplied by the expanded Central Utility Plant, while water, sanitary sewer, and storm sewer will be connected to the existing underground infrastructure around the building site.

Patients and visitors coming to the new patient care tower expansion will continue to use the primary hospital drop-off at Dally Tower off 15th Avenue SE. Access to the phase one parking garage located to the east of the new patient tower could potentially be off 5th Street SE and/or 14th Avenue SE. As an alternate phase one location the parking garage could be located just north of 14th Ave. SE and west of the existing MGSF Facilities Building.

The phase one potential road extension of 7th Avenue SE south into 15th Avenue SE may provide clarity and improved access over the Good Samaritan campus's vehicular circulation. While further analysis is needed, this may lessen congestion around the intersection of 15th Avenue SE and 3rd Street SE.

Additional phases include potential for two medical office buildings, a second new parking garage, and an eventual central tower expansion connected to the north of Dally Tower and the new Patient Care Tower. The proposed location for the two medical office buildings and parking structure is north of 15th Street. All future phase development beyond the initial Patient Care Tower is speculative and will be developed on an as-needed basis as determined by MGSF.

The potential medical office buildings will have new, dedicated mechanical, plumbing, and electrical systems. Normal power, emergency power, heating and cooling will all be new systems installed within the project footprint, and may be contained, in part, within the building envelope. The central tower expansion will be supplied with mechanical, plumbing and electrical similar to the new patient care tower.

Throughout all phases of the Master Plan, building and site design will be approached in a thoughtful manner to ensure new developments fit into the existing campus in regard to aesthetics, form and scale. Wayfinding, circulation, landscaping, and relationships with neighboring properties will continue to be key aspects of campus design.

## PHASE I DEVELOPMENT (2023-2028)

---

**Description of Projects.** There are five projects anticipated in Phase 1, totaling up to 432,000 net gsf, bringing the total campus development up to approximately 1,678,396 gsf. Phase 1 development projects are described below and summarized in Figure III-4. Please note that occupancy dates are estimates only, subject to need and funding and regulatory approvals.

### **1. Dally Tower Emergency Department Expansion**

Location: Dally Tower level 1 emergency department at 401 15<sup>th</sup> Ave SE

Size: 2,000 gsf

Height: Existing Dally Tower level 1 to level 2

Program: Expansion of Emergency Department patient waiting, prescreening, triaging, and intake services

Displaced Facilities: Necessary modifications will be addressed.

Hours of Operation: 7 days week/24 hours a day

Occupancy: 2027

### **2. Patient Care Tower**

Location: Directly east of Dally Tower with internal connections to it on all levels.

Size: up to 230,000 gsf over 9 levels

Footprint: 40,000 gsf

Height: Expected height will match that of Dally Tower. The height of the Dally Tower is approx. 157'-6" (7'-6" below the max height limit of 165') from the finished average adjoining grade to the top of the penthouse roof. The elevation at the top of the penthouse for the new Patient Care Tower will not exceed the elevation at the top of the penthouse for the Dally Tower.

Program: Inpatient nursing units, Observation unit, Surgical pre-admit testing unit, patient registration, retail, and shelled space.

Displaced Facilities: Site landscape and a paved area with tables and chairs. A portion of the Dally Tower will be demolished including patient registration and retail space. These programs will be relocated in the new Patient Care Tower.

Hours of Operation: 7 days week/24 hours a day

Occupancy: 2027



**3. Parking Structure (PS) 1** - Currently there are two proposed locations: Option A to the south of 14<sup>th</sup> Ave SE and an option B to the north of 14<sup>th</sup> Ave SE

Location: Both options are located east of the proposed new Patient Care Tower with option A locating at the southeast corner of 5th St SE and 14th Ave SE and option B locating at the northeast corner of 5th St SE and 14th Ave SE

Size: Option A could be sized at 190,000 gsf over 7 levels with the top being exposed roof parking. The first two parking garage levels are proposed to be below grade. Option B could be sized at 160,000 gsf over 6 levels with the top being exposed roof parking.

Footprint: Approximately 28,000gsf for both options A and B

Height: Targeting 50' for both options A and B

Program: Option A will provide 600 parking spaces for new Patient Care Tower and Main Hospital Complex. Option B will provide 540 parking spaces since its location does not remove any surface parking stalls.

Displaced Facilities: +/-60 surface parking stalls for option A and zero for option B

Hours of Operation: Generally 7 AM - 9 PM; night shift inpatient employees

Occupancy: 2027

#### **4. Central Utility Plant**

Location: Directly off current central utility plant located at the northwest corner of 14th Avenue SE and 3rd St SE

Size: 10,000 gsf

Footprint: 10,000 gsf

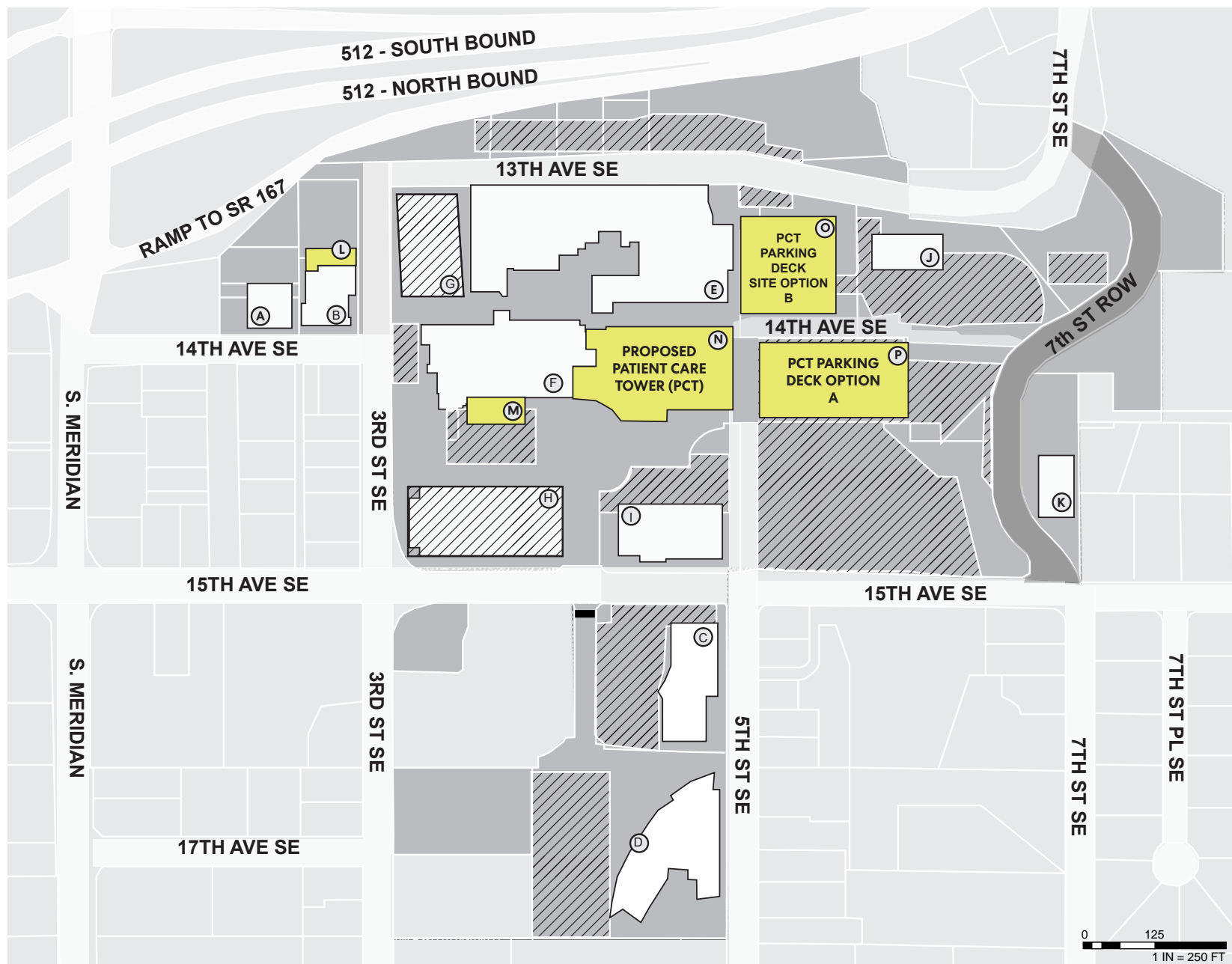
Height: Targeting 25'

Program: Provide expansion to existing centralized chilled water and emergency generator systems to support the new Patient Care Tower and the potential central tower expansion

Displaced Facilities: Displaces around 50 parking spaces, of which are targeted to be replaced by new stalls in new Parking garage

Hours of Operation: 7 days week/24 hours day.

Occupancy: 2027



- Existing
- A. Puyallup Valley Medical Clinic
  - B. Central Utility Plant (CUP)
  - C. Cancer Center
  - D. Children's Therapy Unit
  - E. Pavilions
  - F. Dally Tower
  - G. P1 parking Garage (2010)
  - H. P2 Parking Garage (1990)
  - I. Medical Office Building
  - J. Facilities Building
  - K. 622-623 14th (Marketing)

- Proposed
- L. Central Utility Plant Expansion
  - M. Emergency Department Exp.
  - N. Proposed Patient Care Tower (PCT)
  - O. PCT Parking Deck Option B
  - P. PCT Parking Deck Option A

#### LEGEND

- PARKING
- EXISTING FACILITY
- MGSH CAMPUS
- PROPOSED DEVELOPMENT

0 125  
1 IN = 250 FT



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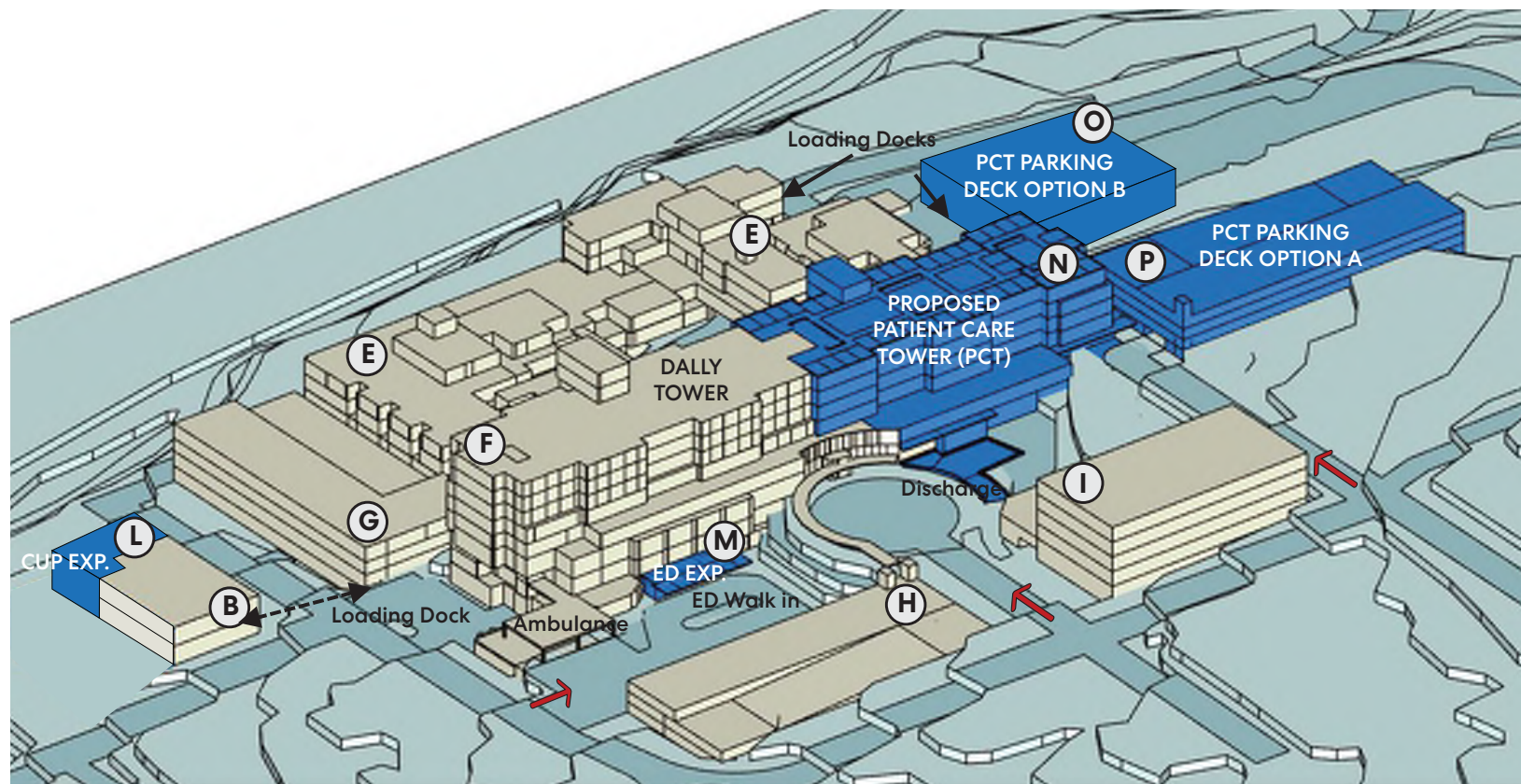
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### MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

PHASE 1A-1C

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

# III-B



Existing

- A. Puyallup Valley Medical Clinic
- B. Central Utility Plant (CUP)
- C. Cancer Center
- D. Children's Therapy Unit
- E. Pavilions
- F. Dally Tower
- G. P1 parking Garage (2010)
- H. P2 Parking Garage (1990)
- I. Medical Office Building
- J. Facilities Building
- K. 622-623 14th (Marketing)

Proposed

- L. Central Utility Plant Expansion
- M. Emergency Department Exp.
- N. Proposed Patient Care Tower (PCT)
- O. PCT Parking Deck Option B
- P. PCT Parking Deck Option A

\*Buildings not shown on the plan are not critical to the proposed development zones.

#### LEGEND

EXISTING FACILITY

PROPOSED DEVELOPMENT



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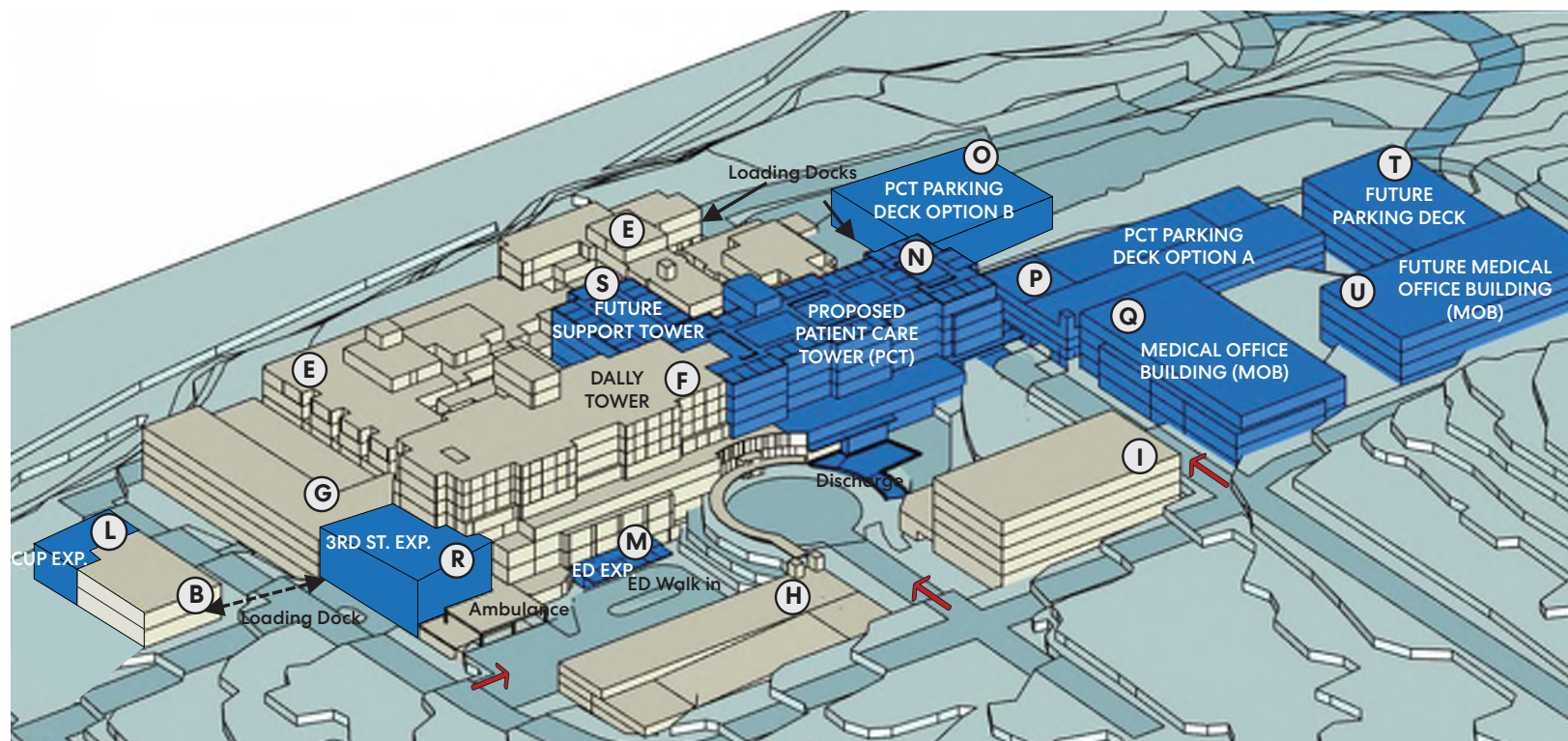
MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

CAMPUS MASTER PLAN VISION - PHASE 1

SOURCE: CBRE, PERKINS&WILL

# III-B.1





#### Existing

- A. Puyallup Valley Medical Clinic
- B. Central Utility Plant (CUP)
- C. Cancer Center
- D. Children's Therapy Unit
- E. Pavilions
- F. Dally Tower
- G. P1 parking Garage (2010)
- H. P2 Parking Garage (1990)
- I. Medical Office Building
- J. Facilities Building
- K. 622-623 14th (Marketing)

#### Proposed

- L. Central Utility Plant Expansion
- M. Emergency Department Exp.
- N. Proposed Patient Care Tower (PCT)
- O. PCT Parking Deck Option B
- P. PCT Parking Deck Option A
- Q. Medical Office Building
- R. 3rd Street Expansion
- S. Future Support Tower
- T. Future parking Deck
- U. Future Medical Office Building

\*Buildings not shown on the plan are not critical to the proposed development zones.

#### LEGEND

- EXISTING FACILITY
- PROPOSED DEVELOPMENT



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### MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

#### CAMPUS MASTER PLAN VISION - FULL BUILD OUT

SOURCE: CBRE, PERKINS&WILL

# III-B.2



## **Future Phase Development – Phases 2 – 4 [2027 – 2043]**

**Description of Projects.** Future phase development projects are described below and summarized in *Figures III-B – III-E*. Future phase projects represent another 580,000 net gsf, bringing the total campus development up to 2,258,396 gsf, up from 1,678,396 gsf at the end of Phase 1. Please note that occupancy dates are estimates only, subject to need and funding.

### **Medical Office Building (MOB) A**

Location: Northeast corner of 15<sup>th</sup> Avenue SE and 5<sup>th</sup> Street SE

Size: up to 100,000 gsf

Footprint: 20,000 gsf

Height: Average: 74'; Maximum: 85'

Program: Private physician offices and related outpatient facilities

Displaced Facilities: Around 80 surface parking stalls that plan to be relocated to future phase parking expansion

Hours of Operation: 7 AM- 6 PM Monday-Friday

Occupancy: 2034

### **Central Support Tower**

Location: Expansion tower north from proposed new Patient Care Tower

Size: 90,000 gsf

Footprint: 15,000 gsf

Height: Around 90'

Program: Hospital support and ancillary services to be determined.

Displaced Facilities: Partial demolition of River Pavilion.

Hours of Operation: 7 days week/24 hours a day

Occupancy: 2043

### **Medical Office Building (MOB) B**

Location: Just east of MOB A at Northeast corner of 15<sup>th</sup> Avenue SE and 5<sup>th</sup> Street SE

Size: 100,000 gsf

Footprint: 20,000 gsf

Height: Average: 74'; Maximum: 85'

Program: Private physician offices and related outpatient facilities

Displaced Facilities: Around 80 surface parking stalls that plan to be relocated to future phase parking expansion

Hours of Operation: 7 AM- 6 PM Monday-Friday

Occupancy: 2043

### **Parking Structure (PS) 2**

Location: Adjacent to new MOB

Size: up to 260,000 gsf

Footprint: 35,000 gsf

Height: Average: 59'; Maximum: 68'

Program: Provide parking for MOB

Displaced Facilities: Around 20 surface parking stalls to be relocated in parking garage

Hours of Operation: 7 AM - 6 PM, Monday - Friday

Occupancy: 2034

### **Dally Tower Expansion to 3<sup>rd</sup> Street**

Location: Expansion of 2-3 levels from the lower portion of the existing Dally tower. The expansion would extend west towards 3<sup>rd</sup> Street and may extend above the current loading area.

Size: 30,000 gsf

Footprint: 15,000 gsf

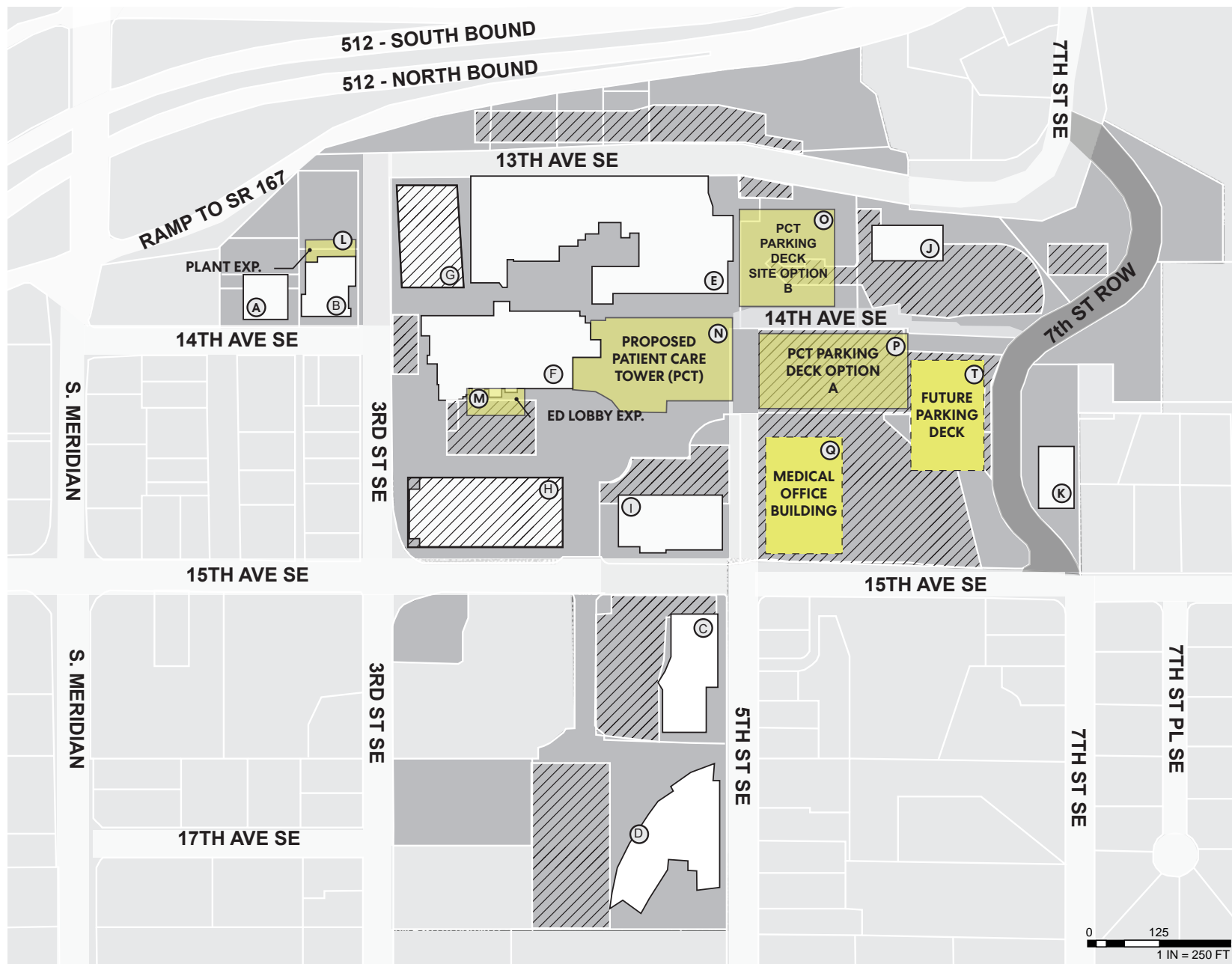
Height: Around 50'

Program: Patient care programs may include diagnostic imaging, surgery, procedures, Emergency Department, hospital support programs

Displaced Facilities: None

Hours of Operation: 7 days week/24 hours a day

Occupancy: 2043

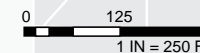


- Existing
- A. Puyallup Valley Medical Clinic
  - B. Central Utility Plant (CUP)
  - C. Cancer Center
  - D. Children's Therapy Unit
  - E. Pavilions
  - F. Dally Tower
  - G. P1 parking Garage (2010)
  - H. P2 Parking Garage (1990)
  - I. Medical Office Building
  - J. Facilities Building
  - K. 622-623 14th (Marketing)

- Proposed
- L. Central Utility Plant Expansion
  - M. Emergency Department Exp.
  - N. Proposed Patient Care Tower (PCT)
  - O. PCT Parking Deck Option B
  - P. PCT Parking Deck Option A
  - Q. Medical Office Building
  - T. Future parking Deck

#### LEGEND

- PARKING
- EXISTING FACILITY
- MGS CAMPUS
- PROPOSED DEVELOPMENT



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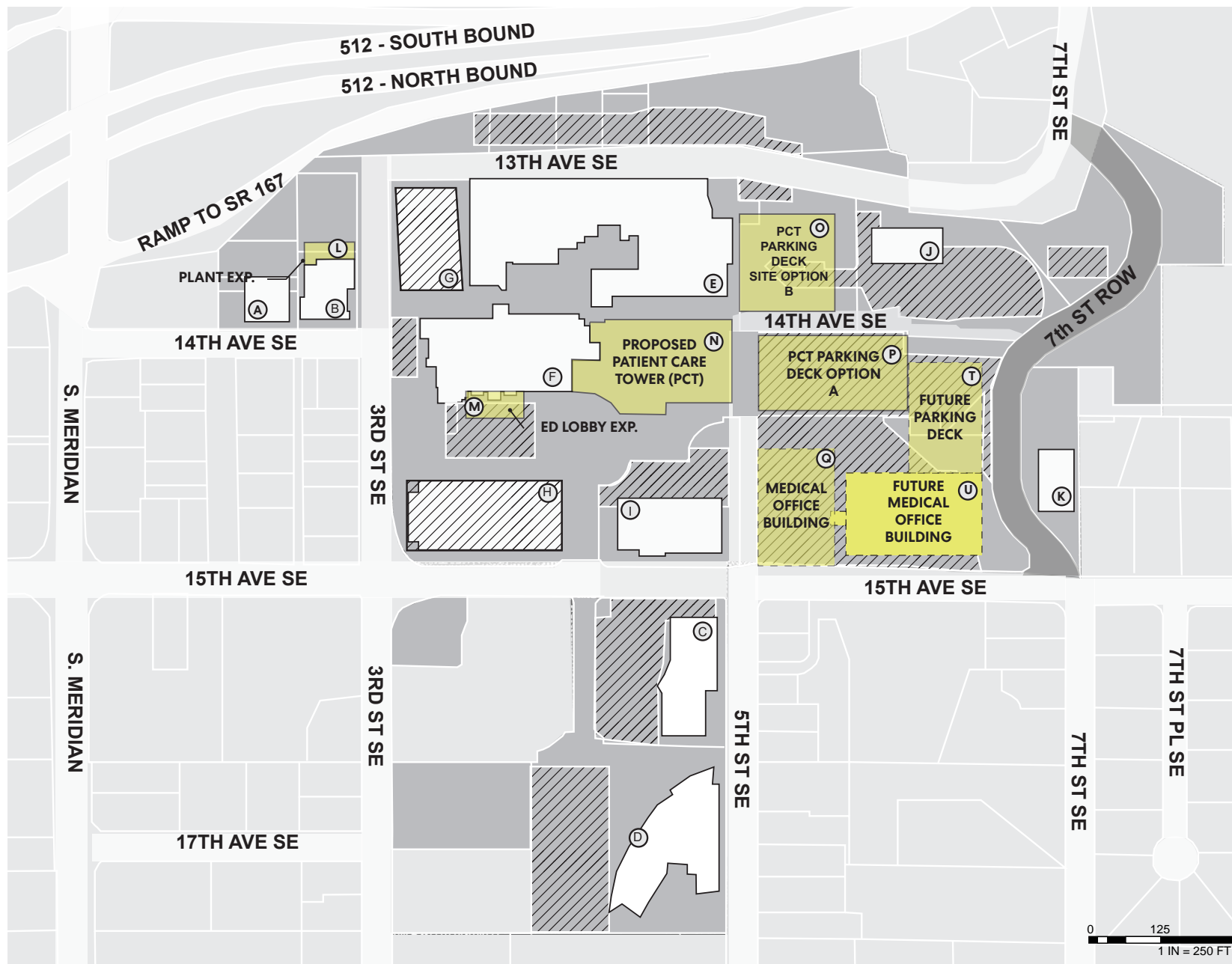
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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

FUTURE PHASES - PHASE 2

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS





**III-C**



- Existing
- A. Puyallup Valley Medical Clinic
  - B. Central Utility Plant (CUP)
  - C. Cancer Center
  - D. Children's Therapy Unit
  - E. Pavilions
  - F. Dally Tower
  - G. P1 parking Garage (2010)
  - H. P2 Parking Garage (1990)
  - I. Medical Office Building
  - J. Facilities Building
  - K. 622-623 14th (Marketing)

- Proposed
- L. Central Utility Plant Expansion
  - M. Emergency Department Exp.
  - N. Proposed Patient Care Tower (PCT)
  - O. PCT Parking Deck Option B
  - P. PCT Parking Deck Option A
  - Q. Medical Office Building
  - T. Future parking Deck
  - U. Future Medical Office Building

#### LEGEND

-  PARKING
-  EXISTING FACILITY
-  MGSHP CAMPUS
-  PROPOSED DEVELOPMENT



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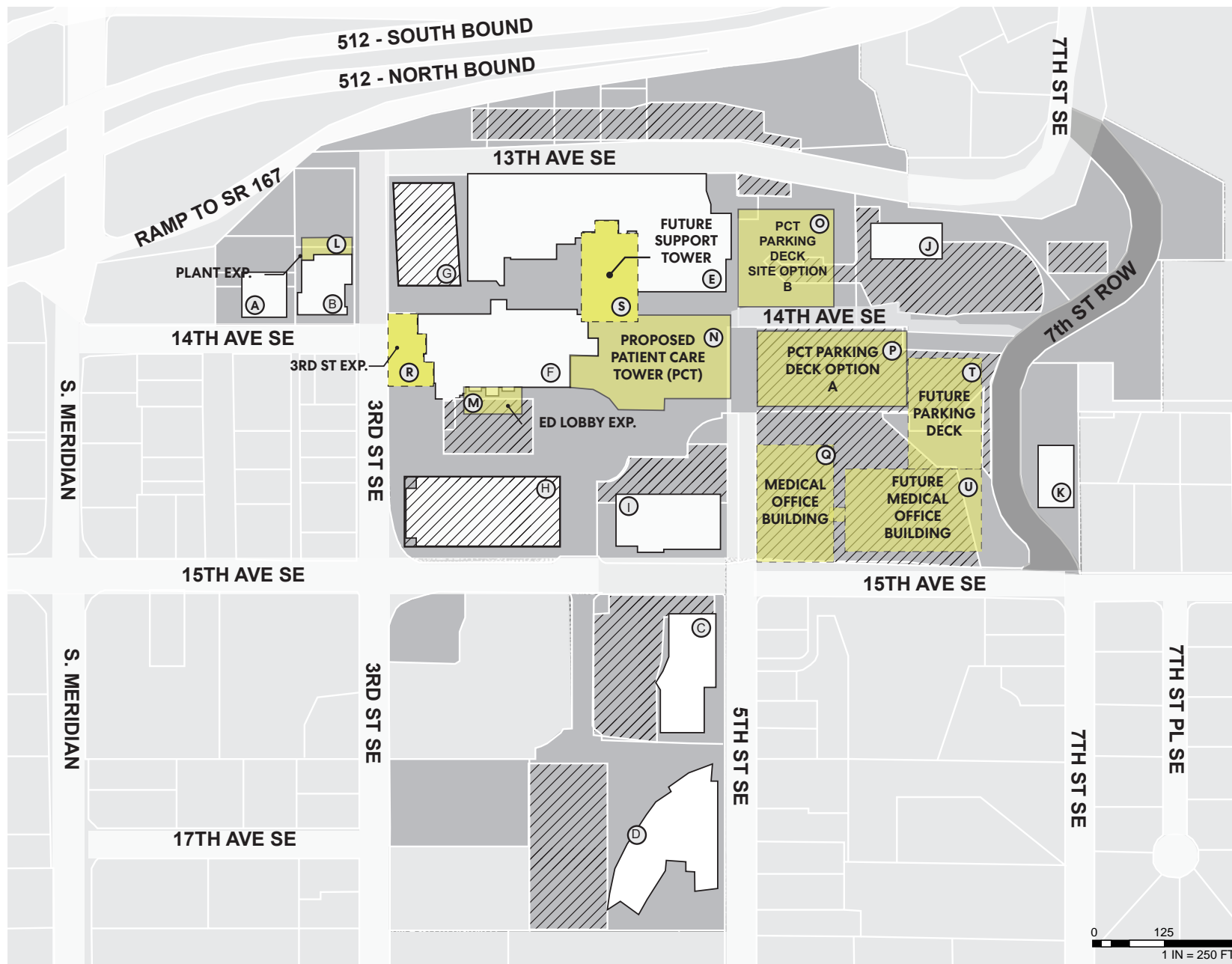
MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

FUTURE PHASES - PHASE 3

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

**III-D**





- Existing
- A. Puyallup Valley Medical Clinic
  - B. Central Utility Plant (CUP)
  - C. Cancer Center
  - D. Children's Therapy Unit
  - E. Pavilions
  - F. Dally Tower
  - G. P1 parking Garage (2010)
  - H. P2 Parking Garage (1990)
  - I. Medical Office Building
  - J. Facilities Building
  - K. 622-623 14th (Marketing)

- Proposed
- L. Central Utility Plant Expansion
  - M. Emergency Department Exp.
  - N. Proposed Patient Care Tower (PCT)
  - O. PCT Parking Deck Option B
  - P. PCT Parking Deck Option A
  - Q. Medical Office Building
  - R. 3rd Street Expansion
  - S. Future Support Tower
  - T. Future parking Deck
  - U. Future Medical Office Building

#### LEGEND

- PARKING
- EXISTING FACILITY
- MGSH CAMPUS
- PROPOSED DEVELOPMENT

0 125  
1 IN = 250 FT



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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

FUTURE PHASES - PHASE 4

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

**III-E**

**Phase 1 Utilities.** As illustrated in respective exhibits denoted below, modifications and connections to existing public utilities are required to accomplish the Phase 1 projects. Specific utility designs are explained in detail below:

**Domestic Water and Fire Service.** Proposed water main connections are anticipated for the Patient Care Tower, the Central Utility Plant Expansion, and the proposed Parking Garage for the Patient Care Tower. These connections will be sized depending on respective domestic and fire service demand, as well as available pressure and flow from the City's water distribution system. Appropriate backflow devices and appurtenances will be provided on domestic water and fire water services in conformance with the City's water standards. New fire hydrants will be installed for adequate hydrant coverage for proposed buildings. Refer to *Figure III-K – Proposed Utility Map* for a conceptual water and fire service exhibit for the Phase 1 improvements.

**Sanitary Sewer.** Proposed sanitary sewer service connections will be required for the Phase 1 improvements. The sanitary sewer main will be extended privately into the site in alignment with 5th Street SE. This main extension will facilitate the Patient Care Tower and allow for connections from future work in Phase 2. A new side sewer connection will connect from the Patient Care Tower to the sewer main extension. Parking Structure 1 will also connect to the sewer main extension. An oil-water separator will be installed on the parking garage sewer connection to treat effluent water prior to discharge. A new sewer connection and oil water separator will be installed at the central utility plant expansion and connect to existing sanitary sewer main in 3rd Street SE. Refer to *Figure III-K – Proposed Utility Map* for a conceptual sanitary sewer exhibit for Phase 1 improvements.

In the preapplication meeting with the City, City staff stated that the existing downstream sanitary sewer collection system is at capacity. The City does have a planned capital improvement project to increase the capacity of the existing system in 2024. Depending on the funding of the project, the downstream system may not be completed in time for the Phase 1 Good Samaritan tower expansion. It was identified that there is an alternative route that would direct sanitary sewer flows to the east into a different sanitary sewer sub basin. However, the City of Puyallup Engineering staff stated that they would not allow sanitary sewer flows to be conveyed out-of-basin.

**Stormwater Collection, Detention, Flood Control and Treatment.** Stormwater will be collected from building roof areas, hardscape areas, parking lots and garages, the 7th Street extension, and landscape areas where required. Conveyance shall be made with solid catch basins, area drains, and manholes, and shall be piped to respective detention systems. Conveyance systems sizing shall be determined as required by the current edition of the Ecology Stormwater Management Manual for Western Washington (SWMMWW) and shall convey the required storm flow. Stormwater will be managed, detained, and treated in compliance with the SWMMWW. Site stormwater is divided across two individual drainage basins, as described in Section II. In order to maintain existing basin boundaries, stormwater facilities are prescribed by basin rather than by phase of the project.

and/or the WSDOT Highway Runoff Manual as applicable  
[Mstr Plan; Pg 57 of 145]

Please re-phrase:  
"However, the City of Puyallup is hesitant to allow sanitary sewer flows to be conveyed out-of-basin unless warranted and supported by a sewer study." or similar language.  
[Mstr Plan; Pg 57 of 145]

Stormwater generated from public and private site improvements for Phase 1 as well as Phases 2, 3, and 4 are proposed to be managed by three separate facilities, including two private detention vaults and one public detention pond. In Phase 1, Stormwater from private projects located in the Clarks Creek basin shall be managed by a detention vault conceptually located in the parking lot adjacent to the Central Plant. Stormwater generated from Phase 1 private projects located in the State Highway basin will be managed by a detention vault conceptually located in the Facilities Building parking lot, north of 14th Ave SE. Stormwater generated from Phase 1 public right-of-way improvements (7th Street Extension) is proposed to be located in a publicly owned storm facility located in ROW or a separate dedicated tract conceptually located at the north end of the 7th Street Extension. The current ROW does not have adequate area as it exists and additional right-of-way will need to be dedicated or a separate tract created and dedicated to the City of Puyallup. Refer to *Figure III-K – Proposed Utility Map* for an overall stormwater facility placement in relation to the GSH campus, and *Figure III-L – Proposed Stormwater Facility Map* for details of each proposed facility. Enhanced stormwater treatment will be provided respectively for each of the stormwater detention systems if thresholds are met in compliance with the current SWMMWW. Refer to *Section III, Overall Drainage Patterns*, for a detailed description of the overall stormwater drainage patterns for the proposed improvements.

Stormwater mains shall be extended to collect runoff from site areas and from the 7th Street extension as described above and as shown in *Figure III-K – Proposed Utility Map*. Stormwater runoff from the Patient Care Tower, Emergency Department expansion, Tower expansion, and Central Utility Plant expansions will connect to the proposed Clarks Creek basin private detention system, while the proposed PCT Parking Garage will connect to the State Highway basin private detention system. Storm main will be installed along the extended 7th Street SE and will connect to the 7th Street SE public detention system.

**7th Street Roadway Connection.** The existing conditions of the proposed roadway connection between the northern (13th Ave SE connection) and southern (15th Ave SE connection) portions of 7th Street SE is described in Section II of this Master Plan. AHBL created a conceptual design for a potential future roadway along the current 7th Street SE dedicated area, should a roadway be required to be constructed as determined by traffic analysis within the EIS. The proposed horizontal and vertical design of the potential roadway is described in detail below:

**Potential Horizontal Road Design:** The existing right-of-way section for the roadway is sixty feet wide. During the August 30th, 2022, meeting with City of Puyallup staff to discuss the engineering design of the masterplan, the 36' commercial collector roadway cross-section was identified for the roadway. This consists of a 36-ft wide roadway width. The roadway would provide two 11-ft drive lanes and with 5-ft wide bike lanes on both sides. There would be a 2-ft wide striped buffer between the bike and the drive lanes.

The potential roadway creates a three-way intersection with 13th Ave SE / 7th Street SE at the northern roadway connection. The southern intersection is a three-way intersection with 15th Ave SE shifted westward of the 15th Ave SE and existing 7th Street SE intersection due to existing property lines between the MGS parcel, the existing right-of-way, and a single-family residential parcel immediately east of the intersection. The roadway also connects with 14th Ave

SE which is an internal private roadway to the MGS hospital campus. This roadway provides fire truck access to the existing hospital and shall also serve as an access road to future parking garages on-site. The potential roadway routes through existing buildings which shall be demolished as part of the roadway project. Existing retaining walls in conflict with the proposed roadway shall be analyzed and revised to protect existing slope stability while adjusting to meet proposed roadway alignment. The vertical design of the roadway is discussed in detail below. See *Figure III-G – Potential 7<sup>th</sup> Street SE Extension – Plan View* for the proposed horizontal design of the roadway.

**Potential Vertical Road Design:** The potential vertical roadway design of the 7<sup>th</sup> Street SE is heavily constrained by existing grade within the current right-of-way. To allow for necessary vertical curving at intersections the average grade of the roadway is nearly 15.50%. This is greater than the 10% standard set by the City, however surrounding street grades at 15<sup>th</sup> Ave SE which share similar vehicle types grade at 15% maximum. Roadway cross-slopes are generally 3% per the City standard roadway section. City roadway standards do not allow for superelevation on collector type roadways however this omission may be remiss due to the steepness of the roadway. See *Figure III-G – Potential 7<sup>th</sup> Street SE Extension – Plan View* and *III-H – Potential 7<sup>th</sup> Street SE Extension – Profile View* for the proposed vertical design of the roadway.

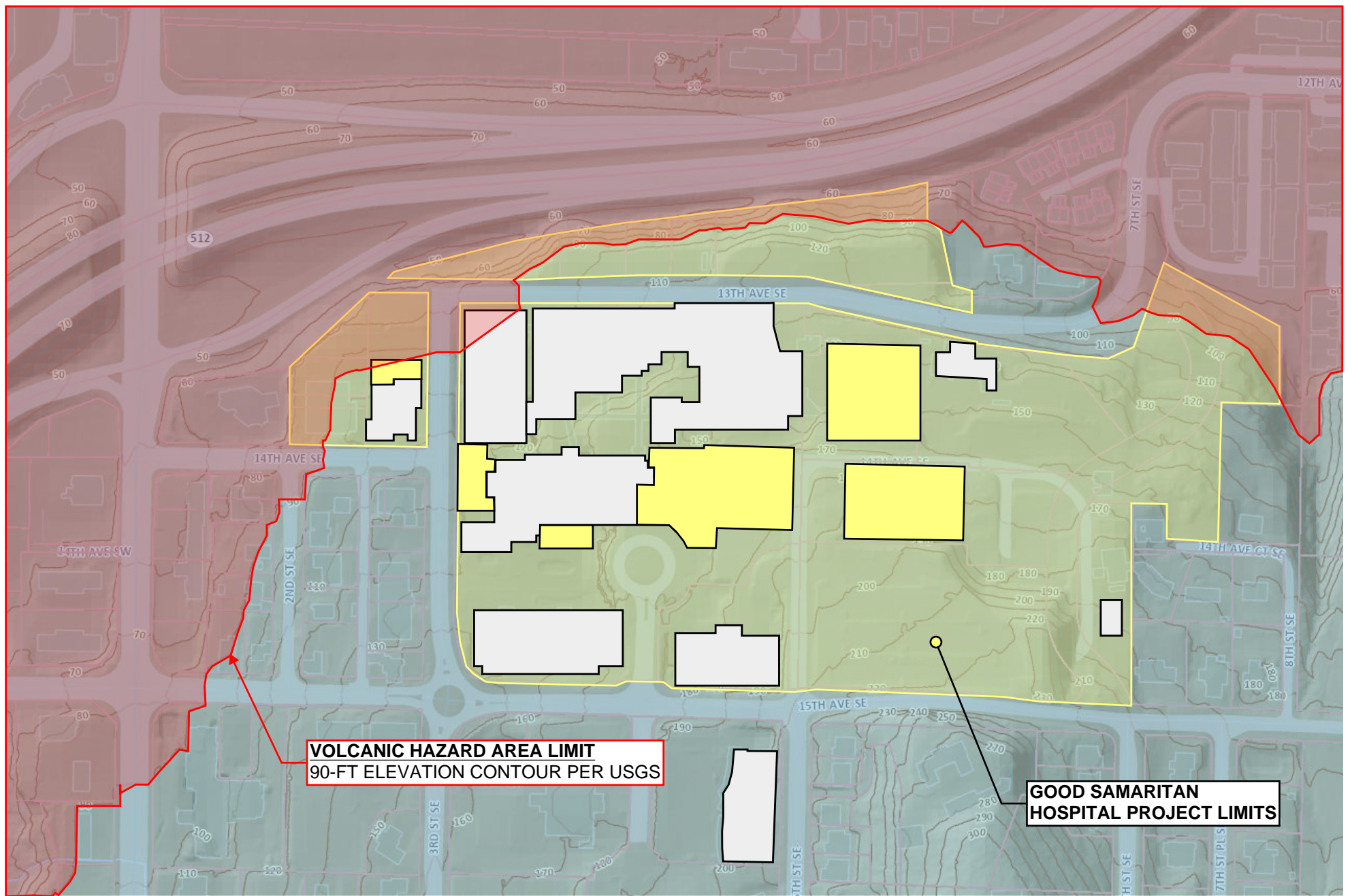
**Roadway Utilities and Stormwater:** During discussion on 8/30/2022 with City of Puyallup staff, the future utilities in the right-of-way were discussed for the potential 7th Street SE extension. Public watermain and stormwater are proposed to be installed within the 7th Street SE right-of-way. An existing sanitary sewer main currently runs from 9th Street SE to the northern portion of 7th Street SE and therefore sanitary sewer is not required to be installed in the proposed roadway.

Stormwater for the roadway improvements would be managed by a public detention facilities and water quality facility which remain separate from private improvements on-site. These facilities are described in detail in Section V, Stormwater Collection, Detention, Flood Control and Treatment. See *Figure III-G – Potential 7th Street SE Extension – Plan View* for the respective utility layouts within the potential 7th Street SE roadway.

Clarify...no utilities (water and storm) are shown within the roadway on Figure III-G. [Mstr Plan; Pg 59 of 145]

**Volcanic Hazard Area Relating to Phase 1 Improvements.** As depicted in this Master Plan, the primary expansion zones for the Patient Care Tower lies to the south and east of the existing Dally Tower, taking major development further away from the 90' contour elevation for the lahar boundary. The ED lobby expansion and both PCT parking garage alternative locations are similarly above the 90' contour elevation. Expansion of the CUP to the north of the existing CUP could potentially cross the 90' contour elevation for the lahar boundary and shall be studied in order to mitigate the risk of lahar due the CUP's close proximity to the boundary. Finished floor elevation of the plant expansion will match the finished floor of the existing plant, therefore new critical equipment will be installed about the 90' elevation. See *Figure III-F Volcanic Hazard Area – Phase 1 Development*.





MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

VOLCANIC HAZARD AREA - PHASE 1 DEVELOPMENT

SOURCE: USGS

III-F



13TH AVE SE

FILL RETAINING WALL  
MAX HEIGHT - 3 FT

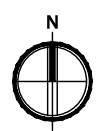
CUT RETAINING WALL  
MAX HEIGHT - 18 FT

CUT RETAINING WALL  
MAX HEIGHT - 6 FT

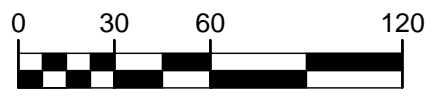
7TH STREET SE

FILL RETAINING WALL  
MAX HEIGHT - 6 FT

15TH AVE SE



GRAPHIC SCALE

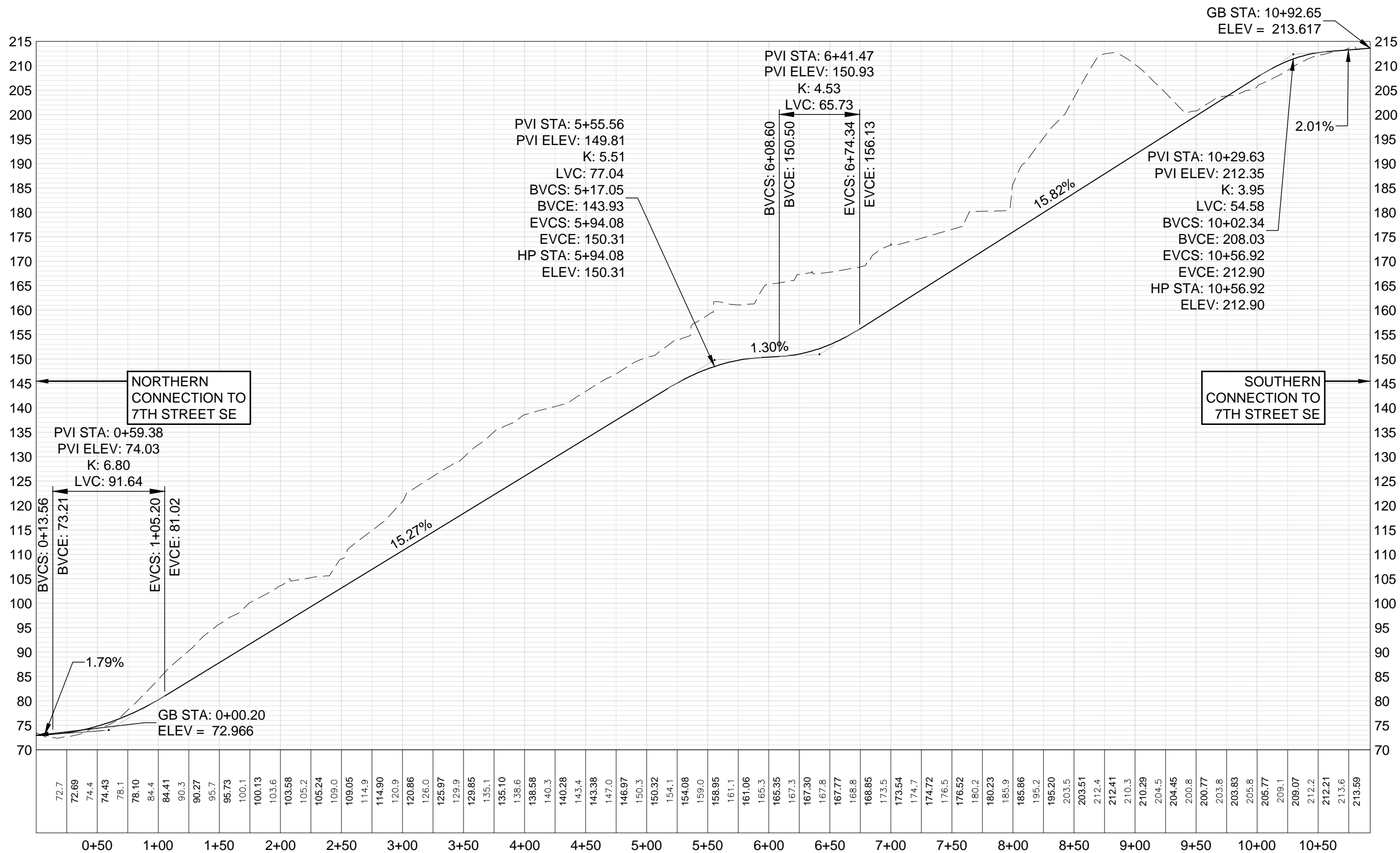


1" = 60 FEET



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN  
POTENTIAL 7TH STREET SE EXTENSION ROAD DESIGN - PLAN VIEW

III-G



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN  
 POTENTIAL 7TH STREET SE EXTENSION ROAD DESIGN - PROFILE VIEW

III-H

## **FUTURE TRANSPORTATION SYSTEM**

**Transportation Goals and Policies.** The Transportation Element of the City of Puyallup's Comprehensive Plan includes six goals to achieve its transportation vision.<sup>3</sup> *Table III-D* lists each goal, the respective policy that is pertinent to this project, and how this project will support the goal and policies.

**TABLE III-D: CITY OF PUYALLUP TRANSPORTATION GOALS AND POLICIES**

| <b>Transportation Goal</b>   | <b>Relevant Transportation Policy</b>   | <b>Areas of Project Support</b>   |
|--|---|---|
| T-1. Proactively develop partnerships to best serve all users of the regional transportation system. | T-1.1.a. Coordinate planning, construction, and operation of transportation facilities with those of other agencies and jurisdictions, including Washington State Department of Transportation, Pierce County, and surrounding municipalities.        | The Master Plan facilitates coordination with City and other regional partners to improve roadways and multimodal systems to project site.<br><br>The Master Plan will support efforts with regional partners to incentivize travel by transit and other non-drive alone options to reduce vehicle trips to site.   |
|  | T-1.1.b. Cooperate with transit providers, including Pierce Transit and Sound Transit, to encourage provision of facilities and services which make multi-modal travel more convenient.   |   |
|  | T-1.1.c. Seek opportunities to coordinate planning, construction, and operation of transit studies and roadway improvement projects with transit providers, other agencies, and neighboring jurisdictions to address congestion along City arterials. |   |
| T-2. Protect safety and quality of life.   | T-2.1. Make safety and personal security top priorities in planning and designing the transportation system.  | The Master Plan will support enhancements that promote safe and comfortable movement for all modes to, from, and within the site.<br>Improved streets with sidewalks, safe crossings, wayfinding and lighting will make it easier to travel safely.<br><br>The Master Plan supports emergency response and timely access throughout the site and city. The circulation plan allows from multiple access to MGSB from across the |
|  | T-2.2.a. Monitor traffic volumes on streets in residential neighborhoods and, where feasible, use traffic calming measures to create safer, more attractive streets that are comfortable and welcoming for walking and bicycling.                     |   |
|  | T-2.3.b. Coordinate with emergency response services to ensure adequate and timely access as the city builds out the transportation network.  |   |

<sup>3</sup> <https://www.cityofpuyallup.org/DocumentCenter/View/15037/Chapter-7-Transportation-Element>



| Transportation Goal  | Relevant Transportation Policy   | Areas of Project Support  |
|--|--|---|
|  |  | city and region. It will mitigate traffic impacts to allow for timely access.   |
| T-3. Build a transportation network that links with Puyallup's land use goals. | <p>T-3.2. Develop a transportation system that achieves the following levels of service metrics:</p> <p><b>Vehicular LOS.</b> Maintain standards that promote growth where appropriate while preserving and maintaining the existing transportation system. Set LOS D as the standard for PM peak hour intersection performance, with the exception of the intersections contained along the Meridian, Shaw Road, and 9<sup>th</sup> Street SW Corridors, where LOS E operations will be considered acceptable during PM period in recognition of the need to balance driver experience with other considerations, such as cost, right of way, and other modes.</p> <p><b>Pedestrian LOS.</b> Provision of sidewalks, trails, and/or separated paths will be prioritized within pedestrian priority areas, as defined in Puyallup Moves.</p> <p><b>Bicycle LOS.</b> Provision of bike lanes, separated paths, protected facilities, and bicycle boulevards, as defined in Puyallup Moves.</p> <p><b>Transit LOS.</b> Partner with Pierce Transit, Sound Transit, and other transit operators to provide transit stop amenities and safe access to transit at major transit stops and park and ride facilities.</p> | The Master Plan will support enhancements to the transportation system to meet vehicular, pedestrian, bicycle, and transit levels of service.   |
| T-4. Build an interconnected transit, walking, and bicycling network.          | <p>T-4.1.d. Improve pedestrian and bicyclist access to transit stops and centers in cooperation with transit providers.</p> <p>T-4.3. Develop a comprehensive active transportation circulation plan and implementation program to enhance community access and promote healthy lifestyles.</p> <p>T-4.4. Increase pedestrian safety, emphasize connectivity, and reduce operations and maintenance costs through developing walkways.</p> <p>T-4.4.a. Prioritize pedestrian facilities in the vicinity of schools, retail districts, community centers, health care facilities, parks, transit stops and stations, and other pedestrian generators.</p> <p>T-4.4.b. Enforce standards for sidewalks and crosswalks to ensure safety and security on walking facilities,</p>   | The Master Plan supports implementation of priority transportation projects previously identified by the Comprehensive Plan to create a safe, seamless, and connected multimodal transportation system, such as the enhanced connectivity provided by the potential future expansion of new 7 <sup>th</sup> |

| Transportation Goal   | Relevant Transportation Policy   | Areas of Project Support  |
|---|--|---|
|   | including dimensions, materials, lighting, street trees, utilities, sidewalk furniture, and other supportive amenities. Educate property owners as to their responsibilities for sidewalk maintenance.         | Street (Comprehensive Plan Project #15).  |
|   | T-4.5. Foster bicycle use by providing and maintaining safe facilities for users of all ages and abilities.  |   |
|   | T-4.5.d. Establish and enforce standards for bicycle parking, end of trip facilities, and other bicyclist-supportive amenities where possible. Encourage these standards where the city does not have control. |   |
| T-5. Create a roadway network that efficiently and safely moves people and goods. | T-5.1. Provide for the efficient movement of people and goods on arterial streets through a balanced approach that only increase the automobile capacity of roadways when necessary.                           | The Master Plan will efficiently allocate space in streets for vehicles as necessary while incentivizing active transportation options. |
|   | T-5.1.c. Require that driveway spacing on all city streets conform to design standards. Promote shared driveways and interconnection between parking lots, especially along arterial streets.                  |   |
|   | T-5.2 Discourage concentrated traffic volumes through the development of an interconnected roadway system.   |   |
|   | T-5.3. Reduce the demand on roadways as a method of deferring or negating the need for capacity improvements.  |   |
| T-6. Be environmentally and fiscally sustainable.                                 | T-6.1.b. Encourage private participation in making roadway improvements.   | The Master Plan includes investments in infrastructure and programs that improve sustainable access while reducing vehicle trips.       |
|   | T-6.2.b. Encourage walking, bicycling, and riding public transit in order to reduce energy consumption and air pollution.  |   |
|   | T-6.3.d. Require all new development within the City limits to pay an impact fee in accordance with the adopted Transportation Impact Fee schedule.  |   |

**Future Parking Supply.** The standard approach for quantifying parking demand is based on use of peak parking demand ratios, which indicate the highest level of parking demand expected per unit of any given land use. The Institute of Transportation Engineers (ITE) maintains and periodically updates a database of parking demand ratios for most land uses, which are based on real-world data and observations submitted to ITE from sites across the U.S.

While ITE parking ratios provide a helpful starting point for forecasting future parking demand, it is sometimes appropriate to modify the ratios to better reflect local conditions. Local parking data, local parking requirements, and the availability of convenient or appealing alternatives to driving (such as transit service or bicycle infrastructure) are all reasons for adjusting ITE ratios.

The proposed master plan for MGSB includes two primary land uses components, which are expected to be implemented in up to four project phases:

- **Phase 1A:** Hospital (Patient Care Tower), 160 net new beds

- **Phase 1B:** Hospital (Patient Care Tower), 40 net new beds
- **Phase 2:** Medical Office, 100,000 net new GSF
- **Phase 3:** Medical Office, 100,000 net new GSF
- **Phase 4:** Hospital Support Components (no net new parking demand)

The recommended ITE parking demand ratios and the City of Puyallup parking requirements<sup>4</sup> for these two land use components are shown in *Table III-E*.

**TABLE III-E: PUYALLUP PARKING REQUIREMENTS VS. ITE PARKING RATIOS**

| Land Use              | City of Puyallup Code    | ITE Parking Ratios        |
|-----------------------|--------------------------|---------------------------|
| <b>Hospital</b>       | 3.0 spaces per bed       | 3.74 spaces per bed       |
| <b>Medical Office</b> | 5.0 spaces per 1,000 GSF | 3.23 spaces per 1,000 GSF |

**Estimating Future Parking Demand at MGS.** To estimate future parking demand at the MGS campus based on the proposed Master Plan expansion, the project team used the following approach:

1. Confirm **baseline parking supply and demand assumptions**, including parking replacement needs and availability of existing underutilized parking
2. Select the parking demand ratios which are best suited to model future parking demand by (a) calculating the **existing parking demand** using City of Puyallup code-required parking ratios and ITE parking ratios and (b) comparing the results with **actual parking utilization levels** observed at MGS in September 2021.
3. Using selected parking demand ratios, calculate how much **new parking demand** would be generated based on the proposed Master Plan expansion for both Phase 1 and for Future Phases.
4. Compare future parking demand with existing parking supply to identify how many **net new parking spaces** may be needed to support Phase 1 and Future Phases.

**Step 1: Confirm Baseline Parking Supply and Demand Assumptions.** Before estimating future parking demand associated with master plan expansion, the project team confirmed key baseline assumptions to be reflected in the parking analysis. These included:

- *Availability of existing parking supply:* The project team assumed that up to 200 existing parking spaces will be available to help support net new campus expansion associated with the master plan. This assumption is based on the observed parking utilization on campus, as documented in the MGS parking demand study (2022). For more details, see Step 2.
- *Parking replacement needs:* The proposed master plan expansion is assumed to incrementally reduce the existing parking supply as surface parking facilities are

<sup>4</sup> Included for reference, as Chapter 20.88.020.1c of the Puyallup Municipal Code provides discretion in the master plan process to set calibrated parking ratios for the project site.

replaced by Master Plan components (including the potential 7<sup>th</sup> Street extension).  
Parking replacement assumptions by phase are summarized in *Table III-F*.

**TABLE III-F: PARKING REPLACEMENT ASSUMPTIONS BY PHASE**

| Phase    | Cumulative Parking Replacement Needed |
|----------|---------------------------------------|
| Phase 1A | 210                                   |
| Phase 1B | 210                                   |
| Phase 2  | 448                                   |
| Phase 3  | 448                                   |
| Phase 4  | 448                                   |

**Step 2: Identify the Appropriate Parking Ratios.** *Table III-G* summarizes the estimated peak parking demand for the existing MGSB hospital based on each combination of Puyallup and ITE parking demand ratios for hospital and medical office components.

The MGSB parking utilization study (2022), which analyzed data collected in September 2021, observed a peak parking utilization of approximately 1,450 occupied spaces in MGSB lots and garages at peak times. After adjusting for the target design day<sup>5</sup> and adding a 10% parking supply “buffer,”<sup>6</sup> the estimated parking need based on observed utilization for existing hospital and medical office uses is approximately 1,650 spaces. Based on the existing utilization patterns, the project team selected **3.0 spaces per bed and 3.23 spaces per 1,000 GSF** as the most accurately calibrated demand ratios to be used for estimating future parking demand at MGSB.

10 percent of 1,450 would equal 1,595 stalls. Please clarify how the 1,650 is determined [planning comment, master plan doc, page 65 ]

**TABLE III-G: ESTIMATE OF EXISTING PARKING DEMAND**

|          |                     | Medical Office            |                          |
|----------|---------------------|---------------------------|--------------------------|
|          |                     | 3.23 spaces per 1,000 GSF | 5.0 spaces per 1,000 GSF |
| Hospital | 3.0 spaces per bed  | 1,692 spaces              | 2,027 spaces             |
|          | 3.74 spaces per bed | 1,958 spaces              | 2,293 spaces             |

<sup>5</sup> The parking demand study recommends a hospital parking supply that is designed to accommodate the 12<sup>th</sup> busiest day of the year based on patient encounters, which was approximately 4% busier than the day of observation for which parking data was collected.

<sup>6</sup> When estimating parking supply needs, an 10% buffer is often added to estimated peak demand to ensure that motorists can easily find an available space and account for any day-to-day fluctuations.



**Step 3: Calculate Future Parking Demand.** The estimated future parking demand for Phase 1 and Future Phases is summarized in *Table III-H*.

**TABLE III-H: ESTIMATE OF FUTURE PARKING DEMAND**

| Phase        | Hospital                |                    |                   | Medical Office         |                        |                       | Total Net New Parking Demand |
|--------------|-------------------------|--------------------|-------------------|------------------------|------------------------|-----------------------|------------------------------|
|              | Size                    | Demand Ratio       | Parking Demand    | Size                   | Demand Ratio           | Parking Demand        |                              |
| Phase 1A     | 160 net new beds        | 3.0 spaces per bed | 480               | --                     | --                     | --                    | <b>480 spaces</b>            |
| Phase 1B     | 40 net new beds         | 3.0 spaces per bed | 120               | --                     | --                     | --                    | <b>120 spaces</b>            |
| Phase 2      | --                      | --                 | --                | Max 100,000 GSF        | 3.23 spaces per 1K GSF | Max 323 spaces        | <b>Max 323 spaces</b>        |
| Phase 3      | --                      | --                 | --                | Max 100,000 GSF        | 3.23 spaces per 1K GSF | Max 323 spaces        | <b>Max 323 spaces</b>        |
| Phase 4      | --                      | --                 | --                | --                     | --                     | --                    | --                           |
| <b>Total</b> | <b>200 net new beds</b> | --                 | <b>600 spaces</b> | <b>Max 200,000 GSF</b> | --                     | <b>Max 646 spaces</b> | <b>Max 1,246 spaces</b>      |

**Step 4: Compare Demand to Existing Supply.** Today, there are approximately 1,858 parking spaces available on the MGSF campus. Based on existing utilization patterns, approximately 200 of these existing spaces are available at peak times and could support future hospital expansion.

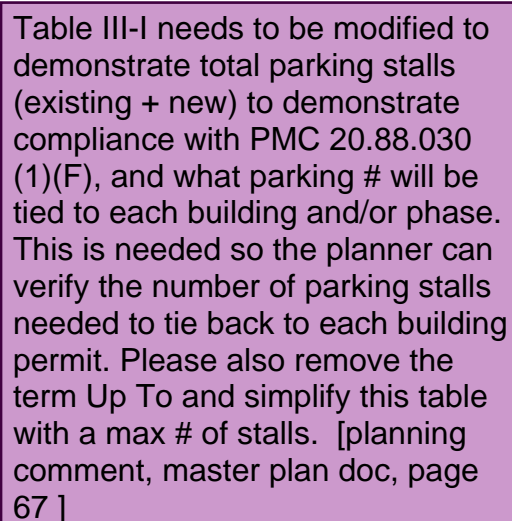
*Table III-I* summarizes the estimated new parking supply needed to support the proposed master plan. The project team estimates a need for a total of max 1,046 net new parking spaces for all future master plan phases.

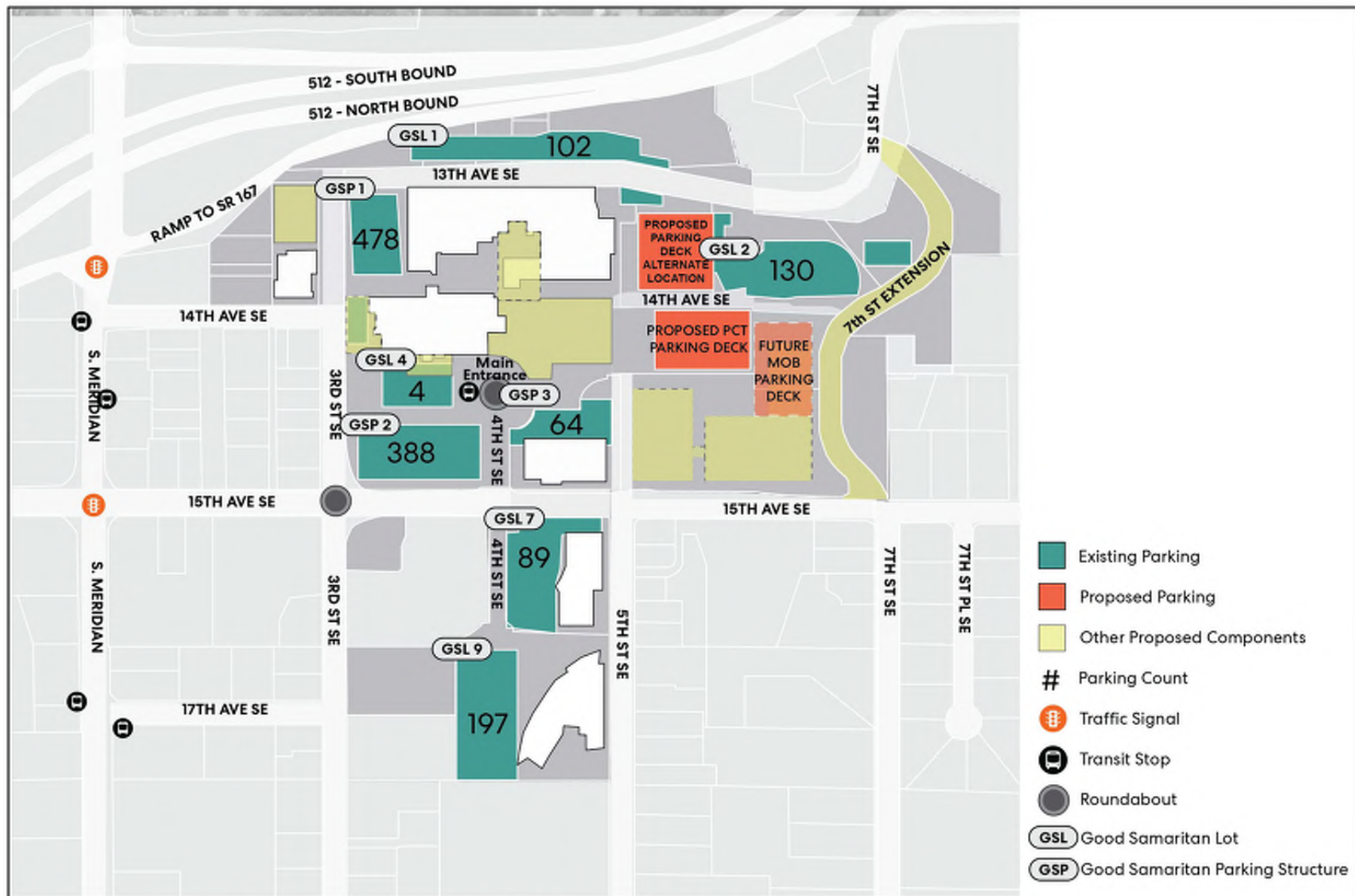
*Figure III-I* shows the location of proposed master plan components and potential impacts to existing parking supply. The project team has considered two potential locations for a new parking structure to support the first phases of the master plan, each of which would result in a loss of existing parking spaces in lots GSL 2 and GSL 3. Assuming a 1:1 parking replacement rate, the project team estimates a total parking build (net new spaces + replacement spaces) of max 1,494 parking spaces for all future master plan phases. The future demand and supply estimates are summarized in *Table III-I*.

**TABLE III-I: ESTIMATED FUTURE PARKING DEMAND AND SUPPLY NEEDED  
(CUMULATIVE)**

| Phase           | New Parking Demand (Cumulative) | Existing Spaces Available | Net New Spaces Needed (Cumulative) | Impacts to Existing Parking | New + Replacement Spaces Needed (Cumulative) |
|-----------------|---------------------------------|---------------------------|------------------------------------|-----------------------------|--|
| <b>Phase 1A</b> | 480 spaces                      | 200 spaces                | <b>280 spaces</b>                  | Max 210 spaces removed      | <b>490 spaces</b>                            |
| <b>Phase 1B</b> | 600 spaces                      | 200 spaces                | <b>400 spaces</b>                  | Max 210 spaces removed      | <b>610 spaces</b>                            |
| <b>Phase 2</b>  | Max 923 spaces                  | 200 spaces                | <b>723 spaces</b>                  | Max 448 spaces removed      | <b>Max 1,171 spaces</b>                      |
| <b>Phase 3</b>  | Max 1,246 spaces                | 200 spaces                | <b>Max 1,046 spaces</b>            | Max 448 spaces removed      | <b>Max 1,494 spaces</b>                      |
| <b>Phase 4</b>  | Max 1,246 spaces                | 200 spaces                | <b>Max 1,046 spaces</b>            | Max 448 spaces removed      | <b>Max 1,494 spaces</b>                      |

Table III-I needs to be modified to demonstrate total parking stalls (existing + new) to demonstrate compliance with PMC 20.88.030 (1)(F), and what parking # will be tied to each building and/or phase. This is needed so the planner can verify the number of parking stalls needed to tie back to each building permit. Please also remove the term Up To and simplify this table with a max # of stalls. [planning comment, master plan doc, page 67 ]





**Future Circulation and Access.** The proposed master plan will continue to support a safe and accessible MGSB campus environment by facilitating travel by all modes including people who drive, use transit, bike, and walk or roll.

**Roadways and Vehicles.** Concurrently with this master planning effort and in cooperation with the City of Puyallup, MGSB is undergoing a Transportation Impact Analysis (TIA) of the proposed campus master plan. This TIA will identify any potential traffic and/or safety-related concerns on roadways within the campus vicinity, as well as any potential mitigations or improvements needed to address these concerns. As needed, the findings and recommendations of the TIA process will be included in this master plan as they are identified.

**Access to Transit.** At the time of the development of this proposed master plan, the transit network in the vicinity of MGSB is not expected to undergo any significant future changes. Existing transit stops served by Pierce Transit Routes 402 and 425 are not expected to be relocated, and access to these stops will not be impacted by proposed master plan changes. MGSB will continue to support safe and convenient transit access by maintaining a well-designed sidewalk network to and from transit stops and by managing vehicular traffic on hospital campus roadways to maintain safe speeds and avoid conflicts between vehicles and pedestrians or bicyclists.

Pierce Transit is planning a Bus Rapid Transit (BRT) service, branded as “Stream,” along a 14-mile segment of Pacific Avenue/SR-7 between downtown Tacoma and Spanaway. The proposed stops are along the current Route 1, requiring additional transit connections to MGSB. Service is expected to begin in 2027. Pierce Transit is also currently conducting a [BRT Expansion Study](#) to identify future corridors for BRT service, with Route 402 and South Meridian identified as one of four potential corridors. Final recommendations from the study are anticipated by the end of 2022.

**Bicyclists and Pedestrians.** MGSB’s vision for a safe and accessible campus will continue to be supported by well-designed and maintained bicycle and pedestrian facilities. Sidewalks, crossings, traffic signals, lighting, and landscaping all support safety and accessibility for bicyclists and pedestrians. As needed, the findings and recommendations of the TIA process will be included as they are identified.

**Priority Corridors and Projects.** The Transportation Element of the Puyallup Comprehensive Plan identifies several priority corridors and projects near MGSB. These are summarized below.

- 20-Year Project List
  - Project #14: The South Meridian Improvements run from 9<sup>th</sup> Avenue to 15<sup>th</sup> Avenue SE. The project includes striping upgrades to make travel safer and more reliable.
  - Project #15: The 7<sup>th</sup> Street SE Extension is discussed in detail in Section “III – 7th Street Roadway Connection,” and will include sidewalk from improved pedestrian connectivity. New pedestrian facilities are also proposed on 7<sup>th</sup> Street between 22<sup>nd</sup> Avenue Court SE and 17<sup>th</sup> Avenue Court SE.



- Priority Pedestrian Network includes 7<sup>th</sup> Street SE, 23<sup>rd</sup> Avenue SE, 15<sup>th</sup> Avenue SE, South Meridian, 12<sup>th</sup> Avenue SE, 3<sup>rd</sup> Street SE north of 15<sup>th</sup> Avenue SE, and 13<sup>th</sup> Avenue SE.
- Priority Bicycle Network includes 7<sup>th</sup> Street SE, 23<sup>rd</sup> Avenue SE, 15<sup>th</sup> Avenue SE.

### **Future Transportation Programs and Management.**

**Parking Management.** MGSB recognizes that parking on campus is a valuable and limited resource that is best managed through a holistic, campus-wide approach. By strategically managing access to parking for medical staff, administrative staff, patients, and visitors using a shared parking approach across multiple different parking facilities, MGSB aims to maximize the efficiency of the parking system while supporting the daily needs of all hospital-goers.

In addition to the proposed parking supply shown in Figure III-E, MGSB will also implement parking management strategies and will incorporate the proposed new parking supply into the overall MGSB parking system.

Today, MGSB has limited tools to support coordination between the parking permit system, the process for allocating parking spaces for various user groups, and the commute trip reduction program. In the near term, MGSB will continue to explore new management tools and platforms to better align these systems and improve the parking experience for employees and visitors. As needed to support the master plan, MGSB will draw on a variety of parking management tools and strategies to support efficient parking operations and support commute trip reduction efforts. Such tools and strategies may include, but are not limited to:

- Permit parking systems for caregivers, which could include annual, quarterly, monthly, and/or daily permit structures.
- Priced parking for caregivers, which could include annual, quarterly, monthly, and/or daily rates and could be implemented alongside a permit system.
- Regular parking monitoring and data collection to identify changes in parking demand or commuting behavior.
- Signage, wayfinding, and information to help all hospital-goers easily find available parking and avoid “circling” or parking in undesignated areas.

**Commute Trip Reduction Programs.** Commute Trip Reduction (CTR) programs include incentives, information, and transportation-related services that are designed to reduce the rate of drive-alone travel to and from the MGSB campus. Research shows that CTR programs can reduce employee driving up to one-fourth depending on the breadth and depth of the program.<sup>7</sup> By reducing single-occupancy vehicle travel, these programs support MGSB’s master plan vision by reducing the daily traffic on roads within the campus vicinity and by reducing the parking demand in campus parking facilities.

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<sup>7</sup> California Air Pollution Control Officers Association (CAPCOA). [\*Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.\*](#)

Building on the existing CTR programs, MGSF plans to expand mobility benefits for hospital employees in the coming years. Potential new, extended, or expanded CTR strategies that could be implemented as part of the master plan may include:

- Employee commute platform via [Luum](#), providing employees a one-stop portal to manage their commute and for MGSF to incentivize non-drive alone trips.
- Public transit passes via [ORCA For Business](#).
- Pre-tax commuter benefits.
- Additional secure bicycle parking and showers/lockers.
- Bicycle subsidies or supporting benefits, which could include monthly or annual cash benefits, bicycle training services, or bicycle repair resources.
- Subsidized carpool, [vanpool](#), or ride matching services, which help hospital employees find and arrange shared rides with coworkers.
- Guaranteed ride home and/or off-peak rideshare services, which provide free rides via taxi or app-based ridesharing services (Uber/Lyft) for commuters who encounter unexpected emergencies, transportation challenges, or do not have access to transit for one leg of their commute.
- Consistent policies and sustained telecommuting program for non-patient facing caregivers.
- Additional marketing and communications include enhanced on-boarding and trip training.
- Events, challenges, incentives, and giveaways to incentivize non-driving trips.
- Direct financial payments for non-driving trips.

**Phase 2, 3, and 4 Utilities.** As illustrated in respective exhibits denoted below, modifications and connections to existing public utilities are required to accomplish the *Phase 2, 3, and 4* projects. Specific utility designs are explained in detail below:

**Domestic Water and Fire Service.** Proposed water main connections are anticipated for the future medical office buildings and respective parking garages located at the southeast portion of the master plan area. These connections will be sized depending on respective domestic and fire service demand, as well as available pressure and flow from the City's water distribution system. Appropriate backflow devices and appurtenances will be provided on domestic water and fire water services in conformance with the City's water standards. New fire hydrants will be installed for adequate hydrant coverage for proposed buildings. Refer to *Figure III-K – Proposed Utility Map* for a conceptual water and fire service exhibit for the future improvements.

**Sanitary Sewer.** Proposed sanitary sewer service connections will be required for the future improvements. Future medical office building and parking garage improvements will connect to the extended sewer main in 5th Street SE which is installed during the Phase 1 work. Side sewer

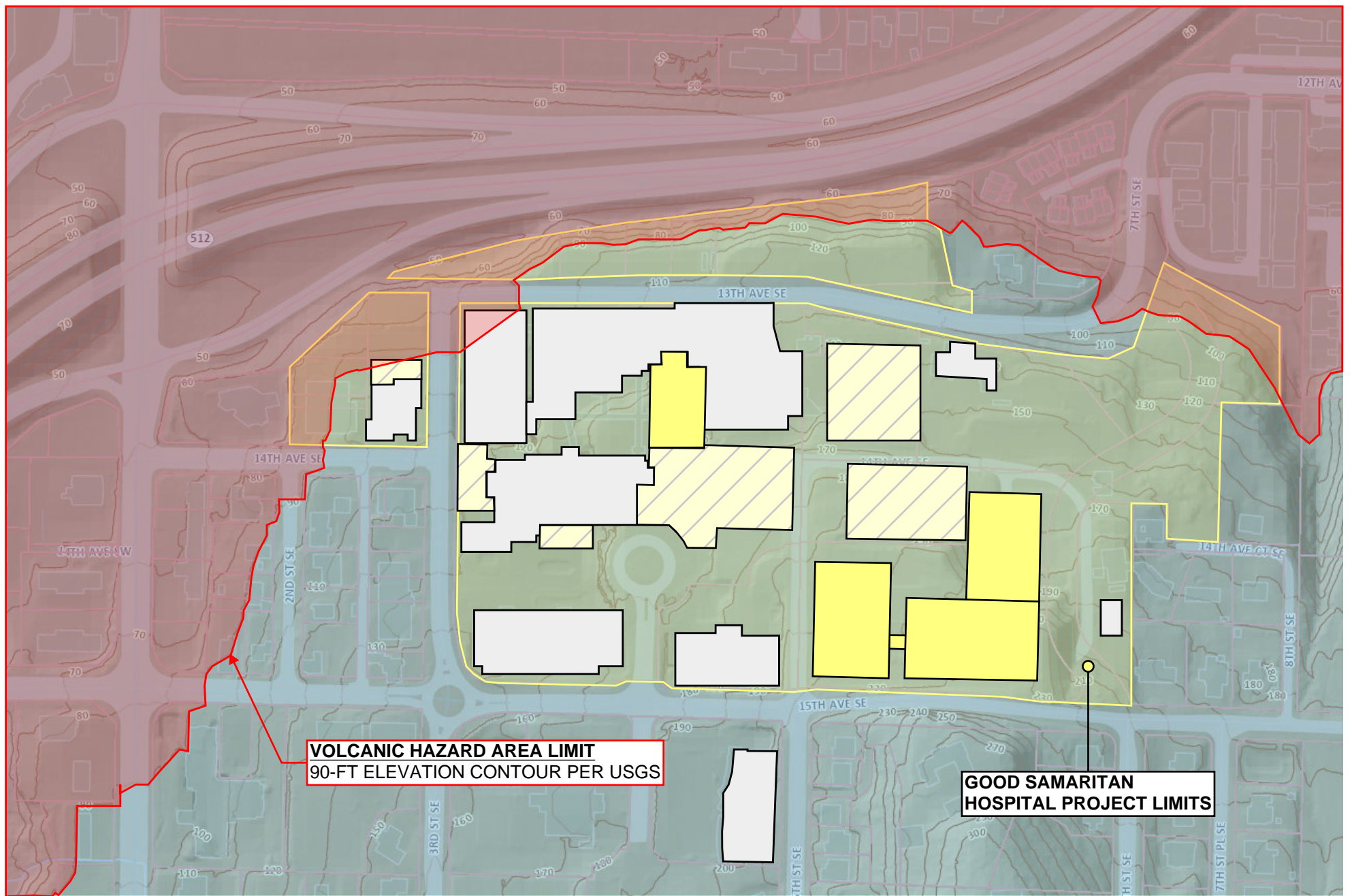
connections will make these connections to the main. An oil-water separator will be installed on the parking garage sewer connections to treat effluent water prior to discharge. Refer to *Figure III-K – Proposed Utility Map* for a conceptual sanitary sewer exhibit for future improvements.

**Stormwater Collection, Detention, Flood Control and Treatment.** Stormwater will be collected from medical office building and hospital expansion roof areas, hardscape areas, parking lots and garages, and landscape areas where required. Conveyance shall be made with solid catch basins, area drains, and manholes, and shall be piped to respective detention systems. Conveyance systems sizing shall be determined as required by the current edition of the SWMMWW and shall convey the required storm flow. Stormwater shall be managed, detained, and treated as denoted in the SWMMWW. All stormwater management facilities are prescribed by the drainage basin rather than by phase. Stormwater management facilities for Phases 2-4 improvements are constructed during Phase 1 and are described in *Section III, Phase 1 Stormwater Collection, Detention, Flood Control, and Treatment*.

Stormwater mains shall be extended to collect runoff from site parking and vehicle circulation areas, medical office buildings and parking garages, and landscape areas as described above and as shown in *Figure III-K – Proposed Utility Map*. Stormwater runoff from the MOB(s) and their respective parking garage(s) will connect to the proposed State Highway private detention system conceptually located in the Facilities Building parking lot (see *Figure III-L – Proposed Stormwater Facility Map*). As described in Section III, the system will discharge to City-owned storm sewer in 13th Ave SE, which outfalls to the State Highway storm system to the north, and ultimately discharges to the Puyallup River.

WSDOT instead of State  
[Mstr Plan; Pg 74 of 145]

**Volcanic Hazard Area Relating to Phase 2-4 Improvements.** As depicted in this Master Plan, the proposed improvements for Phases 2, 3, and 4 are located north of the existing MGSB “Meadow Pavilion” building along 13<sup>th</sup> Ave SE and are all located above the 90’ contour elevation for the lahar boundary. See *Figure III-J Volcanic Hazard Area – Phases 2-4 Development*



**VOLCANIC HAZARD AREA LIMIT**  
90-FT ELEVATION CONTOUR PER USGS

**GOOD SAMARITAN  
HOSPITAL PROJECT LIMITS**



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

VOLCANIC HAZARD AREA - PHASES 2-4 DEVELOPMENT

SOURCE: USGS

III-J



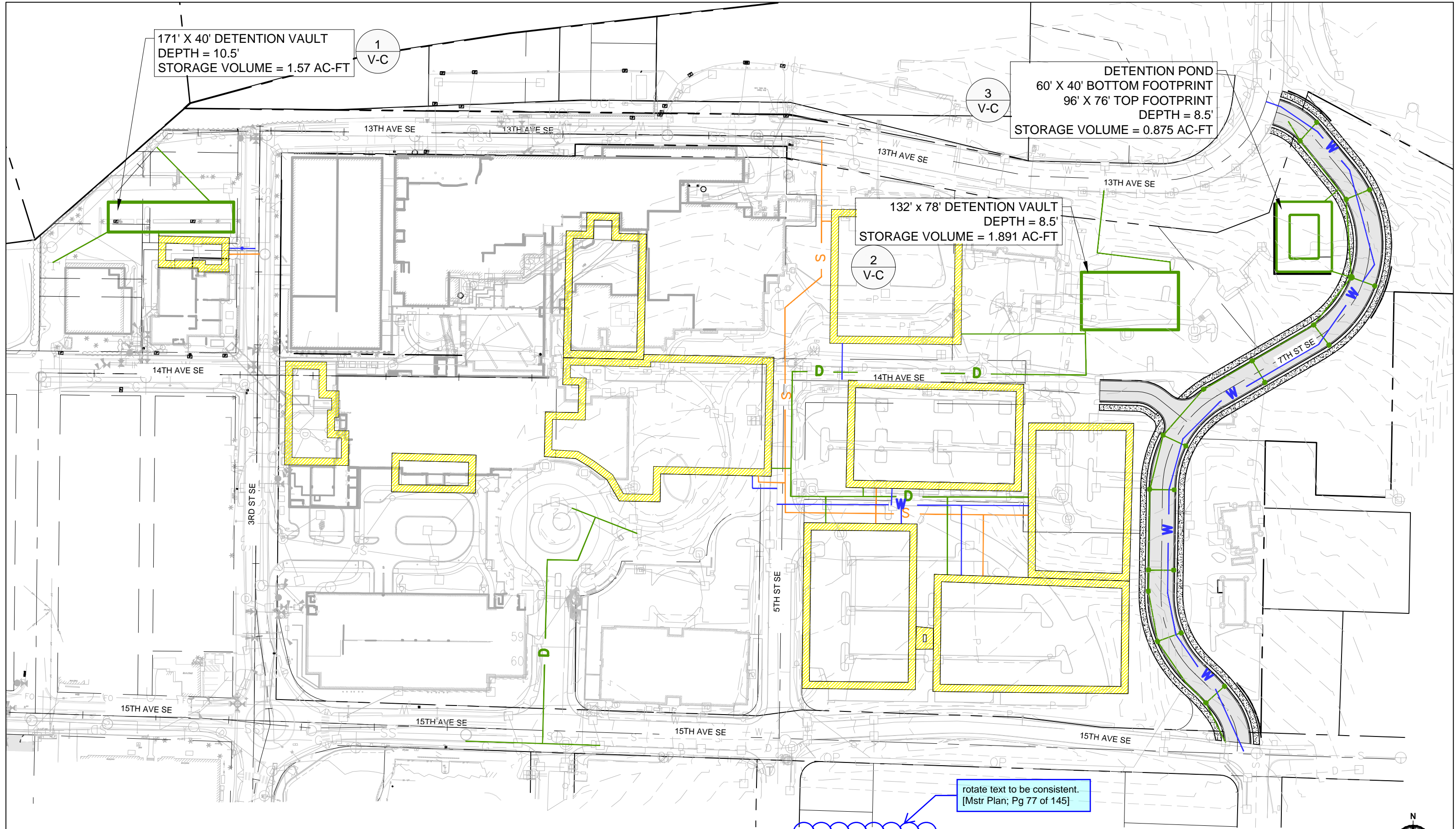
**Overall Drainage Patterns.**

**State Highway Basin.** The proposed MGSB owned detention vault located in the parking lot adjacent to the facilities building which manages stormwater for the PCT garage, the proposed Medical Office Building(s), and the Medical Office Building Garage, as well as the proposed publicly owned detention pond managing stormwater from the 7th St right-of-way expansion will discharge to City-owned storm sewer located in 7th Street SE, which outfalls to the Highway 512 storm system to the north. See *Figure III-L– Proposed Stormwater Facility Map*.

**Clarks Creek Basin.** The proposed MGSB owned detention vault located in the parking lot north of the CUP expansion which manages stormwater for the PCT tower, CUP expansion, ED expansion, 3rd Street Expansion, and Future Tower Expansion will discharge to a city-owned storm sewer located in 13th Avenue SE, which routes towards S. Meridian and ultimately Clarks Creek. See *Figure III-L– Proposed Stormwater Facility Map*.

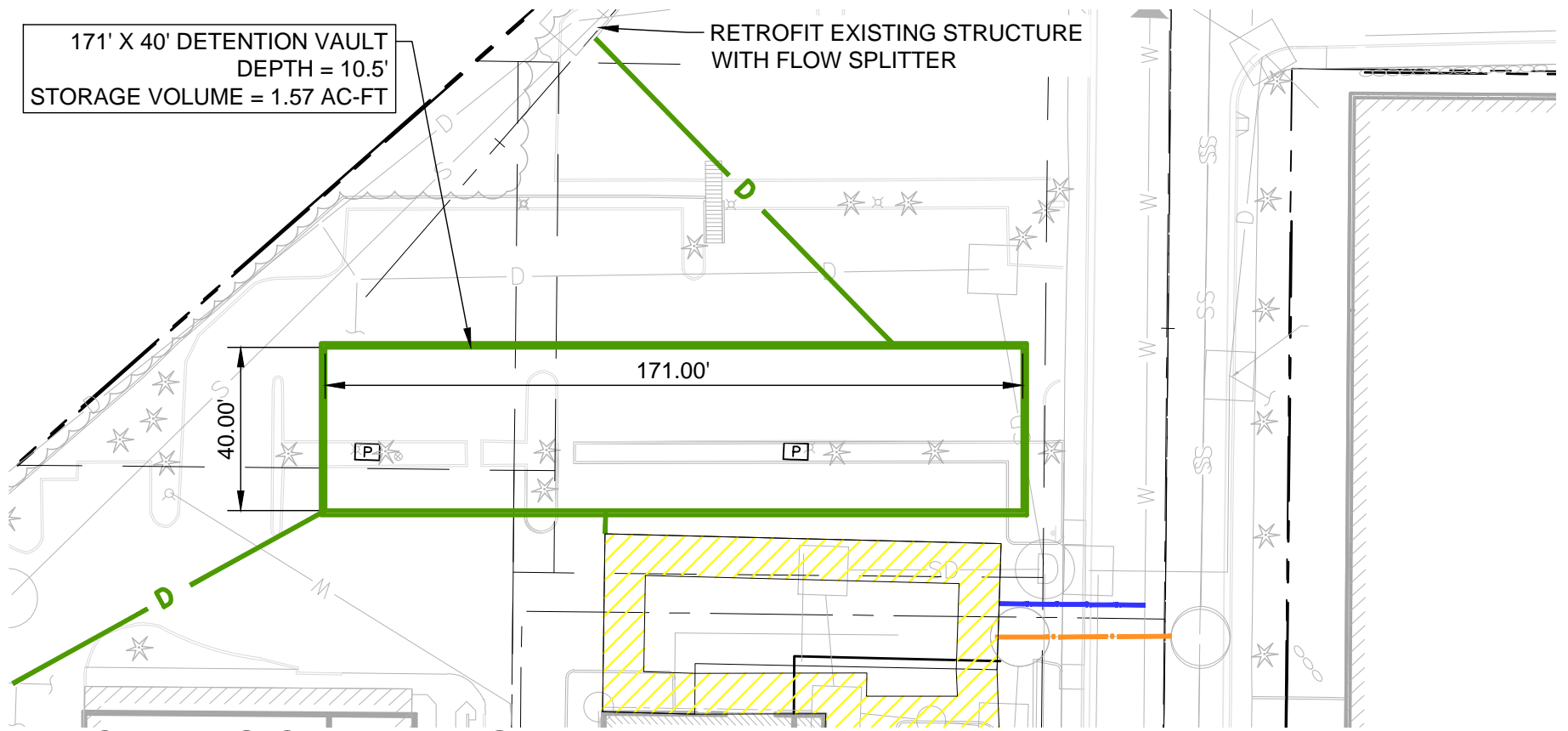
**TABLE III-J: SUMMARY OF LOT COVERAGE**

| Summary of Lot Coverage         |                          |                         |   |                     |                                   |                     |                                 |                     |                          |
|---------------------------------|--------------------------|-------------------------|---|---------------------|-----------------------------------|---------------------|---------------------------------|---------------------|--------------------------|
| Phase                           | Building<br>(Impervious) |                         | Parking and<br>Landscape<br>Hardscape<br>(Impervious) |                     | Total Impervious<br>Land Coverage |                     | Total Pervious<br>Land Coverage |                     | Total<br>Area<br>(Acres) |
|                                 | Area<br>(Acres)          | Percent<br>Coverag<br>e | Area<br>(Acres<br>)                                   | Percent<br>Coverage | Area<br>(Acres)                   | Percent<br>Coverage | Area<br>(Acres)                 | Percent<br>Coverage |                          |
| Existing                        | 8.6                      | 25%                     | 13.5  | 39%                 | 22.1                              | 63%                 | 12.8                            | 37%                 | 34.9                     |
| Phase 1                         | 10.5                     | 30%                     | 12.26   | 35%                 | 22.76                             | 65%                 | 12.2                            | 35%                 | 34.9                     |
| Phase 2<br>(Full-<br>Build-Out) | 13.3                     | 38%                     | 10.1  | 29%                 | 23.4                              | 67%                 | 11.5                            | 33%                 | 34.9                     |



171' X 40' DETENTION VAULT  
DEPTH = 10.5'  
STORAGE VOLUME = 1.57 AC-FT

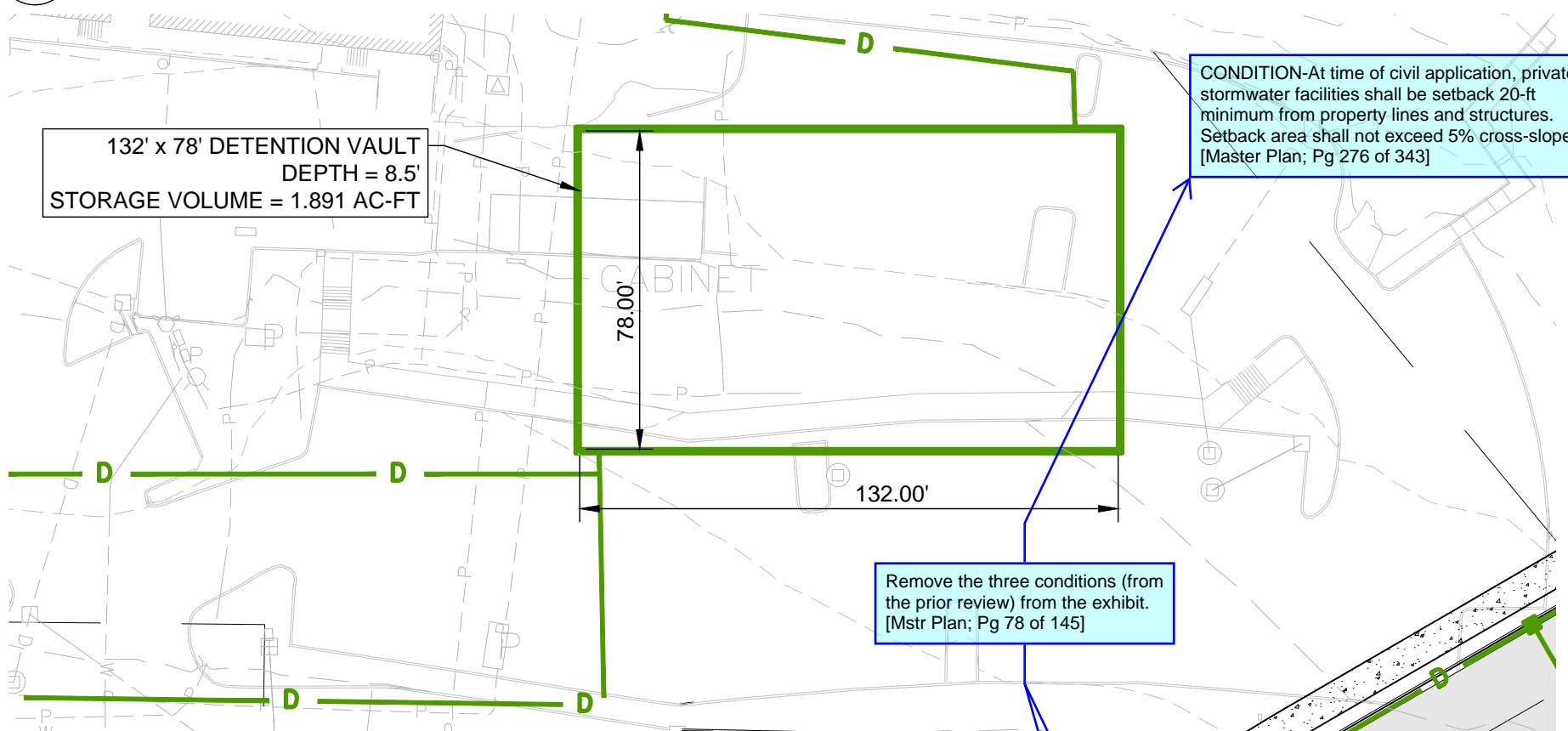
RETROFIT EXISTING STRUCTURE  
WITH FLOW SPLITTER



## 1 CLARKS CREEK BASIN - DETENTION VAULT

1" = 40'

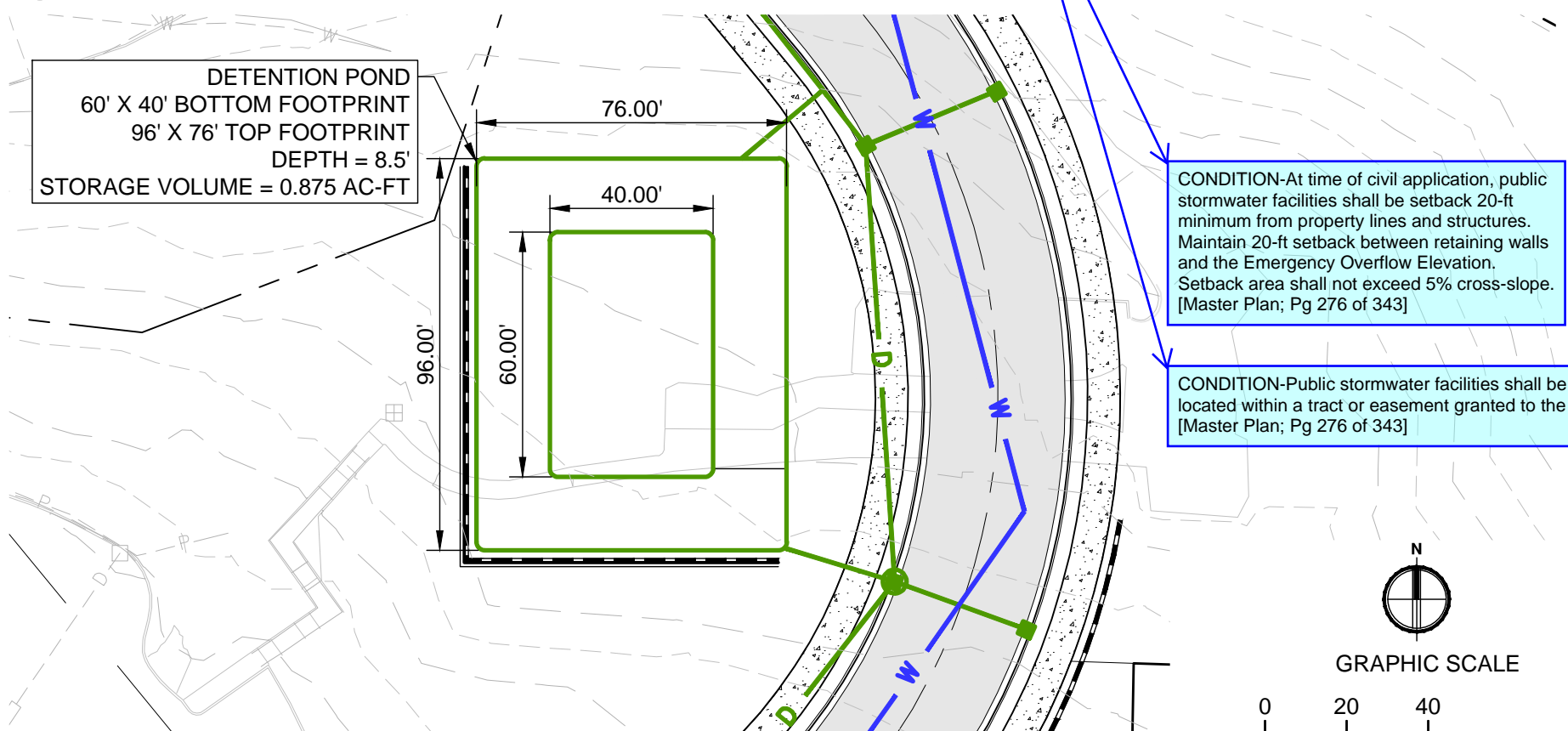
132' x 78' DETENTION VAULT  
DEPTH = 8.5'  
STORAGE VOLUME = 1.891 AC-FT



## 2 STATE HIGHWAY BASIN - DETENTION VAULT

1" = 40'

DETENTION POND  
60' X 40' BOTTOM FOOTPRINT  
96' X 76' TOP FOOTPRINT  
DEPTH = 8.5'  
STORAGE VOLUME = 0.875 AC-FT



## 3 7TH ST RIGHT-OF-WAY EXTENSION - DETENTION POND

1" = 40'



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

PROPOSED STORMWATER FACILITY MAP

III-L

### **Other Campus-wide Elements.**

**Landscaping.** As illustrated in *Figure III-M: Conceptual Landscape Diagram*, the Master Plan aims to maintain existing landscape, open space and public seating amenities to the extent possible. Detailed landscaping plans will be developed in conjunction with future project design, and will be submitted to the City for appropriate permitting and approvals to ensure compliance with the City’s landscaping requirements.

The campus landscaping plan shall continue to consist of several key elements:

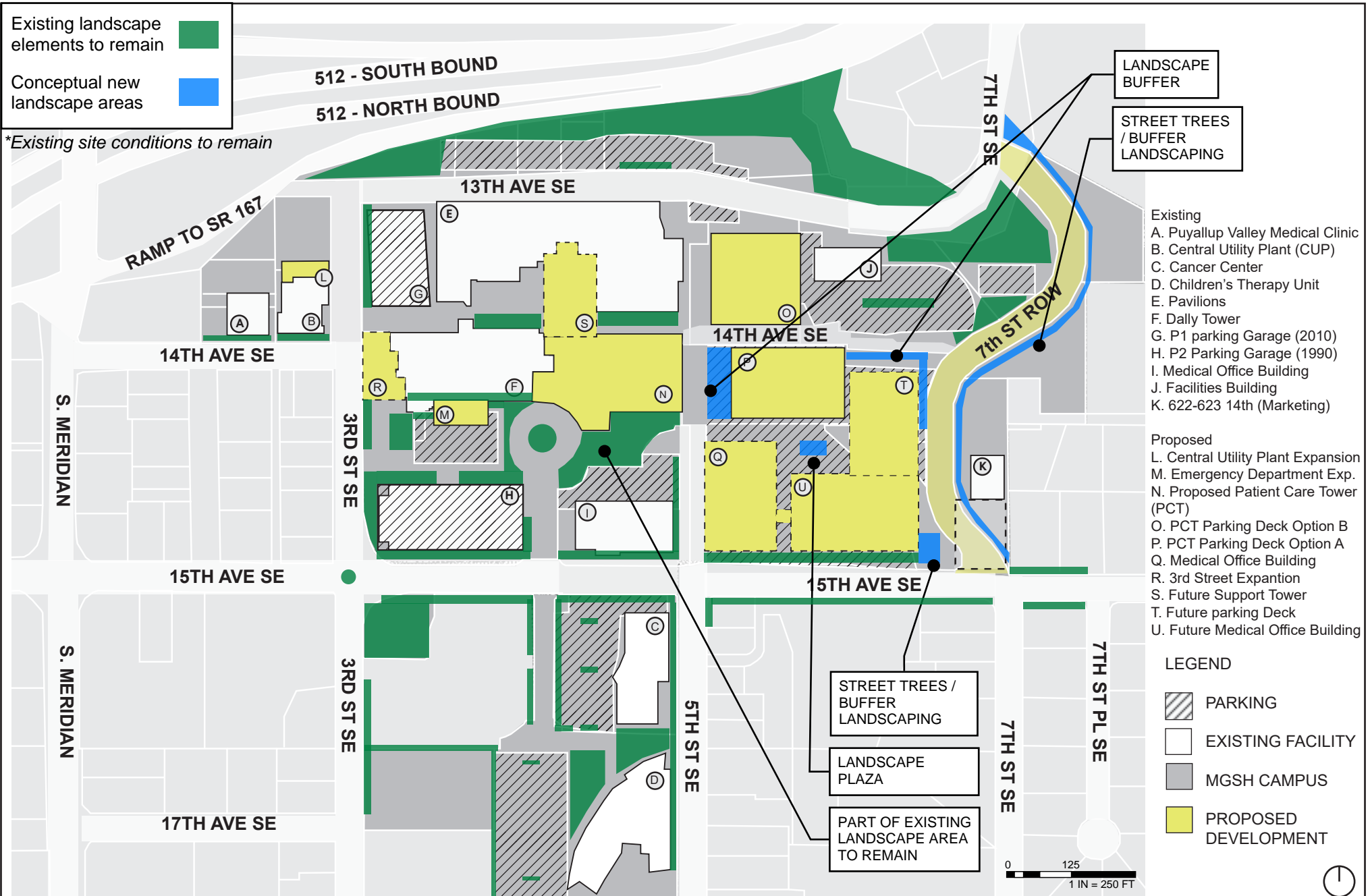
- **Natural Open Spaces.** Existing groves of trees on the margins of the campus will be retained during the development of the Master Plan as these provide natural buffers from Highway 512 and residences to the north and east, and contribute to air quality and natural stormwater management. Future buildings are not currently proposed in areas of significant vegetation. If realized, the extension of 7th Street may disturb existing vegetation.
- **Residential Buffers.** Vegetated buffers to be planted along edges of campus to help define the campus “edge” and provide visual screening for adjacent residential properties.
- **Campus Open Space.** Planned open space, containing a wide range of landscaping elements, employing both passive and active outdoor areas, will be utilized to establish sense of place, facilitate wayfinding, buffer the impact of buildings, provide for outdoor uses, improve air quality and aid with stormwater management.
- **Street Landscaping.** Consistent with existing campus landscaping design, street plantings will be included at appropriate locations to provide visual appeal, buffer adjacent uses, and define the edge of campus.

**Campus Signage Program.** The medical campus requires a hierarchy of signage types to serve a variety of purposes. MGSB has an established signage program throughout the campus and at strategic street locations. Current signage is of uniform language and appearance, directing to important points of access. New signage associated with projects identified in the Master Plan will be consistent with the style, usage and appearance of the established campus signage program. *Figure III-N: Conceptual Signage Diagram* illustrates general locations of primary campus signage at full build out of the Master Plan. Current campus identifiers, wayfinding and gateway signs will remain largely in their current state, as major campus entrances such as the main entrance and Emergency Department will remain at the same location. New signage will be primarily associated with the new development of the new PCT parking garage and medical office buildings. Detailed signage types and locations will be developed in conjunction with future project design, and will be submitted to the City for appropriate permitting and approvals.



- Existing landscape elements to remain ■
- Conceptual new landscape areas ■

\*Existing site conditions to remain



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Seattle, WA. 98101  
206.381.6000 tel

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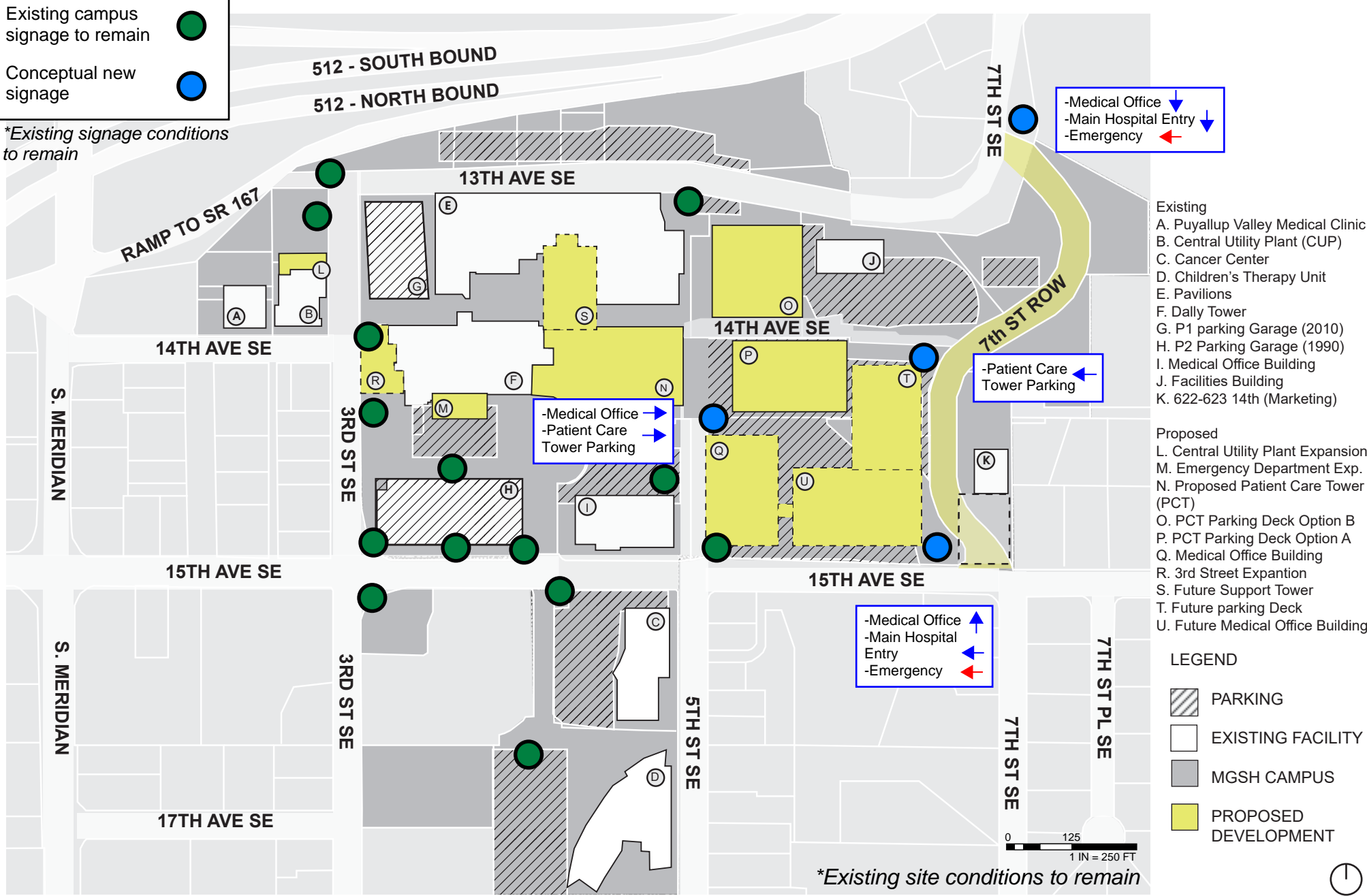
CONCEPTUAL LANDSCAPE DIAGRAM

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

**III- M**

- Existing campus signage to remain ●
- Conceptual new signage ●

\*Existing signage conditions to remain



**Perkins&Will**

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Seattle, WA. 98101  
206.381.6000 tel

MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

CONCEPTUAL SIGNAGE DIAGRAM

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

**III-N**

## IV. CODE JUSTIFICATION

---

**Introduction.** The purpose of this chapter is to demonstrate that the Master Plan for MultiCare Good Samaritan Hospital (MGSH) complies with all applicable regulations in the City of Puyallup Zoning Code (Title 20).

The Environmental Impact Statement (EIS) process has commenced, with the City of Puyallup serving as lead agency.

### **2022 Master Plan**

#### **20.88.020 Contents of a Master Plan**

##### **(1) A master plan must contain:**

**(a) A conceptual site plan depicting the approximate location and size of all known and potential future development.** The 2043 full build-out plan for MGSH is presented in Chapter III of this document including text, tables and figures contained on *pages 40-78*. A conceptual campus plan showing full build out is included as *Figure III-A*. At completion of this Master Plan, the campus will contain up to 2.2 million gross square feet (gsf), up from the current 1.24 million gsf today. This requirement is met.

**(b) A proposed phasing plan for development, describing which of the proposed improvements will be included within each phase.** The phasing plan for implementation of the Master Plan is presented in Chapter III of this document including text, tables and figures contained on *pages 45-53*. This requirement is met.

##### **(c) Proposed development standards**

**(i) Maximum building heights for various uses.** The maximum height of each proposed building is contained in the phased building descriptions on *pages 46-47 and 49-50*. Of the buildings in consideration as part of this Master Plan, the new patient care tower (PCT) will be the tallest and most prominent. However, it is proposed that this building will be similar in height to the existing Dally Tower, and will conform to the building height regulations in the MED Zone section of the Zoning Code (20.43) which was modified in 2007 in conjunction with the preceding Master Plan for the MGSH campus. This requirement is met.

**(ii) Minimum building setbacks.** The conceptual site plan on *page 44* illustrates the approximate footprints of all proposed buildings. In final construction drawings, the affected facades at the campus boundary will be set back at least the minimum distance specified in Section 20.43 of the Zoning Code. This will be confirmed at plan check and through the building permit process for the affected buildings. This requirement is met.

**(iii) Areas of landscaping buffers.** A conceptual landscaping diagram at full build out is provided in Figure III-L, which illustrates potential locations of landscaped buffers on the campus. A detailed landscaping plan and master plant/street tree list will be provided along

with the submission of permit drawings for the proposed Patient Care Tower (PCT), as the PCT is the most critical project in the Master Plan which will require significant modifications to current landscaping on the campus. This requirement is met.

(iv) **Estimated building square footage.** A summary of total maximum proposed square footage by building is presented in *Table III-A* on page 42. This requirement is met.

(v) **Overall maximum lot coverage.** The cumulative lot coverage at full build-out is summarized in *Table III-A* on page 68. This requirement is met.

(vi) **Open/green spaces, location and proposed activities.** A conceptual landscaping diagram at full build out is provided in *Figure III-M*, which illustrates potential locations of various landscape elements. The total pervious space on the campus at full buildout is summarized in *Table III-J*. This requirement is met.

(vii) **Vehicular and pedestrian access points and thoroughways.** Existing access points and thoroughways are defined in Section II, beginning on *page 33* and including *Figure II-Q*. A description of vehicular and pedestrian circulation at full build out is provided in Chapter III beginning on *page 68*. This requirement is met.

(viii) **Parking – number of stalls, type (surface or garage), location.** A description of parking solutions and phasing is included in the narrative on *pages 63-67*, including *Figure III-I*. This requirement is met.

(ix) **Lighting standards to limit impact to off-site areas.** MGS is committed to developing a detailed lighting plan that will minimize off-site impacts through careful selection of lighting fixtures, and sensitive placement, intensity and orientation. This topic will continue to be studied in conjunction with the ongoing EIS process. This requirement has been met.

(x) **An overall signage plan and design standards to be applied within the master plan area. Signs shall be of a consistent design and sized and located to minimize potentially adverse aesthetic and lighting impacts on adjacent areas.** As the primary access points to the hospital campus are not heavily impacted through buildout of this Master Plan, comprehensive signage program modifications are not likely. In many cases, existing signage will remain in its current state, but may be altered for content. Depending on final siting of the proposed medical office buildings and parking structures, and determination of the potential 7th Street extension, additional signage could be needed along 15th Ave. SE and would be designed in accordance with MultiCare signage standards and permitted accordingly. The existing signage on campus is of a consistent design and sizing convention in accordance with MultiCare signage standards, and all new signage will meet these same standards. The signage program is addressed in Section III of this document, and a conceptual plan is shown in *Figure III-N*. This requirement is met.



**(d) A transportation management program in which a performance standard is designated and features to attain this standard are established. Program features may include special site design features; annual promotion events; contracted parking enforcement; shuttle services for employees, etc.** Chapter III of this document addresses current and future transportation management program(s) at MGS. In addition, a full transportation analysis and transportation management plan will be developed as part of the EIS process. This requirement is met.

**(2) A master plan application must include necessary environmental analysis to allow for a determination of its potential environmental impacts and mitigation measures. (Ord. 2745 § 3, 2003).** As noted in Chapter II, there are no environmental resources on site which will be impacted by this Master Plan. Considerations related to the Mount Rainier lahar boundary are noted on page 22. As a condition of the Master Plan, MGS, with the City of Puyallup serving as lead agency, is undergoing the Environmental Impact Statement (EIS) process. This Master Plan will be updated in light of the EIS findings prior to final approval. The response to this requirement is ongoing.

#### **20.88.030 Approval Criteria**

##### **(1) The city council may approve or approve with modifications a master plan if:**

**(a) The proposed plan is consistent with the goals and policies of the comprehensive plan;** The applicable elements of the City of Puyallup Comprehensive Plan (CPCP) are identified below, with reference to applicable sections in this Master Plan. The Multicare Good Samaritan Hospital Master Plan aims to be aligned with the goals and policies of the CPCP and criteria put forth by the City of Puyallup. Professionals with an expertise on each topic in the Master Plan proposal oversaw each section to ensure quality and alignment with the goals and policies as they relate to building and site design, landscaping, location and orientation, circulation, and transportation. In addition, Section I outlines MultiCare Health System's Mission, Vision and Values which frame the organization's commitment to stewardship and community partnership.

**Natural Environment Element** – MultiCare Health System (MHS) has submitted a SEPA Checklist, by which a Determination of Significance (DS) has been issued for the Good Samaritan Master Plan. Reference *Appendix C* for the SEPA Checklist. With the City of Puyallup serving as lead agency, this Master Plan will undergo a full EIS process which will provide in depth study of all environmentally critical areas, air quality and climate impacts, and pollution criteria. Resolution on this topic is ongoing.

**Land Use Element** – As identified by LU-30 in the CPCP, this document complies with the City's goal to facilitate a Master Plan for MGS to guide long-term land uses. Input has been, and will continue to be, provided by members of the surrounding community through City and governmental initiatives associated with the Master Plan and EIS process. As outlined earlier in this document, MGS serves as an important economic and employment driver in the City and

east Pierce County, as well as the sole provider of full-service healthcare in the immediate community.

**Community Character Element** – As outlined in Chapter III of the Master Plan, new development on the MGSN campus will be approached thoughtfully, in order to provide improvements that are of similar aesthetics, form and scale to the existing campus, and appropriate for the surrounding community.

**Economic Development Element** – Continued growth of Good Samaritan Hospital has numerous economic benefits to the surrounding community, as described in Chapter III. In addition to direct job creation by being one of the City’s largest employers, medical centers such as MGSN also promote growth of ancillary medical services as well as other sectors. MGSN provides access to quality healthcare services, MGSN directly improves the wellbeing and quality of life for Puyallup and Pierce County residents, therefore helping to attract new residents and businesses.

**Transportation Element** – *Table III-D* outlines the Master Plan’s response to the City’s transportation goals and policies. In addition, Chapter III identifies current and future traffic implications, parking demand, and the hospital’s Commute Trip Reduction program. Concurrent with the EIS process, a traffic impact analysis (TIA) will provide further input into the necessary transportation mitigation efforts within the Master Plan.

(b) **The proposed development (including signage) is appropriate in design, character, and appearance with the existing or intended character and quality of development in the immediate vicinity and with the physical characteristics of the subject property.** As discussed in Chapter III, the Master Plan aims to promote thoughtful development that is appropriate and complimentary to the design, character, and appearance of current campus structures and those in the immediate vicinity to the campus. The architectural drawing sets will comply with City Code and development standards, and can be referenced as they become available.

(c) **The location, configuration, design and detailing of major structures and landscaping convey an image of its semi-public use and will serve as prominent landmarks in the city.**

The MultiCare Good Samaritan Master Plan provides a conceptual plan at full build out in *Figure III-A* and a more focused lens on-site circulation in *Figure II-Q*. All buildings will comply with site setback requirements and provide landscaping design that aligns with City and campus planning principles as outlined in section III. A conceptual landscape diagram is provided by *Figure III-M*. Exterior design and details will be developed to align with the current campus look and feel, establishing itself as a semi-public use and serving as a prominent landmark within the city and surrounding neighborhood.

(d) **The structures and site development, including landscaping, vehicular and pedestrian circulation, public plazas and sitting areas, functionally relate with the site and connect to adjacent areas.** Proposed design components related to overall site, circulation, and landscaping do functionally relate with the current site and provide clear connection to adjacent areas. Outlined in section II, the Master Plan will continue to support a safe and accessible

MGSH campus environment by facilitating travel by all modes including people who drive, use transit, bike, and walk or roll. Public sitting areas will remain an important aspect of campus design and will continue to exist at key locations such as near the main entrance, Emergency Department drop-off, outside the cafeteria, etc.

(e) **The primary vehicular and pedestrian entrances are located and designed to delineate the complex as a major institution.** The hospital tower expansion will utilize the current vehicular entrance and maintain all signage with the exception of necessary modifications to direct visitors to new parking locations. Any new primary entrances will be located and designed to delineate the complex as a major institution. The future phase Medical Office Buildings may have their own new institutional signage to clearly provide wayfinding to dedicated entrances and drop-off zones. Additional entrance details can be found in section III – Architectural Design, *page 44*. All entrance signage and wayfinding will be designed with the MultiCare Hospital standards for consistency across the entire campus. A conceptual signage diagram is included in *Figure III-N*.

(f) **The plan provides for adequate parking and circulation as to not adversely impact adjacent areas.** The hospital's transportation consultant has reviewed, analyzed, and designed the proposed Master Plan to meet the campus demand and city requirement for parking as well as a campus circulation design that does not adversely impact adjacent areas. Section III outlines the parking demand by phase and the designed quantity for each of the two proposed parking garages, so they meet demand. Circulation patterns in and around the campus will remain largely unchanged, with the main hospital entrance remaining at the same location, and outpatient buildings and parking remaining in the same quadrant of campus. If it is determined that the 7th Street connection is needed, it will not adversely impact adjacent properties and functions.

#### **20.88.040 Time limits**

(1) **An approved master plan shall remain in effect for a period of not less than 10 years, subject to the following conditions.** The 2022 MGSH Master Plan is anticipated to receive full approval in calendar year 2024, following the full EIS and City Council review and approval process. Therefore, it is proposed that the Master Plan have a 20-year term ending in 2043, in compliance with this requirement.

(a) **Submittal of biennial status reports to the city during the term of the master plan no later than December 31st of each biennial period.** Per this requirement, MGSH will prepare a biennial report that contains information on implementation of the plan, including but not limited to the construction of new facilities, parking and related site improvements; updates on total space occupied, updated lot coverage calculations, compliance to conditions of approval, if any, and related information.

(b) **Submittal of interim reports to the city regarding any proposed changes or revisions to the master plan implementation schedule no later than December 31st of each biennial**

**period.** MGSB will report any changes or modifications to the approved plan in accordance with this requirement.

(c) **Issuance of construction permits for at least one-half of the new construction projects identified in each phase of the master plan implementation schedule no later than the projected completion date for the particular phase.** As part of the biennial reporting, MGSB will report its progress in meeting this requirement.

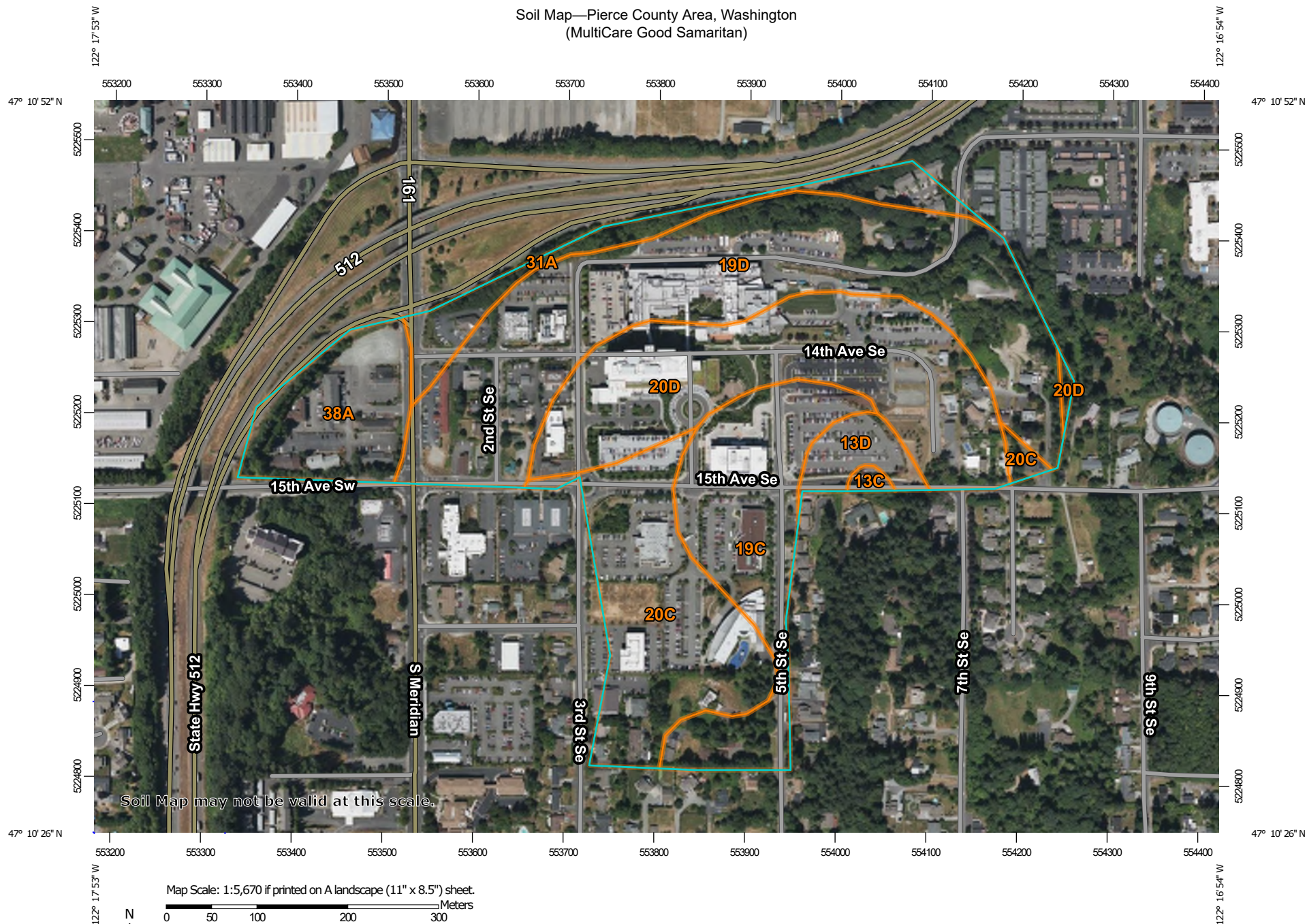
(2) **An approved master plan shall remain in effect subject to compliance with the periodic reporting requirements set forth above; provided, that major unanticipated changes have not occurred in the vicinity nor have development regulations significantly changed. (Ord. 2745 § 3, 2003).** MGSB recognizes that its development is vested for the term of the Master Plan providing it develops the campus in compliance with the approved concept plan within the timeframe required in (c) above. If MGSB must amend the Master Plan prior to the end of the specified term, it recognizes that it will be obligated to comply with all regulations in place at the time the request for amendment is filed.

**MED Zone Development (PMC 20.43).** No modifications to the current zoning requirements are being sought at this time through the MGSB Master Plan.



**Appendix A**  
NCRS Soil Map

# Soil Map—Pierce County Area, Washington (MultiCare Good Samaritan)



## MAP LEGEND

### Area of Interest (AOI)

Area of Interest (AOI)

### Soils



Soil Map Unit Polygons



Soil Map Unit Lines



Soil Map Unit Points

### Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

### Water Features



Streams and Canals

### Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

### Background



Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Pierce County Area, Washington

Survey Area Data: Version 17, Aug 31, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 18, 2020—Aug 2, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

| Map Unit Symbol                    | Map Unit Name   | Acres in AOI | Percent of AOI |
|------------------------------------|---|--------------|----------------|
| 13C                                | Everett very gravelly sandy loam, 8 to 15 percent slopes  | 0.3          | 0.4%           |
| 13D                                | Everett very gravelly sandy loam, 15 to 30 percent slopes | 1.9          | 2.6%           |
| 19C                                | Kapowsin gravelly ashy loam, 6 to 15 percent slopes       | 10.4         | 14.1%          |
| 19D                                | Kapowsin gravelly ashy loam, 15 to 30 percent slopes      | 23.7         | 32.2%          |
| 20C                                | Kitsap silt loam, 8 to 15 percent slopes                  | 11.5         | 15.6%          |
| 20D                                | Kitsap silt loam, 15 to 30 percent slopes                 | 15.6         | 21.2%          |
| 31A                                | Puyallup fine sandy loam                                  | 4.1          | 5.6%           |
| 38A                                | Shalcar muck  | 6.1          | 8.2%           |
| <b>Totals for Area of Interest</b> |   | <b>73.7</b>  | <b>100.0%</b>  |



**Appendix B**

Stormwater Feasibility Evaluation  
conducted by Cobalt Geosciences



P.O. Box 82243  
Kenmore, Washington 98028  
(206) 331-1097

February 6, 2018  
Revised and Updated May 24, 2018

John Klopsch | Director, Project Management  
CBRE | Healthcare  
1225 17<sup>th</sup> Street, Suite 3200  
Denver, CO 80202

**RE: Stormwater Feasibility Evaluation**  
Proposed Parking Lots  
Good Samaritan Hospital  
Puyallup, Washington

Dear Mr. Klopsch,

In accordance with your authorization, Cobalt Geosciences, LLC has prepared this letter to discuss the results of our stormwater feasibility evaluation at the referenced site. In preparation of this letter, we reviewed our previous preliminary investigation dated December 30, 2015.

### **Site and Project Description**

The site is located near the intersection of 5<sup>th</sup> Street SE and 14<sup>th</sup> Avenue SE in Puyallup, Washington (Figure 1). The area of the proposed pervious parking lot development includes the areas north and south of 14<sup>th</sup> Avenue SE as shown (approximately) on the site plan (Figure 1).

The north portion of the site is developed with a multi-story building, associated roadways and parking areas, and local rockery walls. This area is known as the North Parking Lot. The south portion of the site is developed with several buildings, a stormwater basin, and local paved parking areas. This area is known as the Central Parking Lot area.

The site slopes downward toward the north at variable magnitudes ranging from 10 to 80 percent. There is a steep slope along the north site margin extending down toward 13<sup>th</sup> Avenue SE. This slope is up to 20 feet in height and ranges from 50 to 100 percent in magnitude. Site vegetation includes grasses, sparse deciduous and evergreen trees, and local areas of brush and vines.

The overall site is bordered to the north by 13<sup>th</sup> Avenue SE, to the south by a paved parking lot, to the east by the Child Development Center, and to the west by 5<sup>th</sup> Street SE and Good Samaritan Hospital.

The proposed development includes demolition of existing buildings, parking lots, and other surface features, followed by construction of new parking lots with localized pervious pavement surfacing in select parking stalls. Based on the updated plans, we anticipate cuts on the order of 1 to 6 feet will be required in the south portion of the site to create grades suitable for vehicle traffic and parking.

We have reviewed site plans dated November 9, 2015 and April 6, 2016 (Clark Kjos and Novadyne) that show the general locations of the proposed pervious and impervious parking lots. The site plan indicates that the south pervious parking lot will have 125 spaces and the north pervious parking lot will have 67 parking spaces.

## **Area Geology**

The Geologic Map of the South Half of the Tacoma Quadrangle, indicates that the site is underlain by Vashon Glacial Drift.

Drift includes variable mixtures of silt, sand, gravel, and cobbles and is typically medium dense to very dense. Drift can resemble glacial till, undifferentiated outwash, and ice-contact deposits. In this area, drift includes large amounts of gravel and cobbles with variable amounts of silt and sand underlain by fine grained soils.

## **Subsurface Conditions**

The geotechnical field investigation program was completed on January 27 and 28, 2018 and included excavating five test pits where accessible within the site. A previous investigation that included four drilled borings was performed in December 2015. Logs from this report are attached at the end of this report for reference.

The soils encountered were logged in the field and are described in accordance with the Unified Soil Classification System (USCS).

A Cobalt Geosciences field representative conducted the explorations, collected disturbed soil samples, classified the encountered soils, kept a detailed log of each test pit, and observed and recorded pertinent site features.

### **TP-1**

Test Pit TP-1 encountered approximately 1.5 feet of loose to medium dense, silty-fine to medium grained sand with gravel (Fill). This layer was underlain by medium dense to dense, silty-gravel with sand (Drift), which continued to the termination depth of the test pit.

### **TP-2**

Test Pit TP-2 encountered approximately 6 inches of vegetation and topsoil underlain by approximately 2 feet of loose, silty-fine to medium grained sand (Fill). This layer was underlain by loose to medium dense, silty-fine to medium grained sand (Drift), which continued to the termination depth of the test pit.

### **TP-3**

Test Pit TP-3 encountered approximately 6 inches of vegetation and topsoil underlain by approximately 4 feet of loose to medium dense, silty-fine to medium grained sand (Weathered Drift). This layer was underlain by medium dense to dense, silty-fine to medium grained sand with gravel (Drift), which continued to the termination depth of the test pit.

#### **TP-4**

Test Pit TP-4 encountered approximately 6 inches of vegetation and topsoil underlain by approximately 3 feet of loose, silty-fine to medium grained sand (Weathered Drift or Fill). This layer was underlain by medium dense, silty-fine to medium grained sand with gravel (Drift), which continued to the termination depth of the test pit.

#### **TP-5**

Test Pit TP-5 encountered approximately 12 inches of vegetation and topsoil underlain by loose to dense, silty-fine to medium grained sand with areas of gravel (Drift), which continued to the termination depth of the test pit.

### **Conclusions & Recommendations**

The site is underlain by loose to dense mixtures of silt and sand with lesser amounts of clay and gravel. There are likely areas of fill adjacent to buildings and locally within existing parking lot areas and roadways. Since a majority of the site areas are developed, it is difficult to determine the extent, condition, and depth of any fill soils. Groundwater was not encountered in any of our January 2018 explorations or in our previously drilled borings in December 2015.

Limited infiltration, utilizing permeable pavements for flow control, is feasible within the upper weathered glacial drift provided there is an adequate overflow system for significant runoff events and to reduce lateral migrating interflow. We anticipate that infiltration rates at parking lot subgrade elevations will vary with location and depth due to variation in soil composition and density.

The Education Building in the northwest portion of the site has a basement level that we would anticipate being backfilled during parking lot construction. There is a steep slope located north of this building. We do not recommend utilizing pervious pavements over the basement of this building since runoff will likely become ponded within backfill and could result in slope instability of the adjacent steep slope. This area is designated as the North Parking Lot area.

Permeable pavements are suitable for the Central Parking Lot which is located upslope and to the south of this building. The area of the Central Parking Lot is currently developed with eight small buildings and one residential structure. Following mass grading, native soils will likely be exposed in the Central Parking Lot, which will allow for the use of permeable pavements.

#### **Infiltration Rates**

We conducted small-scale pilot infiltration tests (PIT) at three locations at or near likely parking lot subgrade elevations. Once the rate of infiltration became stable during a pre-soaking period, a falling head test was performed at each location. Each area was then excavated to a depth of 3 to 5 feet below the likely parking lot subgrade elevations to verify that groundwater was not present.



The infiltration rates at the tested locations are as follows:

| Test Pit Number | Elevation<br>(Feet Below Grade) | USDA Soil Classification | Factored Infiltration Rate |
|-----------------|---------------------------------|--------------------------|----------------------------|
| TP-1            | 1.5                             | Sandy Loam               | 0.21 in/hr                 |
| TP-4            | 3                               | Loam                     | 0.15 in/hr                 |
| TP-5            | 5.5                             | Loam                     | 0.12 in/hr                 |

The soils that underlie the proposed parking lot areas are somewhat variable in both density and composition. We did not observe groundwater in any of the explorations. The Shannon and Wilson report from the site to the west and south indicates that groundwater is locally present at elevations ranging from 148 to 190 feet in elevation. Their data suggests locally perched areas of groundwater within slightly coarser grained sediments since not all of their borings encountered groundwater and the groundwater depths were somewhat variable.

### Permeable Pavements

Typically, pervious pavements are supported by a leveling course and storage reservoir course placed on prepared native soils. These courses typically consist of open graded angular rock, 5/8 to 2 inches in diameter, with a total thickness ranging from 6 to 18 inches.

We recommend removal of loose topsoil prior to placement of the clean crushed rock. The exposed subgrades should NOT be re-compacted to 95 percent of the modified proctor as is typical for roadway and parking lot subgrade preparation.

We should be on site to verify 'firm and unyielding' soil conditions are present prior to rock placement. For this site, this generally equates to a relative soil compaction of 90 to 92 percent of the standard proctor. Local scarification may be necessary to loosen surface materials at the subgrade elevations.

An underdrain system within the rock should be incorporated to remove excess runoff and to cutoff lateral interflow along the perimeter of the parking lot. Note that we did not encounter groundwater in any of our explorations and did not observe evidence of active interflow from off-site areas.

Additional information regarding permeable pavement design, construction, and maintenance can be found in the Pierce County Stormwater and Site Development Manual (2015).

### Basement Backfill Recommendations

We have included backfill recommendations in case they are needed as part of this phase of construction. As discussed previously, we do not recommend the use of permeable pavements over the backfilled basement of the existing building located in the northwest portion of the site (North Parking Lot area).

This is primarily due to the relative close proximity of steep slope to the north. Permeable pavement may be used just south of the building (North Parking Lot) as long as the native soils are sloped slightly to the south to prevent rapid lateral migration of runoff into the basement area. A cutoff drain system may be necessary just south of the basement area and should be evaluated during construction by the geotechnical engineer.

The native soils consist of glacial drift which are relatively fine-grained and should be considered highly moisture sensitive. These materials are generally considered suitable for use as structural fill provided they are within 3 percent of the optimum moisture content, which will only be possible during the summer months (mid-June through September). Even during the summer months, some aeration and drying may be required to achieve suitable moisture levels for compaction.

Structural fill should be placed in maximum lift thicknesses of 12 inches and should be compacted to a minimum of 95 percent of the modified proctor maximum dry density, as determined by the ASTM D 1557 test method.

We should be provided with samples of proposed structural fill for use in basement backfilling to determine their suitability. To limit infiltration, it may be advisable to use native soils or imported soils with at least 30 percent fines (passing the No. 200 sieve).

### **Erosion and Sediment Control**

Erosion and sediment control (ESC) is used to reduce the transportation of eroded sediment to wetlands, streams, lakes, drainage systems, and adjacent properties. Erosion and sediment control measures should be implemented, and these measures should be in general accordance with local regulations. At a minimum, the following basic recommendations should be incorporated into the design of the erosion and sediment control features for the site:

- Schedule the soil, foundation, utility, and other work requiring excavation or the disturbance of the site soils, to take place during the dry season (generally May through September). However, provided precautions are taken using Best Management Practices (BMP's), grading activities can be completed during the wet season (generally October through April).
- All site work should be completed and stabilized as quickly as possible.
- Additional perimeter erosion and sediment control features may be required to reduce the possibility of sediment entering the surface water. This may include additional silt fences, silt fences with a higher Apparent Opening Size (AOS), construction of a berm, or other filtration systems.
- Any runoff generated by dewatering discharge should be treated through construction of a sediment trap if there is sufficient space. If space is limited other filtration methods will need to be incorporated.

### **Closure**

The information presented herein is based upon professional interpretation utilizing standard practices and a degree of conservatism deemed proper for this project. We emphasize that this report is valid for this project as outlined above and for the current site conditions and should not be used for any other site. Soil and groundwater conditions change over time; therefore, the conditions during construction and the life span of the development may differ from those during

our investigation or construction. Our field work occurred at small locations and may not fully represent the conditions throughout the development areas.

Sincerely,

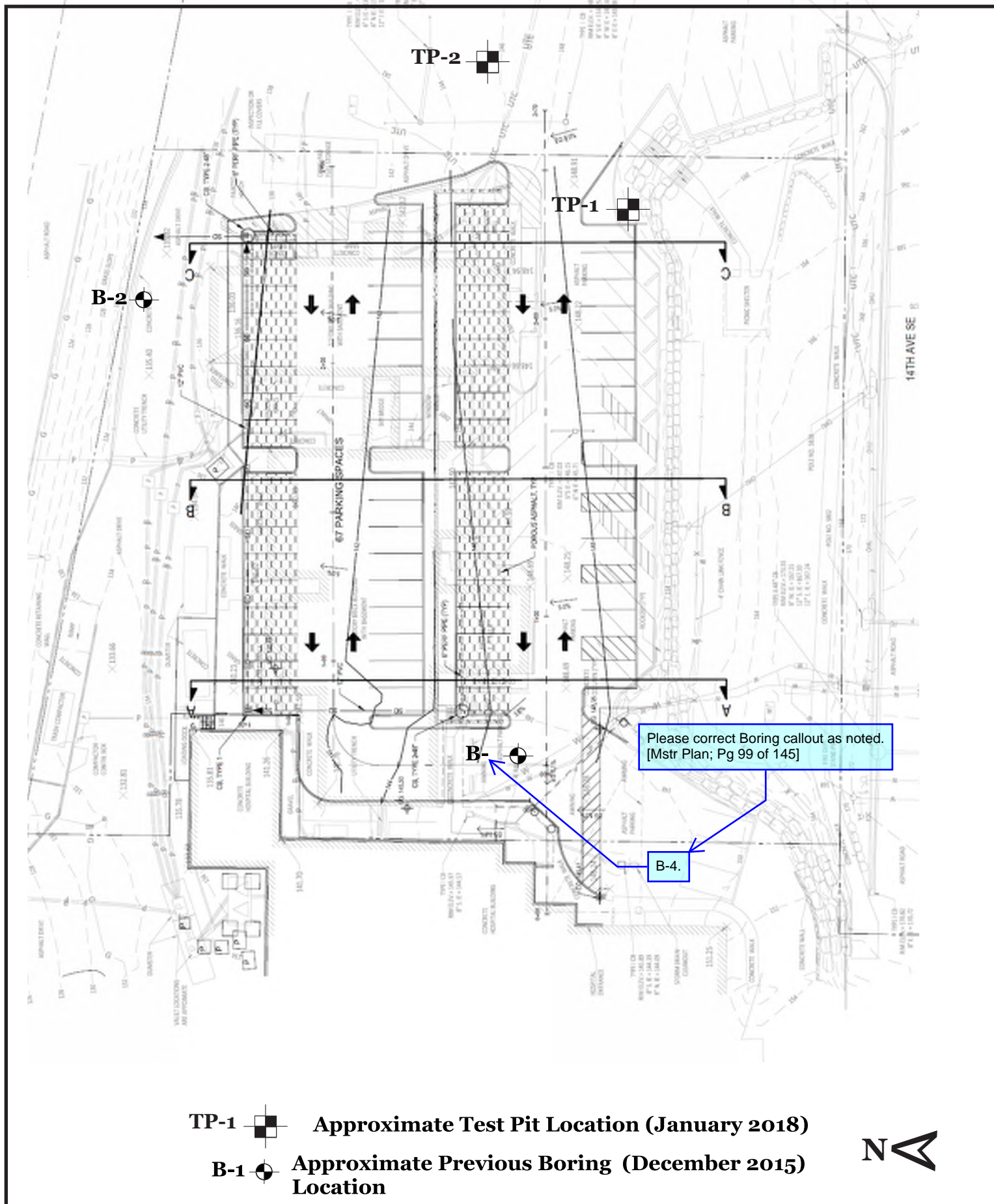
**Cobalt Geosciences, LLC**



Phil Haberman, PE, LG, LEG  
Principal

PH/sc

Attachments: Site Plans; Figure 1 and Figure 2  
Test Pit Logs  
Previous Boring Logs  
Laboratory Analyses



Good Samaritan Hospital  
Puyallup, Washington

Site Plan  
Figure 1



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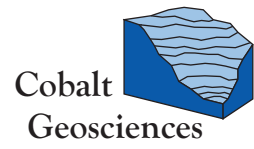
TP-1  **Approximate Test Pit Location (January 2018)**

B-1  **Approximate Previous Boring (December 2015) Location**



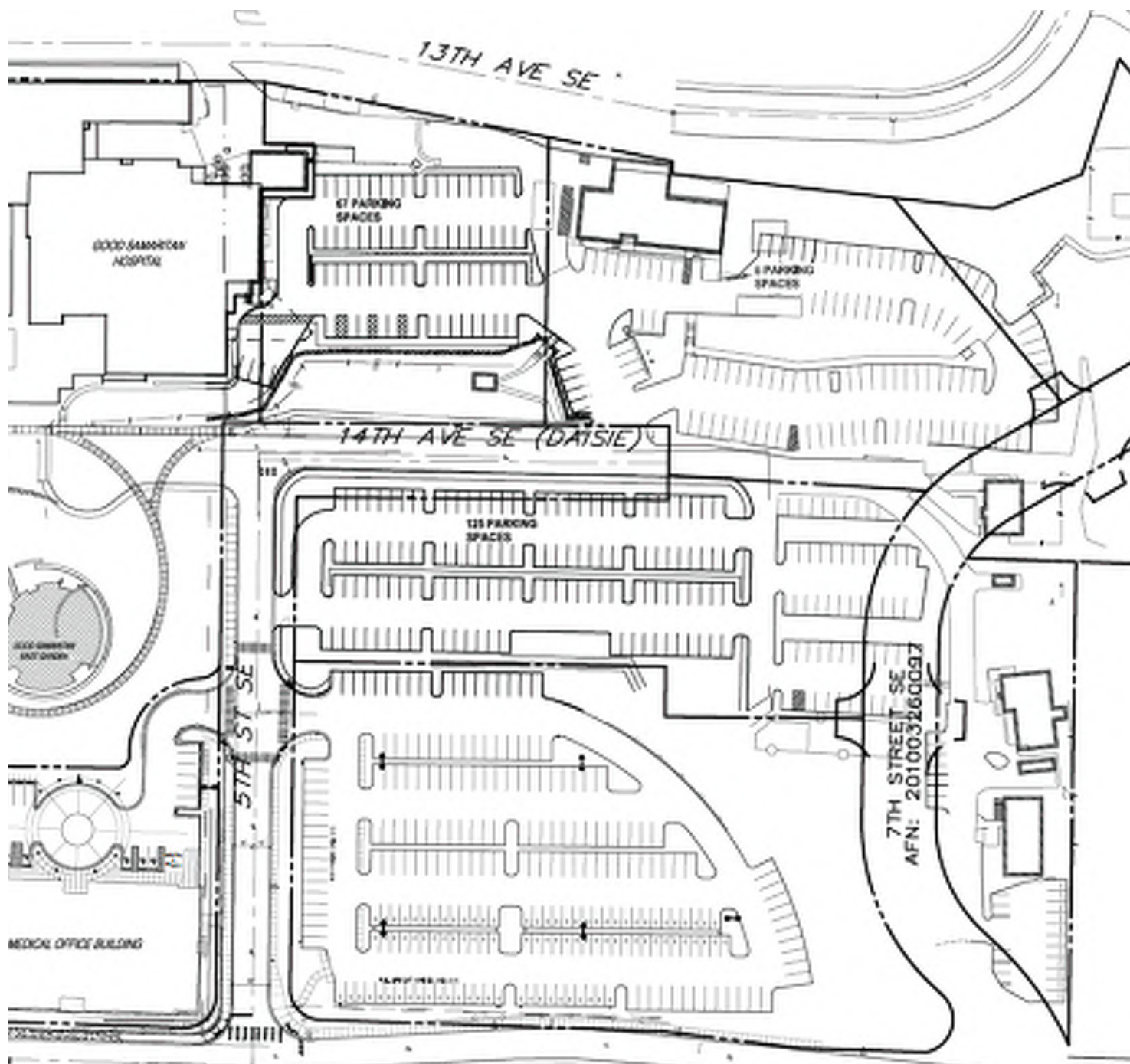
Good Samaritan Hospital  
Puyallup, Washington

Site Plan  
Figure 2



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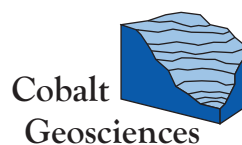


- TP-1  **Approximate Test Pit Location (January 2018)**
- B-1  **Approximate Previous Boring (December 2015) Location**



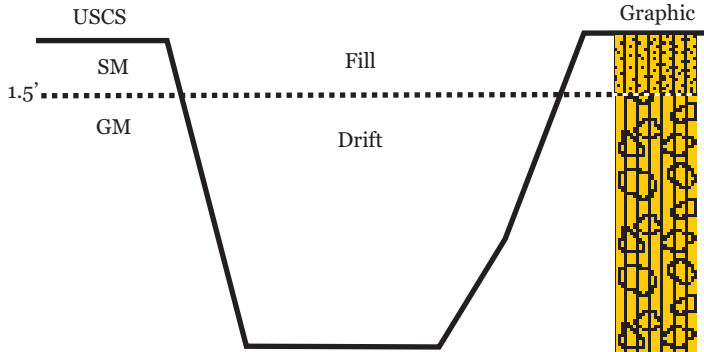
Good Samaritan Hospital  
Puyallup, Washington

Site Plan  
Figure 2



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### Test Pit TP-1

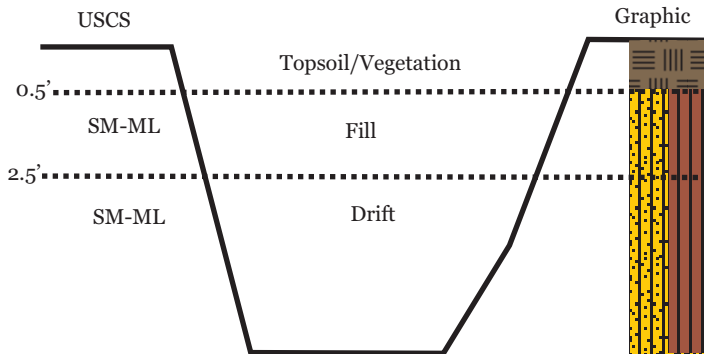


0-1.5' Silty Sand with Gravel (SM)  
Loose to medium dense, silty-fine to medium grained sand with gravel, yellowish brown to grayish brown, moist. (Fill)

1.5-5' Silty-Gravel with Sand (GM)  
Medium dense to dense, silty-gravel with sand yellowish brown to grayish brown, moist. (Drift)

End of Test Pit 5'  
No Groundwater  
No Caving

### Test Pit TP-2



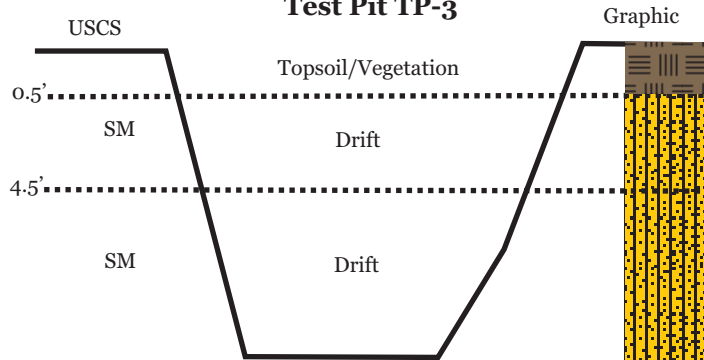
0-0.5' Vegetation/Topsoil

0.5-2.5' Silty Sand to Sandy Silt (SM-ML)  
Loose, silty-fine to medium grained sand yellowish brown to grayish brown, moist. (Fill)

2.5-5' Silty Sand to Sandy Silt (SM-ML)  
Loose to medium dense, silty-fine to medium grained sand trace gravel, yellowish brown to grayish brown, moist. (Drift)

End of Test Pit 5'  
No Groundwater  
No Caving

### Test Pit TP-3

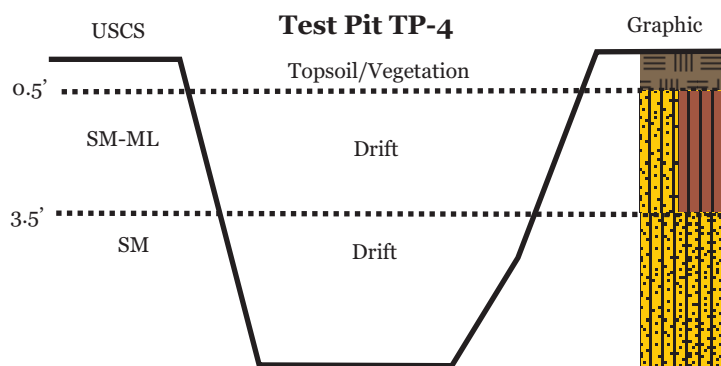


0-0.5' Vegetation/Topsoil

0.5-4.5' Silty Sand (SM)  
Loose to medium dense, silty-fine to medium grained sand trace gravel, yellowish brown to grayish brown, moist. (Drift)

4.5-5.5' Silty Sand with Gravel (SM)  
Medium dense to dense, silty-fine to medium grained sand with gravel, yellowish brown to grayish brown, moist. (Drift)

End of Test Pit 5.5'  
No Groundwater  
No Caving

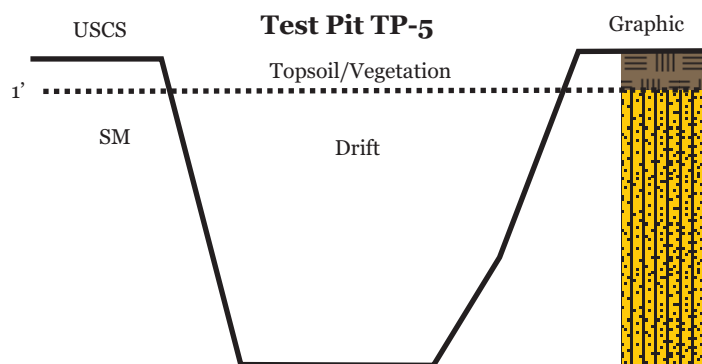


0-0.5' Vegetation/Topsoil

0.5-3.5' Silty Sand to Sandy Silt (SM-ML)  
Loose to medium dense, silty-fine to medium grained sand  
trace gravel, yellowish brown to grayish brown, moist. (Drift?)  
Locally mottled at 2'

3.5-5.5' Silty Sand with Gravel (SM)  
Medium dense, silty-fine to medium grained sand  
with gravel, grayish brown, moist. More gravel at 3.5' (Drift)

End of Test Pit 5.5'  
No Groundwater  
No Caving



0-1' Vegetation/Topsoil

1-10' Silty Sand (SM)  
Loose to dense, silty-fine to medium grained sand  
trace to some gravel, yellowish brown to grayish brown, moist. (Drift)  
Slightly mottled at 3'

End of Test Pit 10'  
No Groundwater  
No Caving

Good Samaritan Hospital  
Puyallup, Washington

## TEST PIT LOGS

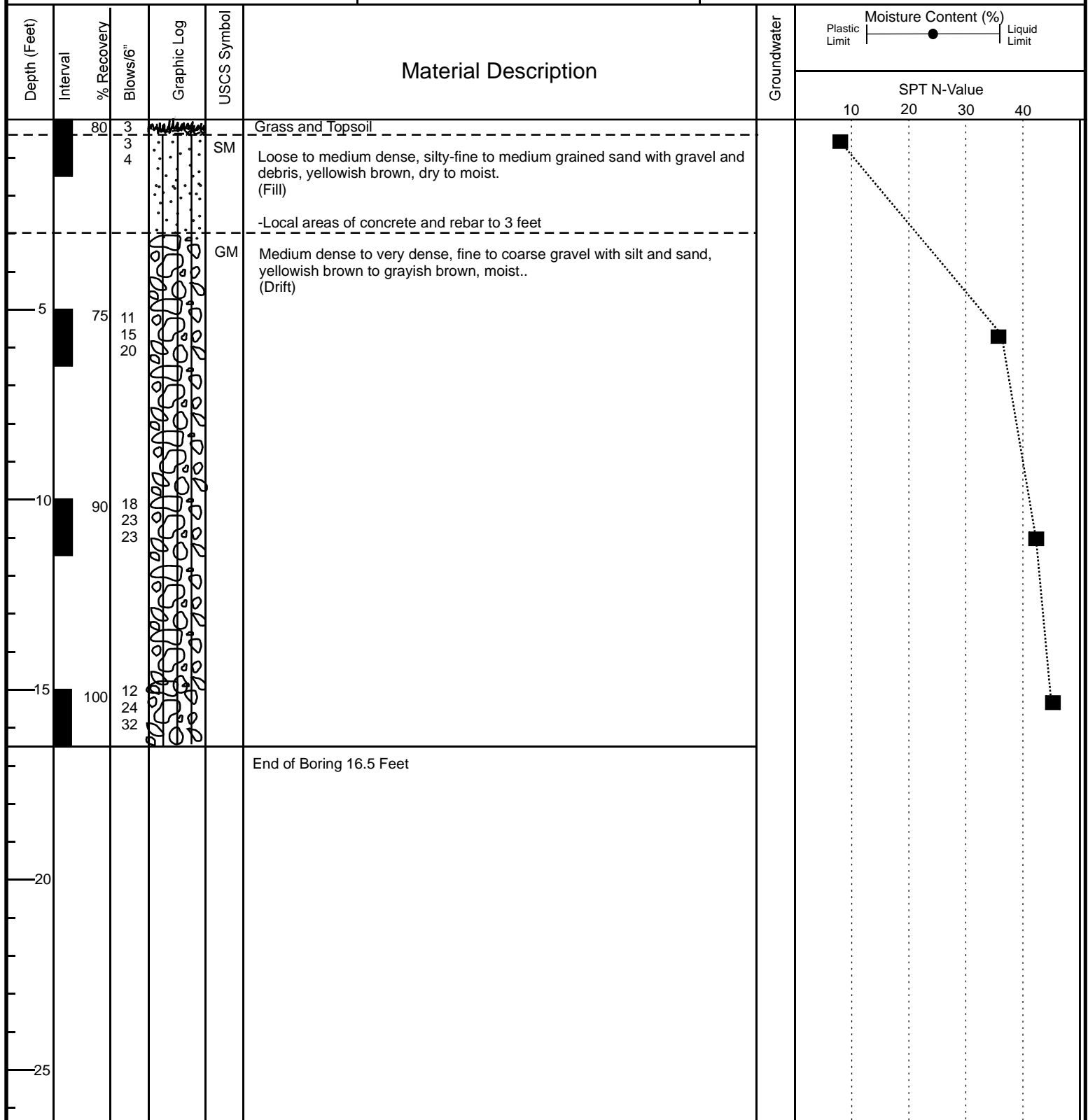
EXCAVATED  
JANUARY 2018



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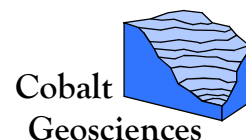
# Log of Boring B-1

|                           |                          |                                    |
|---------------------------|--------------------------|------------------------------------|
| Date: December 10, 2015   | Depth: 16.5'             | Initial Groundwater: None Observed |
| Contractor: EDI           | Elevation: N/A           | Sample Type: Split Spoon           |
| Method: Hollow Stem Auger | Logged By: Phil Haberman | Final Groundwater: N/A             |



Proposed Pervious Pavement  
Parking Lots  
Puyallup, Washington

**Boring B-1**



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# Log of Boring B-2

Date: December 10, 2015

Depth: 16.5'

Initial Groundwater: None Observed

Contractor: EDI

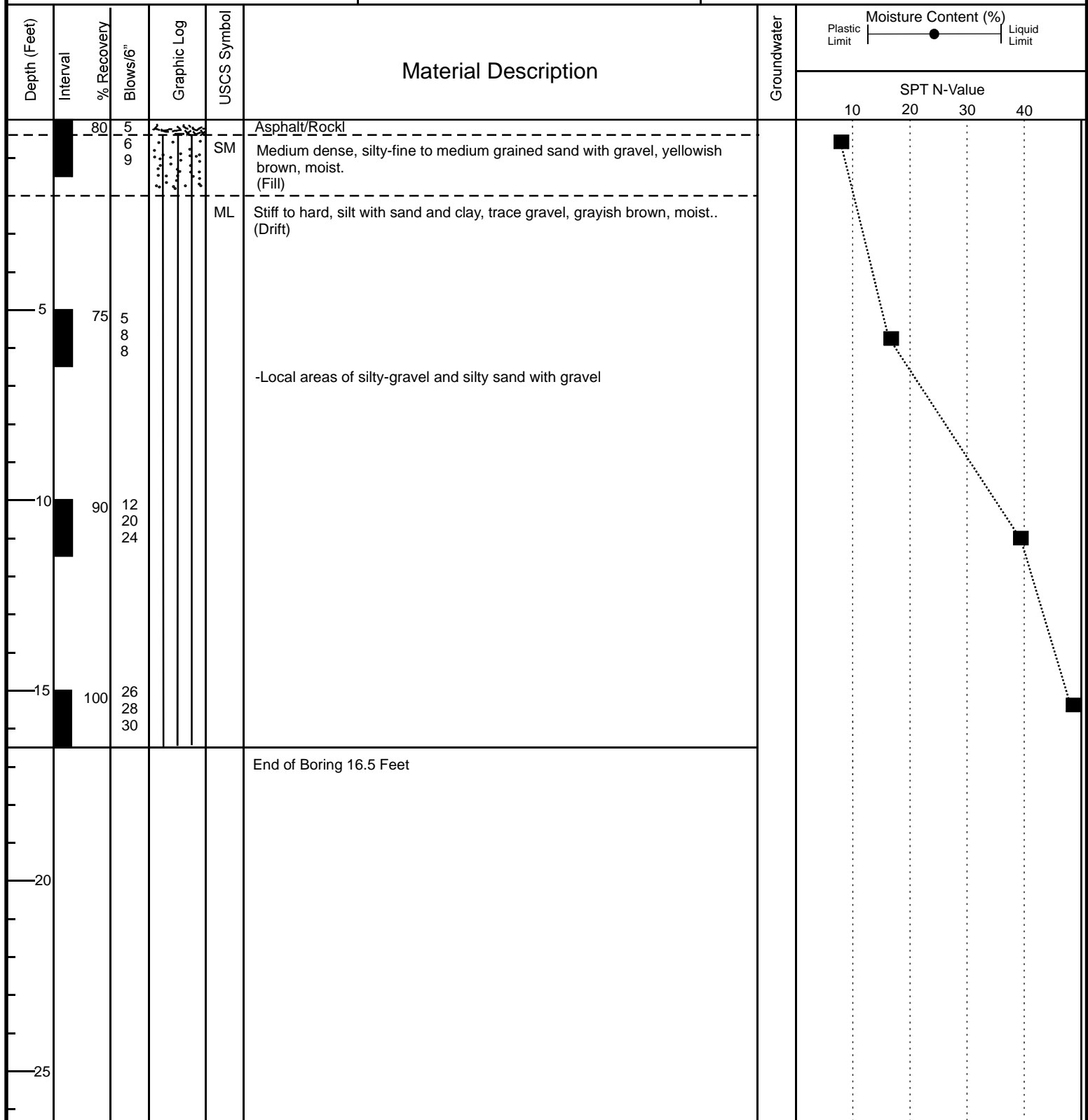
Elevation: N/A

Sample Type: Split Spoon

Method: Hollow Stem Auger

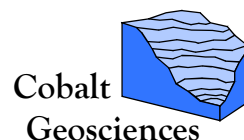
Logged By: Phil Haberman

Final Groundwater: N/A



Proposed Pervious Pavement  
Parking Lots  
Puyallup, Washington

**Boring B-2**



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# Log of Boring B-3

Date: December 10, 2015

Depth: 16.5'

Initial Groundwater: None Observed

Contractor: EDI

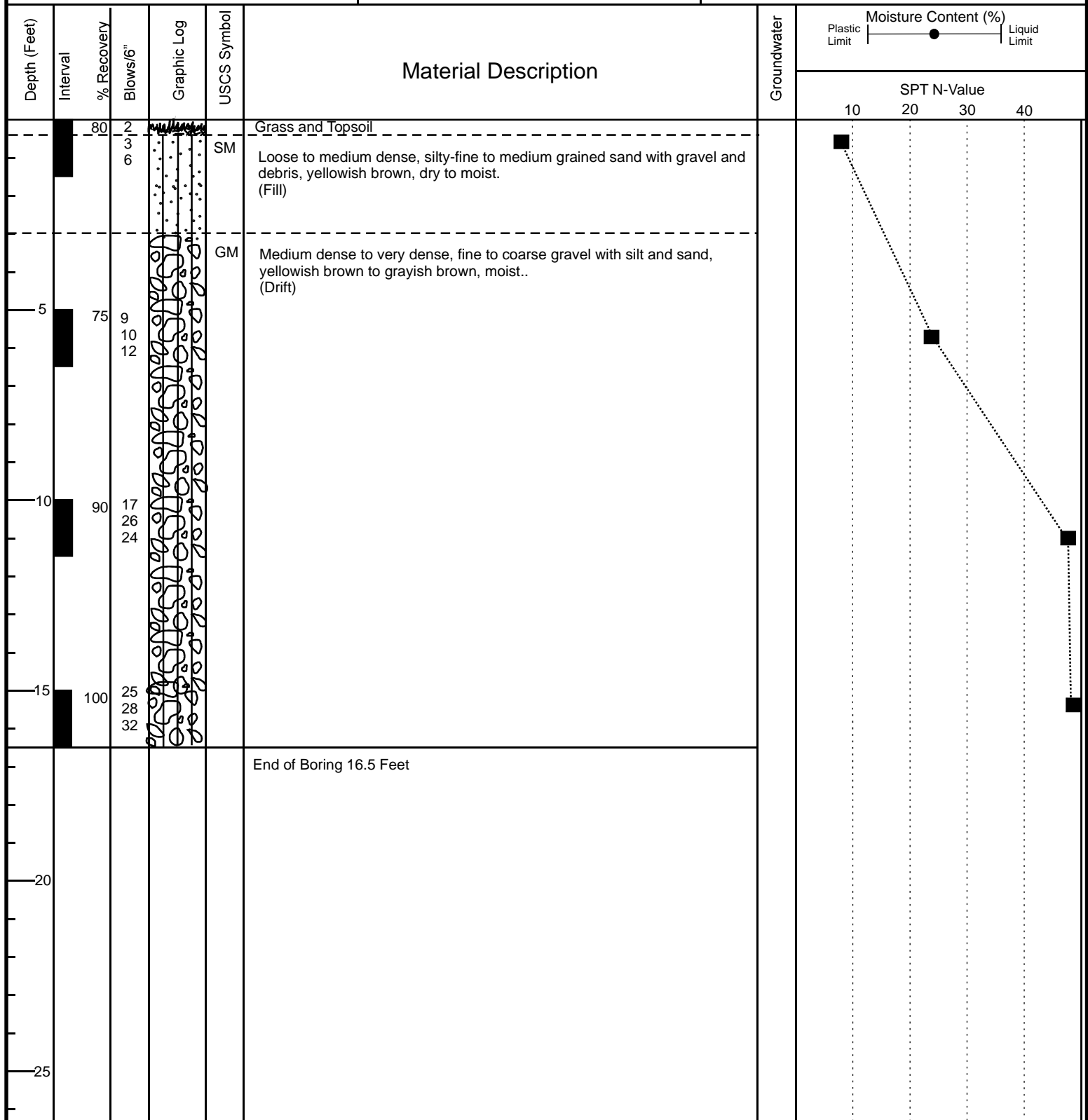
Elevation: N/A

Sample Type: Split Spoon

Method: Hollow Stem Auger

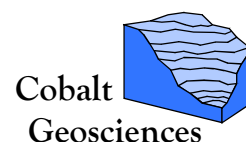
Logged By: Phil Haberman

Final Groundwater: N/A



Proposed Pervious Pavement  
Parking Lots  
Puyallup, Washington

**Boring B-3**



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# Log of Boring B-4

Date: December 10, 2015

Depth: 16.5'

Initial Groundwater: None Observed

Contractor: EDI

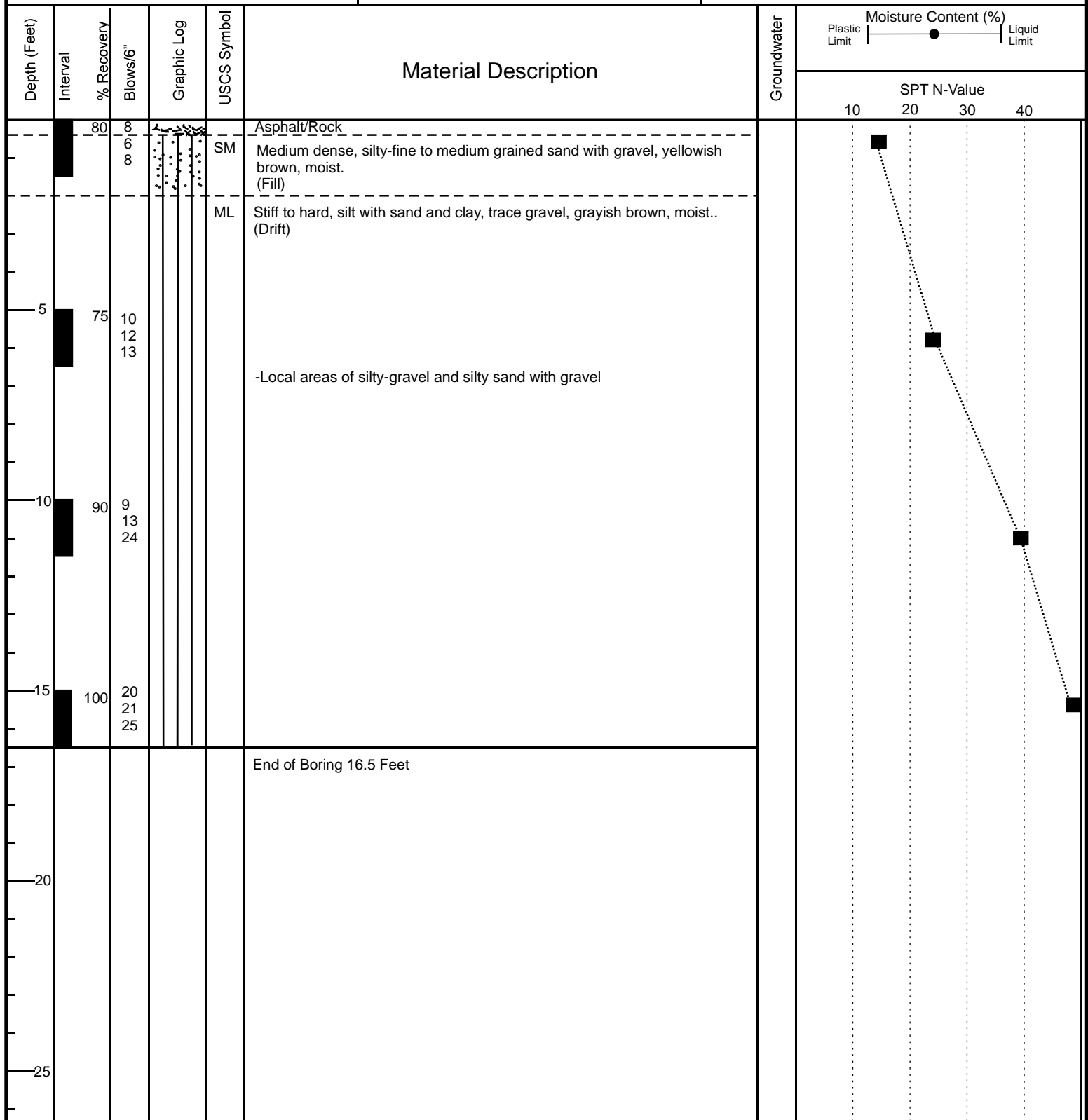
Elevation: N/A

Sample Type: Split Spoon

Method: Hollow Stem Auger

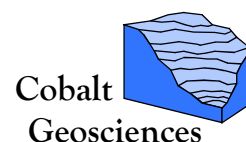
Logged By: Phil Haberman

Final Groundwater: N/A



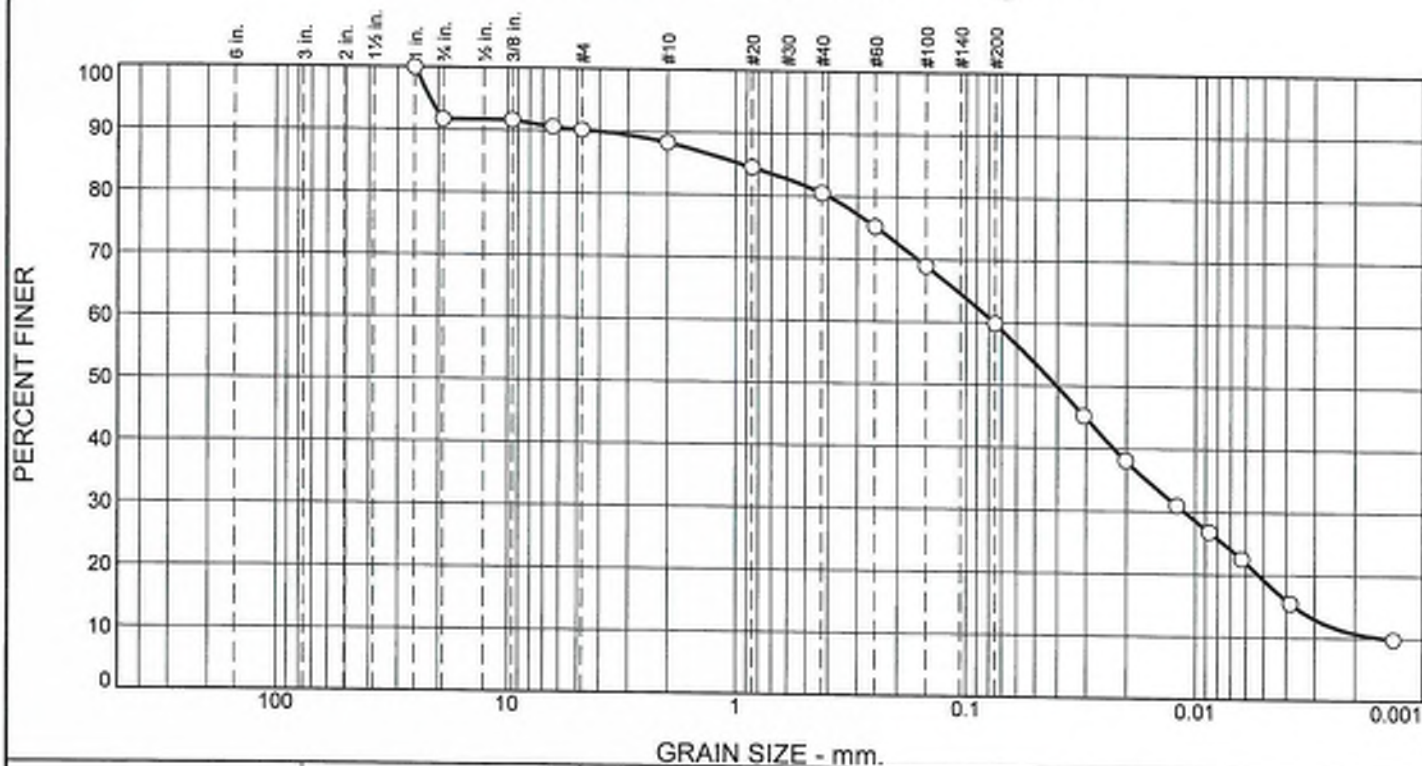
Proposed Pervious Pavement  
Parking Lots  
Puyallup, Washington

**Boring B-4**



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# Krazan & Assoc. Sieve Analysis



| % +3" | % Gravel |      | % Sand |        |      | % Fines |      |
|-------|----------|------|--------|--------|------|---------|------|
|       | Coarse   | Fine | Coarse | Medium | Fine | Silt    | Clay |
| 0.0   | 8.3      | 1.5  | 1.8    | 7.9    | 20.6 | 40.7    | 19.2 |

| Test Results (ASTM D-421 & ASTM D-422) |               |                  |                |
|--|---------------|------------------|----------------|
| Opening Size                           | Percent Finer | Spec.* (Percent) | Pass? (X=Fail) |
| 1                                      | 100.0         |                  |                |
| .75                                    | 91.7          |                  |                |
| .375                                   | 91.7          |                  |                |
| .25                                    | 90.7          |                  |                |
| #4                                     | 90.2          |                  |                |
| #10                                    | 88.4          |                  |                |
| #20                                    | 84.5          |                  |                |
| #40                                    | 80.5          |                  |                |
| #60                                    | 75.3          |                  |                |
| #100                                   | 69.0          |                  |                |
| #200                                   | 59.9          |                  |                |
| 0.0306 mm.                             | 45.2          |                  |                |
| 0.0201 mm.                             | 38.1          |                  |                |
| 0.0121 mm.                             | 31.1          |                  |                |
| 0.0087 mm.                             | 26.8          |                  |                |
| 0.0063 mm.                             | 22.6          |                  |                |
| 0.0038 mm.                             | 15.5          |                  |                |
| 0.0014 mm.                             | 9.8           |                  |                |

\* (no specification provided)

## Material Description

Olive-brown sandy silt.

## Atterberg Limits (ASTM D 4318)

PL= NP

LL= NV

PI=

## Classification

USCS (D 2487)= ML

AASHTO (M 145)= A-4(0)

## Coefficients

D<sub>90</sub>= 4.0391

D<sub>85</sub>= 0.9400

D<sub>60</sub>= 0.0756

D<sub>50</sub>= 0.0404

D<sub>30</sub>= 0.0111

D<sub>15</sub>= 0.0037

D<sub>10</sub>= 0.0015

C<sub>u</sub>= 51.79

C<sub>c</sub>= 1.12

## Remarks

Sample ID: 53628-C.  
B-2 / S-1

Date Received: 12/11/15

Date Tested: 12/15/15

Tested By: Corbett Mercer

Checked By: Corbett Mercer

Title: Lab Manager

Location: Client Supplied; B-2 / S-1  
Sample Number: 53628-C

Date Sampled: 12/11/15



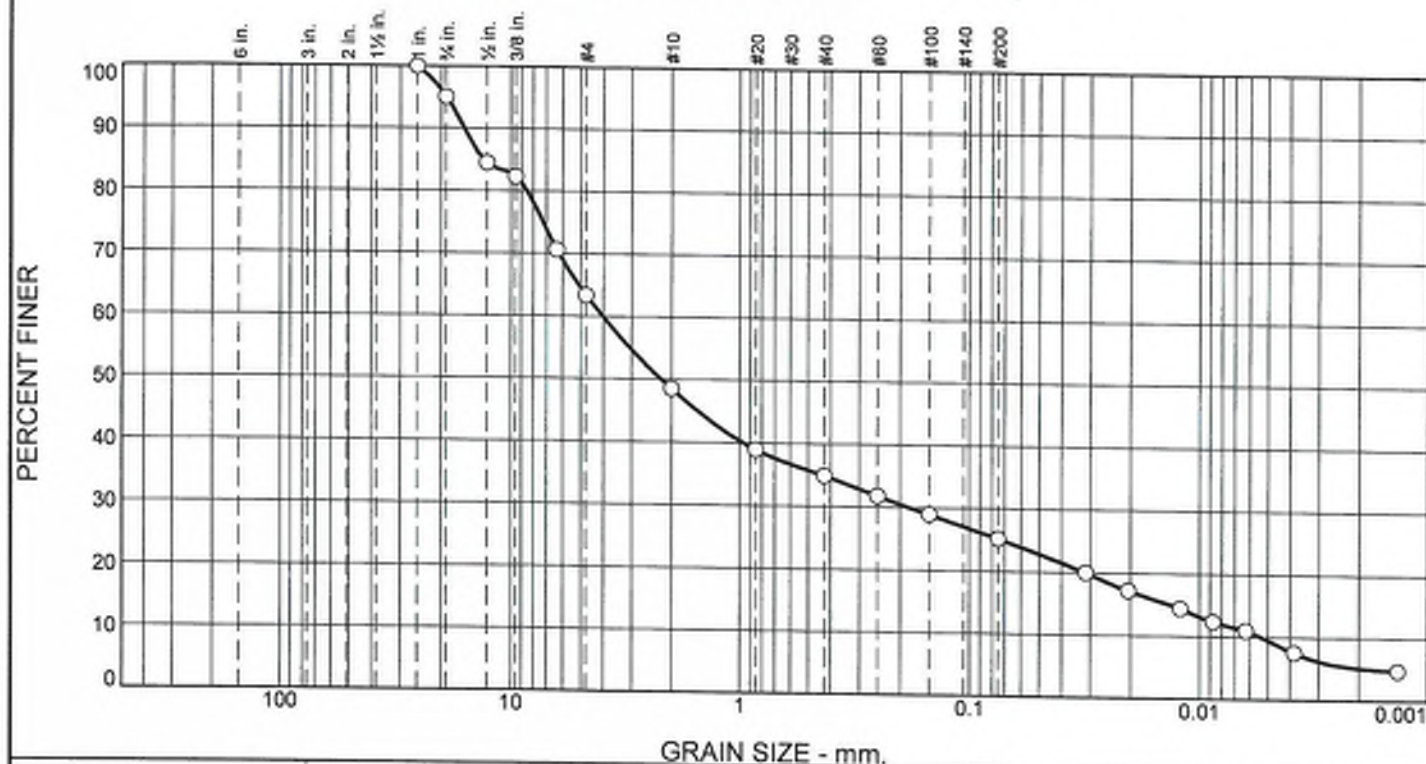
Client: Cobalt Geosciences  
Project: 2015 Control Samples

Project No: 09615424

Figure



# Krazan & Assoc. Sieve Analysis



| % +3" | % Gravel |      | % Sand |        |      | % Fines |      |
|-------|----------|------|--------|--------|------|---------|------|
|       | Coarse   | Fine | Coarse | Medium | Fine | Silt    | Clay |
| 0.0   | 4.9      | 31.7 | 14.9   | 13.5   | 9.8  | 15.7    | 9.5  |

## Test Results (ASTM D-421 & ASTM D-422)

| Opening Size | Percent Finer | Spec.* (Percent) | Pass? (X=Fail) |
|--------------|---------------|------------------|----------------|
| 1            | 100.0         |                  |                |
| .75          | 95.1          |                  |                |
| .5           | 84.5          |                  |                |
| .375         | 82.3          |                  |                |
| .25          | 70.6          |                  |                |
| #4           | 63.4          |                  |                |
| #10          | 48.5          |                  |                |
| #20          | 39.0          |                  |                |
| #40          | 35.0          |                  |                |
| #60          | 31.8          |                  |                |
| #100         | 29.0          |                  |                |
| #200         | 25.2          |                  |                |
| 0.0313 mm.   | 20.0          |                  |                |
| 0.0204 mm.   | 17.2          |                  |                |
| 0.0121 mm.   | 14.5          |                  |                |
| 0.0088 mm.   | 12.4          |                  |                |
| 0.0063 mm.   | 11.0          |                  |                |
| 0.0038 mm.   | 7.6           |                  |                |
| 0.0014 mm.   | 4.8           |                  |                |

\* (no specification provided)

## Material Description

Brown silty sand with gravel.

## Atterberg Limits (ASTM D 4318)

PL= NP

LL= NV

PI=

## Classification

USCS (D 2487)= SM

AASHTO (M 145)= A-1-b

## Coefficients

D<sub>90</sub>= 15.9555

D<sub>85</sub>= 13.1398

D<sub>60</sub>= 4.0243

D<sub>50</sub>= 2.2166

D<sub>30</sub>= 0.1810

D<sub>15</sub>= 0.0132

D<sub>10</sub>= 0.0053

C<sub>u</sub>= 755.30

C<sub>c</sub>= 1.53

## Remarks

Sample ID: 53628-D.

B-1 / S-2

Date Received: 12/11/15

Date Tested: 12/15/15

Tested By: Corbett Mercer

Checked By: Corbett Mercer

Title: Lab Manager

Date Sampled: 12/11/15

Location: Client Supplied; B-1 / S-2  
Sample Number: 53628-D



Client: Cobalt Geosciences  
Project: 2015 Control Samples

Project No: 09615424

Figure

**Appendix C**

USGS Lahar Zone Correspondence





Jon Major, Scientist-in-Charge  
U.S. Geological Survey Cascades Volcano Observatory  
1300 SE Cardinal Court, Building 10, Suite 100  
Vancouver, WA 98683  
[jjmajor@usgs.gov](mailto:jjmajor@usgs.gov)  
360-993-8927

November 18, 2022

Chris Beale  
Senior Planner  
City of Puyallup

Dear Chris,

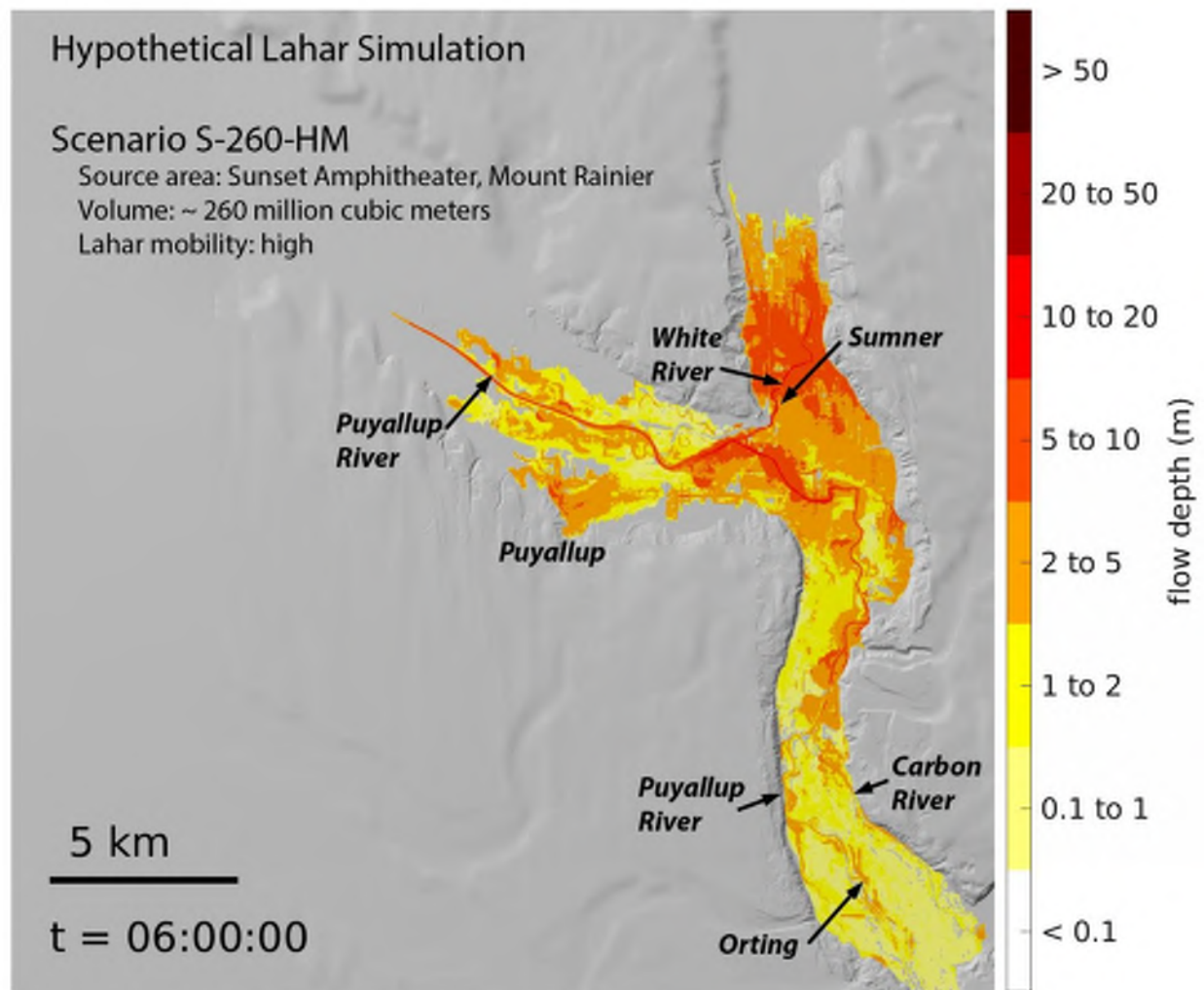
You asked us to confirm if information provided in a letter from USGS research geologist William Scott on April 15, 2007 is still acceptable for use in MultiCare Good Sam Hospital campus planning and permitting purposes. The answer is yes—but with caveats noted below. The biggest threat Mount Rainier poses to the City of Puyallup is from large volcanic mudflows known as lahars. It is unlikely, but not impossible, that Mount Rainier lahars or subsequent sedimentation would affect areas higher than 50 feet above the valley floor in the City of Puyallup.

Recent research will be of interest to you. The published USGS report, *Modeling the Dynamics of Lahars that Originate as Landslides on the West Side of Mount Rainier, Washington* [USGS Open-file Report 2021-1118], summarizes state-of-the-art computer simulations that confirm much of what was already known or assumed about the arrival times, depths and inundation areas of lahars from Mount Rainier in communities along the Puyallup and Nisqually River drainages.

The report examines the implications of a range of hypothetical sizes of lahars along the Puyallup and Nisqually River valleys. Of significance for you is a hypothetical lahar based on the size of a previous lahar that traveled down the Puyallup River valley—the Electron Mudflow that occurred about 500 years ago. This event, while not the largest lahar to have occurred at Mount Rainier, represents a rather large-scale landslide-generated event from the upper west flank of the volcano and is a reasonable large-volume hypothetical scenario to consider. For context, this hypothetical event is about twice the volume of the Mount St. Helens lahar that flowed down the North Fork and mainstem Toutle River valleys on May 18, 1980. A few figures from the Open-file Report are discussed below to give you a better sense of the implications of an event of that size for communities downstream, and links to the online report and computer animations are provided at the end of this letter.

This new simulation indicates that a highly mobile Electron Mudflow-size lahar that travels down the Puyallup River will arrive at the communities of Sumner and Puyallup in about 3–4 hours, at a speed of a

few miles per hour. The lahar will flow into low-lying areas and the depths of the flow will vary. The color shading in the following graphic shows predicted flow depths (in meters).



From USGS Open-file Report 2021-1118 Supplemental animation for figure 14 (<https://pubs.er.usgs.gov/publication/ofr20211118>). The color shading on the following graphic indicates depths in meters (m). Time (t) is in hours:minutes:seconds.

More specific flow depths were estimated for particular points along the path of the simulated lahar. Point 7 in the following graphic represents a location in Puyallup near the intersection of 7<sup>th</sup> Street NW and West Stewart (the coordinates are 47.19616, -122.30162) at an elevation of about 43 feet. At this location, the flow depth from this simulated event would be about 6 feet (2 meters) but depths in areas around this location could be as much as 15 feet (5 meters). The deposit left behind would probably be of similar or lesser thickness. As you have indicated, the MultiCare Good Sam Hospital property area is at an elevation of 80–180 feet above the valley floor. Thus, this simulation indicates that the hospital

property would lie above the area likely to be inundated. Lahar deposits may pond at the base of the hill but are not likely to reach your facilities.

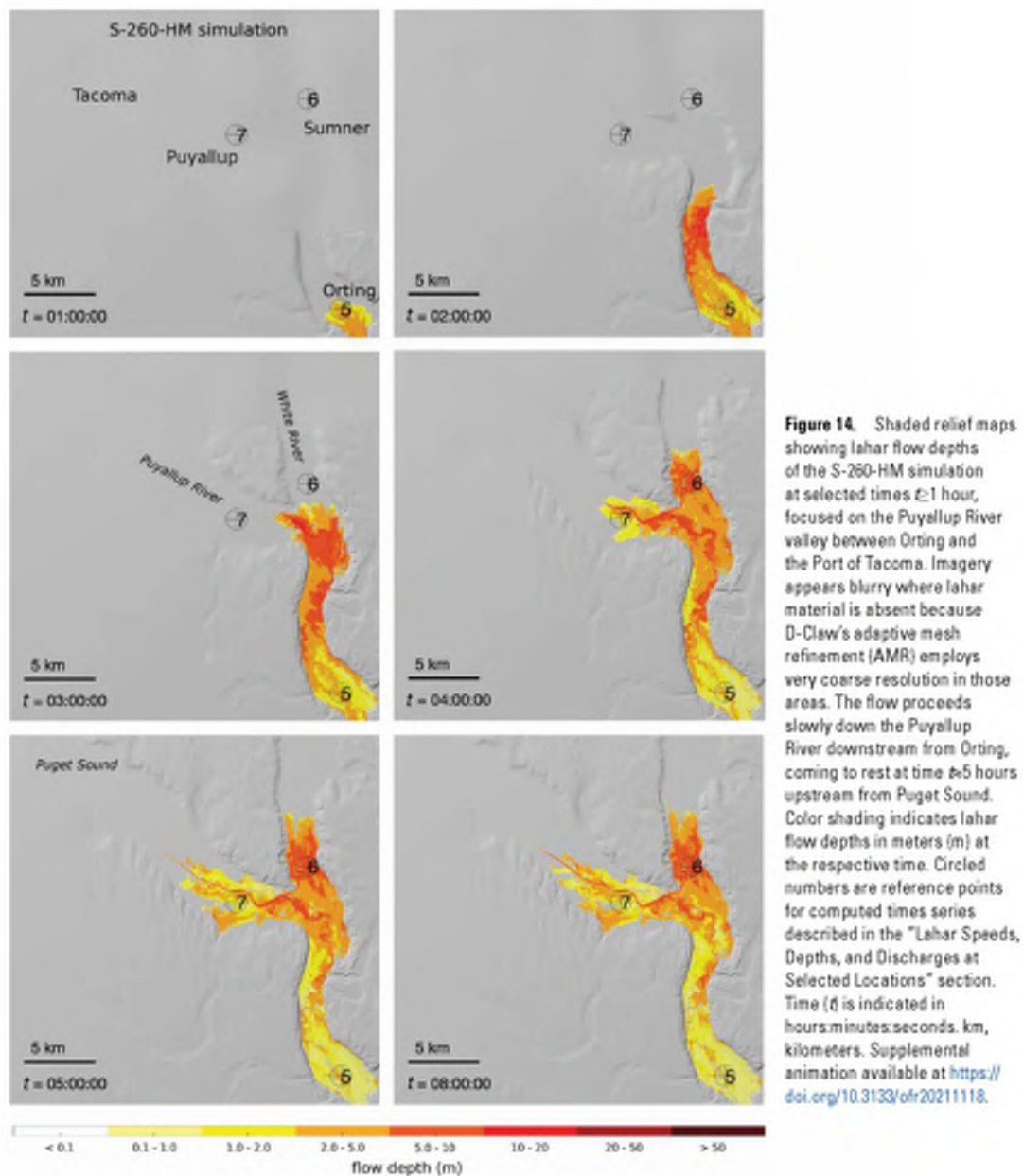


Figure 14 from USGS Open-file Report 2021-1118, <https://pubs.er.usgs.gov/publication/ofr20211118>.

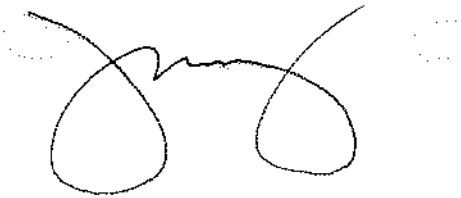
It is worth repeating that this simulated event has a volume roughly similar to the Electron Mudflow that happened about 500 years ago. However, we do not know when the next lahar at Mount Rainier will occur, how large it will be, nor where it will travel. Future lahars along the Puyallup River valley could be larger or smaller than shown in this simulation. It is also worth bearing in mind that modeling physically complex events such as landslides and lahars involves a large degree of uncertainty and potential error. The computer simulations are for topographic conditions as they exist today when Mount Rainier is in a

period of relative quiet, and for an event that is similar to one that has happened in the Puyallup valley in the past. Should the volcano begin experiencing unrest, then conditions at the mountain would change and if a lahar is generated, it could be different than that reflected in these computer simulations.

Finally, if a lahar were to occur, there would likely be secondary effects, such as road closures or damage to infrastructure (roads, electricity, cellular communications) that may impact access to MultiCare Good Sam or its ability to provide care. But this is likely already a component of your emergency planning and mitigation strategies.

Please don't hesitate to contact us if you have additional questions.

Sincerely,

A handwritten signature in black ink, consisting of a series of loops and a horizontal stroke, likely belonging to Jon Major.

Jon Major  
Scientist-in-charge  
USGS Cascades Volcano Observatory

#### Resources:

George, D.L., Iverson, R.M., and Cannon, C.M., 2022, Modeling the dynamics of lahars that originate as landslides on the west side of Mount Rainier, Washington: U.S. Geological Survey Open-File Report 2021–1118, 54 p., <https://doi.org/10.3133/ofr20211118>.

Supplemental file with animation for Figure 14,  
[https://pubs.usgs.gov/of/2021/1118/ofr20211118\\_supAni\\_fig14.gif](https://pubs.usgs.gov/of/2021/1118/ofr20211118_supAni_fig14.gif).

“Mount Rainier Lahars: Hazards for the Puyallup and Nisqually River Drainages” USGS video (6:19 min) April 26, 2022, <https://www.usgs.gov/media/videos/mount-rainier-lahars-hazards-puyallup-and-nisqually-river-drainages>.

“USGS Offers Emergency Managers a New Tool to Assess Lahar Hazards at Mount Rainier,” USGS webpage News April 29, 2022, <https://www.usgs.gov/news/featured-story/usgs-offers-emergency-managers-new-tool-assess-lahar-hazards-mount-rainier>.

“Volcanic Hazards at Mount Rainier” USGS webpage, <https://www.usgs.gov/volcanoes/mount-rainier/volcanic-hazards-mount-rainier> (includes a simplified hazards map).

**Appendix D**  
SEPA Checklist





City of Puyallup  
Development Services  
333 S. Meridian  
Puyallup, WA 98371  
Tel. (253) 864-4165 Fax. (253) 840-6670

## **SEPA ENVIRONMENTAL CHECKLIST (2015 UPDATED VERSION)**

### **Purpose of Checklist:**

The State Environmental Policy Act (SEPA), Chapter 43.21 RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency whether an EIS is required.

### **Instructions for Applicants:**

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

**If you are not already submitting an 8-1/2" x 11" reduction of your project site plan to the city as part of a companion case submittal, please submit a copy as a part of this SEPA application.**

**Please submit eight (8) copies of the completed SEPA checklist application packet.**

**A. BACKGROUND**

1. Name of proposed project:

2. Name of Applicant:

3. Mailing address, phone number of applicant and contact person:

4. Date checklist prepared:

5. Agency requesting checklist:

6. Proposed timing or schedule (including phasing, if applicable):

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

10. List any governmental approvals or permits that will be needed for your proposal, if known.

11. Give brief, complete description of your proposal, including uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information or project description).

12. Location of proposal. Give sufficient information for a person to understand the precise location of your proposed project, including street address, if any, and section, township, and range, if known. If the proposal would occur over a range of area, provide the range of boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

**B. ENVIRONMENTAL ELEMENTS**

**1. Earth**

- a. General description of the site  
(circle one): Flat, rolling, hilly, steep, slopes, mountains, other \_\_\_\_\_
- b. What is the steepest slope on the site (approximate percent slope)? \_\_\_\_\_
- c. What general types of soils are found on the site (for example: clay, sand, gravel, peat, muck)?  
If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

- e. Describe the purpose, type and approximately quantities of any filling or grading proposed. Indicate source of fill.

- f. Could erosion occur as a result of clearing, construction or use? If so, generally describe.

- g. About what percent of the site will be covered with impervious surface after project construction (for example: asphalt or buildings)?

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:



**2. Air**

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any.

**3. Water**

- a. Surface Water:

1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream and river it flows into.

2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

4. Will the proposal requires surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known.

5. Does the proposal lie within a 100-year floodplain. If so, note location on the site plan.

6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

b. Ground:

1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals.....; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

c. Water Runoff (including storm water):

1. Describe the source of runoff (including storm water) the method of collection and disposal, if any (including quantities, if known). Where will this water flow? Will this flow into other waters? If so, describe.

2. Could waste materials enter ground or surface waters? If so, generally describe.

3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

**4. Plants**

- a. Check or circle types of vegetation found on the site:

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

shrubs

pasture

crop or grain

orchards, vineyards or other permanent crops.

wet solid plants: cattail, buttercup, bullrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

|  |
|--|
|  |
|--|

- c. List threatened or endangered species known to be on or near the site.

|  |
|--|
|  |
|--|

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

|  |
|--|
|  |
|--|



- e. List all noxious weeds and invasive species known to be on or near the site.

5. **Animals**

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: hawk, heron, eagle, songbirds, other \_\_\_\_\_

Mammals: deer, bear, elk, beaver, other \_\_\_\_\_

Fish: bass, salmon, trout, herring, shellfish, other: \_\_\_\_\_

- b. List any threatened or endangered species known to be on or near the site.

- c. Is the site part of a migration route? If so, explain.

- d. Proposed measures to preserve or enhance wildlife, if any.

- e. List any invasive animal species known to be on or near the site.

**6. Energy and Natural Resources**

- a. What kind of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

- c. What kind of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

**7. Environmental Health**

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

1. Describe any known or possible contamination at the site from present or past uses.

2. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

4. Describe special emergency services that might be required.

5. Proposed measures to reduce or control environmental health hazards, if any:

b. Noise

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

2. What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

3. Proposed measures to reduce or control noise impacts, if any.

**8. Land and Shoreline Use**

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to non-farm or non-forest use?

1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:



c. Describe any structures on the site.

d. Will any structures be demolished? If so, what?

e. What is the current zoning classification of the site?

f. What is the current comprehensive plan designation of the site?

g. If applicable, what is the current shoreline master program designation of the site?

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

- i. Approximately how many people would reside or work in the completed project?

- j. Approximately how many people would the completed project displace?

- k. Proposed measures to avoid or reduce displacement impacts, if any?

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

**9. Housing**

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle or low-income housing.

- c. Proposed measures to reduce or control housing impacts, if any.

**10. Aesthetics**

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principle exterior building material(s) proposed?

- b. What views in the immediate vicinity would be altered or obstructed?

- c. Proposed measures to reduce or control aesthetic impacts, if any.

**11. Light and Glare**

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

- c. What existing off-site sources of light or glare may affect your proposal?

- d. Proposed measures to reduce or control light and glare impacts, if any?

**12. Recreation**

- a. What designated and informal recreational opportunities are in the immediate vicinity?

- b. Would the proposed project displace any existing recreational uses? If so, describe.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

**13. Historic and Cultural Preservation**

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.



- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

**14. Transportation**

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

- h. Proposed measures to reduce or control transportation impacts, if any:

**15. Public Services**

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

**16. Utilities**

- a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Electricity is provided by Puget Sound Energy, Water, Waste and Sanitary Sewer are provided by The City of Renton. Temporary water and power will be required for general construction activities prior to the project getting permanent service from the utility.

**C. SIGNATURE**

I hereby state that I am the owner or authorized agent listed above, and certify that all information contained above and in exhibits attached hereto are true and correct to the best of my knowledge and belief. I understand that the processing of this application may require additional supporting material upon request to City staff.

**RIGHT OF ENTRY:** By signing this application the applicant grants unto the City and its agents the right to enter upon the premises for purpose of conducting all necessary inspection to determine compliance with applicable laws, codes, and regulations. This right of entry shall continue until a certificate of occupancy is issued for the property.

Signature of Property Owner:

Jimmy K. Rayon

Date:

November 3, 2022

Signature of Agent: \_\_\_\_\_

Date: \_\_\_\_\_

I declare under penalty of perjury of the laws of the State of Washington that the foregoing is true and correct.

Dated:

11/03/22

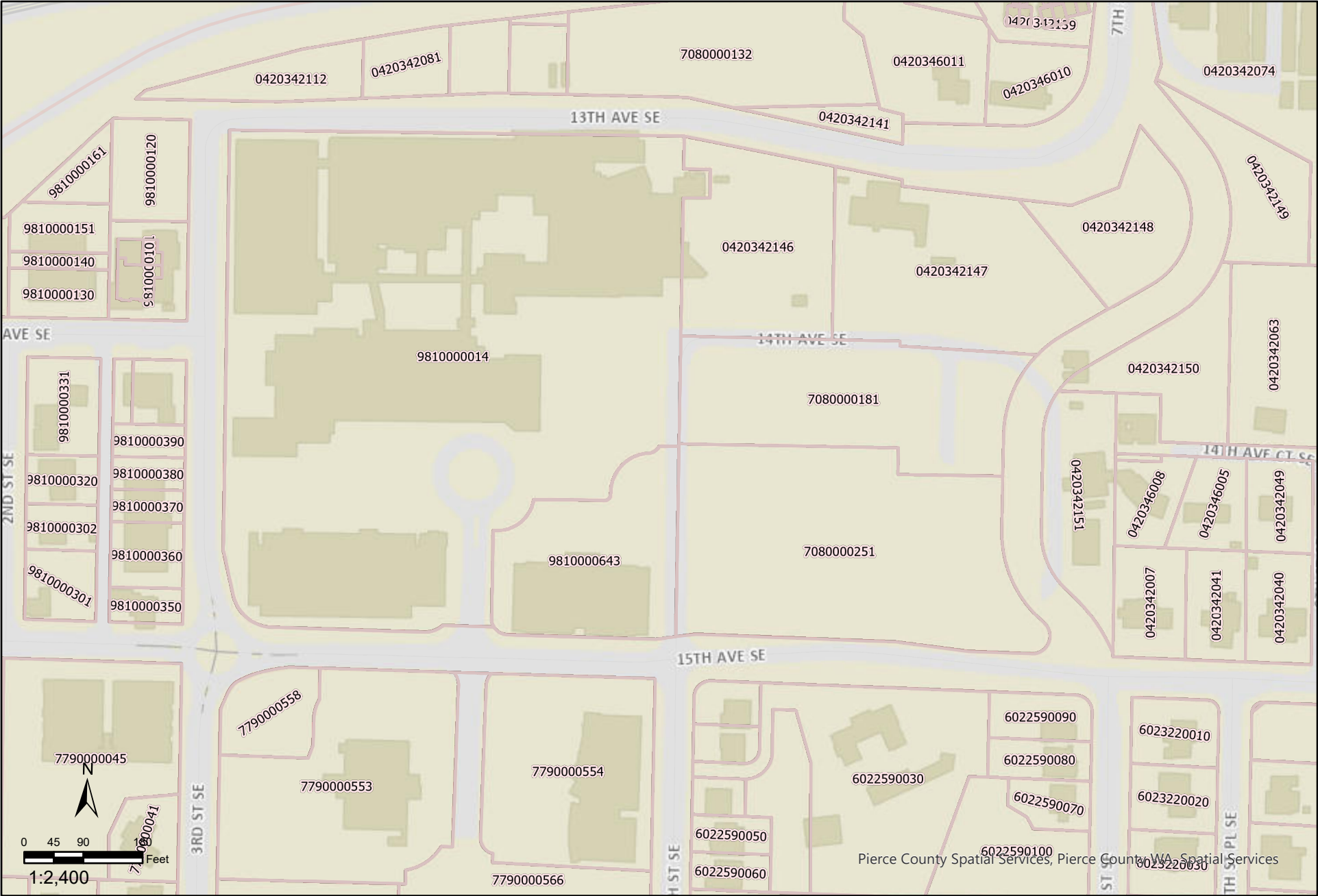
in

Puyallup

, Washington.

(Signature of Applicant)

# Exhibit A - Parcel Summary





# EXHIBIT A - Tax Parcels

| Parcel Number | Land Acres | Legal Description   |
|---------------|------------|---|
| 9810000130    | 0.2583     | MEDICAL OFFICES SERVICES<br>Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST L 1 THRU 3 B 6 TOG/W POR OF VAC ALLEY # 2480401 TOG/W 2ND ST SE VAC ORD 1761 EASE OF RECORD 5619915DC 3/20/19 BB RTSQQ:  |
| 9810000140    | 0.0861     | MEDICAL OFFICES SERVICES<br>Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST L 4 B 6 TOG/W POR OF VAC ALLEY # 2480401 ALSO TOG/W 2ND ST SE VAC ORD 1761 5619915DC 3/20/19 BB  |
| 9810000151    | 0.2551     | MEDICAL OFFICES SERVICES<br>Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST 1ST L 5 THRU 7 B 6 EXC THAT PART LY N OF SLY LI STATE HWY TOG/W POR OF VAC ALLEY ALSO TOG/W 2ND ST SE VAC ORD 1761 SEG F 9192 5619915DC 3/20/19 BB   |
| 9810000161    | 0.1979     | MEDICAL OFFICES SERVICES<br>Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST 1ST L 8 THRU 11 B 6 EXC THAT POR LY N OF SLY LI STATE HWY TOG/W POR OF VAC ALLEY ALSO TOG/W 13TH AV SE VAC ORD 1765 & ALSO TOG/W 2ND ST SE VAC ORD 1761 SEG F 9191 5619915DC 3/20/19 BB                    |
| 9810000120    | 0.427      | MEDICAL OFFICES SERVICES<br>Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST L 7 THRU 11 B 5 EXC POR FOR HWY TOG/W POR OF VAC ALLEY # 2480401 ALSO TOG/W VAC 13TH AV SE ORD 1765 5619915DC 3/20/19 BB   |
| 9810000101*   | 0          | UNKNOWN<br>Legal Description: Section 34 Township 20 Range 04 Quarter 21 WOODS 1ST: WOODS 1ST SOUTH HILL MEDICAL-DENTAL BUILDING CONDOMINIUM ASSESSED UNDER PARCELS 776600-001-0, 002-0 & 003-0 DESC AS FOLL LOTS 1 THRU 6 B 5 OF WOODS 1ST ADD TO PUYALLUP TOG/W ALL THAT POR OF VAC 20 FT |
| 7766000010*   | 0          | Section 34 Township 20 Range 04 Quarter 21 WOODS 1ST: WOODS 1ST SOUTH HILL MEDICAL-DENTAL BUILDING CONDOMINIUM ASSESSED UNDER PARCELS 776600-001-0, 002-0 & 003-0 DESC AS FOLL LOTS 1 THRU 6 B 5 OF WOODS 1ST ADD TO PUYALLUP TOG/W ALL THAT POR OF VAC 20 FT                               |
| 7766000030*   | 0.0712     | UTILITIES<br>Section 34 Township 20 Range 04 Quarter 23 SOUTH HILL MED/DEN BLDG AMD CONDO: SOUTH HILL MED/DEN BLDG AMD CONDO UNIT #3 TOG/W 17.24% INT IN COMMON AREAS EASE OF RECORD NW-34-20-04E OUT OF 981000-010-0 & 011-0 SEG L-1139 SP JW  |
| 420342141     | 0.1699     | AUTO PARKING<br>PARCEL 'B' OF DBLR 2000-10-06-5001 DESC AS FOLL COM AT NE COR OF SE OF NW TH W ALG N LI SD SUBD 993.84 FT TO NW COR OF E 1/2 OF W 1/2 SD SUBD TH S ALG W LI SD E 1/2 431.05 FT  |
| 420342112     | 0.46       | AUTO PARKING<br>Section 34 Township 20 Range 04 Quarter 23 : THAT POR LY S OF STATE HWY BEG AT A PT ON N BDRY OF 13TH AVE SE IN CY OF PUY 825 FT N & 438.87 FT E OF 1/4 SEC COR IN W BDRY OF SEC 34 TH N 490.08 FT TH E 392.72 FT TH S 483.71 FT TO N BDRY OF SD AVE TH W                   |

|            |        |   |  |
|------------|--------|---|--|
| 420342081  | 0.3211 | AUTO PARKING  |  |
|            |        | Section 34 Township 20 Range 04 Quarter 23 : THAT POR OF FOLL DESC PROP LY S OF STATE HWY BEG AT A PT IN N BDRY OF 13TH AVE SE 826.5 FT N & 359.35 FT W OF SE COR OF SW OF NW OF SEC TH N 486.88 FT TH W 132.73 FT TH S 488.68 FT TO N BDRY OF 13TH AVE SE TH                     |  |
| 420342104  | 0.25   | AUTO PARKING  |  |
|            |        | Section 34 Township 20 Range 04 Quarter 23 : THE W 1/2 OF FOLL DESC BEG AT A STONE MON IN N BDRY OF CLIFF ST IN CY OF PUY 826.05 FT N & 180.47 FT W OF SE COR OF SW OF NW TH N 242.43 FT TH WLY 178.88 FT TH S PAR TO E LI THEREOF 238.60 FT TO N BDRY OF SD C                    |  |
| 420342124  | 0.0285 | AUTO PARKING  |  |
|            |        | Section 34 Township 20 Range 04 Quarter 23 E 1/2 OF FOLL BEG AT A STONE MON IN N BDRY OF CLIFF ST IN CITY OF PUY 826.05 FT N & 180.47 FT W OF SE COR OF SW OF NW RUN TH N 242.43 FT TH WLY 178.88 FT TH S PAR TO E LI THEREOF 238.60 FT TO BDRY OF SD CLIFF                       |  |
| 420342035  | 0.2167 | AUTO PARKING  |  |
|            |        | Legal Description: Section 34 Township 20 Range 04 Quarter 23 : E 1/2 OF S 125 FT OF FOLL DESC PROP BEG AT A STONE MON IN N BDRY OF CLIFF ST 826.05 FT N & 180.47 FT W OF SE COR OF SW OF NW TH N 242.43 FT TH WLY 178.88 FT TH S PAR TO E LI THEREOF 238.60 FT TO BDRY OF SD CLI |  |
| 7080000132 | 1.569  | AUTO PARKING  |  |
|            |        | Section 34 Township 20 Range 04 Quarter 23 PUYALLUP HOME SUB/DIV: PUYALLUP HOME SUB/DIV SE OF NW 34-20-04E PARCEL 'A' OF DBLR 2000-10-06-5001 DESC AS POR OF B 6 & 7 & SE OF NW DESC AS FOLL COM AT NE COR OF SE TH W ALG N LI SD SUBD 993.84 FT TO NW COR OF RTSQQ               |  |
| 7790000558 | 0.4164 | COMM VAC LAND   |  |
|            |        | Section 34 Township 20 Range 04 Quarter 32 SOUTH SIDE ADD TO PUYALLUP TR A OF S P 2001-11-29-5005 STORM DRAINAGE EXC POR CYD TO CY OF PUY PER ETN 4238024 OUT OF 055-1 SEG N-0440 JU 1/15/02JU DC00162327 12/30/10 MC   |  |
| 7790000554 | 1.6594 | MEDICAL OFFICES SERVICES  |  |
|            |        | Section 34 Township 20 Range 04 Quarter 32 SOUTH SIDE ADD TO PUYALLUP: SOUTH SIDE ADD TO PUYALLUP NW OF SW 34-20-04E L 2 OF S P 2001-11-29-5005 TOG/W EASE & RESTRICTIONS OF REC APPROX 72,285 SQ FT OUT OF 055-1 SEG N-0440 JU 1/15/02JU   |  |
| 7790000566 | 3.51   | MEDICAL OFFICES SERVICES  |  |
|            |        | Section 34 Township 20 Range 04 Quarter 32 SOUTH SIDE ADD TO PUYALLUP L 2 OF S P 2009-12-17-5002 TOG/W EASE & RESTRICTIONS OF REC OUT OF 056-3 SEG 2010-0296 JU 1/6/10JU  |  |
| 7790000565 | 1.0895 | COMM VAC LAND   |  |
|            |        | Section 34 Township 20 Range 04 Quarter 32 SOUTH SIDE ADD TO PUYALLUP L 1 OF S P 2009-12-17-5002 TOG/W EASE & RESTRICTIONS OF REC OUT OF 056-4 SEG 2010-0296 JU 1/6/10JU  |  |

|            |          |   |  |
|------------|----------|---|--|
| 9810000014 | 3.9      | HOSPITAL  |  |
|            |          | Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 001-5 & 001-6 LOT 1 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 30 FT E & 151.05 FT N OF INTER OF 15TH AV SE & 3RD ST SE TH N 322.08 FT TH N 305.27 FT TH E 692.45 FT  |  |
| 9810000015 | 6.56     | HOSPITAL  |  |
|            |          | Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 001-4 & 001-6 LOT 1 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 30 FT E & 151.05 FT N OF INTER OF 15TH AV SE & 3RD ST SE TH N 322.08 FT TH N 305.27 FT TH E 692.45 FT  |  |
| 9810000016 | 0.0533   | HOSPITAL  |  |
|            |          | Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 001-4 & 001-5 LOT 1 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 30 FT E & 151.05 FT N OF INTER OF 15TH AV SE & 3RD ST SE TH N 322.08 FT TH N 305.27 FT TH E 692.45 FT  |  |
| 9810000643 | 0.441    | MEDICAL OFFICES SERVICES  |  |
|            |          | Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 064-4 & 064-5 LOT 2 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 55.51 FT N & 30 FT W OF INTER OF 15TH AV SE & 5TH ST SE TH N 268.15 FT TO A PT OF CUSP ON A CURVE CONC |  |
| 9810000644 | 0.6536   | MEDICAL OFFICES SERVICES  |  |
|            |          | Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 064-3 & 064-5 LOT 2 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 55.51 FT N & 30 FT W OF INTER OF 15TH AV SE & 5TH ST SE TH N 268.15 FT TO A PT OF CUSP ON A CURVE CONC |  |
| 9810000645 | 0.2273   | MEDICAL OFFICES SERVICES  |  |
|            |          | Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 064-3 & 064-4 LOT 2 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 55.51 FT N & 30 FT W OF INTER OF 15TH AV SE & 5TH ST SE TH N 268.15 FT TO A PT OF CUSP ON A CURVE CON  |  |
| 7080000251 | 3.320000 | AUTO PARKING  |  |
|            |          | Section 34 Township 20 Range 04 Quarter 23 PUYALLUP HOME SUB/DIV LOT 3 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 30 FT E & 64.49 FT N OF INTER 15TH AV SE & 5 ST SE TH N 264.51 FT TH E 300.37 FT TH S 40.39 FT TH E 160.36 FT TH S 81.54 FT TO A PT OF  |  |
| 7080000181 | 0.2569   | AUTO PARKING  |  |
|            |          | Section 34 Township 20 Range 04 Quarter 23 PUYALLUP HOME SUB/DIV CANNOT BE SOLD OR SUBD WITHOUT 018-2 LOT 4 OF BLA 2010-06-15-5001 DESC AS FOLL COM AT A PT 30 FT E & 64.49 FT N OF INTER OF 15TH AV SE & 5TH ST SE TH N 264.51 FT & POB TH CONT N 132.7  |  |
| 7080000182 | 1.7101   | AUTO PARKING  |  |
|            |          | Section 34 Township 20 Range 04 Quarter 23 PUYALLUP HOME SUB/DIV CANNOT BE SOLD OR SUBD WITHOUT 018-1 LOT 4 OF BLA 2010-06-15-5001 DESC AS FOLL COM AT A PT 30 FT E & 64.49 FT N OF INTER OF 15TH AV SE & 5TH ST SE TH N 264.51 FT & POB TH CONT N 132.7  |  |

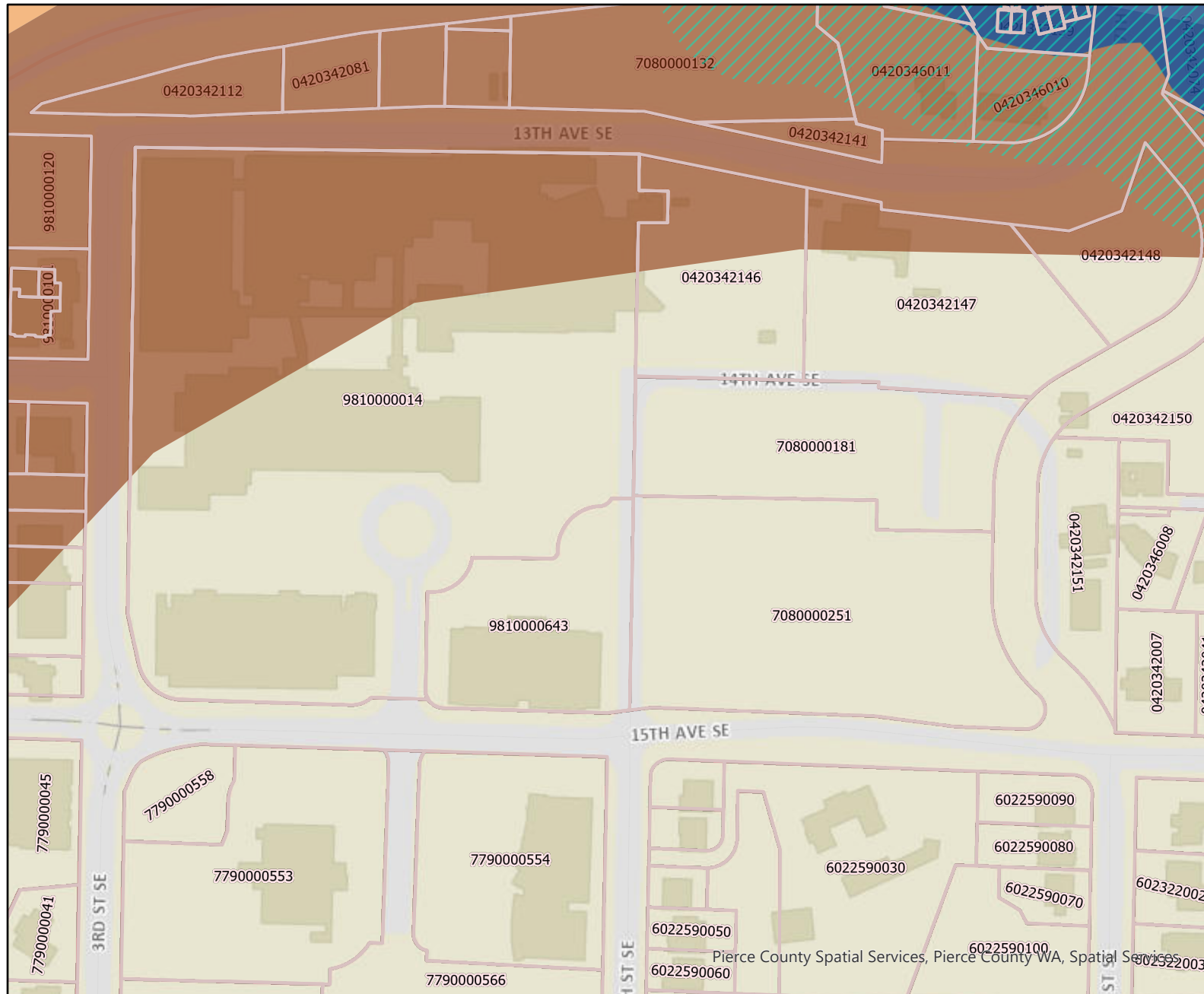


|           |        |  |
|-----------|--------|--|
| 420342146 | 1.4601 | HOSPITAL   |
|           |        | Section 34 Township 20 Range 04 Quarter 24 WOODS 1ST : LT 5 BLA 2010-06-15-5001 DESC AS COM AT INTER NLY R/W 14TH AV SE & WLY R/W 5TH ST SE TH E 30 FT TO POB TH N 181.78 FT TH E 41.04 FT TH N 43.29 FT TH W 40.98 FT TH N 49.97 FT TH S 78 DEG 58 MI     |
| 420342147 | 1.9604 | HOSPITAL   |
|           |        | Section 34 Township 20 Range 04 Quarter 24 : LT 6 BLA 2010-06-15-5001 DESC AS COM AT INTER OF NLY R/W LI OF 14TH AV SE & WLY R/W LI OF 5TH ST SE TH E 260.14 FT TO POB TH N 232.56 FT TH S 78 DEG 58 MIN 52 SEC E 102.08 FT TH S 9.93 FT TH S 83 DEG 47 M  |
| 420342148 | 0.7687 | COMM VAC LAND  |
|           |        | Section 34 Township 20 Range 04 Quarter 24 LOT 7 OF BLA 2010-06-15-5001 DESC AS COM AT INTER OF NLY R/W LI 14TH AV SE & WLY R/W LI OF 5TH ST SE TH E 260.14 FT TH N 232.56 FT TH S 78 DEG 58 MIN 52 SEC E 102.08 FT TH S 9.93 FT TH S 83 DEG 47 MIN 52 SEC |
| 420342151 | 0.7862 | HOSPITAL   |
|           |        | Section 34 Township 20 Range 04 Quarter 24 LOT 10 OF BLA 2010-06-15-5001 DESC AS COM AT INTER OF NLY R/W LI 15TH AV SE & E LI OF E 1/2 OF W 1/2 OF SE OF NW TH N 9.67 FT TO POB & BEG OF CURVE CONCAVE TO SW HAVING A RAD OF 255 FT & C/A OF 22 DEG 19 MIN |
| 420342150 | 0.7579 | COMM VAC LAND  |
|           |        | Section 34 Township 20 Range 04 Quarter 24 LOT 9 OF BLA 2010-06-15-5001 DESC AS COM AT INTER NLY R/W LI 15TH AV SE & E LI OF E 1/2 OF W 1/2 OF SE OF NW TH N 400.34 FT TH N 88 DEG 09 MIN 40 SEC W 88 FT TO POB & PT OF CUSP ON CURVE CONCAVE TO SE HAVING |
| 420342149 | 0.6467 | VAC LND MAJOR PROBLEM  |
|           |        | Section 34 Township 20 Range 04 Quarter 24 : LOT 8 OF BLA 2010-06-15-5001 DESC AS COM AT INTER OF NLY R/W LI 14TH AV SE & WLY R/W LI 5TH ST SE TH E 260.14 FT TH N 232.56 FT TH S 78 DEG 58 MIN 52 SEC E 102.08 FT TH S 9.93 FT TH S 83 DEG 47 MIN 52 SEC  |

| Good Samaritan Hospital Master Plan<br>Proposed New Buildings Summary     |                |                            |                |
|---|----------------|----------------------------|----------------|
| Initial Phase   |                | Future Phases              |                |
| Building  | SF             | Building                   | SF             |
| Central Plant Expansion   | 2,000          | Medical Office Bldg A      | 100,000        |
| ED Entry Expansion  | 2,000          | Medical Office Bldg B      | 100,000        |
| Patient Care Tower  | 240,000        | Central Support Tower      | 90,000         |
|   |                | 3rd St. Expansion          | 30,000         |
| <b>Total Initial Phase</b>  | <b>244,000</b> | <b>Total Future Phases</b> | <b>320,000</b> |
| <b>Total Proposed Building Square Footage</b>                             |                | <b>564,000</b>             |                |
| Initial Phase Parking   |                | Future Phase Parking       |                |
| PCT Parking Garage  | 110,000        | MOB Parking Garage         | 260,000        |
| <i>*All square footages are approximate based on current projections.</i> |                |                            |                |
| <b>Total Proposed New Square Footage (incl. parking):</b>                 |                | <b>934,000</b>             |                |

| Good Samaritan Hospital<br>Campus Parcel Summary |            |            |              |
|--|------------|------------|--------------|
| Parcel #   | Area (ac.) | Parcel #   | Area (ac.)   |
| 9810000130                                       | 0.26       | 7790000566 | 3.51         |
| 9810000140                                       | 0.09       | 7790000565 | 1.09         |
| 9810000151                                       | 0.26       | 9810000014 | 3.90         |
| 9810000161                                       | 0.2        | 9810000015 | 6.56         |
| 9810000120                                       | 0.43       | 9810000016 | 0.05         |
| 7766000010*                                      | 0.24       | 9810000643 | 0.44         |
| 7766000020*                                      | 0.1        | 9810000644 | 0.65         |
| 7766000030*                                      | 0.07       | 9810000645 | 0.23         |
| 0420342141                                       | 0.17       | 7080000251 | 3.32         |
| 0420342112                                       | 0.46       | 7080000181 | 0.26         |
| 0420342081                                       | 0.32       | 7080000182 | 1.71         |
| 0420342104                                       | 0.25       | 0420342146 | 1.46         |
| 0420342124                                       | 0.03       | 0420342147 | 1.96         |
| 0420342035                                       | 0.22       | 0420342148 | 0.77         |
| 7080000132                                       | 1.57       | 0420342151 | 0.79         |
| 7790000558                                       | 0.42       | 0420342150 | 0.76         |
| 7790000554                                       | 1.66       | 0420342149 | 0.65         |
| <b>Total Acres</b>                               |            |            | <b>34.86</b> |

# Exhibit B - Hazards



## Legend

- Theme\_Roads
- Theme\_Tax Parcels
- Theme\_Potential Flood Hazard Review

## Theme\_Regula Floodplain 2017

- 1% Annual Chance Flood

## Theme\_Volcani Hazard

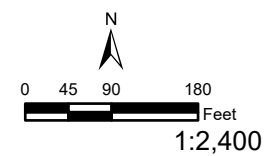
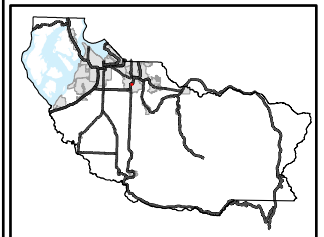
- Case 1 - 500 - 1000 yr frequency
- Case 2 - Average 100 yr frequency

- Tax Parcel Labels
- Tax Parcels

## Roads

### Road Class

- Highway Ramp
- Residential



Disclaimer: The map features are approximate and have not been surveyed. Additional features not yet mapped may be present.  
Pierce County assumes no liability for variations ascertained by formal survey.

Date: 10/24/2022 11:30 AM