



**2024 Master Plan Proposal to
City of Puyallup, Washington**

August 05, 2024

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:
- Environmental Impact Statement (EIS) (Companion Document)

Location:	401 15 th 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 14th 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

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 14th Avenue SE and 4th 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 7th 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 13th and 15th Avenues SE, adding new vehicle access to and from the north and east sides of the campus.

II. CURRENT CONDITIONS

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.

FIGURE II-A: REGIONAL VICINITY MAP I

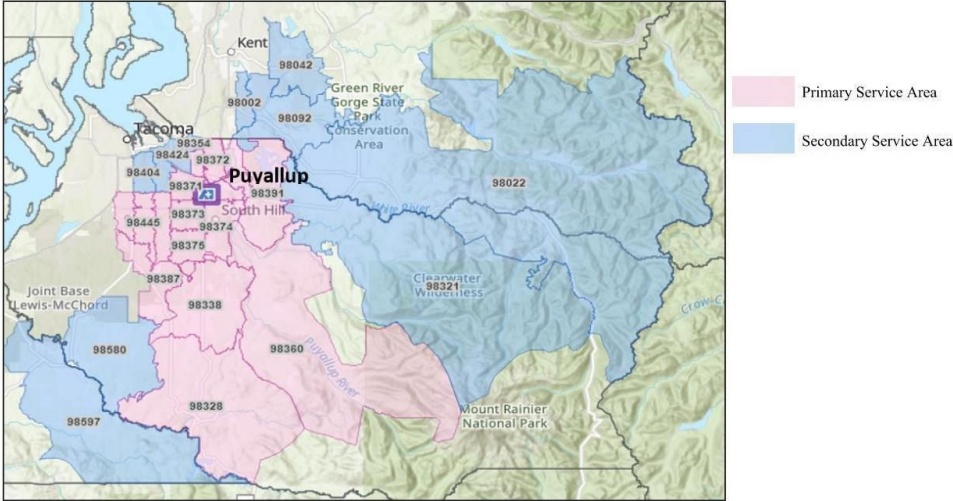
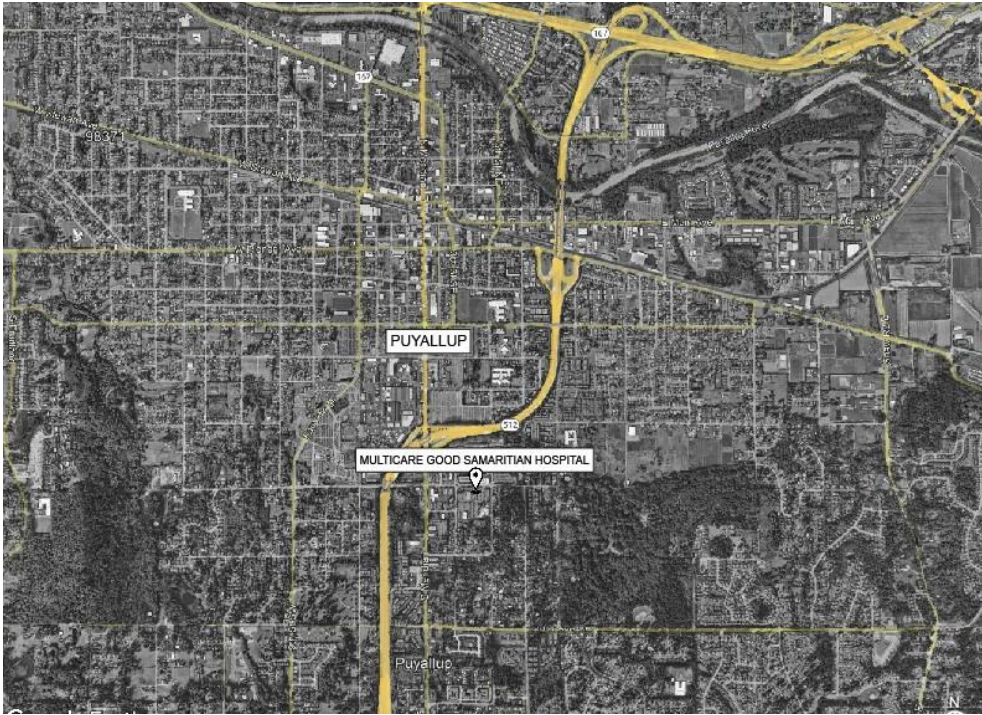
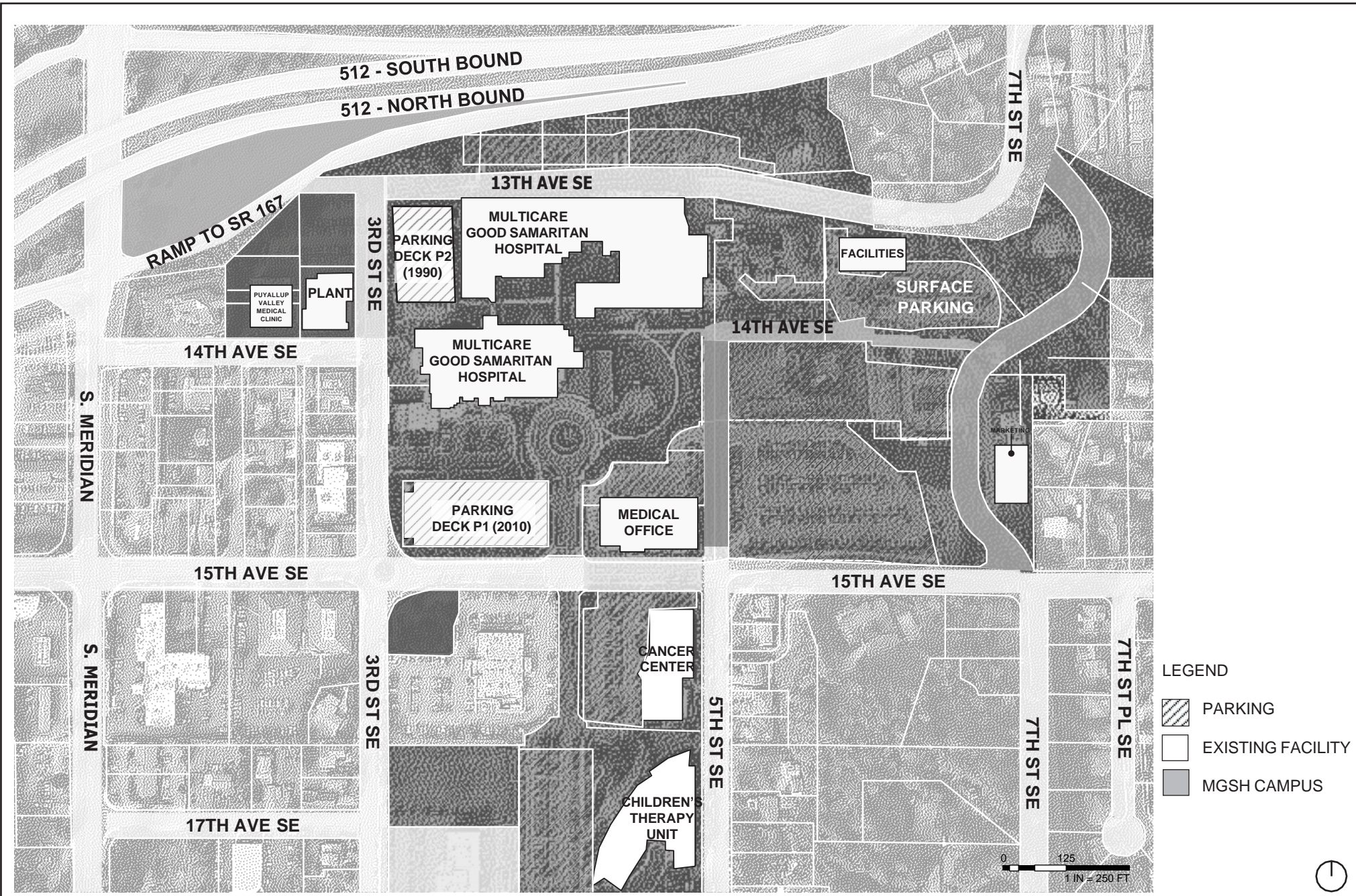


FIGURE II-B: REGIONAL VICINITY MAP II



II-C



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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

VICINITY MAP, EXISTING CONDITIONS - AERIAL PLAN

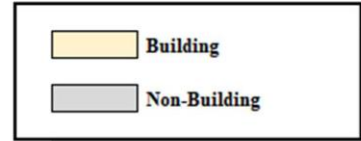
SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

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 ^a	0.24	10,454	15,401
		7766000020 ^a	0.10	4,356	
		7766000030 ^a	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 ^b	6.56	285,754	375,800
G	P2 Parking Garage (1990)	9810000016 ^b	0.05	2,178	138,484
H	P1 Parking Garage (2010)	9810000014 ^c	0.00	0	150,103
I	Medical Office Building	9810000643	0.44	19,166	83,736
		9810000644 ^b	0.65	28,314	
		9810000645 ^b	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 ^b	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
Total			34.86	1,518,502	1,244,396



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.



LEGEND

- MGS CAMPUS
- OTHER



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PROPERTY OWNERSHIP

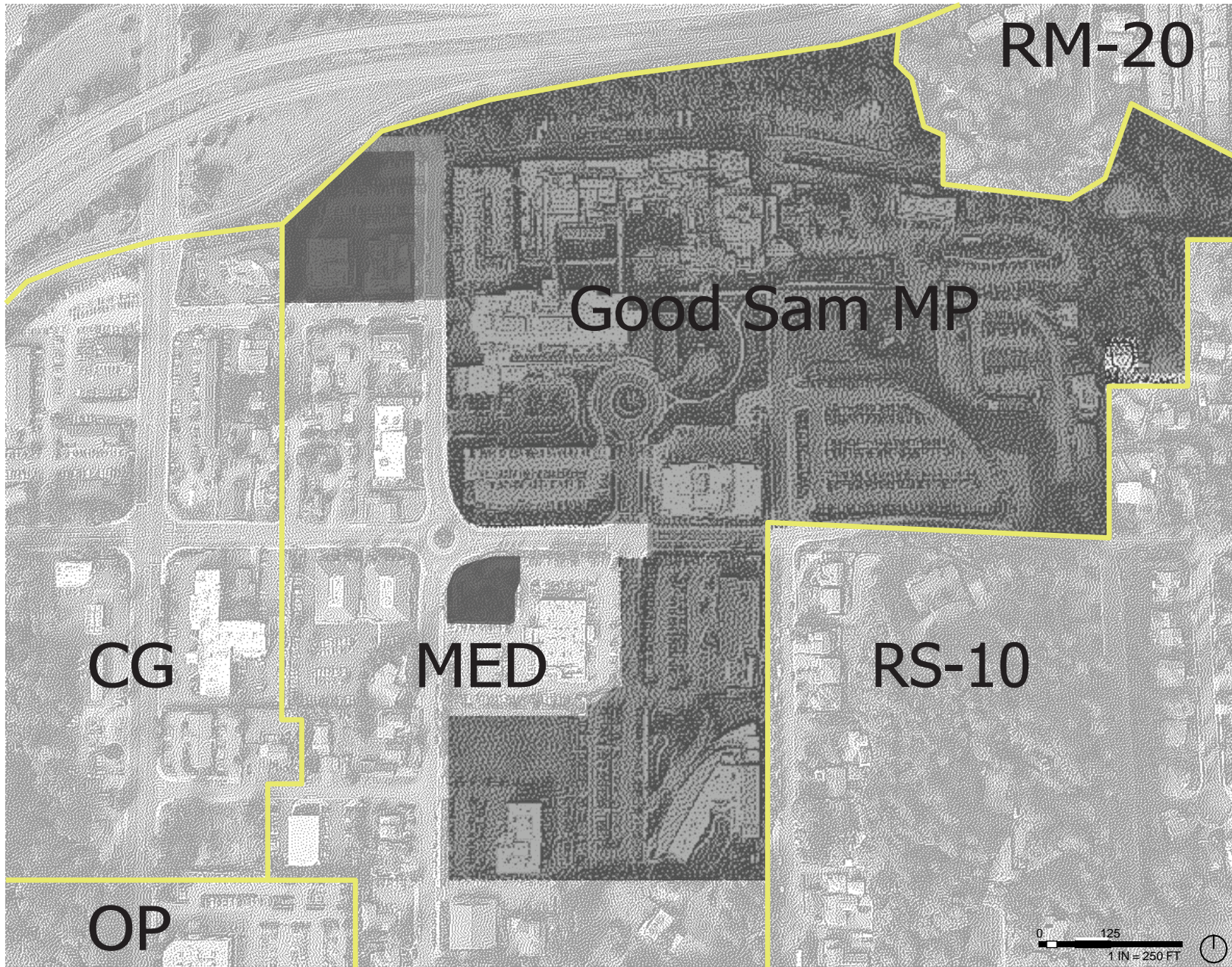
SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

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*. MGSH 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 MGSH 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 MGSJ 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.

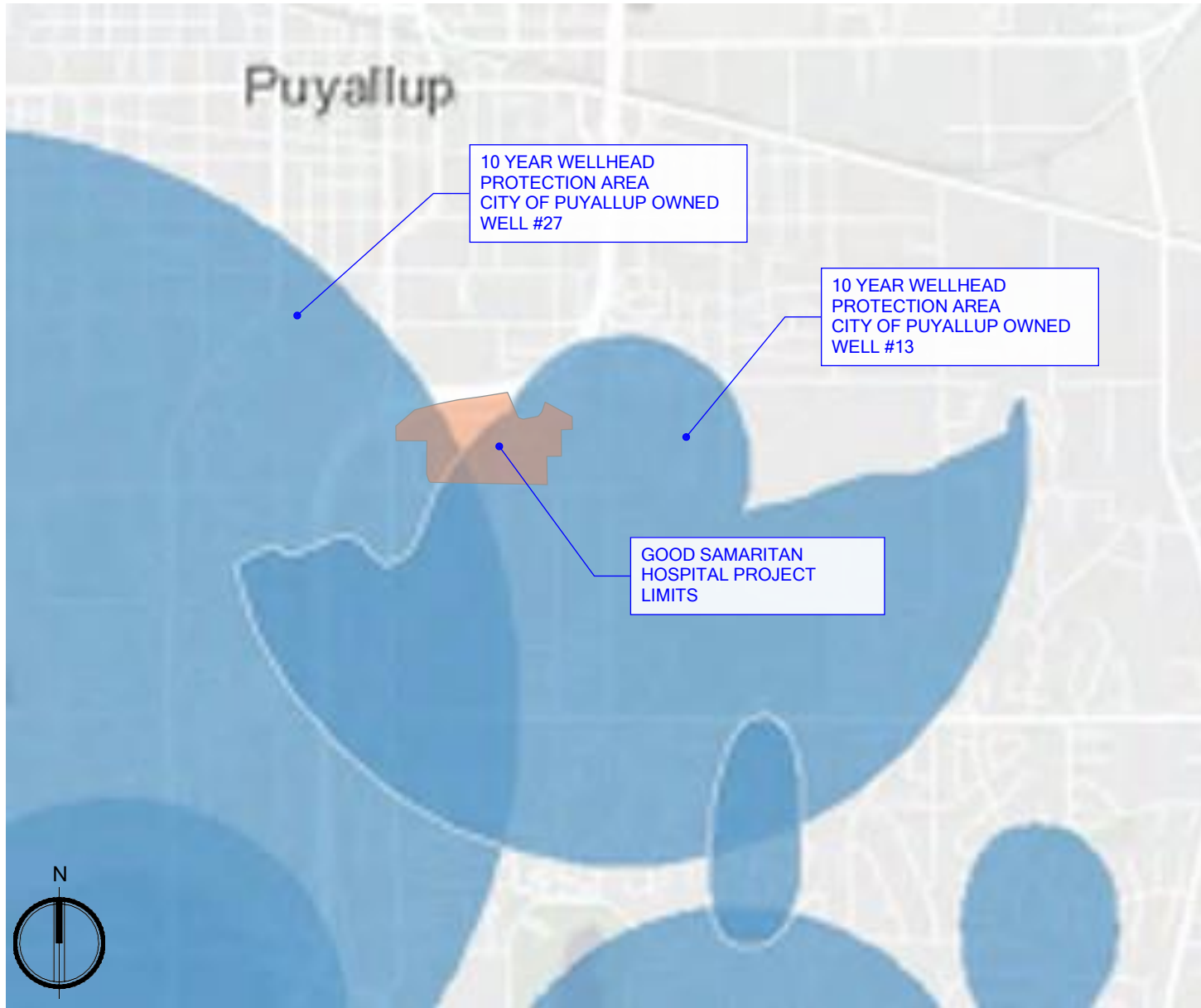
In accompaniment to the 2007 MGSJ Master Plan, the established Development Agreement (DA) of the same year set the Case I lahar boundary at the ninety (90) foot elevation line on the Property, based upon information obtained from USGS that was specific to the hospital site. The 2007 DA stated that the City will not regulate critical facilities above that boundary pursuant the City’s volcanic hazard critical area regulations.

Currently on the MGSJ campus, all clinical buildings lie outside of the 90-foot elevation contour. The existing MGSJ “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.

On November 18, 2022, USGS confirmed the prior information in writing to the City of Puyallup. See Appendix C – USGS Lahar Zone Correspondence. The USGS letter stated that their current modeling of a simulated lahar would result in a lahar flow depth about 6-ft (2 meters) in the Puyallup near the intersection of 7th Street NW and West Stewart. The Multicare Good Samaritan Campus property is located at an elevation of 80-180 ft above the valley floor. Per their work, they state in their letter, “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.”

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 13th 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 29th, 2012. Refer to figure *II-L – Previously Contaminated Site Map* for a map depicting the location of this on-site.

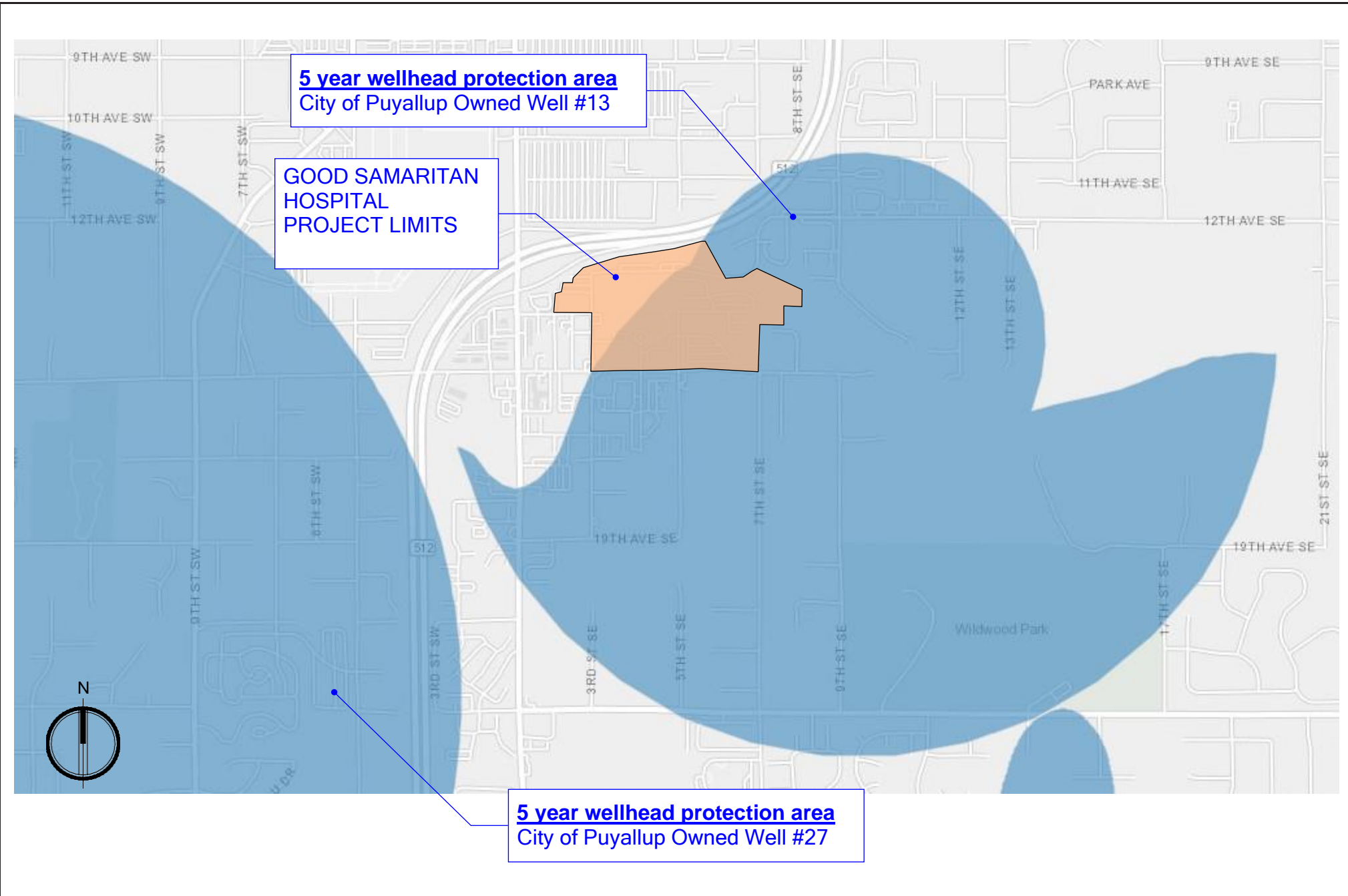


MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

10-YEAR WELLHEAD PROTECTION AREAS

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

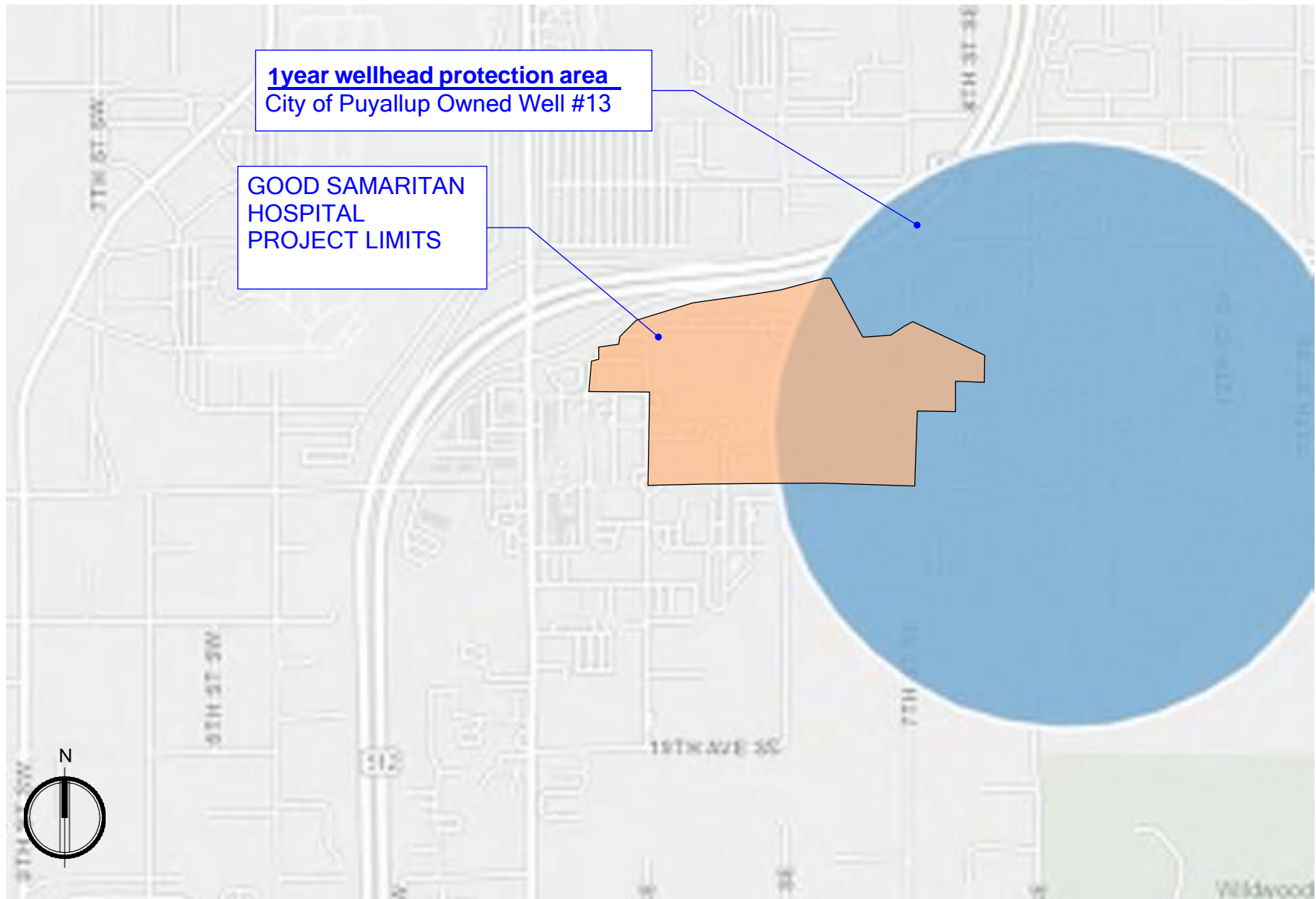
II-G



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

5-YEAR WELLHEAD PROTECTION AREAS

SOURCE: WASHINGTON STATE DEPARTMENT OF HEALTH OFFICE OF DRINKING WATER



1year wellhead protection area
 City of Puyallup Owned Well #13

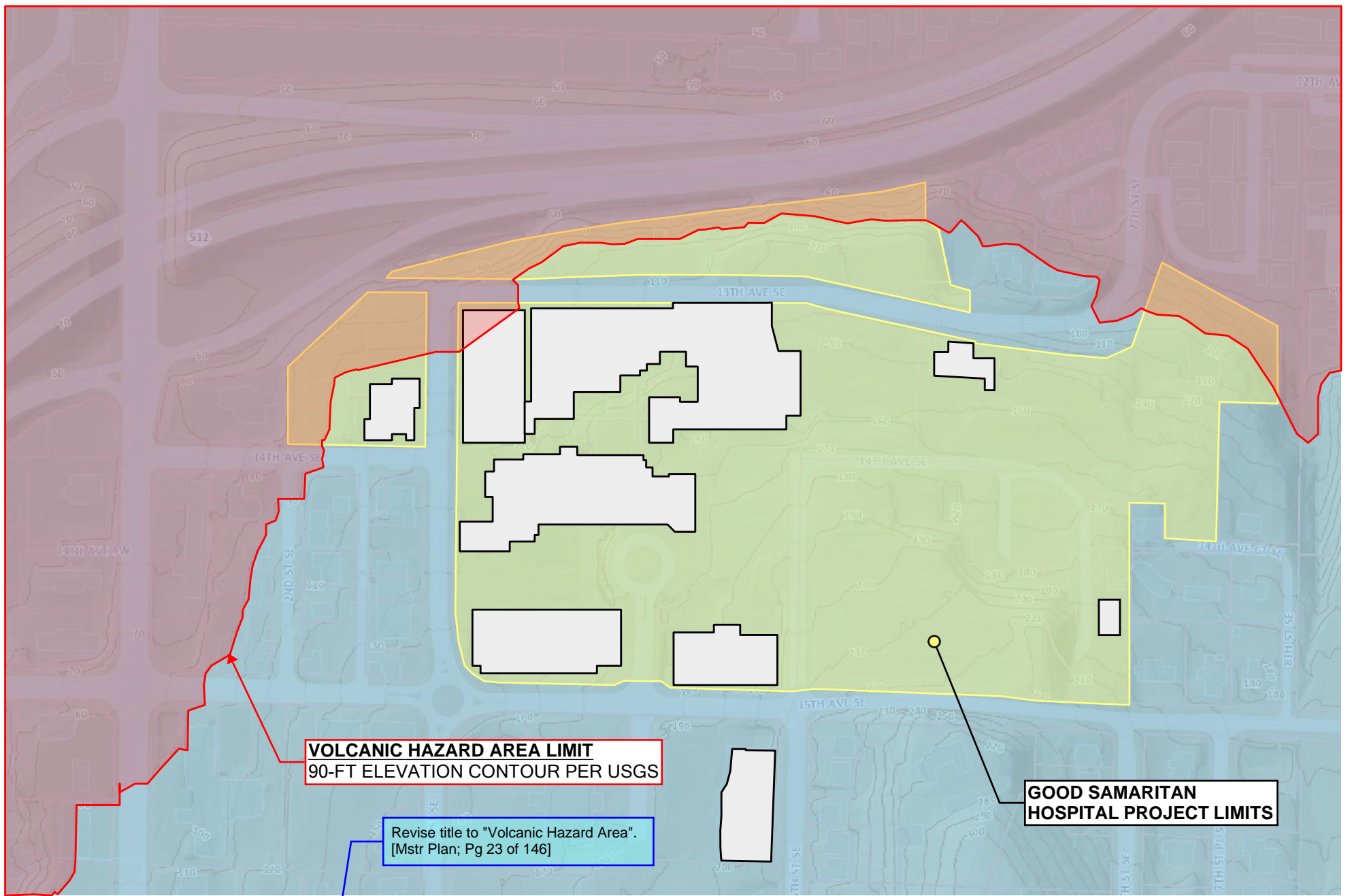
**GOOD SAMARITAN
 HOSPITAL
 PROJECT LIMITS**



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

1-YEAR WELLHEAD PROTECTION AREAS

SOURCE: WASHINGTON STATE DEPARTMENT OF HEALTH OFFICE OF DRINKING WATER



VOLCANIC HAZARD AREA LIMIT
 90-FT ELEVATION CONTOUR PER USGS

Revise title to "Volcanic Hazard Area".
 [Mstr Plan; Pg 23 of 146]

GOOD SAMARITAN
HOSPITAL PROJECT LIMITS

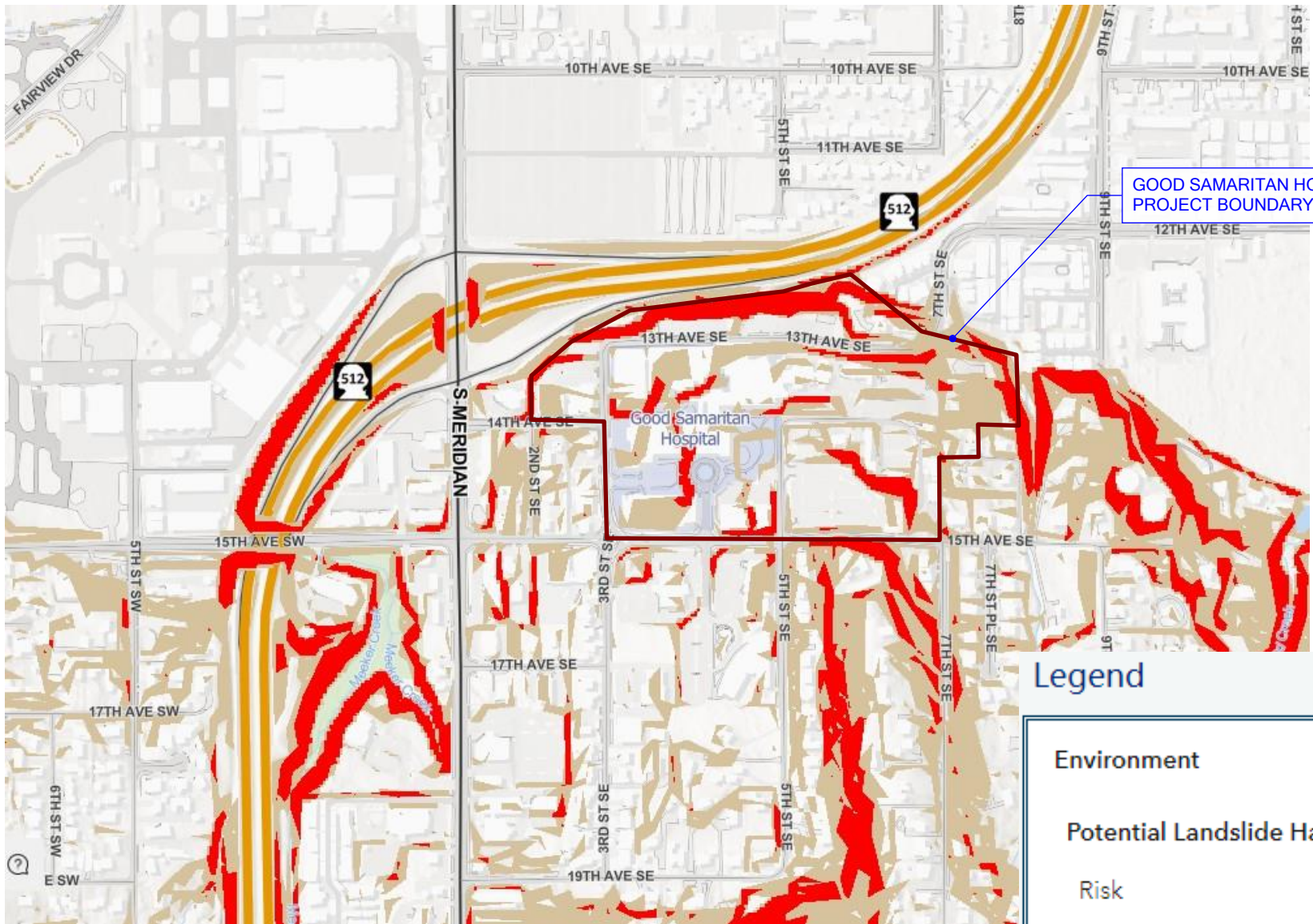


MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

RD AREA

SOURCE: USGS

II-J



GOOD SAMARITAN HOSPITAL PROJECT BOUNDARY

Legend

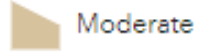
Environment

Potential Landslide Hazard

Risk

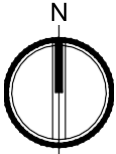


High



Moderate

Revise title to "Landslide Hazard Area".
[Mstr Plan; Pg 24 of 146]

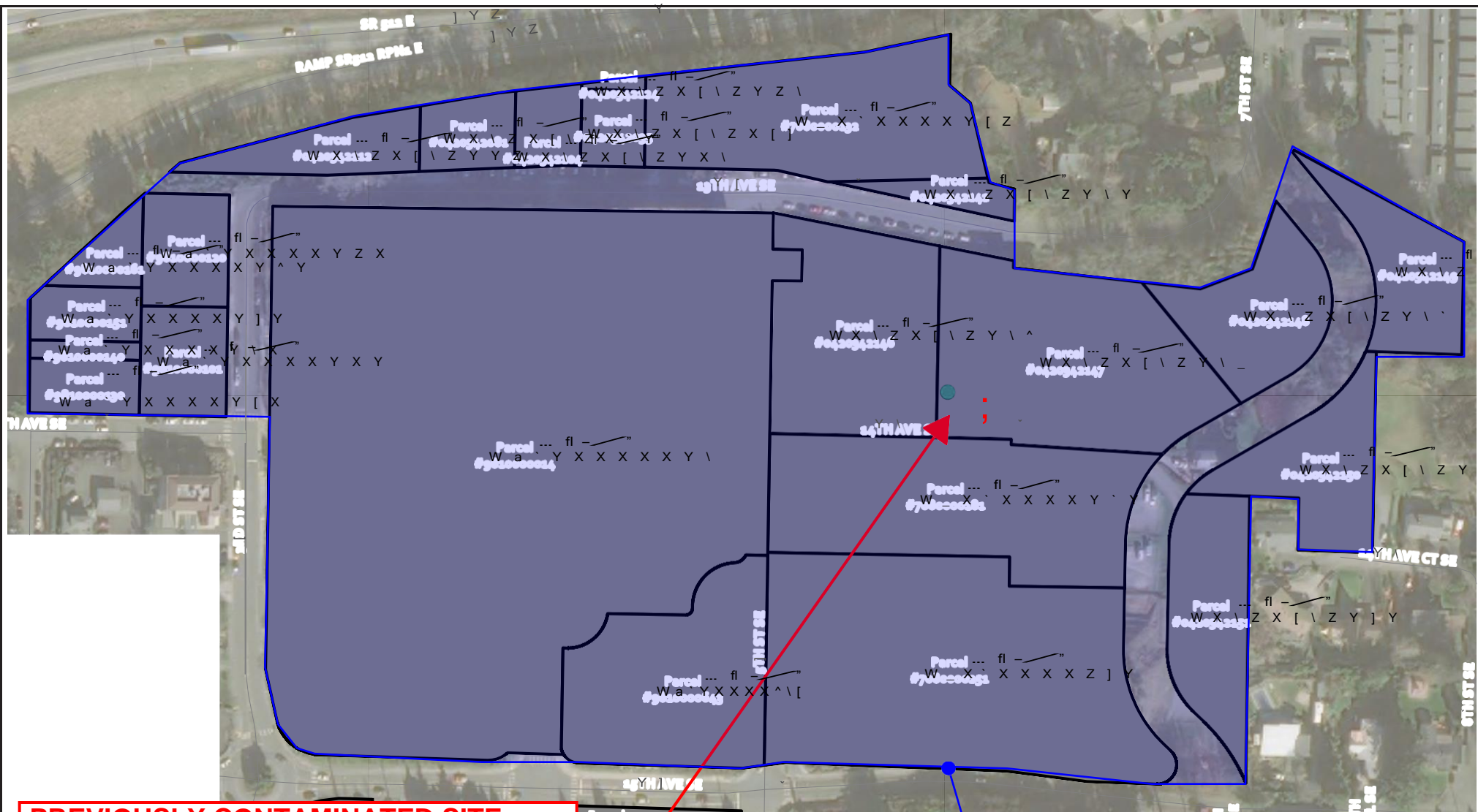


MULTICARE GOOD SAMARITIAN HOSPITAL MASTERPLAN

RD AREA

SOURCE: CITY OF PUYALLUP DATA VIEWER

II-K



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



Legend

- Impervious
- Pervious
- Building



GRAPHIC SCALE

0 70 140 280
 Feet

1 IN = 280 FT

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



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

EXISTING AND FULL BUILDOUT LOT COVERAGE EXHIBIT

II-M

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 3rd Street SE. A secondary loading exists at the east side of the hospital which can be accessed from 13th 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:

- 3rd Street SE - 6” CI
- 4th Street SE - 12” DI
- 5th Street SE - 8” CI
- 13th Avenue SE - 12” DI
- 14th Avenue SE - 8” DI
- 15th 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:

- 13th Ave SE - 8” PVC, 8” RCP
- 15th Ave SE - 8” PVC
- 3rd Street SE - 8” PVC
- 5th Street SE - 8” PVC
- 7th Street SE - 8” PVC

PVC: Polyvinylchloride Pipe, RCP: Reinforced Concrete Pipe

The northern buildings of the existing hospital drain to sanitary sewer main in 13th Avenue SE which routes westward towards Meridian Avenue. The Dally tower and main hospital building drain towards 3rd Street SE which drains and converges with 13th Avenue SE effluent waste at the intersection of 3rd Street SE and 13th Avenue SE. Sewer mains in 5th Street SE and 7th 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 5th Street SW under SR512 and in line with 14th 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.

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

- 13th Avenue SE: 12” PVC
- 14th Avenue SE: 12” PVC
- 15th Avenue SE: 12” PVC
- 3rd Street SE: 12” PVC, 12” RCP
- 5th Street SE: 12” PVC
- 7th Street SE: 12” PVC, 42” RCP

Per prior comment:
 Revise-"identified as being governed by a 1970 WSDOT-City interlocal agreement that limited city stormwater releases to the line."
 [Mstr Plan; Pg 29 of 146]

The State Highway basin receiving water is governed by the WSDOT 2019 Highway Runoff Manual.
 [Mstr Plan; Pg 29 of 146]

PVC: Polyvinylchloride Pipe, RCP: Reinforced Concrete Pipe

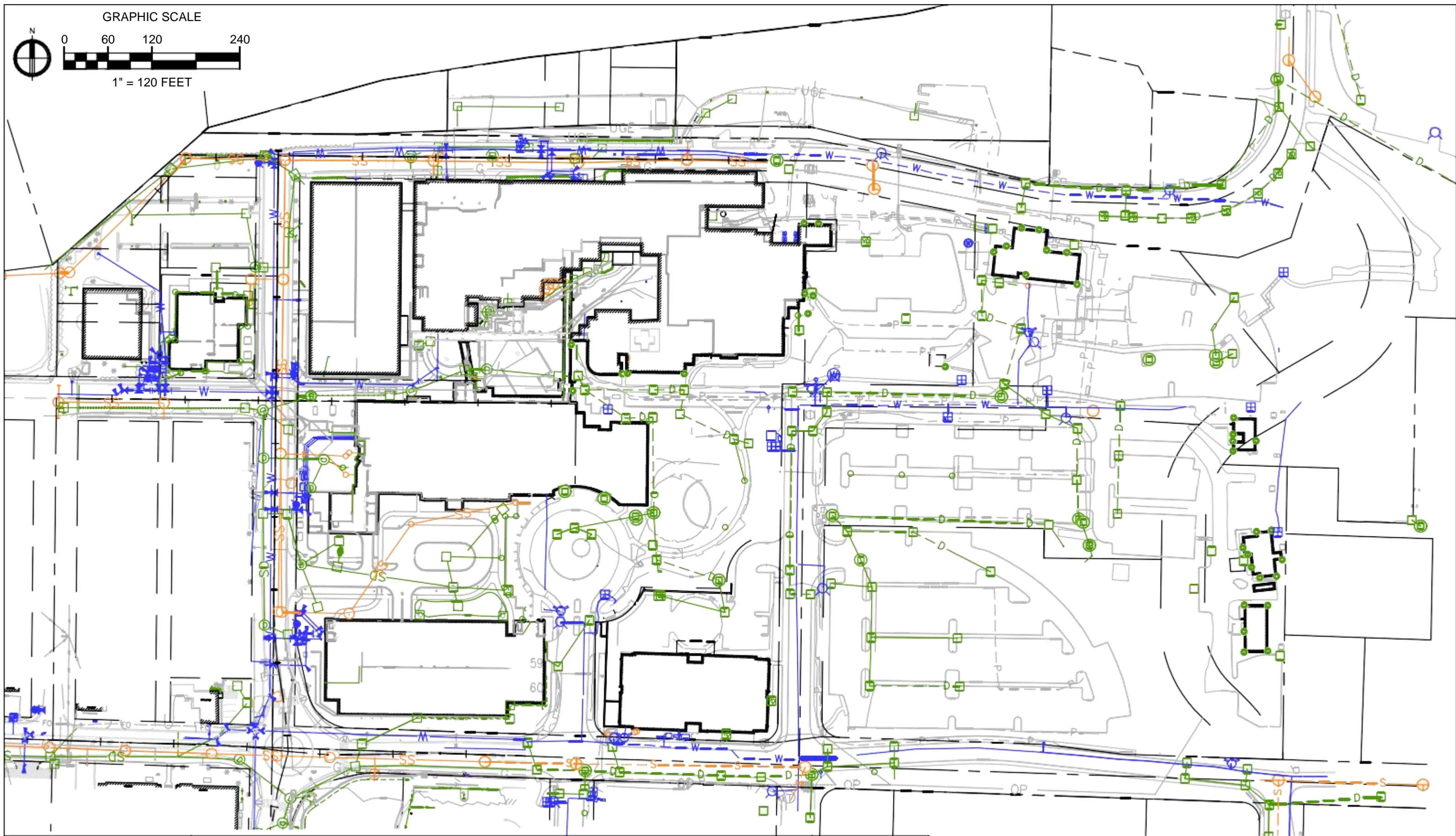
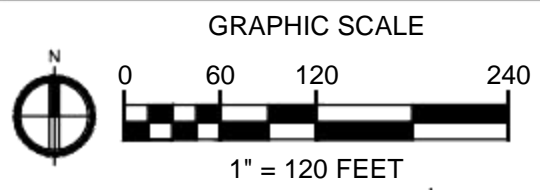
The site currently drains into two separate drainage basins, including the Clarks Creek basin and the State Highway basin. The western portion of the site, roughly the area west of 5th St SE, drains to the Clarks Creek basin period. The remaining eastern portion of the project area drains to the State Highway basin. The 2019 Ecology Manual (City Jurisdiction) shall apply to the improvements in the western portion of the site that drains to the west. The 2019 Highway Runoff Manual “WSDOT Jurisdiction” shall apply to the improvements in the eastern portion of the site. 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 30th, 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 MGSB project area which drains to the state highway basin shall be designed to comply with the duration flow control standard and downstream analyses as specified within 2019 Highway Runoff Manual.

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 of mainly 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 MGSB 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 MGSB 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.

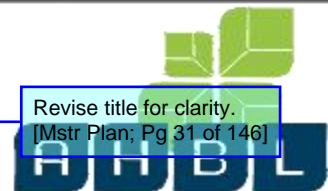
In the North Parking Lot and Central Parking lot area, drift includes large amounts of gravel and cobbles with variable amounts of silt and sand underlain by fine grained soils. The Stormwater Feasibility Evaluation conducted by Cobalt Geosciences also summarizes that no groundwater was observed at depths 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

Per prior comment:
 This paragraph is missing half of the information that was included on the prior submittal (Submittal 003, dated 11/21/23). Please restore the missing information.
 [Mstr Plan; Pg 29 of 146]

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
 EXISTING UTILIT MultiCare Good Samaritan Hospital Master Plan 2024



Revise title for clarity.
 [Mstr Plan; Pg 31 of 146]

II-N

LEGEND

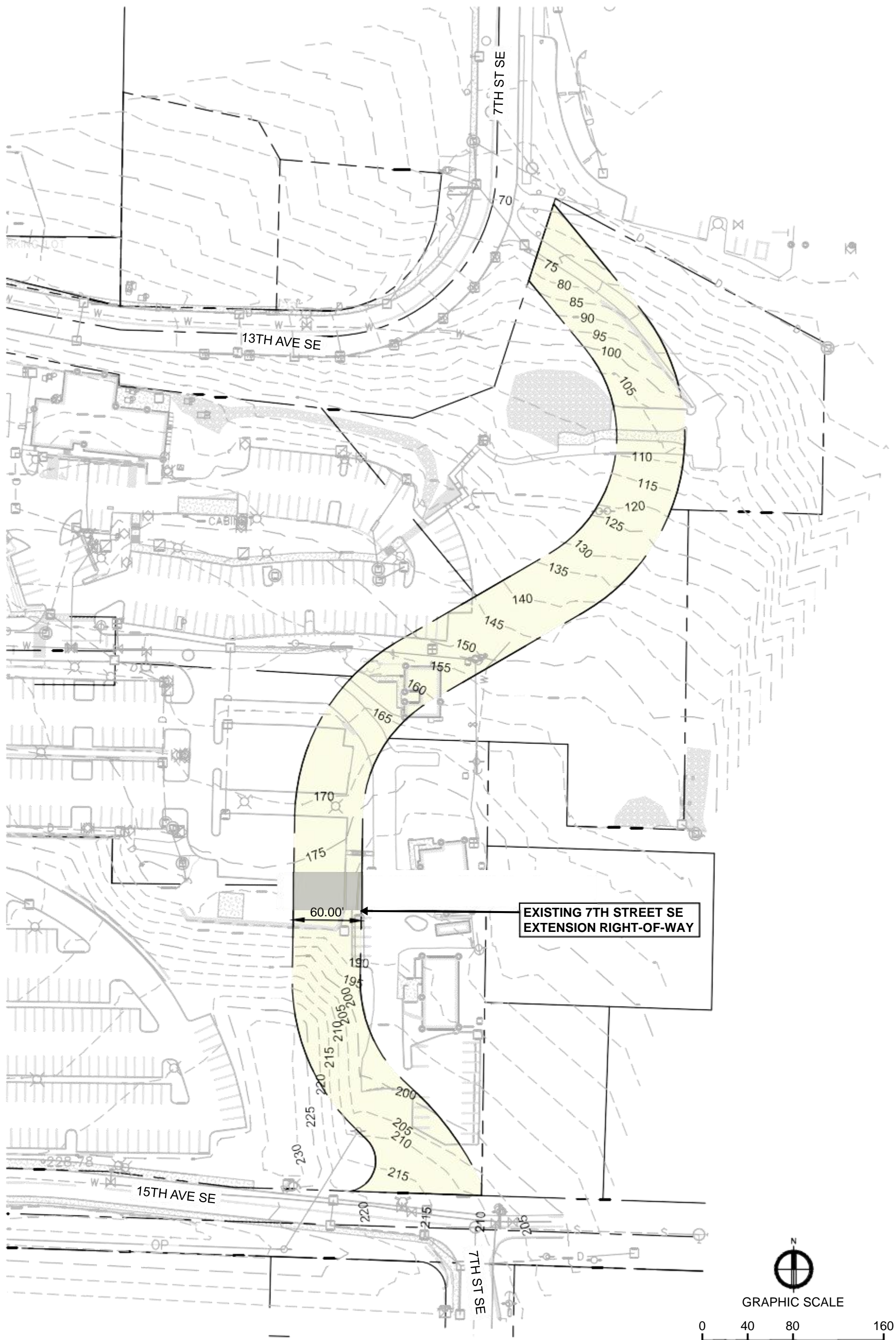
- | | | | | | |
|--|-------------------------|--|-----------------------|--|----------------------------------|
| | SANITARY SEWER MAIN | | STORM DRAINAGE PIPING | | WATER PIPING |
| | SANITARY SEWER MANHOLE | | CATCH BASIN TYPE 1 | | FIRE HYDRANT |
| | SANITARY SEWER CLEANOUT | | CATCH BASIN TYPE 2 | | WATER METER |
| | | | STORM CLEANOUT | | GATE VALVE |
| | | | YARD DRAIN | | THRUST BLOCING |
| | | | RIPRAP PAD | | FIRE DEPARTMENT CONNECTION (FDC) |

7th Street SE Roadway Connection – Existing Conditions. As illustrated in *Figure II-O*, a portion of the eastern half of the MGSB 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 MGSB 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 MGSB. 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 MGSB 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 MGSB.

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 MGSB 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 9th, 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, "MGSB 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."

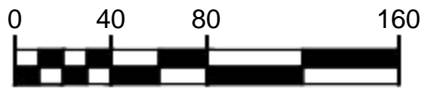


**EXISTING 7TH STREET SE
EXTENSION RIGHT-OF-WAY**

60.00'



GRAPHIC SCALE



1" = 80 FEET



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

7TH STREET SE EXTENSION - EXISTING CONDITIONS

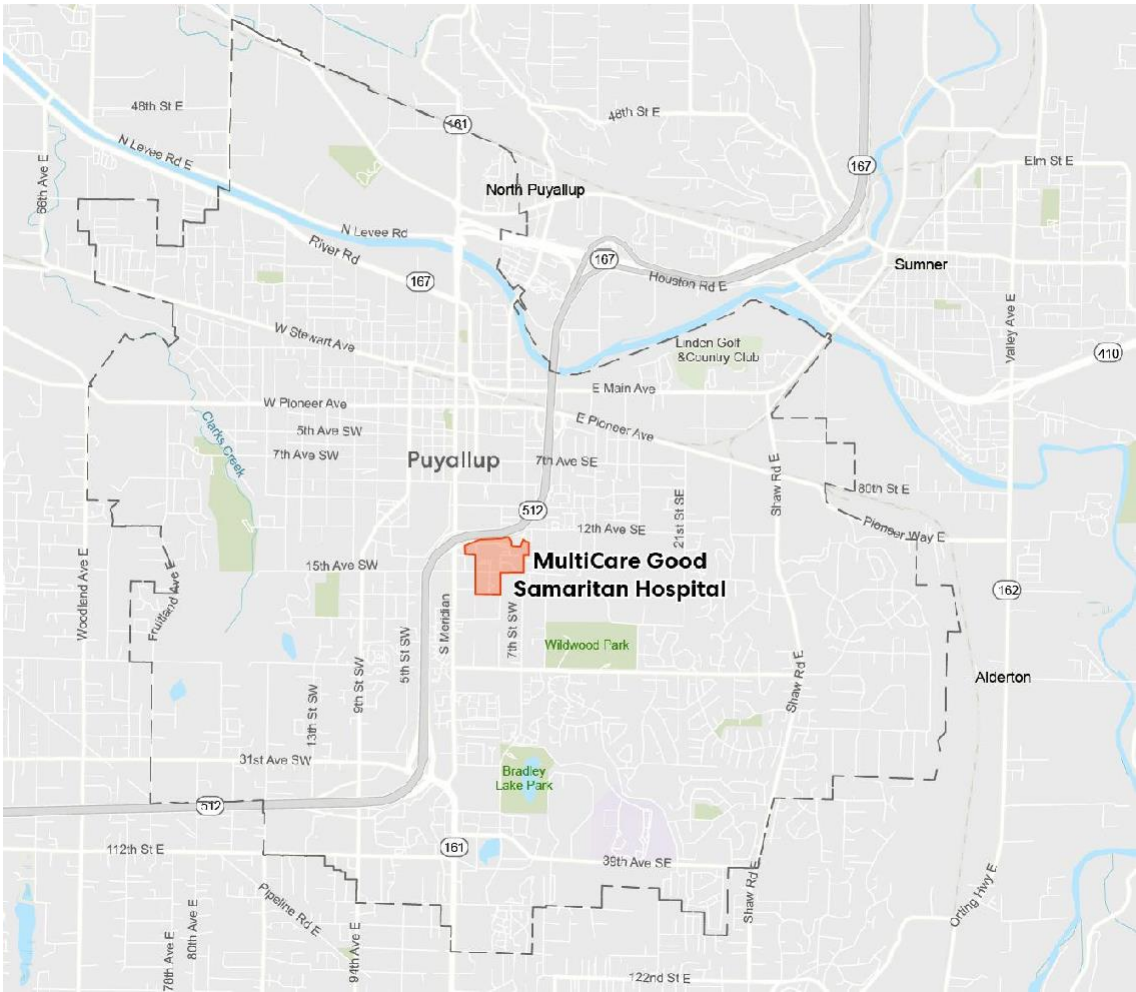
11-0

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



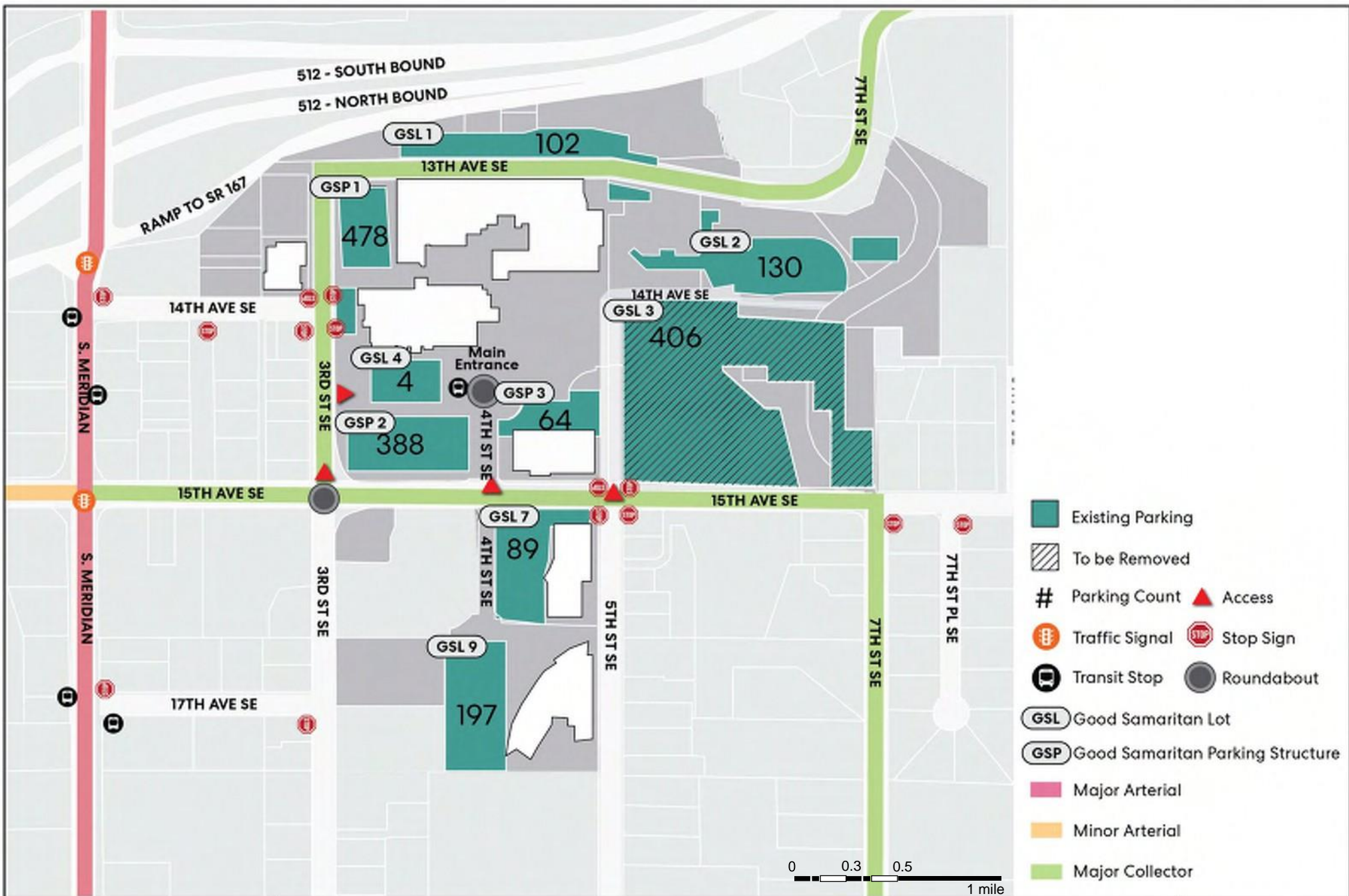
Existing Roadway Network and On-site Circulation. The roadway network serving MGSB includes Major Collector and Local streets (*Table II-B and Figure II-Q*), which provide direct access to the project site. Roadway access, intersections, and signalization in the MGSB campus vicinity are shown in Figure II-Q. 15th Avenue SE, 14th Avenue SE, 13th Avenue SE, 3rd Street SE, 4th 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



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

PROJECT SITE INTERSECTIONS

SOURCE:

Existing Bike and Pedestrian Network. MGSB 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 MGSB and the MGSB 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.

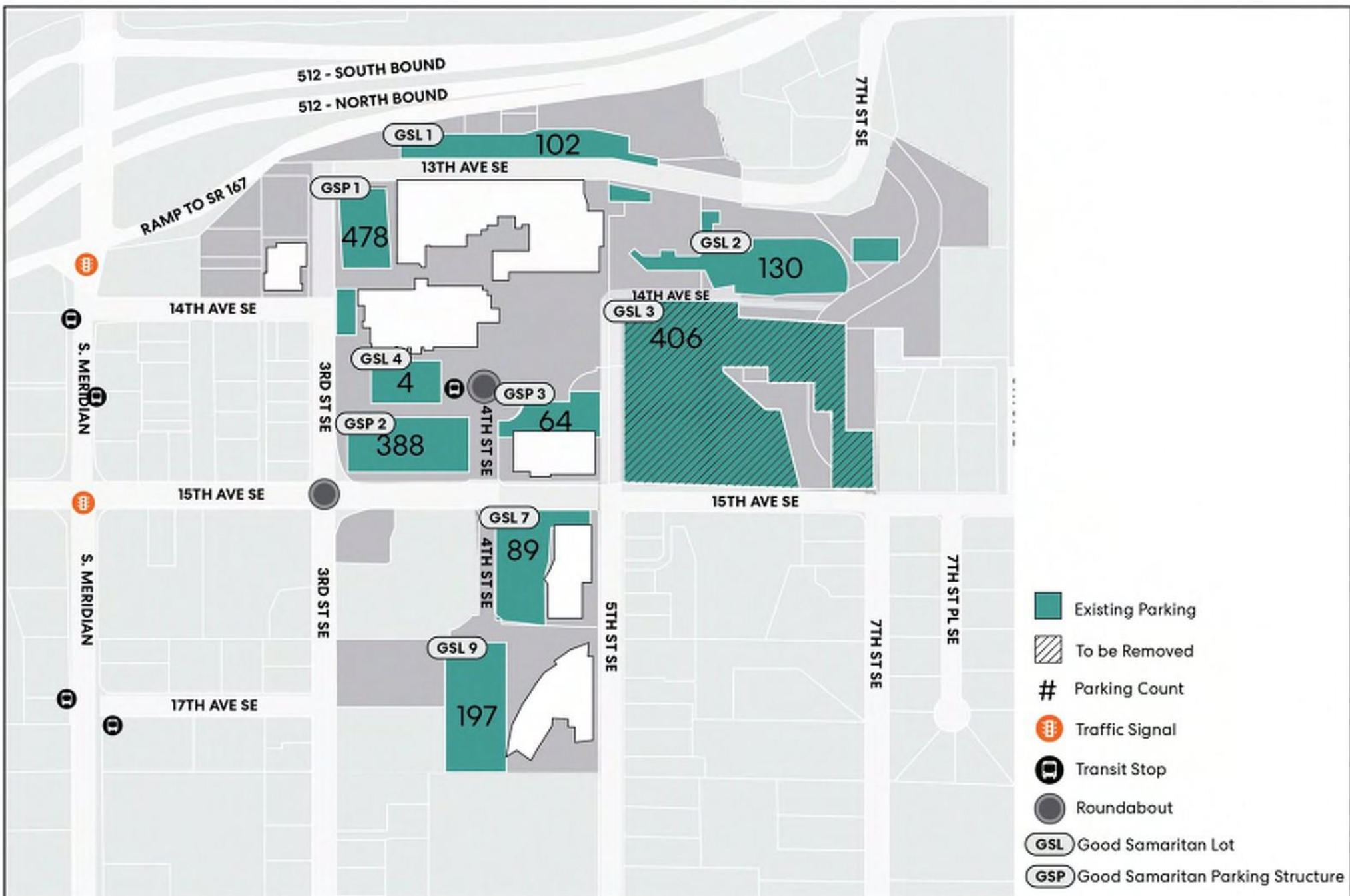
Parking Inventory. As of April 2022, there were 1,858 parking spaces available on the MGSB campus. Most of these spaces are in eight surface lots and garages, with the remainder located near loading docks or hospital entrances (*Figure II-R*). Parking spaces are restricted by user type, with approximately 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	
Total	1,858	830	90	681	105	119	33
%	100%	45%	5%	37%	6%	6%	2%

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

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



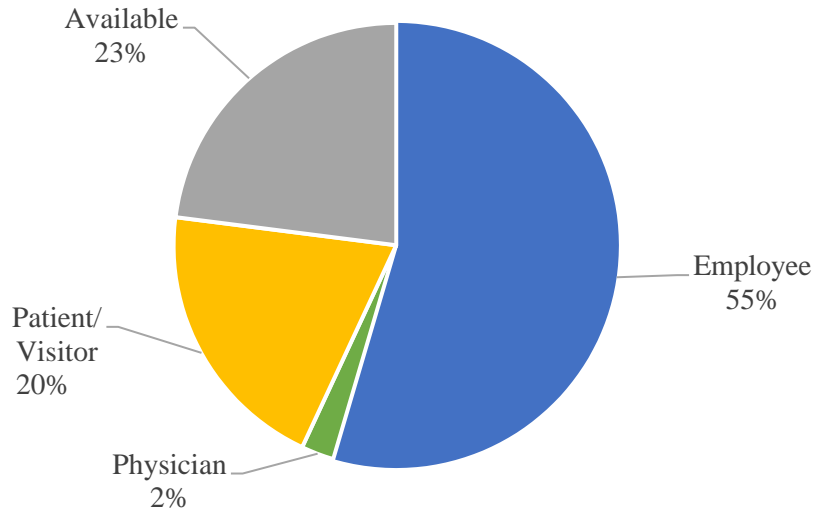
Parking Utilization. In September 2021, MGSB completed a study of parking supply and demand that included an evaluation of weekday parking utilization for two-hour periods between 7:00 a.m. and 3:00 p.m. The study found that MGSB parking facilities were approximately 78% occupied at peak period (11 a.m.). 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
GSL1	94%	97%	94%	89%	70%
GSL2	58%	95%	97%	97%	94%
GSL3	60%	75%	80%	78%	77%
GSL4	0%	75%	25%	50%	75%
GSL7	63%	100%	97%	99%	97%
GSL9	49%	69%	66%	67%	64%
GSP1	66%	78%	83%	80%	74%
GSP2	46%	65%	61%	59%	57%
GSP3	28%	80%	84%	89%	94%
Total	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 MGSB campus is summarized in *Table II-E*. Pierce Transit provides direct transit service to MGSB via Routes 402 and 425. Route 425 has a stop at the main hospital entrance and on South Meridian at 14th Avenue SE, approximately 1/4th mile walk. Route 402 has a stop on South Meridian at 14th Avenue SE, approximately 1/4th 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 th Avenue to Federal Way Transit Center	M-F	5:00 a.m. – 8:45 p.m.	25 mins (peak) 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. MGSB has a Commute Trip Reduction (CTR) Program¹, 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 by a low-cost, monthly fare.² Pierce Transit also works with employers, providing materials and assistances on education, marketing, and training.

The most recent employee commute survey in 2022 shows that about 90% of MGSB employees drive alone, which is lower than in 2018. Telecommuting increased from 1.1% in 2018 to 4% in 2022. MGSB 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.

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

² <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 2043, the multi-phase 2024 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.

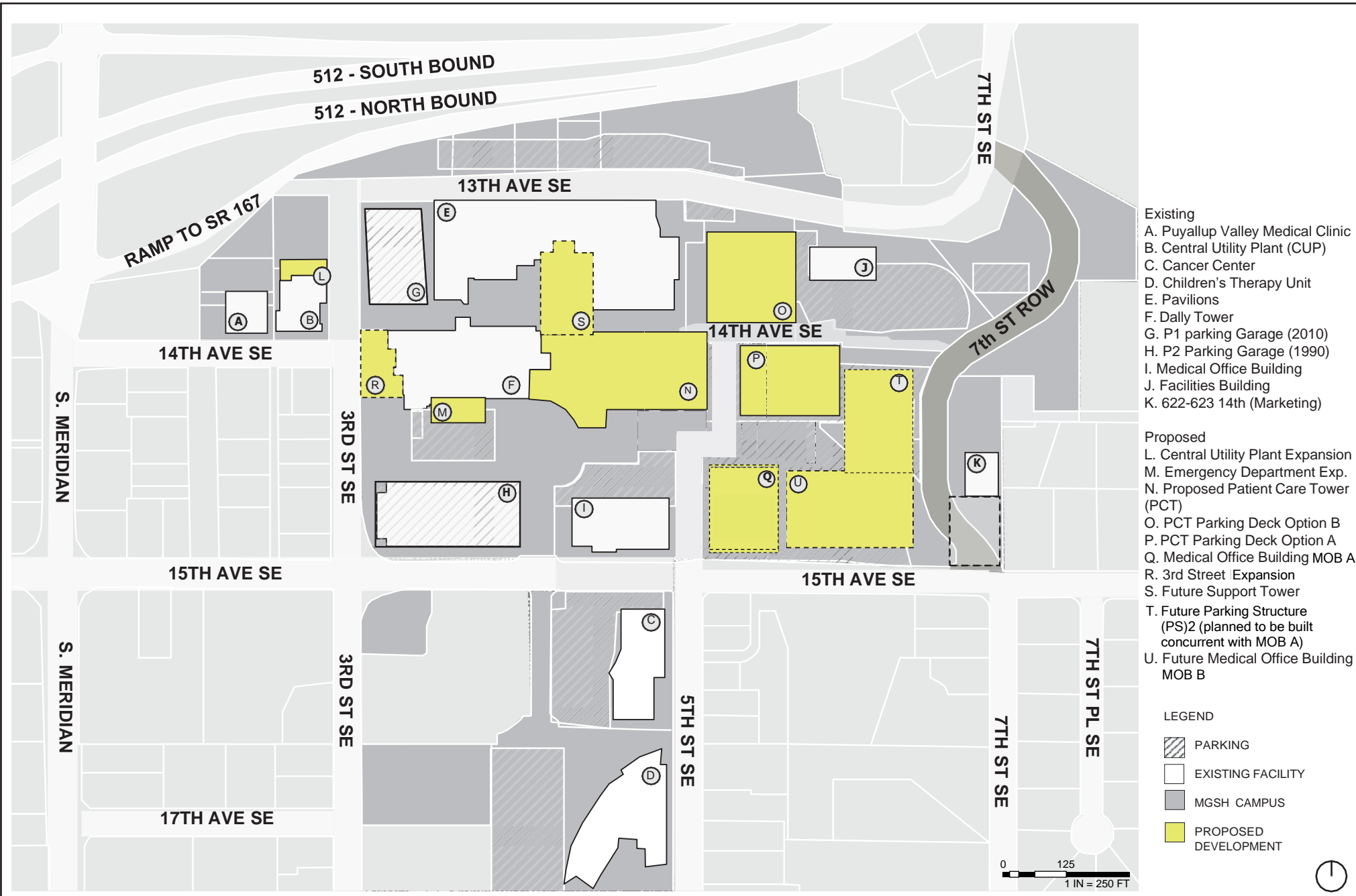
Table III-A summarizes the full-build-out program by phase:

**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 (planned to be built concurrent with MOB A)			2	260,000 gsf
Medical Office Building (MOB) B			3	100,000 gsf
Central Support Tower			4A	90,000 gsf
Dally Tower Expansion towards 3 rd Street			4B	30,000 gsf
Subtotal		432,000 gsf		580,000 gsf

Total: 1,012,000 gsf

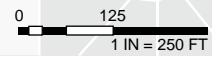
**Construction phases may not occur chronologically according to phase numbers*



- 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 MOB A
 - R. 3rd Street Expansion
 - S. Future Support Tower
 - T. Future Parking Structure (PS)2 (planned to be built concurrent with MOB A)
 - U. Future Medical Office Building MOB B

- LEGEND
- PARKING
 - EXISTING FACILITY
 - MGS CAMPUS
 - PROPOSED DEVELOPMENT



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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

MGS 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 15th 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 14th Ave SE and an option B to the north of 14th 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

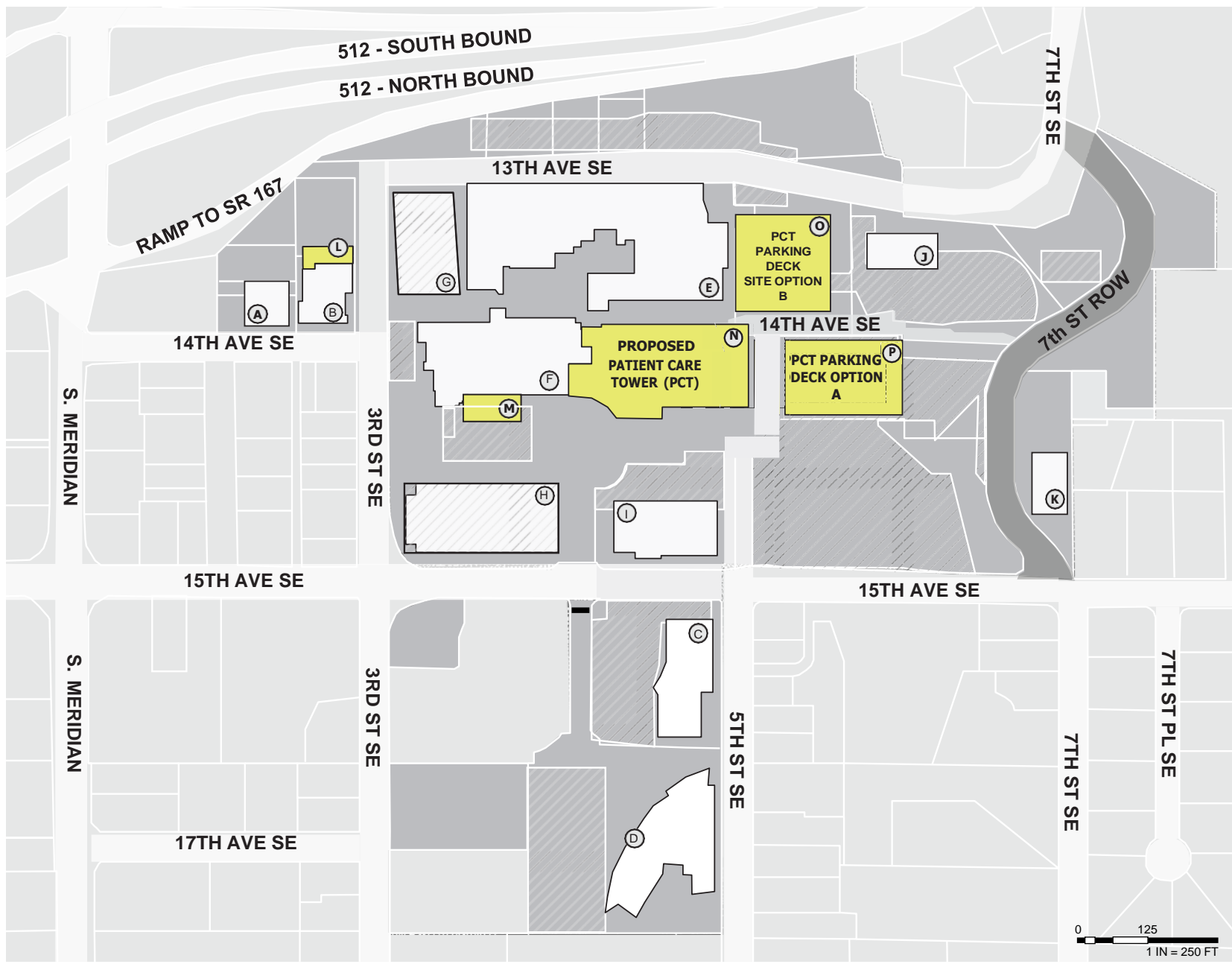
Height: Targeting 25'

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

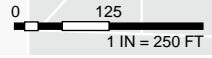
Hours of Operation: 7 days week/24 hours day.

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
 - MGS CAMPUS
 - PROPOSED DEVELOPMENT



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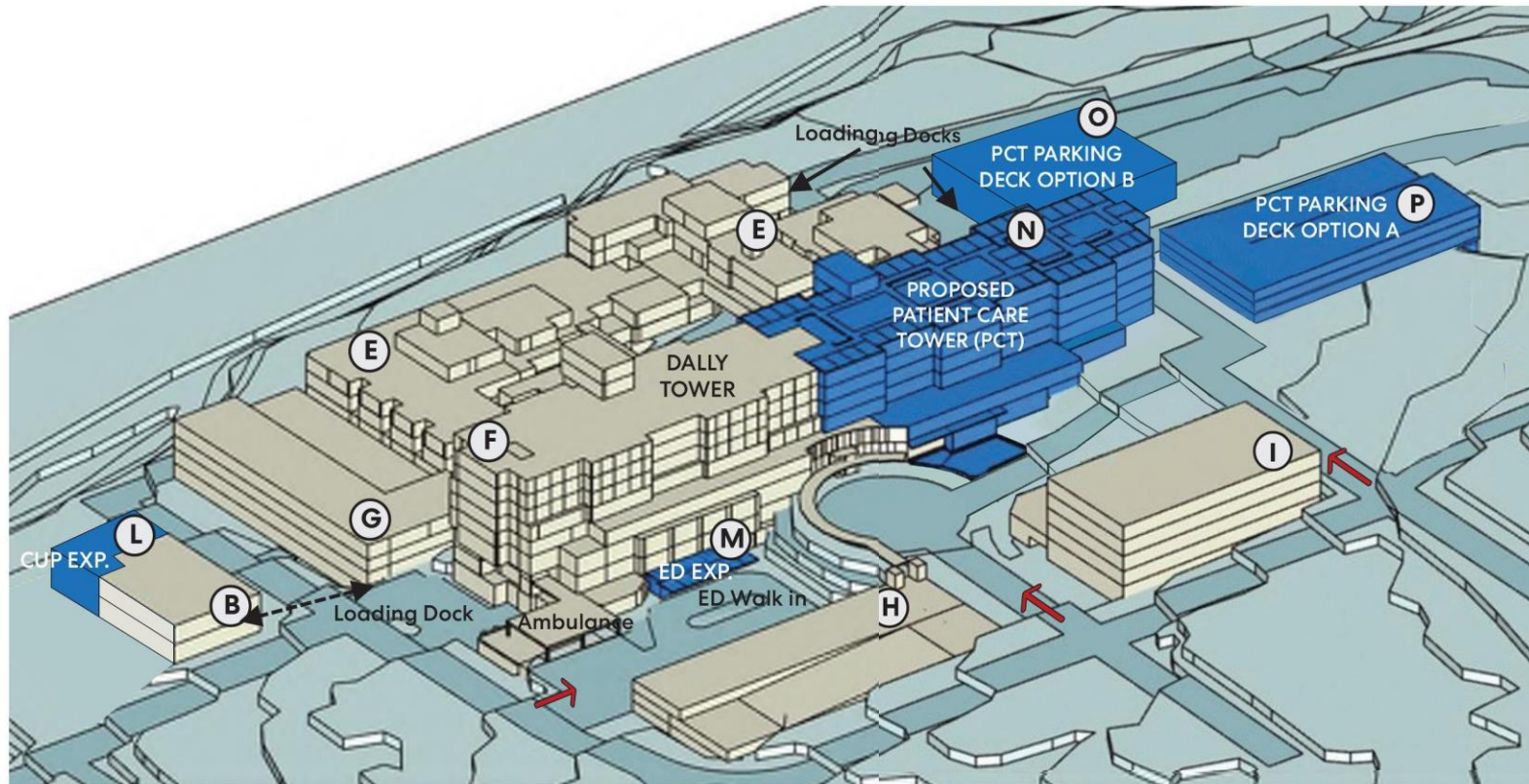
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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

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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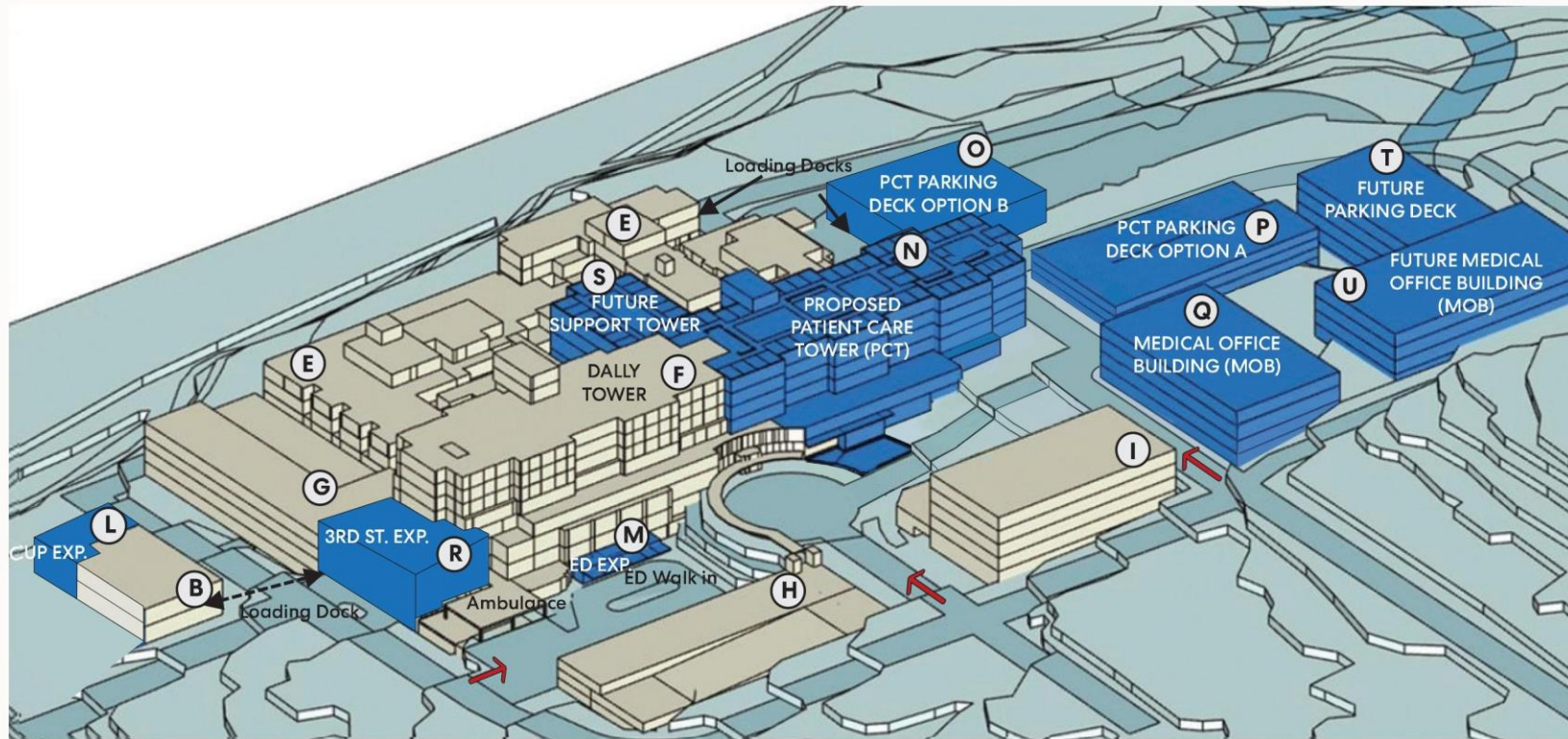
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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

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
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 - 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 MOB A
 - R. 3rd Street Expansion
 - S. Future Support Tower
 - T. Future Parking Structure (PS)2 (planned to be built concurrent with MOB A)
 - U. Future Medical Office Building MOB B

*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 15th Avenue SE and 5th 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 15th Avenue SE and 5th 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 3rd Street

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

Size: 30,000 gsf

Footprint: 15,000 gsf

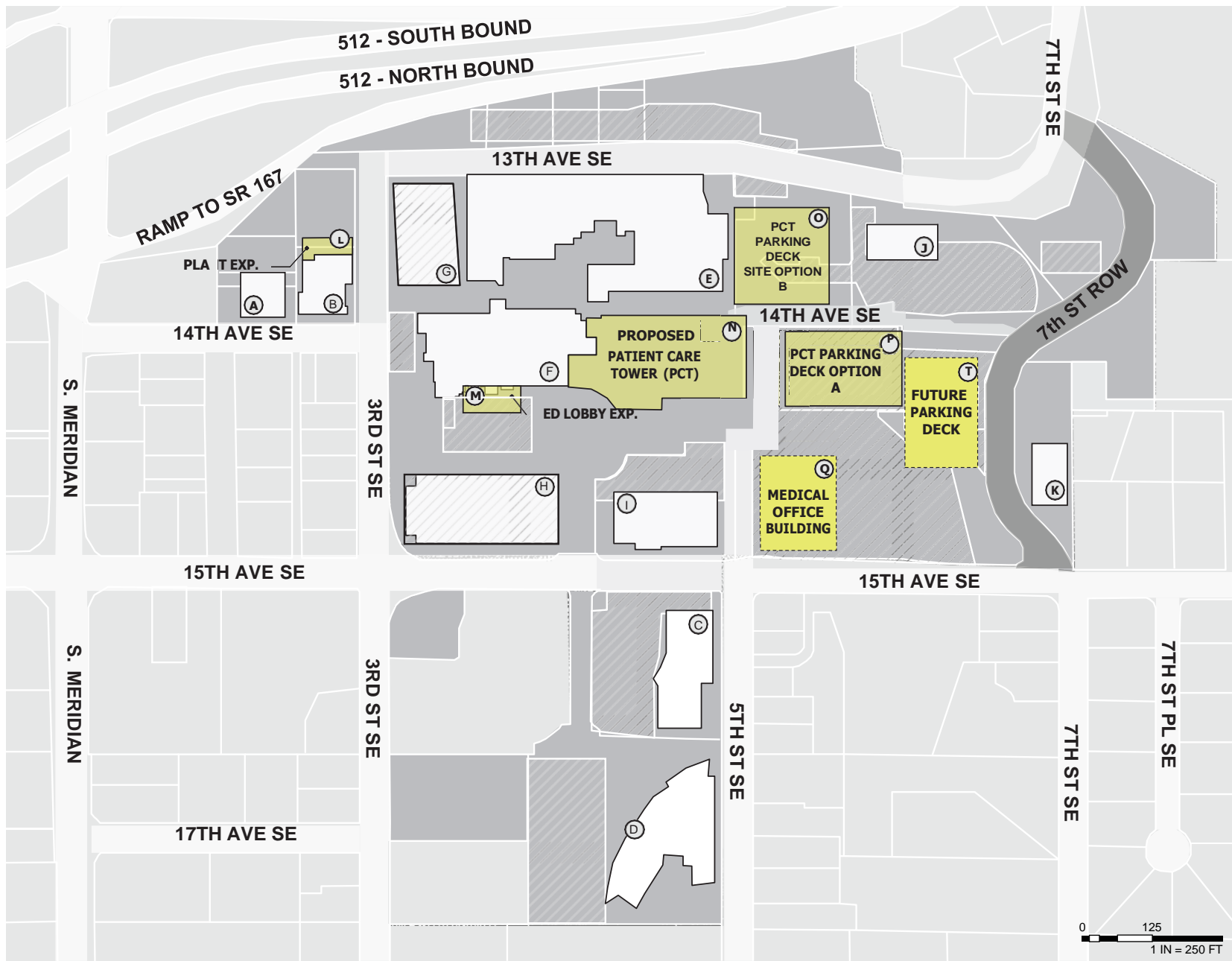
Height: Around 50'

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)
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 - I. Medical Office Building
 - J. Facilities Building
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 - N. Proposed Patient Care Tower (PCT)
 - O. PCT Parking Deck Option B
 - P. PCT Parking Deck Option A
 - Q. Medical Office Building MOB A
 - T. Future Parking Structure (PS)2 (planned to be built concurrent with MOB A)

LEGEND

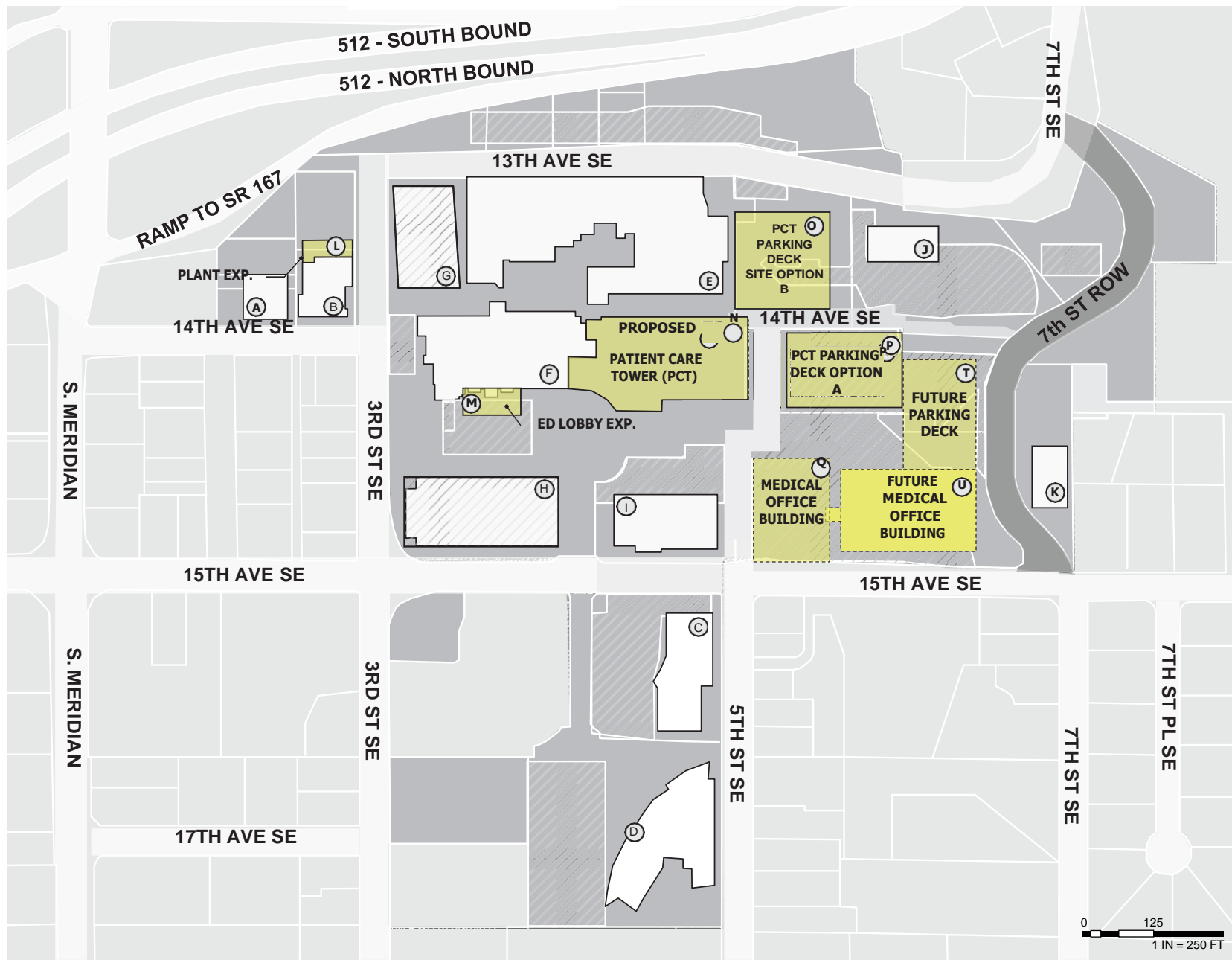
- PARKING
- EXISTING FACILITY
- MGSHP CAMPUS
- PROPOSED DEVELOPMENT

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1 IN = 250 FT

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MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN
 FUTURE PHASES - PHASE 2
 SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

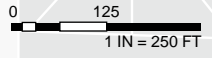
III-C



- Existing
- A. Puyallup Valley Medical Clinic
 - B. Central Utility Plant (CUP)
 - C. Cancer Center
 - D. Children's Therapy Unit
 - E. Pavilions
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 - 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 MOB A
 - T. Future Parking Structure (PS)2 (planned to be built concurrent with MOB A)
 - U. Future Medical Office Building MOB B

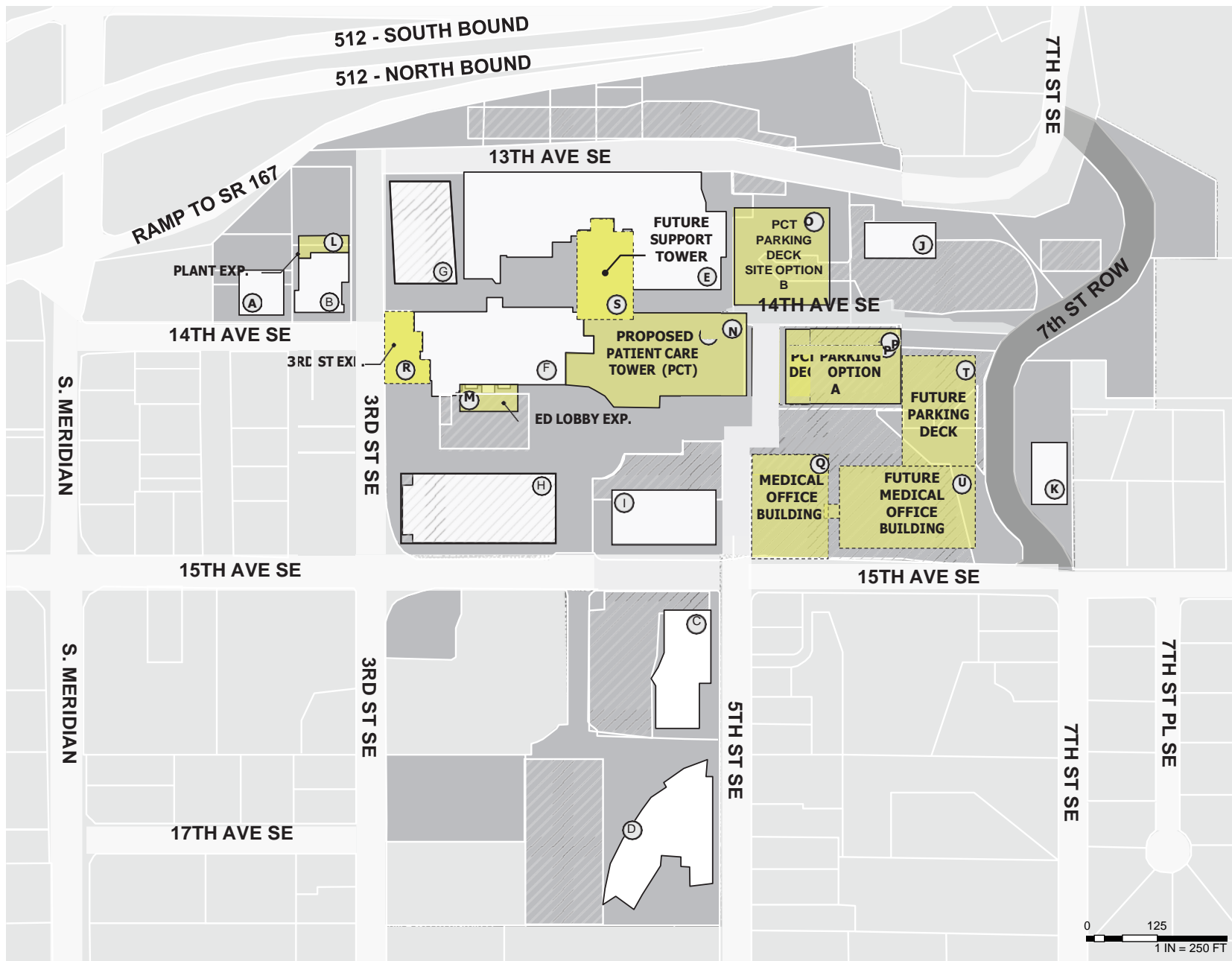
- LEGEND
- PARKING
 - EXISTING FACILITY
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 - PROPOSED DEVELOPMENT



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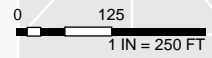
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 FUTURE PHASES - PHASE 3
 SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS

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)
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 - 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 MOB A
 - R. 3rd Street Expansion
 - S. Future Support Tower
 - T. Future Parking Structure (PS)2 (planned to be built concurrent with MOB A)
 - U. Future Medical Office Building MOB B

- LEGEND
- PARKING
 - EXISTING FACILITY
 - MGSH CAMPUS
 - PROPOSED DEVELOPMENT



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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 expresses reservations regarding permitting the conveyance of sanitary sewer flows out of the basin unless there is a compelling justification supported by a sewer study.

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, where relevant, the WSDOT Highway Runoff Manual as applicable 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.

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 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 MGSB 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 MGSB 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 7th Street SE Extension – Plan View* for the proposed horizontal design of the roadway.

Potential Vertical Road Design: The potential vertical roadway design of the 7th 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 15th 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 7th Street SE Extension – Plan View and III-H – Potential 7th Street SE Extension – Profile View* for the proposed vertical design of the roadway.

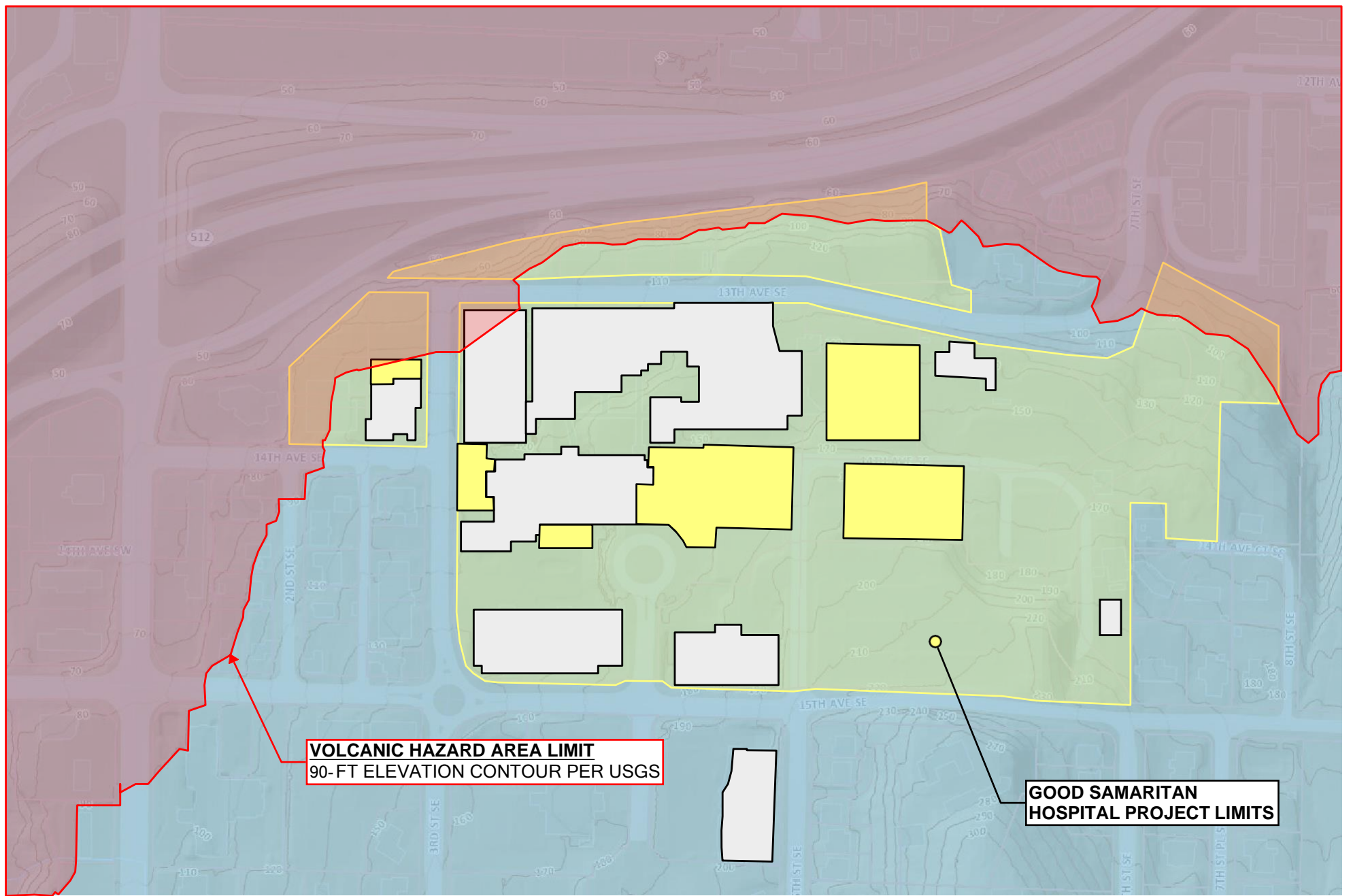
Roadway Utilities and Stormwater: During discussion on 8/30/2022 with City of Puyallup staff, the future utilities in the right-of-way were discussed for the potential 7th Street SE extension. Public watermain and stormwater are proposed to be installed within the 7th Street SE right-of-way. An existing 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 Figures III-K (proposed utility map) and III-L (proposed stormwater facilities) for the respective utility layouts within the potential 7th Street SE roadway.

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 will potentially cross the 90' contour elevation for the mapped lahar boundary See Figure III-F Volcanic Hazard Area – Phase 1 Development.

On November 18, 2022, USGS confirmed the prior information in writing to the City of Puyallup. See Appendix C – USGS Lahar Zone Correspondence. The USGS letter stated that their current modeling of a simulated lahar would result in a lahar flow depth of about 6-ft (2 meters) in the Puyallup near the intersection of 7th Street NW and West Stewart. The MultiCare Good Samaritan Campus property is located at an elevation of 80-180 ft above the

valley floor. Per their work, they state in their letter, “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.” Therefore, the proposed improvements are outside of the current USGS modelled Lahar Zone.



VOLCANIC HAZARD AREA LIMIT
 90-FT ELEVATION CONTOUR PER USGS

GOOD SAMARITAN
HOSPITAL PROJECT LIMITS

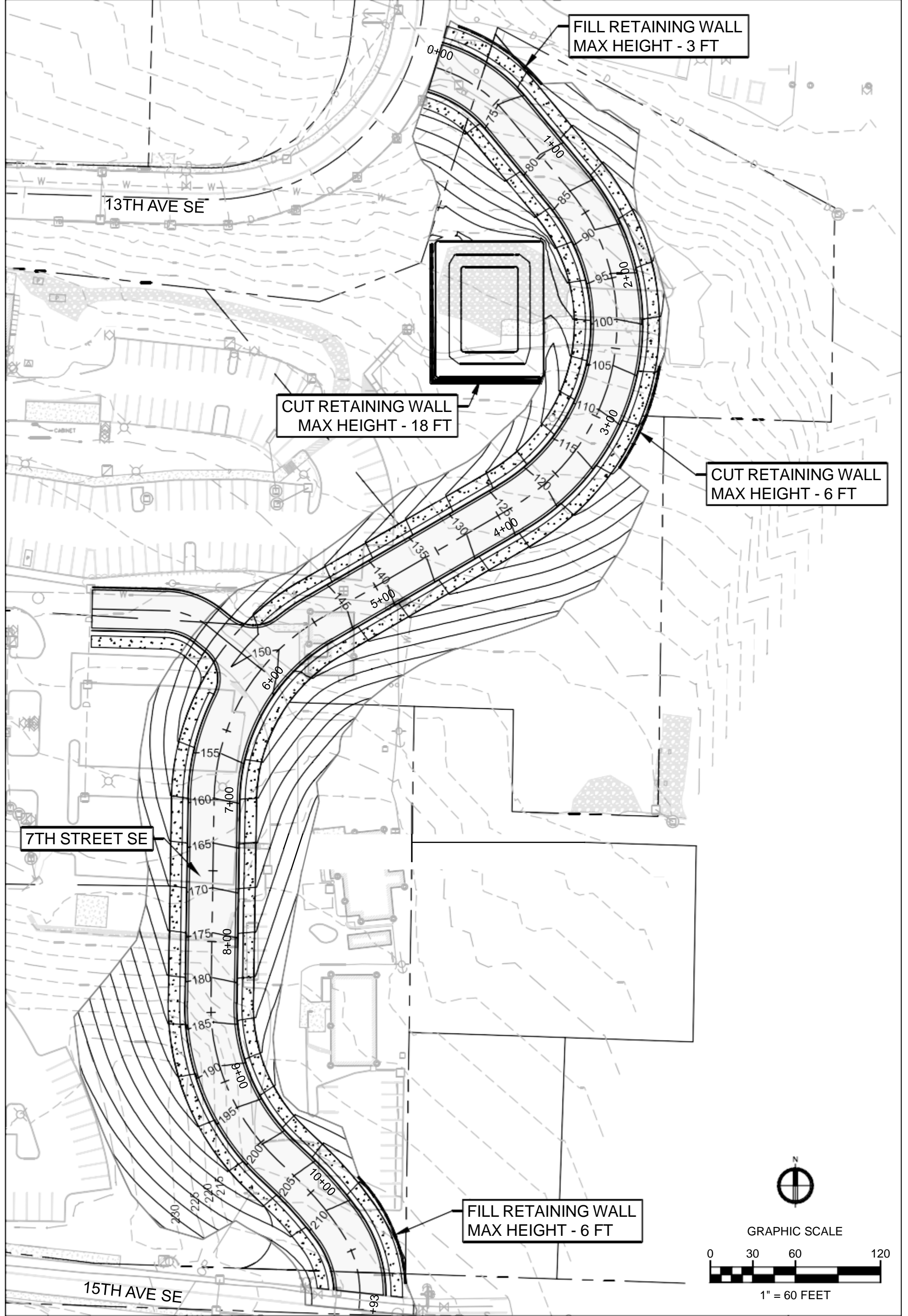


MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN

VOLCANIC HAZARD AREA - PHASE 1 DEVELOPMENT

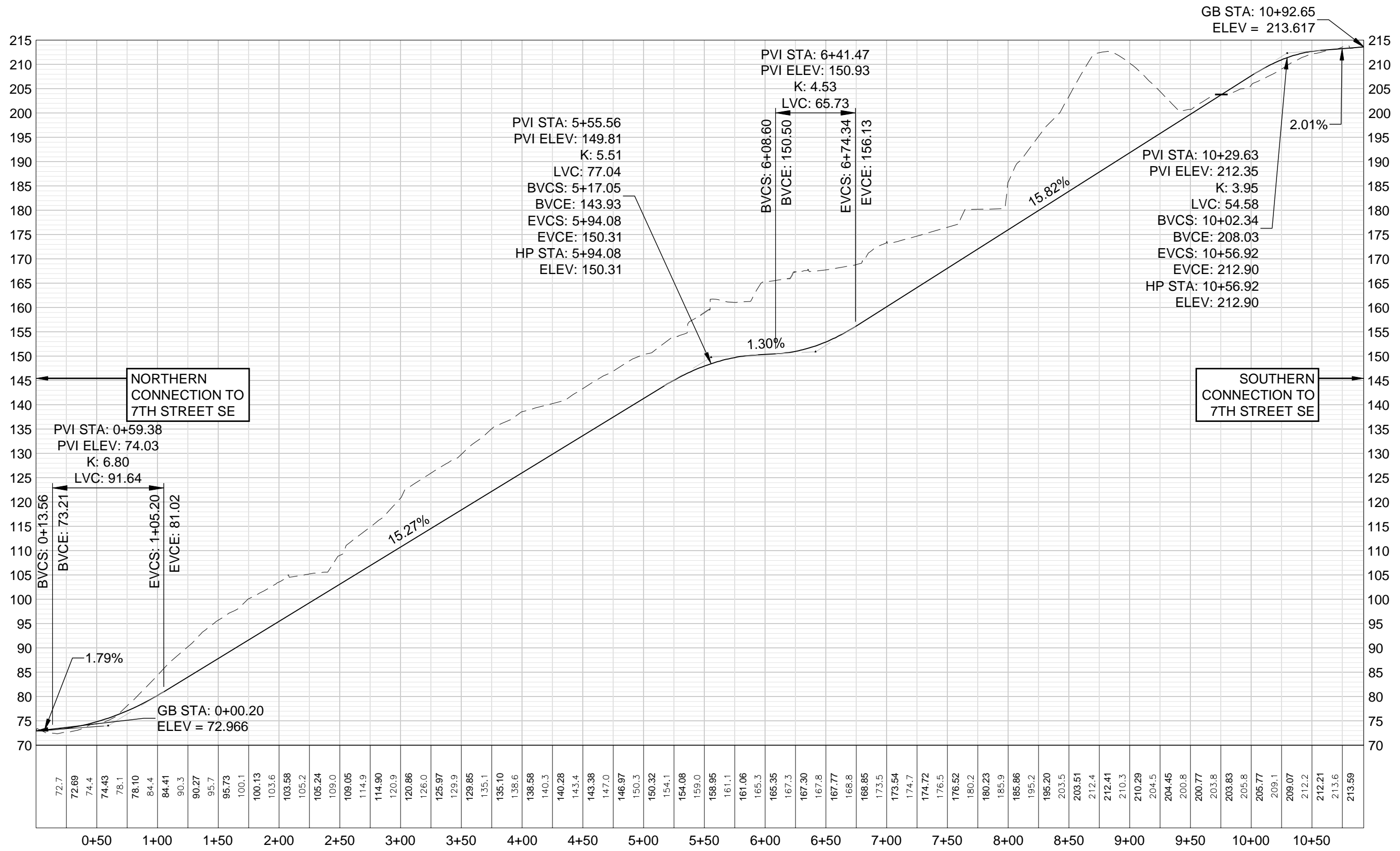
SOURCE: USGS

III-F



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

III-G



7TH STREET SE - PROPOSED ROAD PROFILE
 1" = 80' H | 1" = 20' V

Revise title for clarity.
 [Mstr Plan; Pg 63 of 146]



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN
 POTENTIAL 7TH MultiCare Good Samaritan Hospital Master Plan 2024 IEW

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.³ *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

Transportation Goal	Relevant Transportation Policy	Areas of Project Support
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. 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. Improved streets with sidewalks, safe crossings, wayfinding and lighting will make it easier to travel safely.
	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.	

³ <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>Vehicular LOS. 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 9th 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>Pedestrian LOS. Provision of sidewalks, trails, and/or separated paths will be prioritized within pedestrian priority areas, as defined in Puyallup Moves.</p> <p>Bicycle LOS. Provision of bike lanes, separated paths, protected facilities, and bicycle boulevards, as defined in Puyallup Moves.</p> <p>Transit LOS. 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 th

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. 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.	Street (Comprehensive Plan Project #15).
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. 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.	The Master Plan will efficiently allocate space in streets for vehicles as necessary while incentivizing active transportation options.
T-6. Be environmentally and fiscally sustainable.	T-6.1.b. Encourage private participation in making roadway improvements. 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.	The Master Plan includes investments in infrastructure and programs that improve sustainable access while reducing vehicle trips.

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 requirements⁴ 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
Hospital	3.0 spaces per bed	3.74 spaces per bed
Medical Office	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 Supply 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

⁴ 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 7th 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 Supply Demand Study (2022), which analyzed data collected in September 2021, observed a peak parking utilization of approximately 1,453 occupied spaces in MGSB lots and garages at peak times. After adjusting for the target design day⁵ and adding a 10% parking supply “buffer,”⁶ the estimated parking need based on observed utilization for existing hospital and medical office uses is 1,658 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.

TABLE III-G: ESTIMATE AND CALIBRATION OF EXISTING PARKING DEMAND, BY RATIO

		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

⁵ The parking demand study recommends a hospital parking supply that is designed to accommodate the 12th 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.

⁶ 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	--	--	--	480 spaces
Phase 1B	40 net new beds	3.0 spaces per bed	120	--	--	--	120 spaces
Phase 2	--	--	--	Max 100,000 GSF	3.23 spaces per 1K GSF	Max 323 spaces	Max 323 spaces
Phase 3	--	--	--	Max 100,000 GSF	3.23 spaces per 1K GSF	Max 323 spaces	Max 323 spaces
Phase 4	--	--	--	--	--	--	--
Total	200 net new beds	--	600 spaces	Max 200,000 GSF	--	Max 646 spaces	Max 1,246 spaces

Replace missing information. [Mstr Plan; Pg 69 of 146]

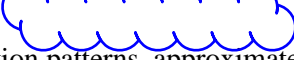
Step 4: Compare Demand to Existing Supply. Today, there are  spaces available on the MGSB campus. Based on existing utilization patterns, approximately 200 of these existing spaces are available at peak times and could support future hospital expansion.

Table III-I summarizes the estimated new parking supply needed to support the proposed master plan. The project team estimates a cumulative maximum of 1,046 net new parking spaces for Phases 1A-4.

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 cumulative maximum parking build (net new spaces + replacement spaces) of max 1,494 parking spaces for Phases 1A-4. The future demand and supply estimates are summarized in *Table III-I*.

TABLE III-I: MAXIMUM FUTURE PARKING DEMAND AND SUPPLY

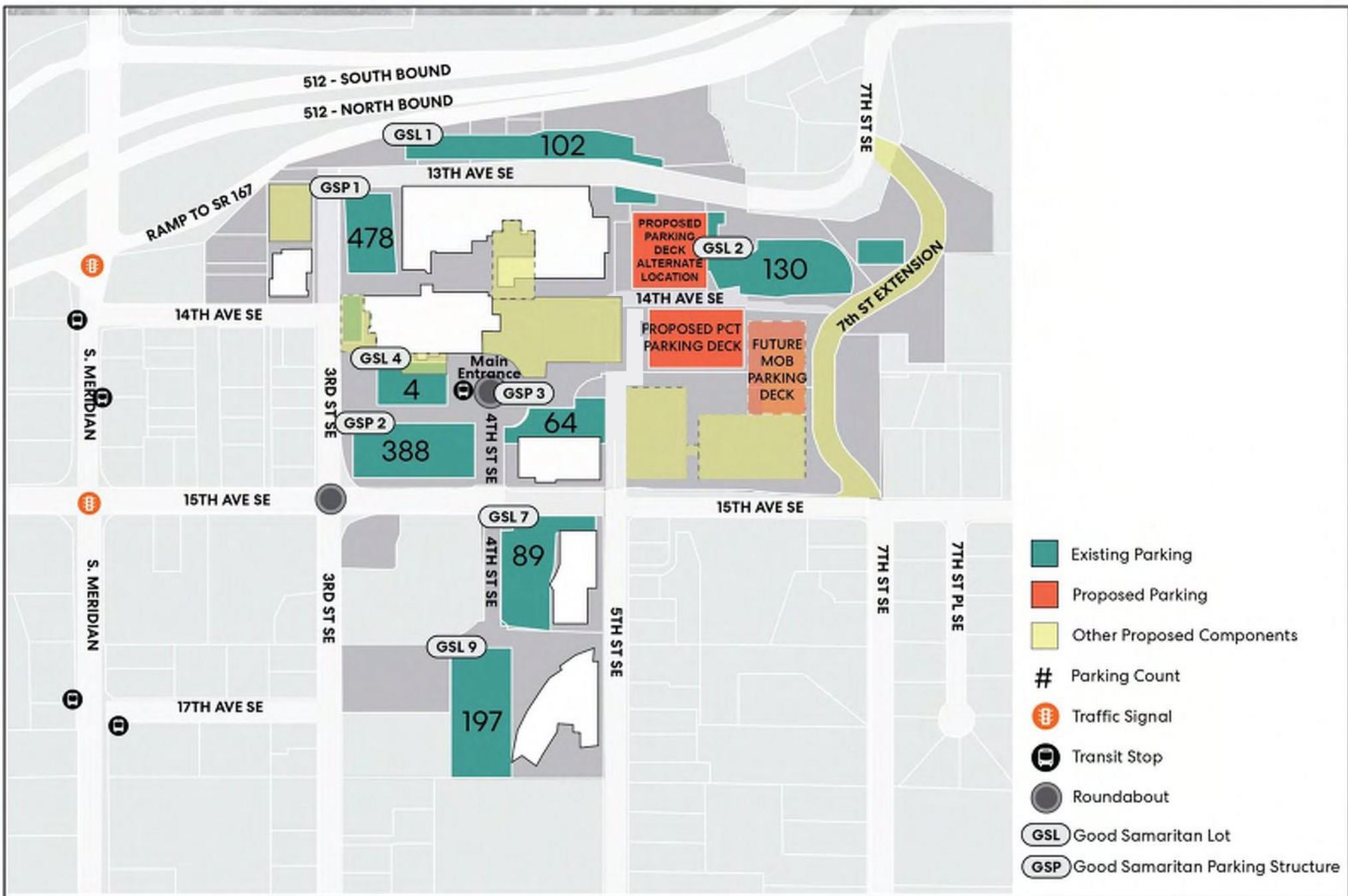
Phase	(A) New Parking Space Demand	(B) Net New Spaces Needed	(C) Replacement Spaces	(D) Net New + Replacement Spaces Needed	(E) Total Spaces
<i>Per land uses on pgs. 63-64</i>	<i>Per Table III-H</i>	<i>B = A-200 for Phase 1 or A for other Phases</i>	<i>Per Table III-F</i>	<i>D = B + C</i>	<i>E = D + 1,858 existing spaces</i>
Phase 1A	480	280*	210	490	2,348
Phase 1B	120	120	0	120	2,468
Phase 2	323	323	238	561	3,029
Phase 3	323	323	0	323	3,352
Phase 4	0	0	0	0	3,352
Full Build-Out		1,246		1,494	3,352

*Per Step 1, above, 200 existing parking spaces are available for use by Master Plan expansions, which are expected to be used to accommodate demand in Phase 1.

** All figures presented above are the maximum anticipated parking spaces for each phase and cumulatively provided in the Master Plan. The actual number of parking spaces per phase will be based on the specific number of beds or square footage proposed in building permit submittals multiplied by the demand ratios in Table III-H.

Legend:

- 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)



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 9th Avenue to 15th Avenue SE. The project includes striping upgrades to make travel safer and more reliable.
 - Project #15: The 7th 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 7th Street between 22nd Avenue Court SE and 17th Avenue Court SE.

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

⁷ 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, MGSB 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 MGSB 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.

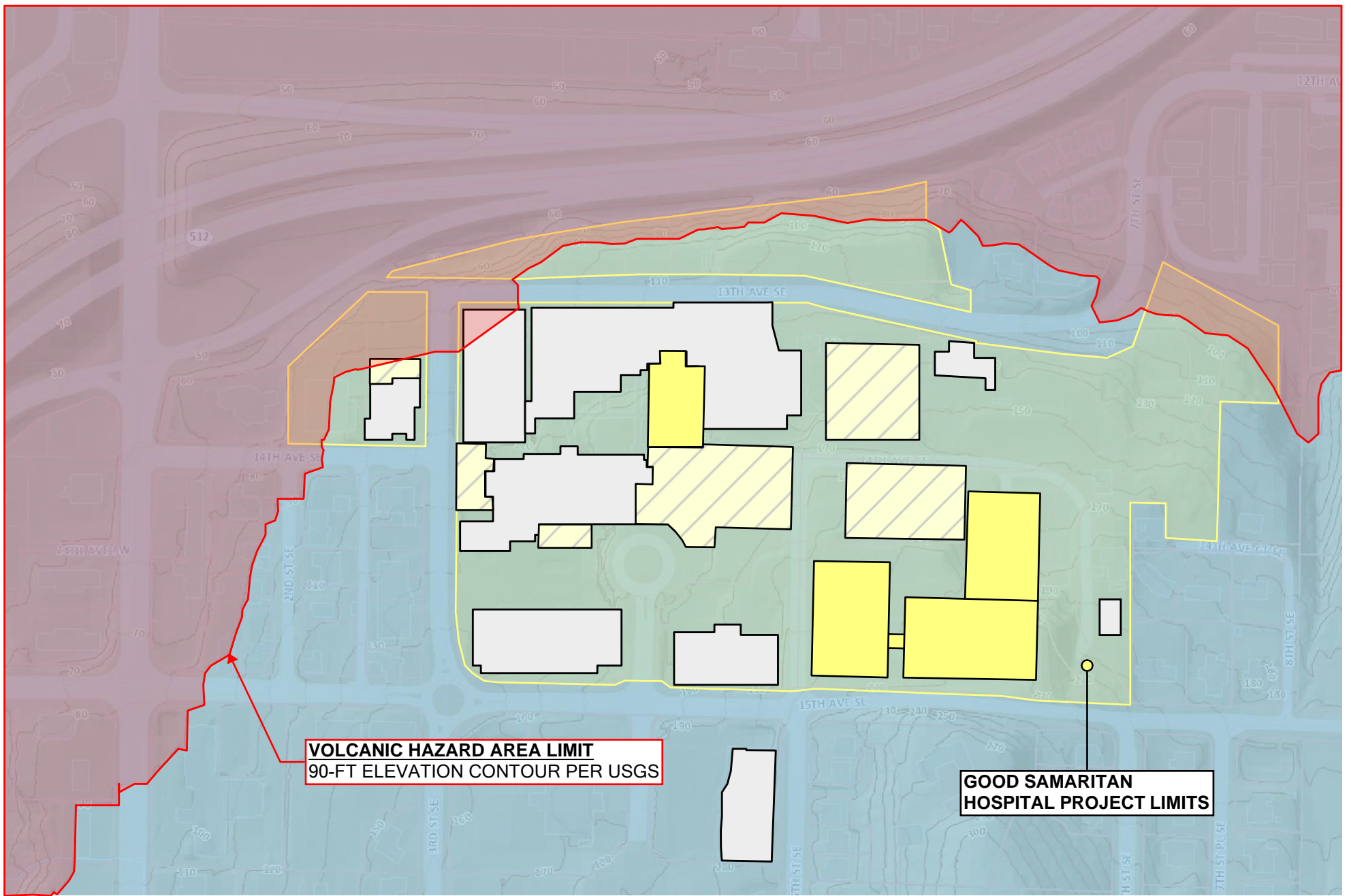
Sanitary Sewer. Proposed sanitary sewer service connections will be required for the future improvements. Future medical office building and parking garage improvements will connect to the extended sewer main in 5th Street SE which is installed during the Phase 1 work. Side sewer

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 the WSDOT Highway Runoff Manual as applicable, 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 WSDOT Highway storm system to the north, and ultimately discharges to the Puyallup River.

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 13th Ave SE and are all located above the mapped 90’ contour elevation for the lahar boundary. See *Figure III-J Volcanic Hazard Area – Phases 2-4 Development* as stated in earlier sections, the mapped lahar boundary is well above the USGS simulated lahar depth in the vicinity of the Good Samaritan campus.



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.

WSDOT Highway Basin. The proposed MGSH 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 MGSH 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 (Impervious)		Parking and Landscape Hardscape (Impervious)		Total Impervious Land Coverage		Total Pervious Land Coverage		Total Area (Acres)
	Area (Acres)	Percent Coverage	Area (Acres)	Percent Coverage	Area (Acres)	Percent Coverage	Area (Acres)	Percent 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 (Full-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

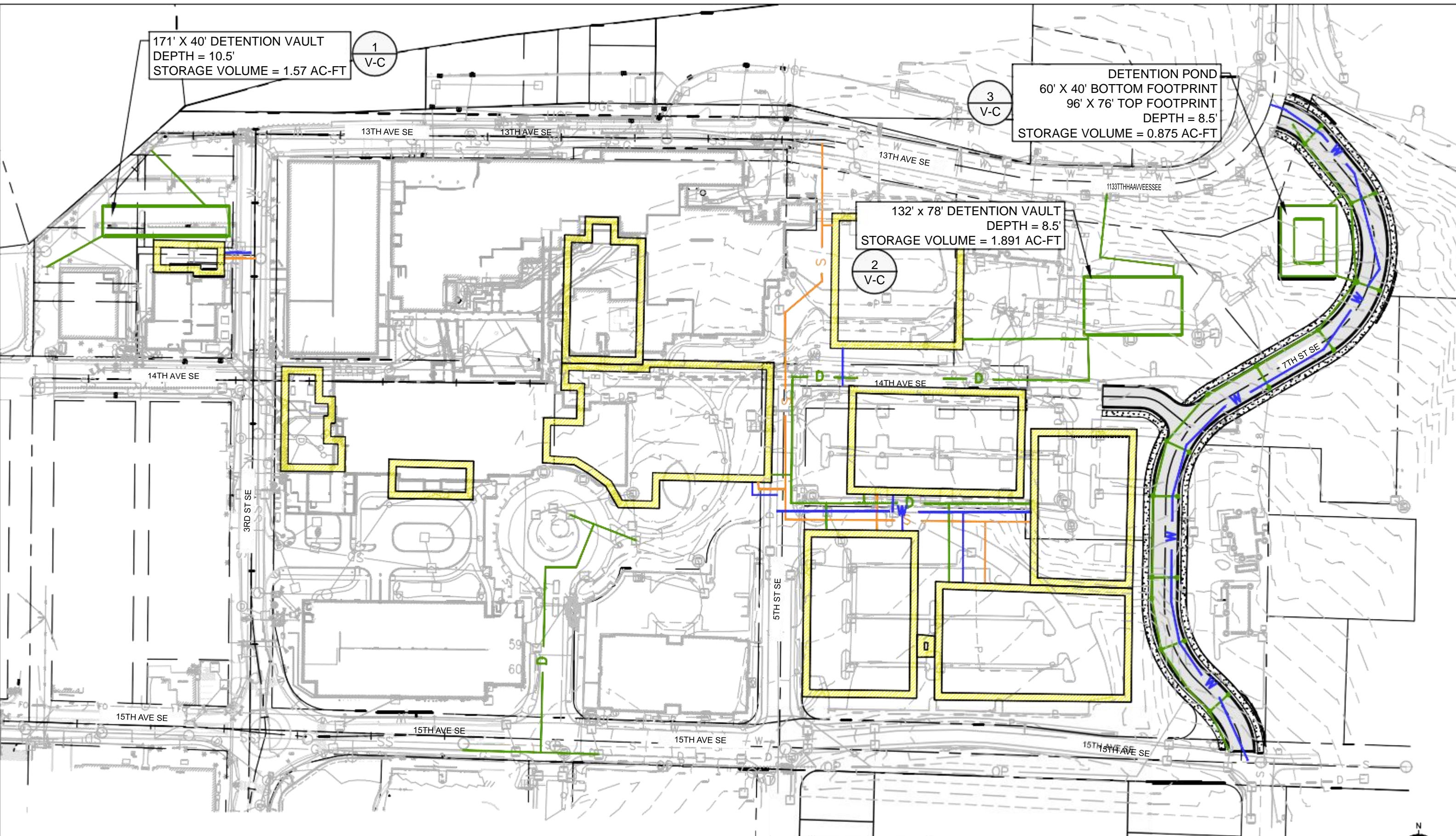
1
 V-C

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

3
 V-C

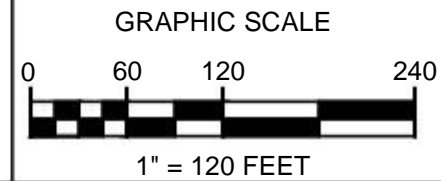
132' x 78' DETENTION VAULT
 DEPTH = 8.5'
 STORAGE VOLUME = 1.891 AC-FT

2
 V-C



MULTICARE GOOD SAMARITAN HOSPITAL MASTERPLAN
 PROPOSED UTILITY MAP

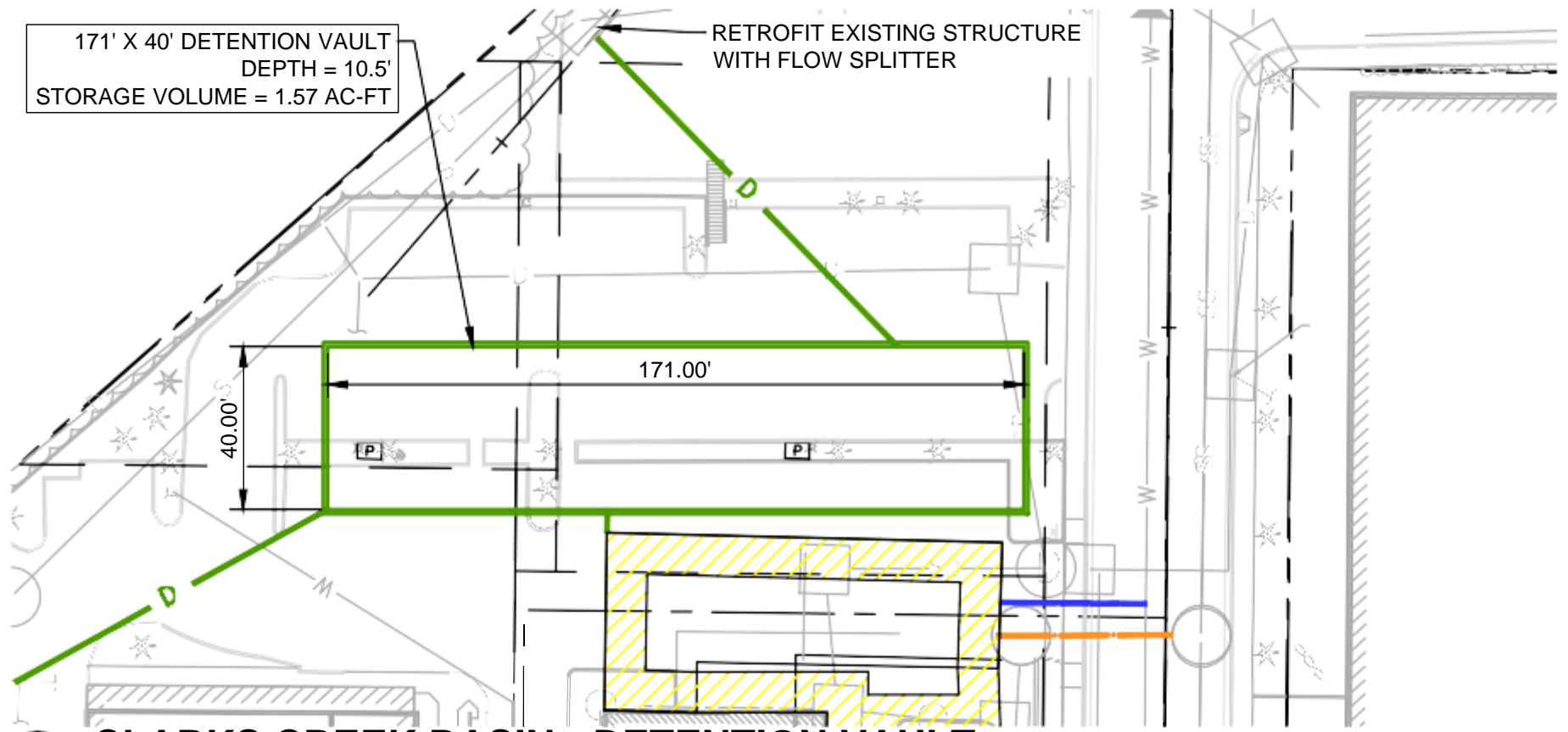
III K



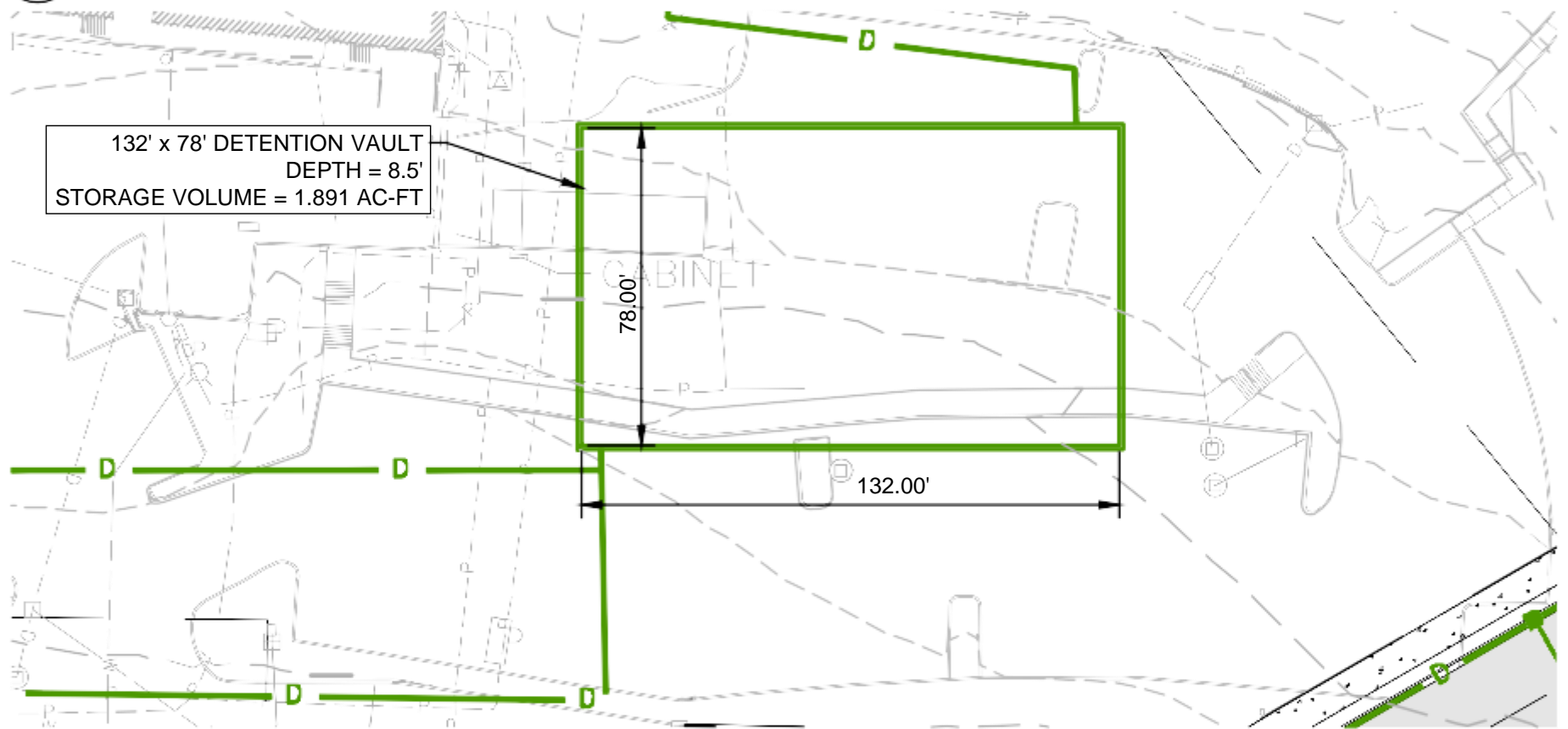
LEGEND

- SANITARY SEWER PIPING
- STORM DRAINAGE PIPING
- WATER PIPING
- BUILDING FOOTPRINT
- STORMWATER MANAGEMENT FACILITY

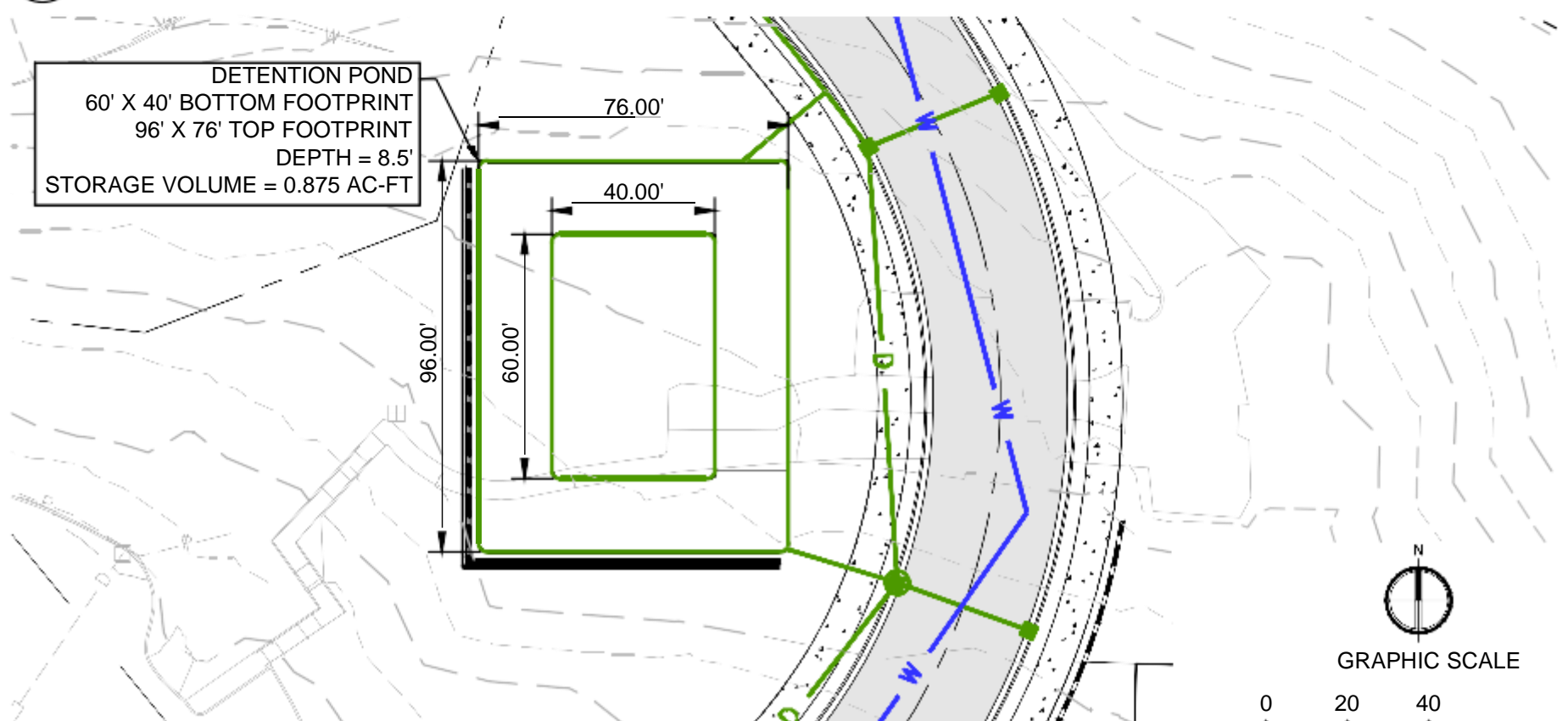




1 CLARKS CREEK BASIN - DETENTION VAULT
1" = 40'



2 STATE HIGHWAY BASIN - DETENTION VAULT
1" = 40'



3 7TH ST RIGHT-OF-WAY EXTENSION - DETENTION POND
1" = 40'

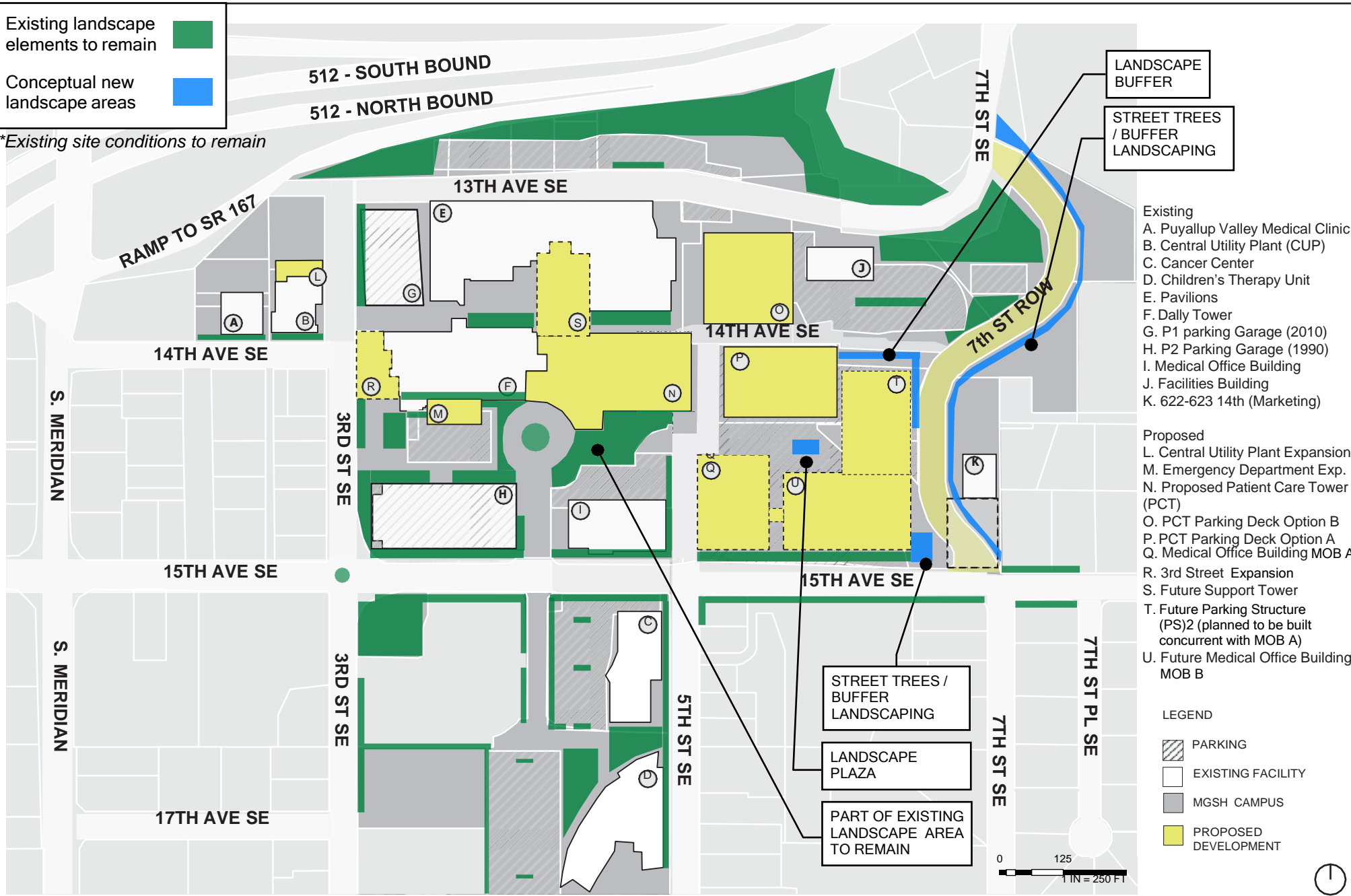
Other Campus-wide Elements.

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 ■

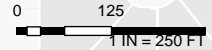
*Existing site conditions to remain

LANDSCAPE BUFFER
 STREET TREES / BUFFER LANDSCAPING

- 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 MOB A
 - R. 3rd Street Expansion
 - S. Future Support Tower
 - T. Future Parking Structure (PS)2 (planned to be built concurrent with MOB A)
 - U. Future Medical Office Building MOB B

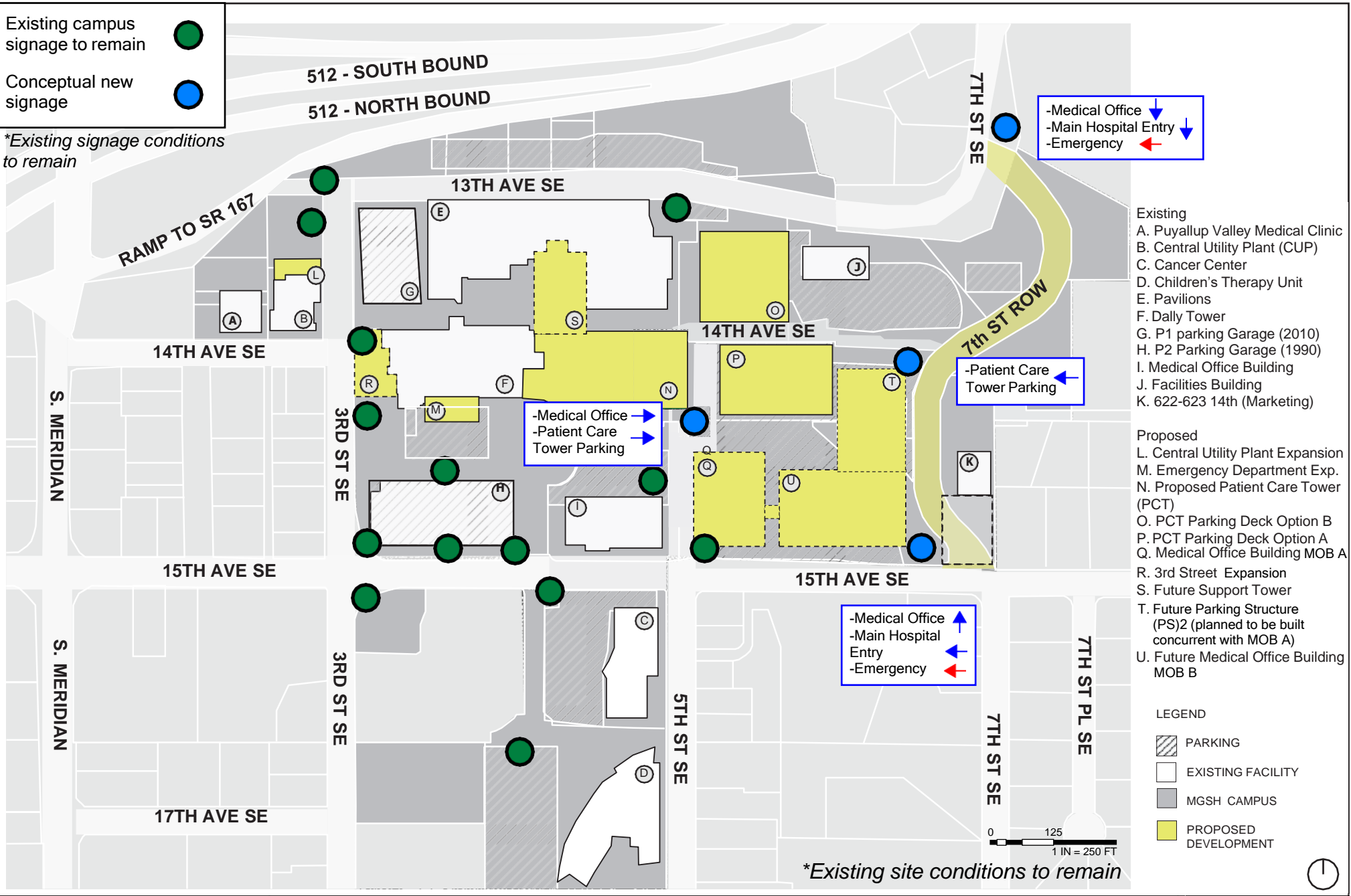
- LEGEND
- PARKING
 - EXISTING FACILITY
 - MGSH CAMPUS
 - PROPOSED DEVELOPMENT



Perkins&Will
 1301 5th Ave, Suite #2300
 Seattle, WA. 98101
 206.381.6000 tel

MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN
 CONCEPTUAL LANDSCAPE DIAGRAM
 SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS





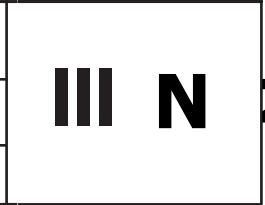
Perkins&Will

1301 5th Ave, Suite #2300
 Seattle, WA. 98101
 206.381.6000 tel

MULTICARE GOOD SAMARITAN HOSPITAL MASTER PLAN

CONCEPTUAL SIGNAGE DIAGRAM

SOURCE: GOOGLE EARTH, CITY OF PUYALLUP GIS



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.

2024 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 throughways.** Existing access points and throughways 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.** MGSB 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 MGSB 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 MGSB also promote growth of ancillary medical services as well as other sectors. MGSB provides access to quality healthcare services, MGSB 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 Steet 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.

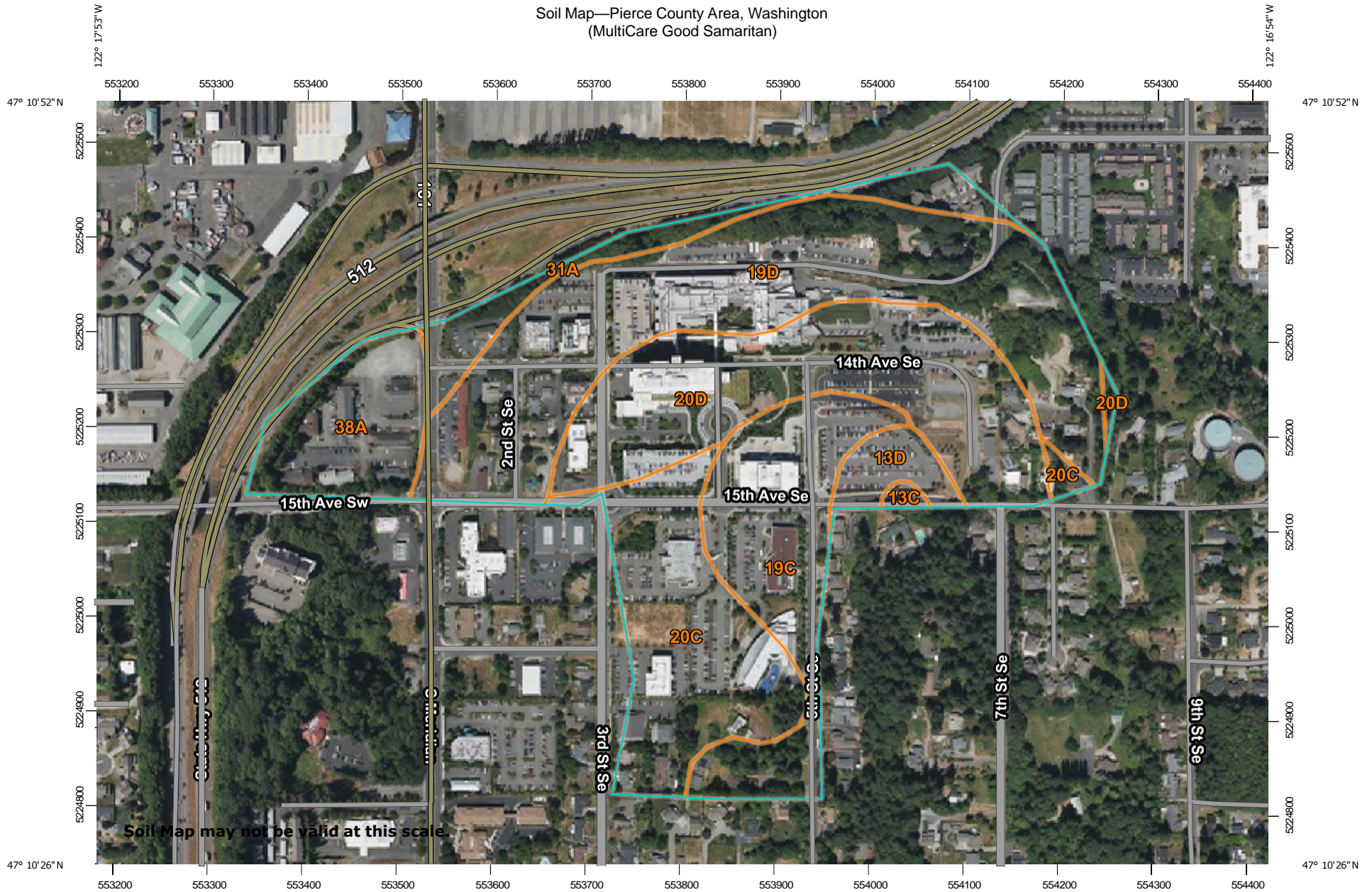
(c) **Issuance of construction permits for at least one-half of the new construction projects identified in each phase of the master plan implementation schedule no later than the projected completion date for the particular phase.** As part of the biennial reporting, MGSB will report its progress in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



Soil Map may not be valid at this scale.




































Map Scale: 1:5,670 if printed on A landscape (11" x 8.5") sheet.
Meters



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84



MAP LEGEND

Area of Interest (AOI)			Spoil Area
	Area of Interest (AOI)		Stony Spot
Soils			Very Stony Spot
	Soil Map Unit Polygons		Wet Spot
	Soil Map Unit Lines		Other
	Soil Map Unit Points		Special Line Features
Special Point Features		Water Features	
	Blowout		Streams and Canals
	Borrow Pit	Transportation	
	Clay Spot		Rails
	Closed Depression		Interstate Highways
	Gravel Pit		US Routes
	Gravelly Spot		Major Roads
	Landfill		Local Roads
	Lava Flow	Background	
	Marsh or swamp		Aerial Photography
	Mine or Quarry		
	Miscellaneous Water		
	Perennial Water		
	Rock Outcrop		
	Saline Spot		
	Sandy Spot		
	Severely Eroded Spot		
	Sinkhole		
	Slide or Slip		
	Sodic Spot		

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%
Totals for Area of Interest		73.7	100.0%

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 17th 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 5th Street SE and 14th Avenue SE in Puyallup, Washington (Figure 1). The area of the proposed pervious parking lot development includes the areas north and south of 14th 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 13th 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 13th Avenue SE, to the south by a paved parking lot, to the east by the Child Development Center, and to the west by 5th 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 (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,

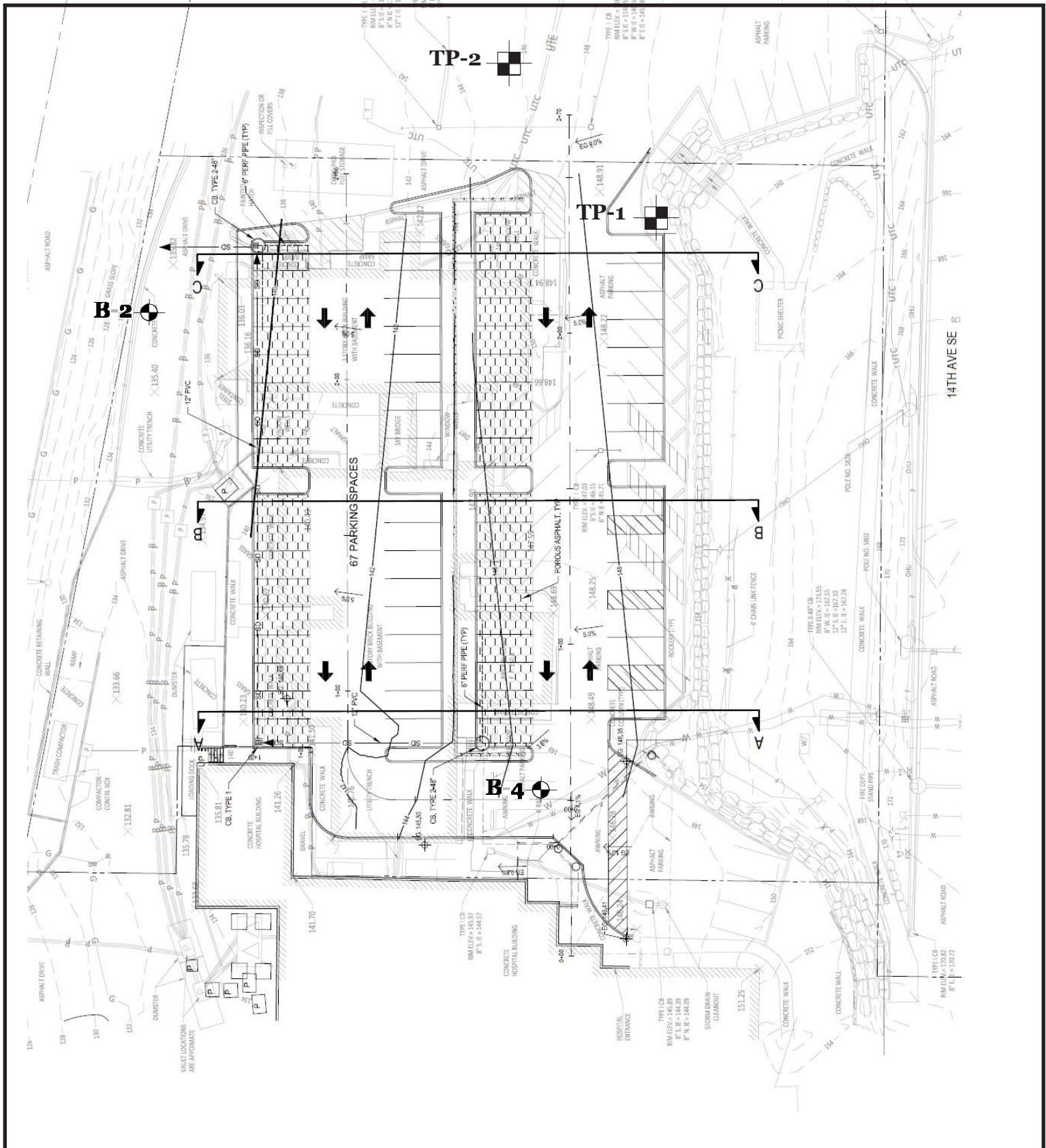
Cobalt Geosciences, LLC



Phil Haberman, PE, LG, LEG
Principal

PH/sc

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



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

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

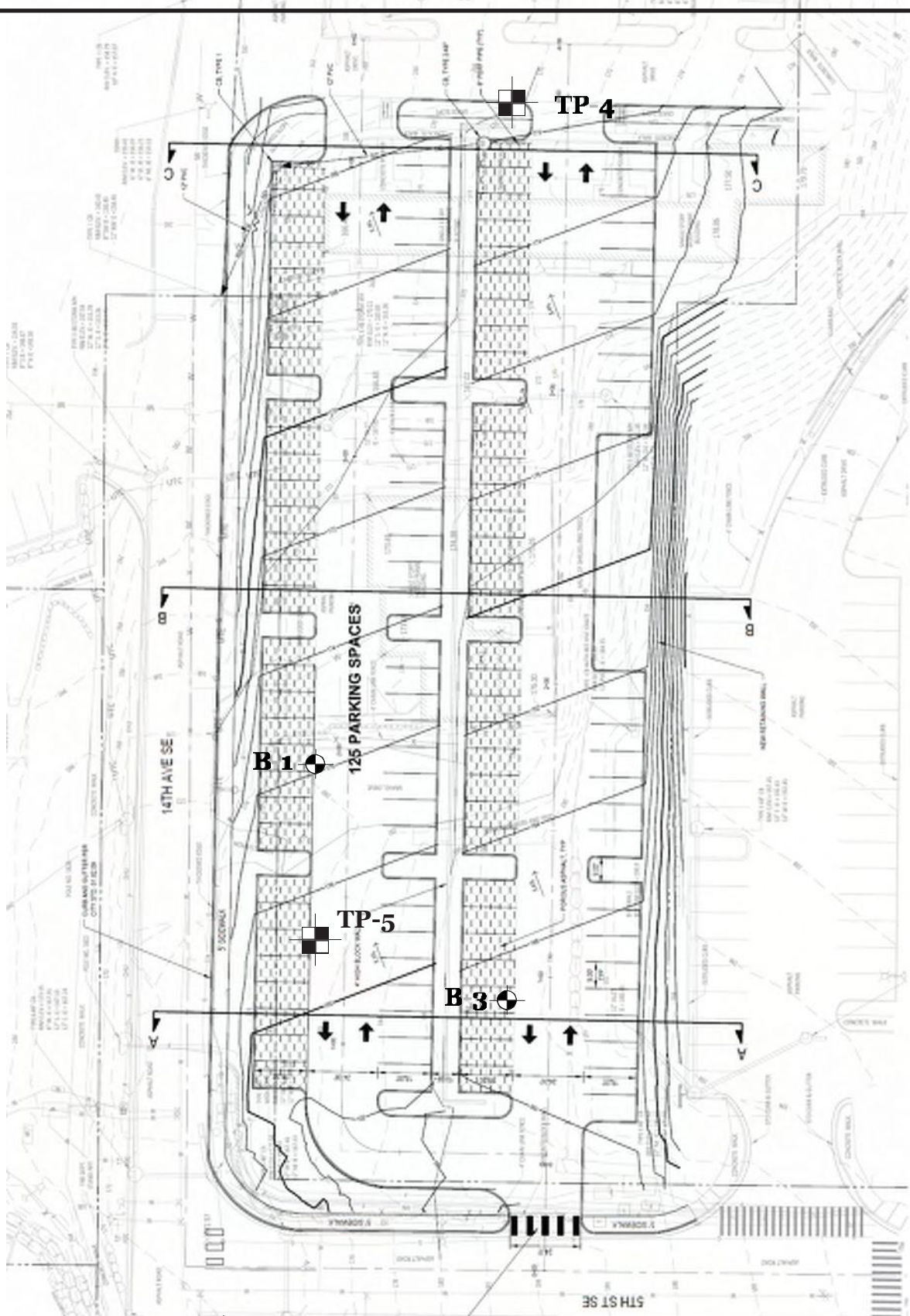


Good Samaritan Hospital
Puyallup, Washington

Site Plan
Figure 1



P.O. Box 82243
Kenmore, WA 98028
(206) 331-1097
cobaltgeo@gmail.com



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

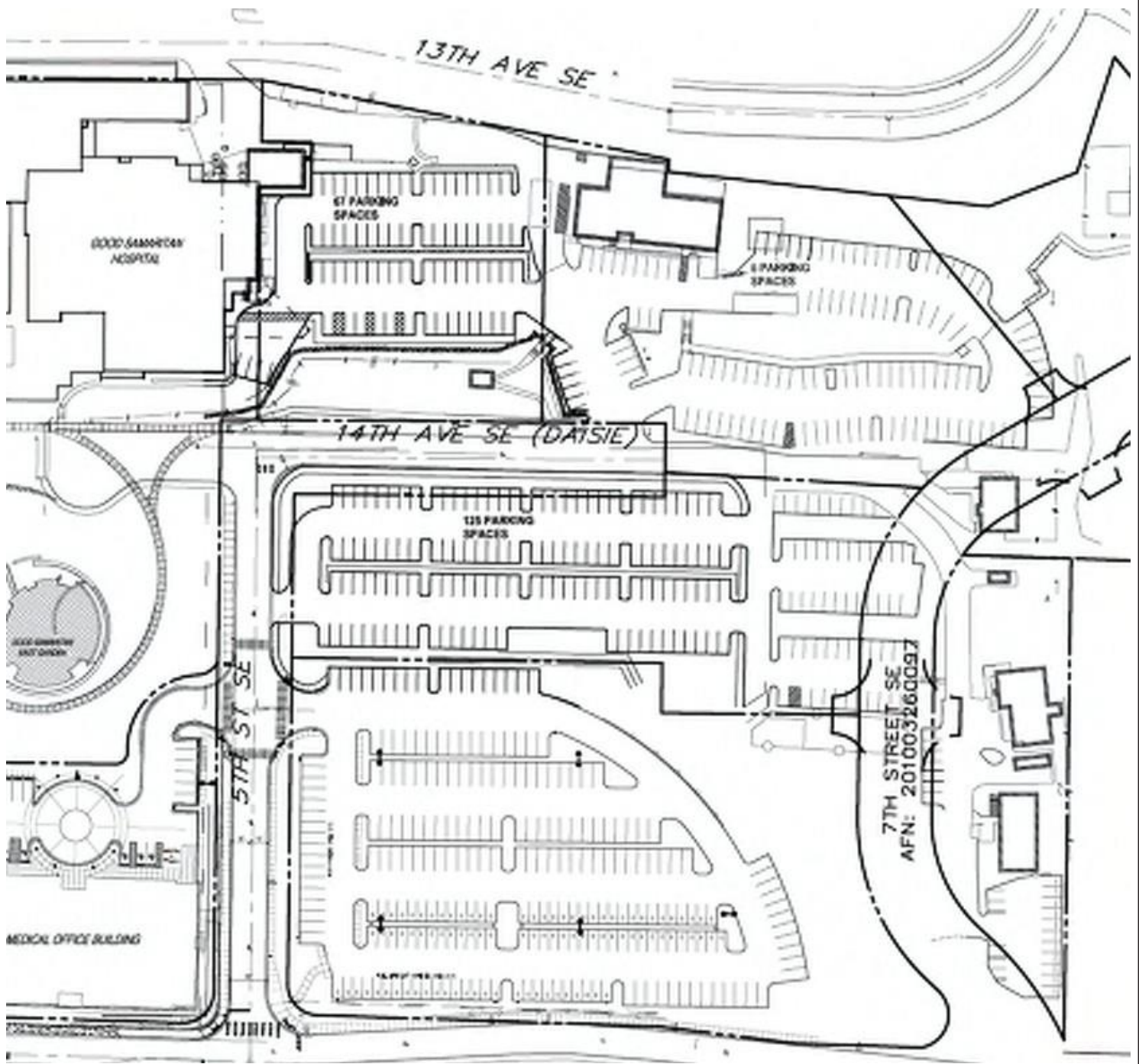


Good Samaritan Hospital
 Puyallup, Washington

Site Plan
 Figure 2



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



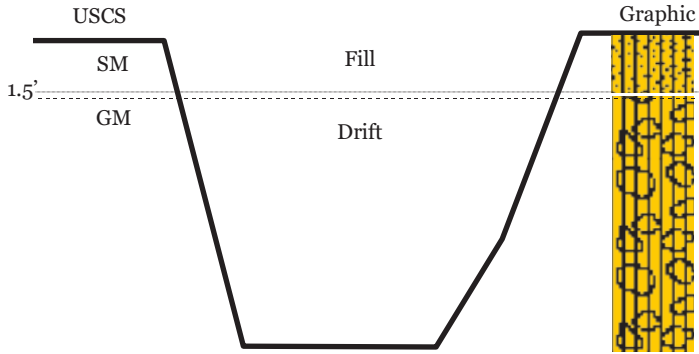
Good Samaritan Hospital
Puyallup, Washington

Site Plan
Figure 2



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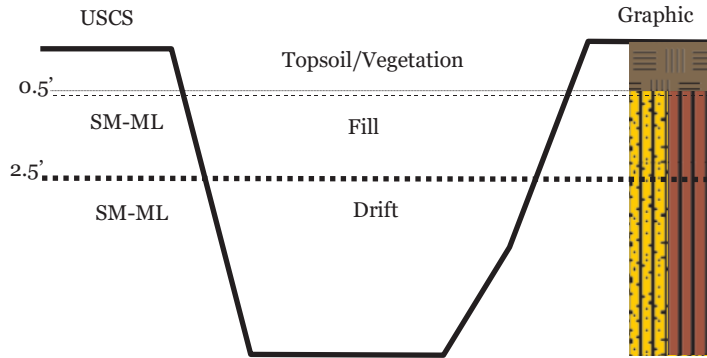
Test Pit TP-1



- 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

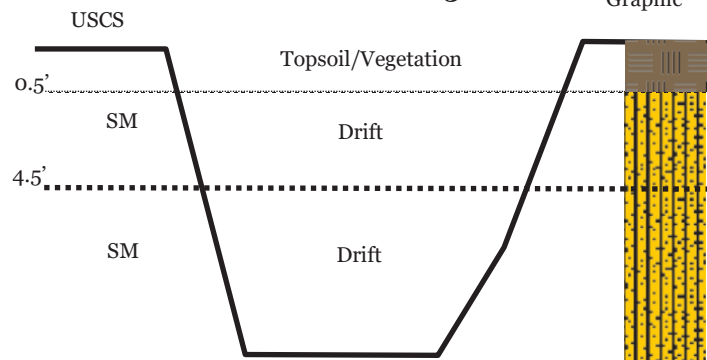
Test Pit TP-2



- 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)

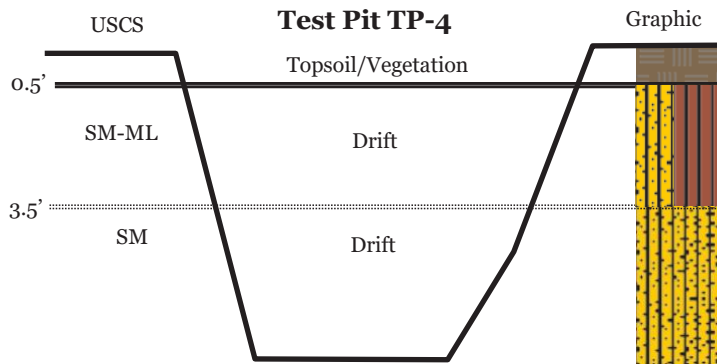
End of Test Pit 5'
No Groundwater
No Caving

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

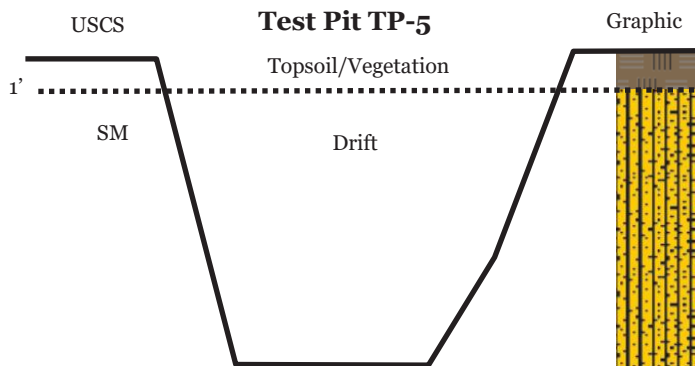


0-0.5' Vegetation/Topsoil

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



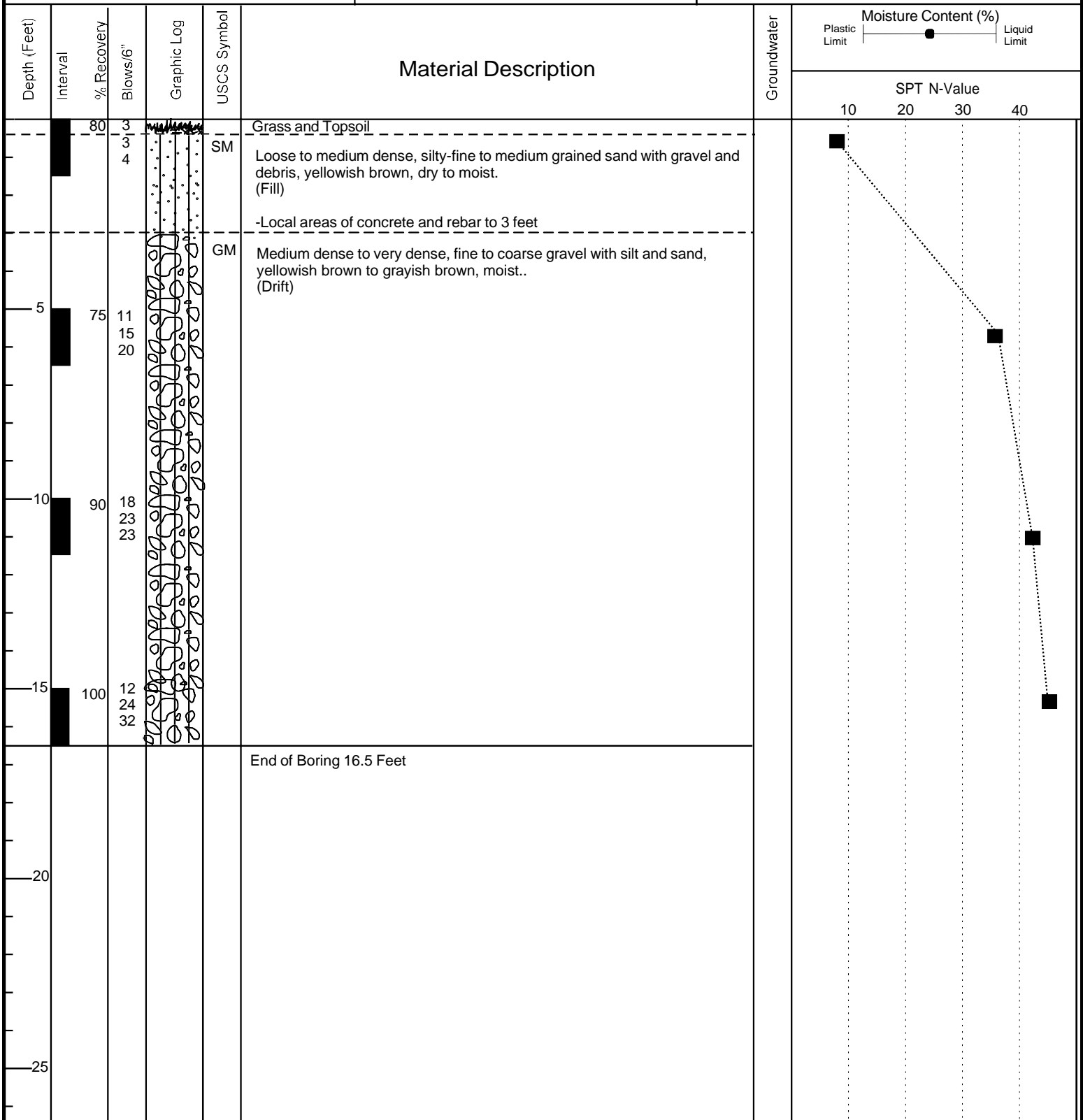
0-1' Vegetation/Topsoil

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

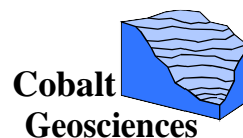
Log of Boring B-1

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

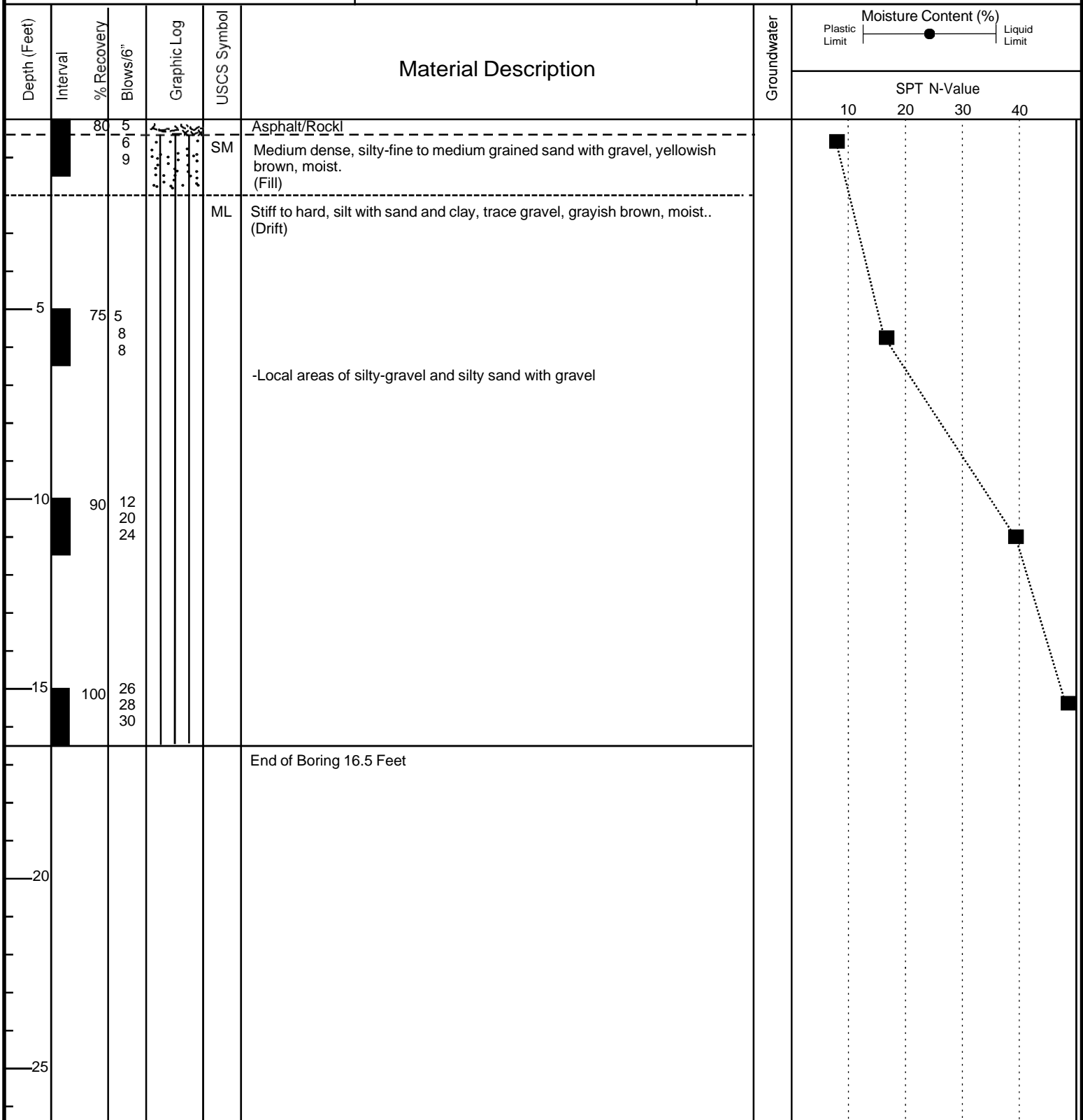
Boring B-1



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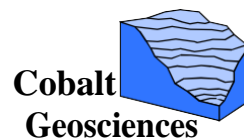
Log of Boring B-2

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

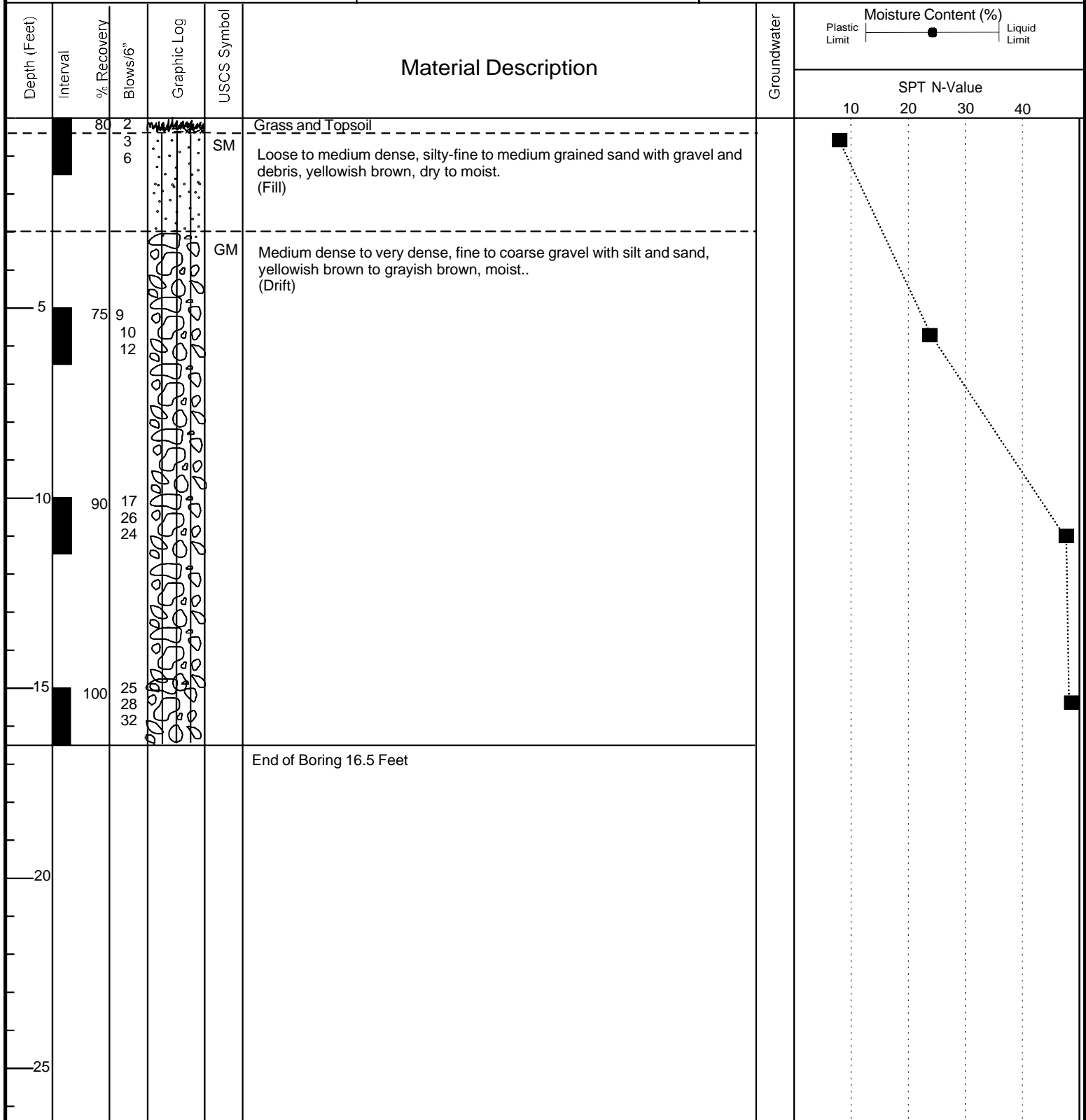
Boring B-2



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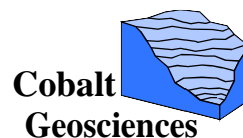
Log of Boring B-3

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

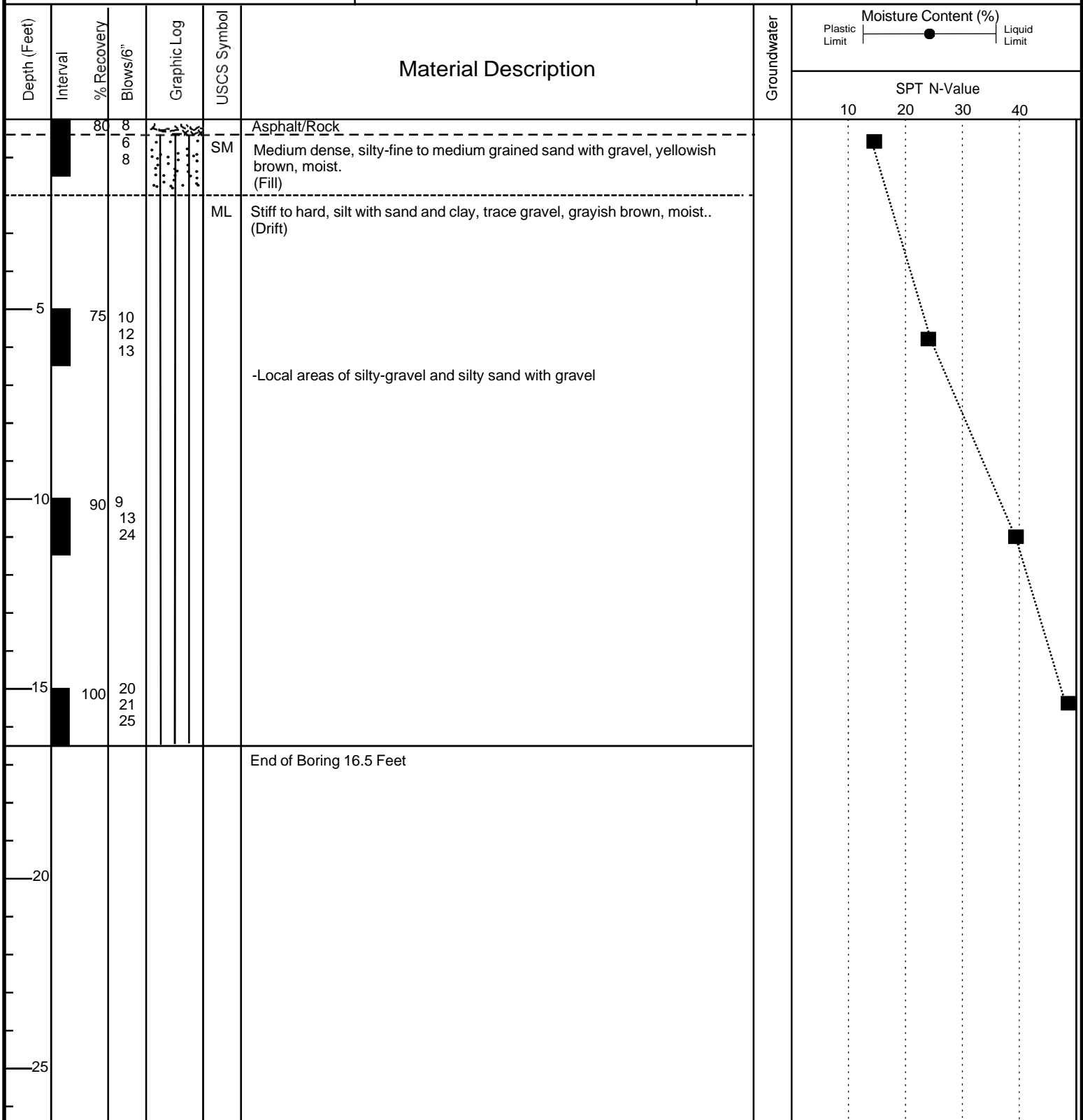
Boring B-3



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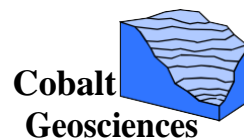
Log of Boring B-4

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



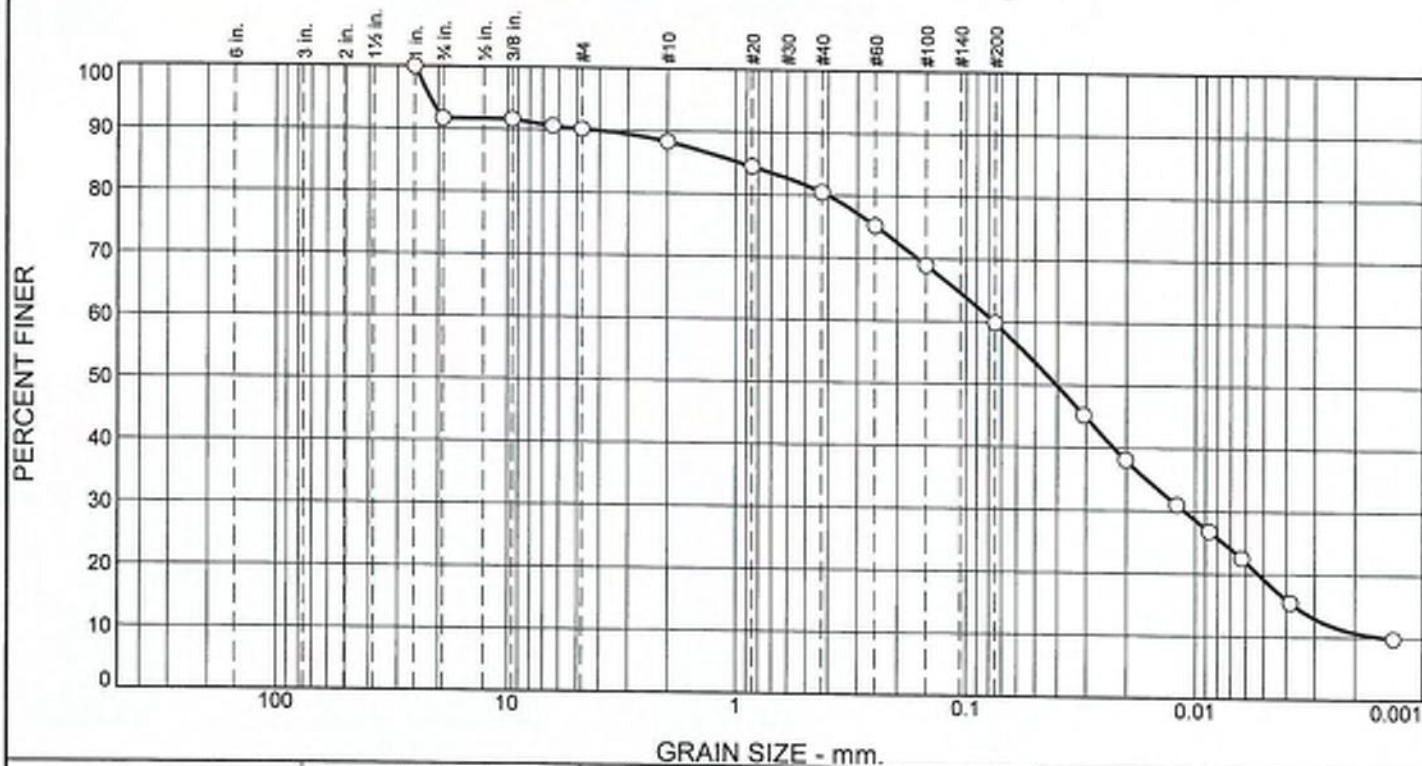
Proposed Pervious Pavement
Parking Lots
Puyallup, Washington

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

D₉₀= 4.0391 D₈₅= 0.9400 D₆₀= 0.0756
 D₅₀= 0.0404 D₃₀= 0.0111 D₁₅= 0.0037
 D₁₀= 0.0015 C_u= 51.79 C_c= 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

Date Sampled: 12/11/15

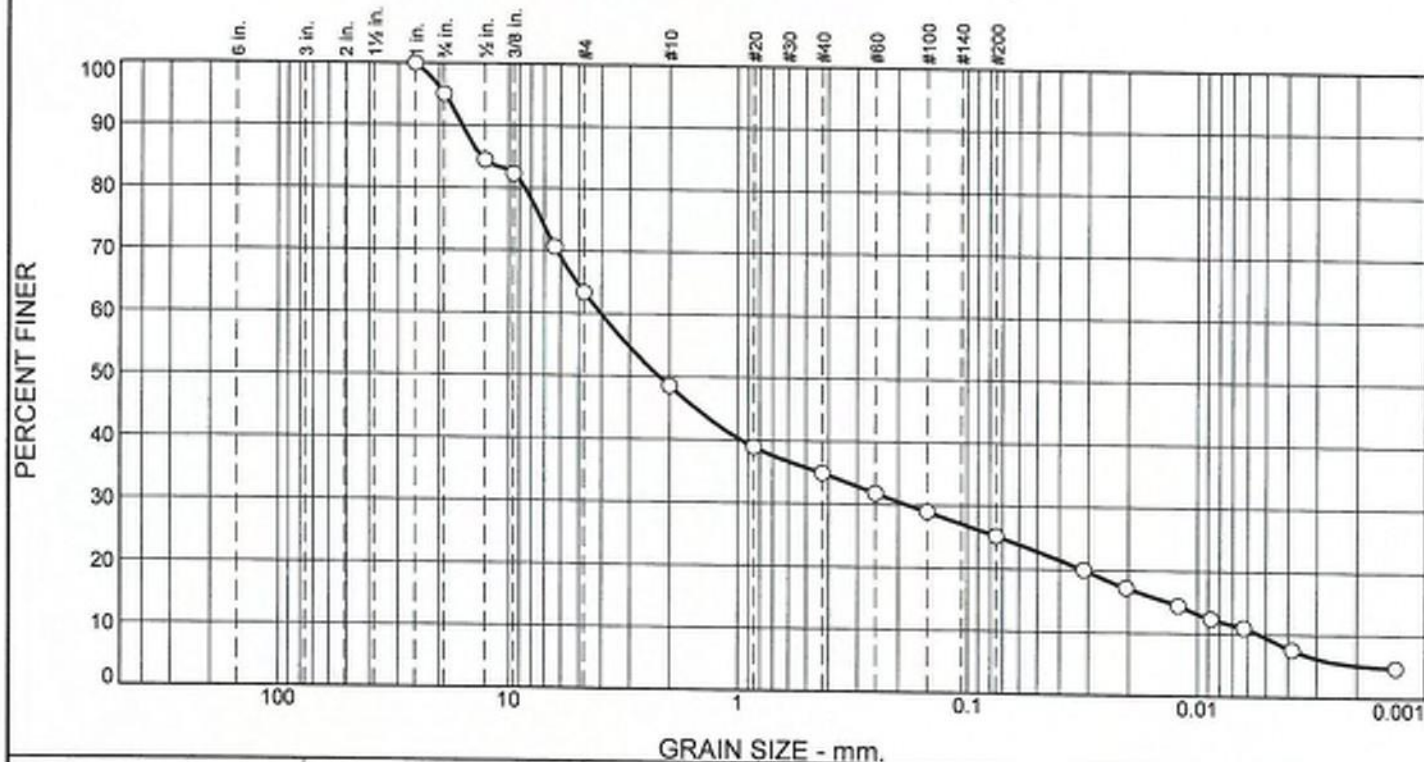


Client: Cobalt Geosciences
 Project: 2015 Control Samples

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

D₉₀= 15.9555 D₈₅= 13.1398 D₆₀= 4.0243
 D₅₀= 2.2166 D₃₀= 0.1810 D₁₅= 0.0132
 D₁₀= 0.0053 C_u= 755.30 C_c= 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
360-993-8927

November 18, 2022

Chris Beale
Senior Planner
City of Puyallup

Dear Chris,

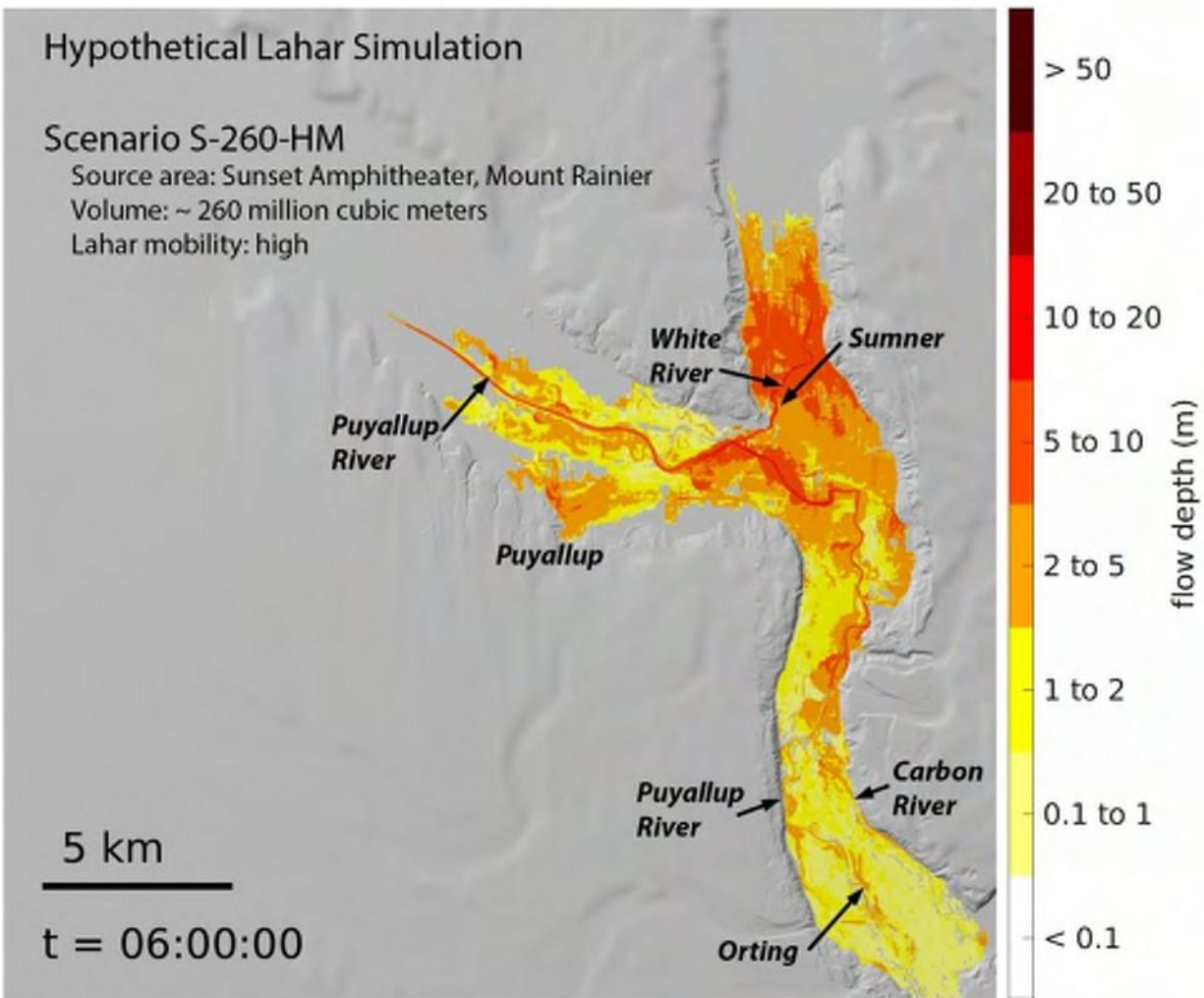
You asked us to confirm if information provided in a letter from USGS research geologist William Scott on April 15, 2007 is still acceptable for use in MultiCare Good Sam Hospital campus planning and permitting purposes. The answer is yes—but with caveats noted below. The biggest threat Mount Rainier 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 7th 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.

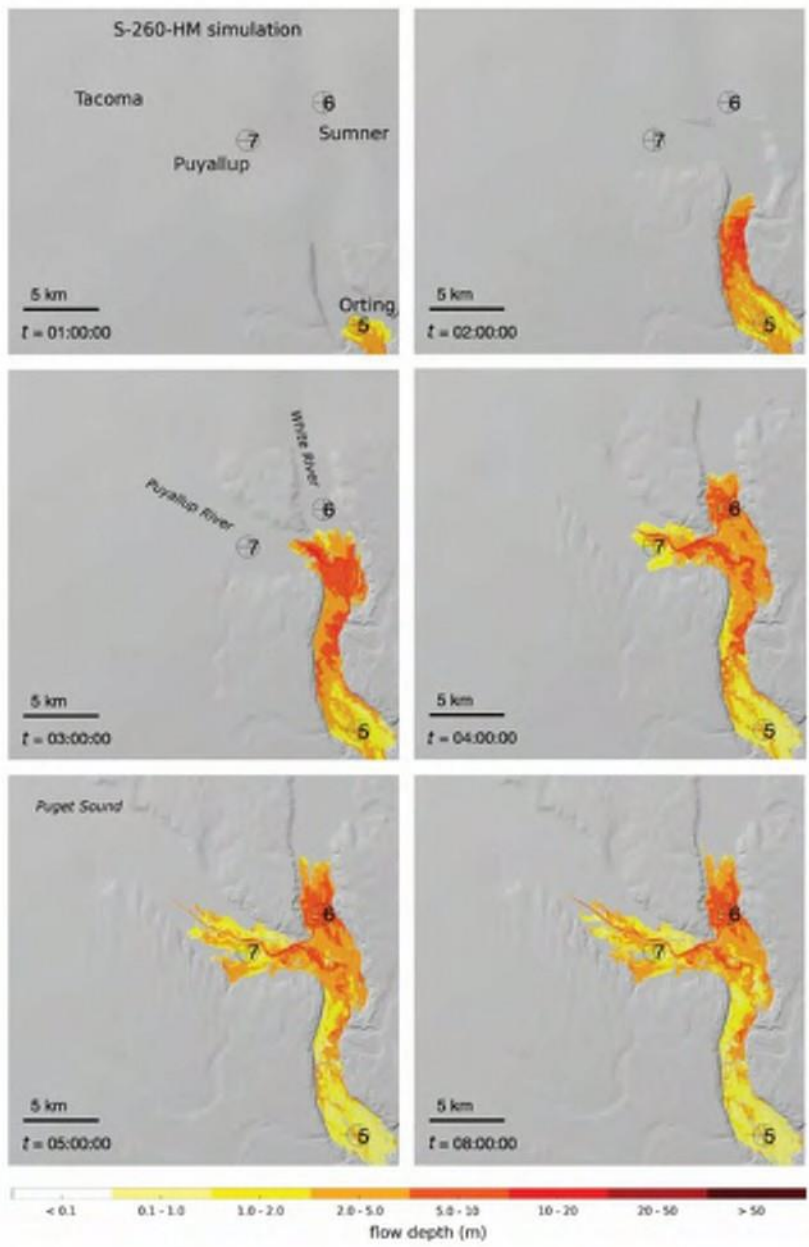


Figure 14. Shaded relief maps showing lahar flow depths of the S-260-HM simulation at selected times $t \pm 1$ hour, focused on the Puyallup River valley between Orting and the Port of Tacoma. Imagery appears blurry where lahar material is absent because D-Claw's adaptive mesh refinement (AMR) employs very coarse resolution in those areas. The flow proceeds slowly down the Puyallup River downstream from Orting, coming to rest at time $t \pm 5$ hours upstream from Puget Sound. Color shading indicates lahar flow depths in meters (m) at the respective time. Circled numbers are reference points for computed time series described in the "Lahar Speeds, Depths, and Discharges at Selected Locations" section. Time (t) is indicated in hours:minutes:seconds. km, kilometers. Supplemental animation available at <https://doi.org/10.3133/ofr20211118>.

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

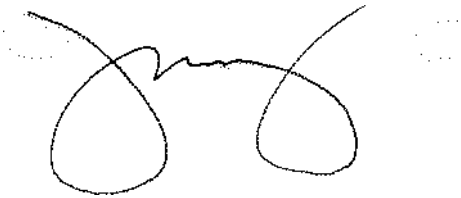
It is worth repeating that this simulated event has a volume roughly similar to the Electron Mudflow that happened about 500 years ago. However, we do not know when the next lahar at Mount Rainier will occur, how large it will be, nor where it will travel. Future lahars along the Puyallup River valley 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, appearing to read 'Jon Major', with a stylized flourish at the end.

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.

“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:

MultiCare Good Samaritan Hospital Master Plan Proposal

2. Name of Applicant:

MultiCare Good Samaritan Hospital
Jim Beatty, President

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

401 15th Ave. SE
Puyallup, WA. 98372
(253) 697-1851

4. Date checklist prepared:

24 October 2022

5. Agency requesting checklist:

City of Puyallup, Washington

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

The Master Plan to be completed in phases by 2033.

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

The proposed master plan will establish the parameters of future additions and expansions. Beyond the work contemplated in the master plan, there are no future plans.

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

A full EIS will be prepared to support the Master Plan, including supporting technical reports.

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.

The Master Plan proposal is currently in progress and under review by:
- City of Puyallup
- Traffic

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

City of Puyallup: Site Plan Review / SEPA, Site Development, Building, Right of Way Permits, Right of Way.

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).

The Master Plan proposes the development of approximately 934,000 GSF in multiple phases. To address inpatient bed needs, the initial phase includes a new 240,000 GSF patient care tower, an expansion to the Central Utility Plant (CUP) and a new parking structure. Later phases of the Master Plan will include up to two new medical office buildings, an additional hospital expansion, and parking to accommodate the new facilities. *See table "Proposed New Buildings Summary" on p.29 for a breakdown of proposed square footage by phase and building type.

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.

The proposed project (Parcel #'s: 9810000130, 9810000140, 9810000151, 9810000161, 9810000120, 9810000101*, 7766000010*, 7766000020*, 7766000030*, 0420342141, 0420342141, 0420342112, 0420342081, 0420342104, 0420342124, 0420342032, 7790000558, 7790000554, 7790000566, 7790000565, 9810000014, 9810000014, 9810000015, 9810000016, 9810000643, 9810000644, 7080000251, 7080000181, 7080000182, 7080000146, 7080000147, 7080000148, 0420342151, 0420342150, and 0420342149) is located at the southwest corner of 15th Ave SE and 3rd Street SE.

Please refer to SEPA Table of Contents, Exhibit A for more info.

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)? 65%
- 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.

Gravelly Sandy Loam, Gravelly Ashy Loam, Silt Loam, Small instances of muck. Yielding existing soils under roadways, parking lots, buildings and other structures shall be over-excavated as required.

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

City of Puyallup GIS indicates moderate deep-seated landslide hazard along the northern boundary of the site. No known instances of unstable soils in the immediate vicinity.

Please refer to SEPA Table of Contents, Exhibit B for more info.

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

Fill may be required to create level building pads within the site area. Some areas of the existing site have previously been filled. Fill volume shall be as required to facilitate the proposed construction.

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

Soils disturbed by construction will be susceptible to erosion. Temporary erosion control measures shall be installed as part of construction efforts, in conformance with City of Puyallup requirements and fulfilling NPDES and Department of Ecology rules and regulations.

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

Approximately 68% of the site will be covered with the impervious surface. This will be for roads, parking lots, buildings, and pedestrian hardscape areas.

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

Temporary erosion control plan and Construction Stormwater Pollution Prevention Plan will be a part of the permit and construction drawings. These Plans will require BMPs and measures shall be installed as part of construction efforts, in conformance with City of Puyallup requirements and fulfilling NPDES and Department of Ecology rules and regulations. Disturbed areas shall be fully stabilized prior to closeout of construction.

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.

During Construction: Normal construction equipment emissions would be expected. Dust control measures shall be implemented per Ecology and NPDES standards.

Post Construction: Normal emissions from hospital facilities and respective vehicles.

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

Yes, traffic from surrounding roadways including South Meridian, 15th Ave SE, and State Highway 512 may contribute emissions and odors to the site area.

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

During Construction: Normal construction equipment emissions. Dust control measures shall be implemented per Ecology and NPDES standards.

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.

No surface water bodies in the immediate vicinity of the site.

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.

Not Applicable.

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.

No fill or dredge materials will be placed or removed from surface waters or wetlands. No surface waters or wetlands exist within the project area.

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

No surface water withdrawals or diversions are proposed.

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

Per FEMA map number 53053C0341E, effective 3/7/2017, the project area is encompassed within zone X, areas determined to be outside the 0.2% annual chance floodplain.

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.

No discharge of waste materials is anticipated to be discharged to surface waters.

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.

Groundwater will not be withdrawn from a well for drinking water. Dewatering may be required for utility installation or building foundation installation. Dewatering shall be performed per the Ecology dewatering plan and NPDES permit.

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.

No waste materials will be discharged into the ground from septic tanks or other sources. Waste materials will be treated and discharged to City of Puyallup sanitary sewer under a special discharge permit.

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.

Runoff from this project will be collected from roof, parking lots, road, and landscape areas. Runoff will be directed to stormwater detention facilities which will control the release of stormwater to downstream outfall locations at a controlled rate meeting City of Puyallup standards. Runoff will be treated to enhanced water quality standards effluent from the detention system(s). Effluent stormwater will flow to the current basin discharge locations on-site. Runoff from the western half of the site (west of 5th Street SE) will discharge to the Clark Creek Sub-basin. Runoff from the eastern half of the site (east of 5th Street SE) will discharge to the State Highway Sub-basin which outfalls to the Puyallup River.

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

Any waste materials on the surface will have the potential to come into contact with surface runoff. The proposed project will treat Stormwater to meet enhanced water quality standards as required by the City of Puyallup storm design requirements.

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

No, runoff from this project shall be routed to the existing drainage outfalls for the site.

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

Runoff from this project will be collected from roof, parking lots, road, and landscape areas. Runoff will be directed to stormwater detention facilities which will control the release of stormwater to downstream outfall locations at a controlled rate meeting City of Puyallup standards. Runoff will be treated to enhanced water quality standards effluent from the detention system(s). Effluent stormwater will flow to the current basin discharge locations on-site. Landscape and campus maintenance will supplement removing trash and debris from the site.

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?

The site was partially graded and filled under a separate grading permit in 2007. The only vegetation that will be disrupted is that currently in use as landscaping on the site and a small cluster of mixed deciduous and coniferous trees to the Northeast of the site. New Vegetation/landscaping will be placed to meet the City of Puyallup Municipal Code standards once construction is complete. A landscape plan will be proposed as part of new construction,

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

To our knowledge, there are no threatened or endangered species known to be on or near the site. A Biological Habitat Assessment may be needed.

Please see the Preliminary Master Plan Proposal.

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

Landscaping will conform to the city of Puyallup landscaping standards. More information will be provided with future landscape plan.

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

To our knowledge, there are no known noxious weeds and the only invasive species known to be near or on the site are blackberry bushes and common thistle.

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: N/A. _____

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

To our knowledge, there are no threatened or endangered species known to be on or near the site.

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

To our knowledge, there are no migration routes known to be on or near the site. A future Biological habitat Assessment may be needed.

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

N/A.

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

To our knowledge, there are not any known 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.

Electricity will be used for heating and cooling in the buildings in compliance with the Washington State Energy Code current at the time that permits are applied for.

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

No.

- 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.

The mechanical and electrical systems will be designed with energy conservation features required to meet the Washington State Energy Code current at the time that permits are applied for.

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.

There are no environmental health hazards that we are aware of.

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

Prior to the construction of Dally Tower, the 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.

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.

None to our knowledge.

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.

Currently, the following materials are reported by Good Samaritan Hospital on the Tier II Report on file with the Pierce County Department of Emergency Management and State DEM.

- 1) Diesel
- 2) Cryogenic Oxygen

4. Describe special emergency services that might be required.

Only standard services such as Police, Fire and Ambulance would support the project.

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

The project is not anticipated to pose any increased risks related to toxic chemicals outside of those ancillary to normal commercial uses

b. Noise

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

Normal traffic and commercial noise from the area.

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.

Normal construction noise, but the project construction noise will be compliant with local ordinances including time limitations.

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

Project construction noise will be compliant with local ordinances including time limitations.

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.

The Master Plan is currently zoned for MED, with adjacent parcels zoned for RM-20, and CG.

- 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?

No.

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:

No.

c. Describe any structures on the site.

Current development on site totals 1.23 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 GSH campus with the hospital buildings: Good Samaritan Medical Office Building, PVMC Office Building, Cancer Center, Children's Therapy Unit (CTU), Central Utility Plant, Parking Decks

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

It is feasible that portions of the older hospital structures could be demolished in later phases of the Master Plan to allow for construction of a new hospital support expansion.

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

City of Puyallup:
MED - Medical
RM-20 - High Density Multiple-Family Residential
CG - General Commercial

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

The current comprehensive Master Plan designates that the Good Samaritan Hospital is zoned for medical use.

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

N/A.

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

The site is mapped in the City's GIS system as having landslide hazard areas and potential geographic hazard areas.

Please refer to Exhibit B.

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

Currently, the hospital has 2,604 employees working various shifts, not including those employed in non-hospital clinics on the campus. The future employee count is unknown, but given the increase in bed count at the hospital and potential for additional clinical space, it is thought that the future employee count could range from 3,500-5,000. The hospital currently operates 360 beds, which could increase by up to 190 additional beds under the new Master Plan.

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

0

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

N/A.

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

The proposed measures are in-line and compatible with the existing and previous Master Plan proposed and approved in 2007.

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

N/A.

9. Housing

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

N/A.

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

N/A.

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

N/A.

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?

The exact height of buildings is unknown at this time, partially due to the steepness of the site and where the new buildings will sit on grade. However, the height of the new Patient Care Tower is intended to be of similar scale to the existing Dally Tower, and will be no taller than the permitted height in this location. The conceptual design for the new PCT lands on grade at Dally level 3, and aligns with Dally at all levels, including below grade floors, up to level 8 with a mechanical penthouse above. This concept places the total height (measured from level 3 grade and excluding below grade floors) at approximately 117'. This measurement increases if final grade is at a lower Dally level, but the aesthetic height would not be impacted. The dominant exterior building material on the campus is brick. The proposed exterior building materials will complement the existing conditions on site.

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

No prominent views will be obstructed. Building heights and scale will be consistent with current campus buildings.

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

The projects will conform to the City of Puyallup's building standards, codes and comprehensive plan.

11. Light and Glare

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

The Hospital campus will be lit 24-hrs a day. Light output will be determined upon approval of Architect Plans and Lighting plans.

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

No.

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

None known.

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

All site and parking lot lighting will be installed to face downwards to reduce unwanted glare impacts.

See full Architect Plans and Lighting plans when made available for additional information.

12. Recreation

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

There are not any designated or informal recreational opportunities in the immediate vicinity.

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

No.

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

N/A.

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.

Not to our knowledge.

- 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.

Not to our knowledge.

- 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.

As outlined in PMC 21.14.190, in the event that a suspected historic or cultural artifact, or object is discovered, construction will immediately stop and the State Department of Archeology and Historic Preservation (DAHP), the Puyallup Tribe of Indians, and Muckleshoot Indian tribe will be notified.

- 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.

As outlined in PMC 21.14.190, in the event that a suspected historic or cultural artifact, or object is discovered, construction will immediately stop and the State Department of Archeology and Historic Preservation (DAHP), the Puyallup Tribe of Indians, and Muckleshoot Indian tribe will be notified.

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.

The site is bound to the north by Highway 512, to the east by existing residential properties, to the south by 15th Ave SE, and to the west by 3rd Street SE except for two parcels located at the Northwest corner of the site. Currently, 13th Ave SE routes through the project area on the northern side of the site. The roadway network serving the site includes Major Collector and Local streets, providing direct access to the project site. South Meridian, 15th Avenue SE, 3rd Street SE, and 5th Street SE provide primary access to campus, which allows for variable routes to GSH. The main hospital entrance is off 15th Avenue and is accessible by traveling on 15th Avenue SE and 3rd Street SE. There are two signalized intersections: one at South Meridian at 15th Avenue SE and the other at the 512-freeway ramp. A portion of the project area has been dedicated as right-of-way for the future extension of 7th St SE through the site from 15th Ave SE to 13th Ave SE.

- 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?

Pierce Transit provides direct transit service to the site via Routes 402 and 425. Route 402 connects north-south from 176th Avenue to Federal Way Transit Center and operates Monday – Sunday, with 25-minute peak service on weekdays. Route 425 connects to key Puyallup and South Hill community destinations including medical, shopping, and recreation. It operates Monday – Saturday, with 60-minute peak service on weekdays.
Route 425 has a stop at the main hospital entrance, as well as on South Meridian at 14th Avenue SE, approximately 1/4th mile walk. Route 402 has a stop on South Meridian at 14th Avenue SE, approximately 1/4th mile walk.

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

The Master Plan assumes the removal of approximately 210-450 existing spaces. The Master Plan proposes the construction of approximately 1,060 - 1,400 total gross parking spaces at full build out, of which approximately 850 - 950 would be net new parking spaces.

- 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).

To aid with traffic flow and access to the hospital, the Master Plan proposes implementation of the 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). Additional proposed or required improvements would be determined as part of the Traffic Impact Analysis.

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

No use of water or rail transportation proposed. Helicopter transport consistent with current activity will continue.

- 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?

A preliminary traffic scoping analysis was performed based on the appropriate land use categories and trip generation rates in the ITE Trip Generation Manual, 11th Edition. The preliminary traffic scoping analysis estimates 11,359 net new average daily trips at full build out of the Master Plan. The AM peak-hour trips are estimated at 884 and the PM peak-hour trips are estimated at 931. The specific PM peak hour and the percentage of the volume that would be trucks are not known at this time and would be determined as part of a Traffic Impact Analysis.
See City of Puyallup Traffic Scoping Worksheet for additional information.

- 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.

No impacts to, or as the result of, the movement of agricultural and forest products on roads or streets in the area are known.

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

GSH has a Commute Trip Reduction (CTR) Program, 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. GSH 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. Additional improvements to the CTR program, as well as any proposed infrastructure improvements, would be determined as part of a Traffic Impact Analysis.

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.

The Master Plan project would result in an increase of public services, while providing an addition of health care services to the community.

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

The proposed measures to reduce or control direct impacts on public services is still under review.

16. Utilities

- a. Circle utilities currently available at the site:

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

Electricity, Natural Gas, Water, Sanitary Sewer, Storm Sewer, and Telephone

- 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 it's 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:

Date:

Jimmy K. Payton
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)

[Signature]

Exhibit A - Parcel Summary



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 11:27 AM

EXHIBIT A - Tax Parcels

Parcel Number	Land Acres	Legal Description
9810000130	0.2583	MEDICAL OFFICES SERVICES 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 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 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 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 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 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 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 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 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

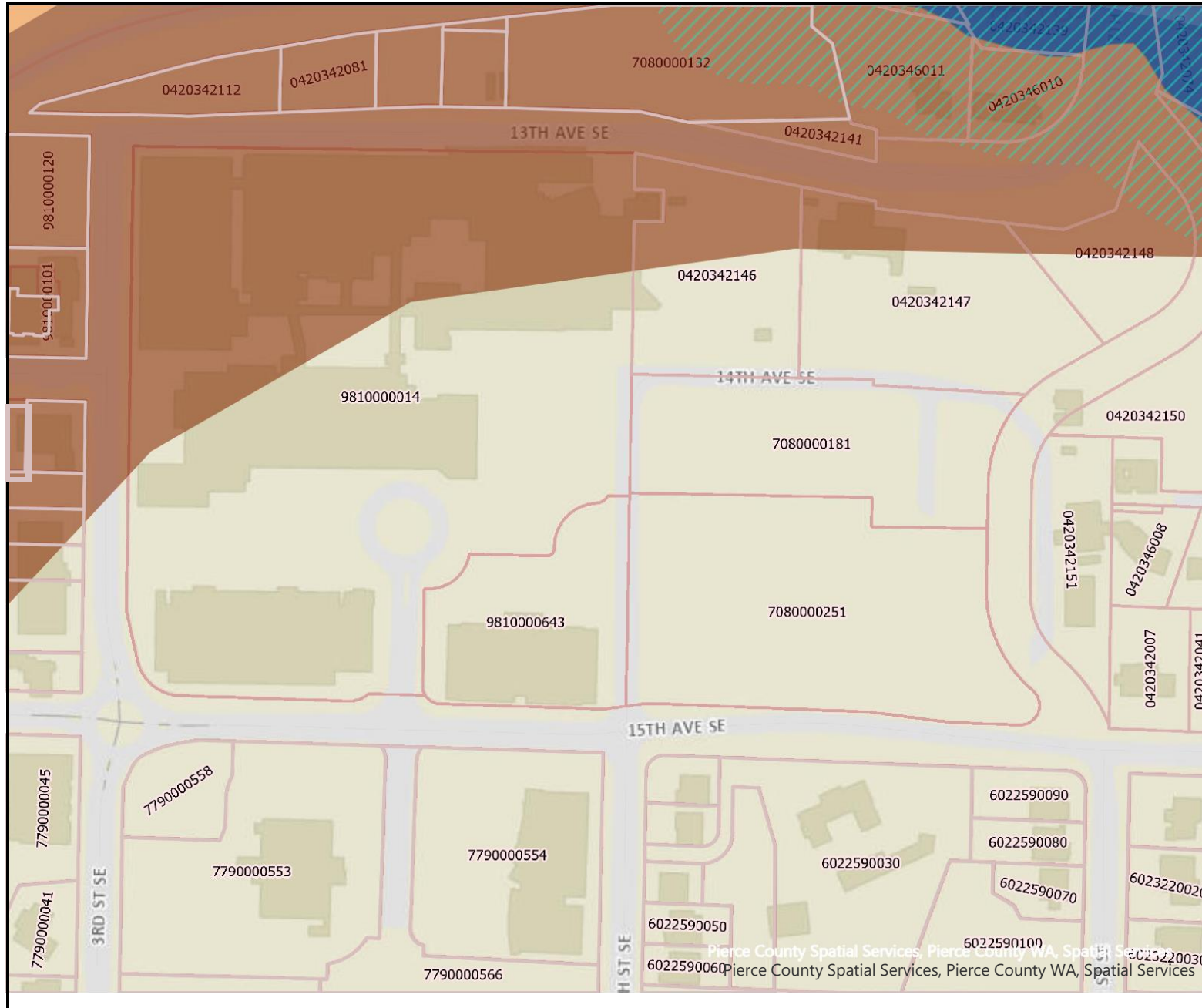
9810000014	3.9	HOSPITAL Section 34 Township 20 Range 04 Quarter 23 WOODS 1ST CANNOT BE SOLD OR SUBD WITHOUT 001-5 & 001-6 LOT 1 OF BLA 2010-06-15-5001 DESC AS BEG AT A PT 30 FT E & 151.05 FT N OF INTER OF 15TH AV SE & 3RD ST SE TH N 322.08 FT TH N 305.27 FT TH E 692.45 FT
9810000015	6.56	HOSPITAL Section 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 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
Total Initial Phase	244,000	Total Future Phases	320,000
Total Proposed Building Square Footage		564,000	
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>			
Total Proposed New Square Footage (incl. parking): 934,000			

Good Samaritan Hospital 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
Total Acres			34.86

Exhibit B - Hazards



Legend

- Theme_Roads
- Theme_Tax Parcels
- Theme_Potential Flood Hazard Review

Theme_Regula Floodplain 2017

- 1% Annual Chance Flood

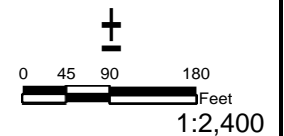
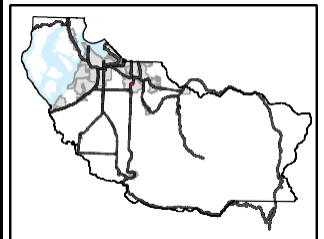
Theme_Volcani Hazard

- 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