



"THE MARITIME CITY"

**COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
STAFF REPORT**

TO: Design Review Board
FROM: Planning Staff – Jeremy Hammar, Senior Planner
DATE: January 23, 2025

RE: Gig Harbor Fire & Medic One, Station 51 (PL-DR-24-0017)
Public Meeting Date: January 23, 2025

I. GENERAL INFORMATION

- A. Owner:** Pierce County Fire Protection #5
10222 Bujacich Rd NW
Gig Harbor, WA 98332
- B. Agent:** Rice Fergus Miller
275 5th street, Suite 100
Bremerton, WA 98337

II. PROJECT DESCRIPTION

The proposal includes the demolition of the existing Fire Station 51 and the construction of a new 22,000 square foot, two-story facility in approximately the same location as the previous facility. The new facility will house up to 10 career fire and medical emergency response staff and one battalion fire chief. Site improvements include the replacement of the existing fuel island with a new fuel island, new stormwater quality retention systems, parking improvements for staff and public use, and a new public space between the new building and the Kimball Drive entrance.

III. SITE DESCRIPTION

- A. Location:** 6711 Kimball Dr., Sec 08, Tw 21, R 02 Qtr 33.
Assessor's Parcel Number: 0221083129

- B. **Site Area/Acreage:** 3.79 acres
- C. **Existing Site Characteristics:**
1. **Topography:** The site slopes up gently from Kimball Dr.
 2. **Vegetation:** Majority of the site is covered mature landscaping and dense trees at the Eastern half of the property.
 3. **Wetlands and Critical Areas:** no mapped critical areas on site
- D. **Zoning:**
1. **Subject parcel:** B-2/R-3
 2. **Adjacent zoning and current use:**
 - a. **North:** B-2 and R-3 – Retail and Multiple family residential
 - b. **East:** R-1, R-2, R-3 - Assisted Living Facility
 - c. **South:** R-1 – Hotel, Retail, Personal Service
 - d. **West:** B-2 – Office
- E. **Road Access/Utilities:** The site is accessed from Kimball Drive. The City provides sewer and water service.

IV. **PERTINENT DESIGN REVIEW POLICIES**

- A. **Comprehensive Plan:** The site is designated as Commercial/Business. The Community Design Element is directly applicable (pgs. 4-1 – 4-19) while other elements are indirectly applicable.
- B. **Gig Harbor Municipal Code:** The subject parcel is zoned General Business (B-2) and Multiple-Family Residential (R-3). Chapter 17.36 and 17.24 GHMC contain development and performance standards for these districts.
- C. **Design Manual:** The Design Review process is outlined in Gig Harbor Municipal Code (GHMC) Chapter 17.98. GHMC Subsection 17.98.060 outlines the process for review of Design Manual exceptions by the Design Review Board (DRB). This section states that the DRB shall hold a public meeting and, following said meeting, shall make a recommendation to the Community Development Director for approval or denial of the application.

An exception is used in those situations in which an applicant does not provide an alternative design to the requirements of Chapter 17.99 GHMC, Design Manual. The board shall issue a recommendation to the director on an exception application. All the following circumstances must be shown to exist for approval of a design exception:

1. Special conditions and circumstances exist which render a specific requirement of Chapter 17.99 GHMC, Design Manual, unnecessary, given the location and intended use of the proposed development;
2. The special conditions and circumstances are characteristic of the proposed general use of a site and not of a specific tenant;
3. The special conditions and circumstances are not representative of typical retail, professional office or residential type development which may be allowed within the zoning district;
4. The requested exception is based upon functional consideration rather than economic hardship, personal convenience or personal design preferences;
5. Architectural changes in the project design as a result of the exception have been sufficiently compensated by other architectural embellishments, and site plan changes as a result of the exception have been sufficiently compensated by other site amenities; and
6. The requested exception will not result in a project which is inconsistent with the intent and general scope of the standards of Chapter 17.99 GHMC, Design Manual.

V. BACKGROUND INFORMATION

The subject site was annexed by City of Gig Harbor February 9, 1975, through Ordinance 217. The existing building on the site was built in 1979.

VI. REQUESTED DRB REVIEW AND ANALYSIS

The applicant has requested that the following item be reviewed by the DRB. See the exhibits attached to this staff report for the project agent's elevations, plans, and written narratives detailing the proposed design. Planning staff has reviewed the materials submitted and makes the following analysis, findings and recommendations on the specified Design Manual requirement.

Design Exceptions

Article III-Site Design

1. **GHMC 17.99.300(B) Nonresidential Setbacks– Locate structures new front setback line**: At least 50 percent of the primary structure's front façade shall be places on the front setback line (except in the historic district or unless retention of significant tree(s) warrants an increased setback). Additional structures on the

site shall be likewise placed on the front setback line unless they are located behind other structures on the site. The remaining portion of the building may be stepped back to accommodate common areas or parking. However, no more than 50 percent of required parking may be located forward of the front façade of a building (see parking standards in GHMC 17.99.330(E)).

Planning staff has reviewed the applicant's narrative attached to this staff report as Exhibit B and offers the following analysis and conclusions as they relate to consistency with the criteria set forth in GHMC 17.98.060.

Criteria for Approval. All of the following circumstances must be shown to exist for approval of a design exception:

1. Special conditions and circumstances exist which render a specific requirement of Chapter 17.99 GHMC, Design Manual, unnecessary, given the location and intended use of the proposed development.

Staff Analysis: In this instance, special conditions and circumstances exist which render GHMC 17.99.300(A) unnecessary as applied to development on the site. There is more than 5 feet of vertical separation from the finished floor elevation of the existing fire station to Kimball Drive. As the front yard setback is 20 feet wide, meeting this standard would require significant earthwork, retaining walls and potential utility conflicts. The existing structure as well as structures on adjacent parcels are set back from the front property line in a similar manner. Additionally, given the existing and proposed use of the site, emergency service vehicles must have the ability to fully clear the apparatus bay before entering the right of way.

2. The special conditions and circumstances are characteristic of the proposed general use of a site and not of a specific tenant.

Staff Analysis: With the operational use as a fire station, emergency service vehicles must be able to fully clear the apparatus bay before entering the right-of-way. The station is designed to accommodate fire equipment with an overall length of roughly 60 feet.

3. The special conditions and circumstances are not representative of typical retail, professional office or residential type development which may be allowed within the zoning district.

Staff Analysis: The circumstances listed above would be faced for most any new development on the subject site. Specifically, the circumstances related to accommodation of emergency service vehicles on the site are not representative of typical retail, professional office, or residential development, as the site would be considered a Public Service use under the definition listed in Chapter 17.04.690 GHMC

4. The requested exception is based upon functional consideration rather than economic hardship, personal convenience or personal design preferences.

Staff Analysis: The applicant has clarified that the requested exception is a result of operational safety of the fire station rather than cost, convenience, or design preference.

5. Architectural changes in the project design as a result of the exception have been sufficiently compensated for by other architectural embellishments, and site plan changes as a result of the exception have been sufficiently compensated by other site amenities.

Staff Analysis: Public open space is being provided in the front yard of the station between the primary access driveway and the apparatus driveway. These elements of the site plan, in addition to the site's holistic design, sufficiently support the requested design exception.

6. The requested exception will not result in a project which is inconsistent with the intent and general scope of the standards of Chapter 17.99 GHMC, Design Manual.

Staff Analysis: The requested exception can be found consistent with the intent and general scope of the standards of GHMC Chapter 17.99, Design Manual. The intent of the Design Manual is described in GHMC 17.99.020, as follows:

- A. Encourage building design and site planning to complement the existing character of specific neighborhoods or geographic areas of the city in which the proposed building or site improvements are located; relate visually and physically to surrounding development, and; promote pedestrian usage.
- B. Provide options that allow for diversity and creativity in project design.
- C. Facilitate a dialogue between project proponents and the city's design review board in a public meeting setting.
- D. Increase public awareness of design issues and design options.
- E. Provide an objective basis for decisions which affect both individual projects and the city of Gig Harbor as a whole.
- F. Ensure that the intent of the goals and objectives contained within the city of Gig Harbor's comprehensive plan are met.

The development of the subject parcel has been creatively designed in a manner which is complementary to the character of its area. the proposed design exception can be found consistent with the intent and general scope of GHMC 17.99.

2. **GHMC 17.99.330 – Parking Lot Standards:** GHMC 17.99.330(A) To Maximize landscaping at the street face, curb cuts for driveways shall be limited to one cut per parcel frontage or one cut per 200 feet of parcel frontage, subject to public works

standards driveway separation requirements. An additional cut is allowed if the driveway is one-way. Where available, side streets or alleys should be used for additional access needs.

Planning staff has reviewed the applicant's narrative attached to this staff report as Exhibit B and offers the following analysis and conclusions as they relate to consistency with the criteria set forth in GHMC 17.98.060.

Criteria for Approval. All of the following circumstances must be shown to exist for approval of a design exception:

1. Special conditions and circumstances exist which render a specific requirement of Chapter 17.99 GHMC, Design Manual, unnecessary, given the location and intended use of the proposed development.

Staff Analysis: In this instance, special conditions and circumstances exist which render GHMC 17.99.330.(B) unnecessary as applied to development on the site. For the site to function properly, multiple vehicles must be able to exit the site unimpeded from potential traffic conflicts. The proposed extra-wide driveway will be aligned with the apparatus bay doors allowing multiple vehicles to exit the station and turn onto Kimball Drive without the need for internal site maneuvering.

2. The special conditions and circumstances are characteristic of the proposed general use of a site and not of a specific tenant.

Staff Analysis: The extra-wide driveway for emergency vehicle use is typical of modern fire station design.

3. The special conditions and circumstances are not representative of typical retail, professional office or residential type development which may be allowed within the zoning district.

Staff Analysis: The extra wide driveway width is not typical of other development types within the zoning district.

4. The requested exception is based upon functional consideration rather than economic hardship, personal convenience or personal design preferences.

Staff Analysis: The requested exception is based on the operational safety of the fire station rather than cost, convenience, or design preference.

5. Architectural changes in the project design as a result of the exception have been sufficiently compensated by other architectural embellishments, and site plan changes as a result of the exception have been sufficiently compensated by other site amenities.

Staff Analysis: The proposed design helps to preserve trees at the eastern half of the parcel. Additionally, public open space is being provided at the front portion of the property between the primary access driveway and the apparatus driveway.

6. The requested exception will not result in a project which is inconsistent with the intent and general scope of the standards of Chapter 17.99 GHMC, Design Manual.

Staff Analysis: The requested exception can be found consistent with the intent and general scope of the standards of GHMC Chapter 17.99, Design Manual. The intent of the Design Manual is described in GHMC 17.99.020, as follows:

- A. Encourage building design and site planning to complement the existing character of specific neighborhoods or geographic areas of the city in which the proposed building or site improvements are located; relate visually and physically to surrounding development, and; promote pedestrian usage.
- B. Provide options that allow for diversity and creativity in project design.
- C. Facilitate a dialogue between project proponents and the city's design review board in a public meeting setting.
- D. Increase public awareness of design issues and design options.
- E. Provide an objective basis for decisions which affect both individual projects and the city of Gig Harbor as a whole.
- F. Ensure that the intent of the goals and objectives contained within the city of Gig Harbor's comprehensive plan are met.

The development of the subject parcel has been creatively designed in a manner which is complementary to the character of its area. the proposed design exception can be found consistent with the intent and general scope of GHMC 17.99.

Conclusion: Based on the preceding analysis, staff has found the applicant's request to be consistent with the criteria set forth in GHMC 17.98.060, circumstances to be met for the approval of Design Exceptions.

Design Alternatives

GHMC 17.99.200 – Alternative Zone Transition Standards:

Applicant's Request: As an alternative to the zone transition standards in GHMC 17.99.180 and 17.99.190, the design review board may recommend approval of development in a zone transition area if it finds that the proposed development integrates, and is sensitive to, the pattern of development in the abutting zone. To determine if a proposed development is sensitive to the pattern of development in the abutting zone, the DRB shall consider the elements of design listed as A through M under GHMC 17.99.200.

A. Separation of structures.

Is there sufficient separation between structures on the site and structures in the opposing zone to mitigate the impacts of taller or larger structures?

B. Architectural modulation of building.

Is there sufficient modulation in the design of the building to reflect the scale and massing of adjacent buildings in the opposing zone?

C. Rooflines.

Do the rooflines of the proposed building(s) reflect the type, style and form of the rooflines on the adjacent buildings in the opposing zone?

D. Location of service areas.

Is there sufficient separation of service areas (e.g., loading docks, delivery areas, dumpster enclosures) to minimize impacts to development in the opposing zone?

E. Window and balcony orientation.

Are windows and balconies located in a manner that preserves the privacy of residents in the opposing zone?

F. Lighting.

Is the location and intensity of outdoor lighting low enough to avoid negative impacts on abutting residential development?

G. Vegetative buffering.

Does existing on-site vegetation provide screening opportunities or otherwise ensure the privacy of residents in opposing zones?

H. Existing nonconformities.

Are there existing patterns of development in the opposing zone that do not conform with current development standards and should therefore not be perpetuated in new development?

I. Entryway orientation.

Is the building entrance in a location that minimizes impacts to the privacy of abutting residential development?

J. Location of parking and driveway entrances.

Are parking lots and driveways in locations that minimize traffic noise on, or invasion of privacy of, abutting residential development?

K. Open space and common areas.

Does the project utilize common areas to provide separation between site development and development in the opposing zone?

L. Existing natural characteristics of the site.

Does the development utilize existing site conditions such as topography or clusters of trees to provide buffering or to enhance view opportunities?

M. Siding materials and details.

Do the siding materials and other architectural details reflect the type of materials and details that typify development on abutting parcels in the opposing zone?

Staff Analysis: The proposed structure is located at approximately the same distance from the north property line as the existing structure, the applicant has thoughtfully incorporated the proposed structure in a manner which is consistent with and respectful of the development on surrounding sites. A narrative provided by the applicant detailing how the proposal meets the criteria of 17.99.22 has been included as Exhibit D.

If the Design Review Board agrees with the analysis above, staff suggests the DRB make the following findings and recommendation:

Findings: The DRB finds that the proposed design meets the intent of the general requirement of GHMC 17.99.200 and represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying the specific requirements of GHMC 17.99.180.

Recommendation: The Design Review Board recommends the decision maker accept the proposed design alternative as compliant with the criteria of approval for an alternative design request set forth in GHMC 17.98.055(A).

GHMC 17.99.380 – Mass and Scale:

Applicant's Request: The applicant proposes a design alternative to the vertical shifts in roof ridge for the replacement fire station. GHMC 17.99.380.B.2 states that *"No single run of ridge, cornice or fascia shall exceed 80 feet without a five-foot transition in height. Cupolas and similar minor projections above roof lines do not meet the vertical shift requirement."* The proposed design includes a roof run of approximately 95 feet along the southern elevation, a secondary façade. The request is detailed in the narrative included as Exhibit C.

Staff Analysis: The proposed roof run is located along a secondary façade along the south elevation, from the street frontage and would be minimally perceivable from the street frontage at the western side of the property. As proposed the roof run will help to facilitate the efficient placement of a photovoltaic array to comply with the updated energy code requirements, while having the least visibility from the ground. Strict adherence to the general requirement would likely not make a discernable difference from the street frontage and would reduce the effectiveness of the photovoltaic array necessary for compliance with the energy code.

If the Design Review Board agrees with the analysis above, staff suggests the DRB make the following findings and recommendation:

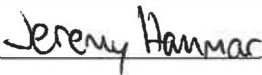
Findings: The DRB finds that the proposed design meets the intent of the general requirement of GHMC 17.99.380 and represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying the specific requirements of GHMC 17.99.380.

Recommendation: The Design Review Board recommends the decision maker accept the proposed design alternative as compliant with the criteria of approval for an alternative design request set forth in GHMC 17.98.055(A).

VII. PUBLIC NOTICE

Legal notice of the meeting was published in The News Tribune and posted on the subject site by January 9, 2025. In addition, notice was mailed to all property owners within 300 feet of the subject site on January 9, 2025. As of the date of this report, staff has received no public comments in response to the public meeting notice.

Project Planner: Jeremy Hammar, Senior Planner



Date: January 16, 2025

cc: Owner/Applicant, Agent

The following documents pertinent to your review are enclosed:

- A. Civil plan set, prepared by Rice Fergus Miller, Dated August 28, 2024
- B. Design Exceptions Narrative, prepared by Eric Pilcher, PE., Dated August 28, 2024
- C. Design Alternative Narrative – Roof Lines, prepared by Eric Pilcher, PE. dated August 28, 2024
- D. Design Alternative Narrative – Zone transition standards, prepared by Eric Pilcher, PE. Dated December 17. 2024

RECEIVED
By C. ANDREWS at 3:01 pm, Aug 28, 2024

VICINITY MAP

DENNIS DOAN, FIRE CHIEF
JOHN JOHNSON, OWNER'S REP
10222 BUJACICH RD NW
GIG HARBOR, WA 98332-8595
253-851-3111

ERIC PILCHER, PE
33810 WEYERHAEUSER WAY SOUTH, SUITE 130
FEDERAL WAY, WA 98001
PHONE (253) 205-8700
www.mackaysposito.com

HOWARD STRUVE
275 5TH ST, SUITE 100
BREMERTON, WA 98337
(360) 377-8773

PAUL KUHNLE, PLS
33810 WEYERHAEUSER WAY SOUTH, SUITE 130
FEDERAL WAY, WA 98001
PHONE (253) 205-8700
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		<u>PLAN CHANGE</u>
C00.00	COVER SHEET	N/A
C00.01	LEGEND	N/A
C00.02	GENERAL NOTES	N/A
C01.01	DEMOLITION & TESC	N/A
C01.02	TESC NOTES & DETAILS	N/A
C02.01	SITE PLAN	N/A
C02.02	CIRCULATION PLAN	N/A
C03.01	GRADING PLAN	N/A
C03.02	SITE SECTION	N/A
C04.01	UTILITY PLAN	N/A
C05.01	TRANSPORTATION DETAILS	N/A
C05.02	TRANSPORTATION DETAILS	N/A
C05.03	TRANSPORTATION DETAILS	N/A
C05.04	STORM DETAILS	N/A
C05.05	STORM DETAILS (PRINSCO)	N/A
C05.06	STORM DETAILS (PRINSCO)	N/A
C05.07	STORM DETAILS (PRINSCO)	N/A
C05.08	STORM DETAILS (PRINSCO)	N/A
C05.09	SANITARY DETAILS	N/A
C05.10	WATER DETAILS	N/A
C05.11	WATER DETAILS	N/A

GIG HARBOR STORMWATER MANAGEMENT AND SITE
DEVELOPMENT MANUAL, 2023 (ORDINANCE NO. 1511)

GIG HARBOR 2018 PUBLIC WORKS STANDARDS

6711 KIMBALL DRIVE, GIG HARBOR, WA 98332

0221083129

THE HORIZONTAL DATUM FOR THIS SURVEY IS
WASHINGTON SOUTH STATE PLANE COORDINATE SYSTEM NAD83/91.

THE ELEVATIONS SHOWN ON THIS MAP ARE NAVD88
DATUM DERIVED FROM AN OPUS SOLUTION.

THE SITE BENCHMARK IS A 1/2" REBAR W/CAP MARKED "MSI CONTROL".
CONTROL POINT 1 = 306.28' NAVD88

GENERAL BUSINESS (B-2) / MULTI-FAMILY RESIDENTIAL (R-3)

CUT: 1500 CY
FILL: 600 CY
NET: 900 CY (EXPORT)

DISTURBED AREA: 2.13 AC

NOTE: THESE QUANTITIES ASSUME NO STRIPPING, HAVE NOT BEEN ADJUSTED FOR PAVEMENTS, UTILITIES, OR FOUNDATIONS, AND ARE FOR PERMIT PURPOSES ONLY. CONTRACTOR SHALL DETERMINE HIS/HER OWN EARTHWORK QUANTITIES.

PARCEL AREA	3.18 AC
DISTURBED AREA	2.13 AC

	PROPOSED
IMPERVIOUS AREAS	1.64 AC
-PGIS	1.09 AC
-NPGIS	0.55 AC
PERVIOUS AREAS (NPGPS)	0.49 AC

PGIS	POLLUTION GENERATING IMPERVIOUS SURFACE
NPGIS	NON POLLUTION GENERATING IMPERVIOUS SURFACE
PGPS	POLLUTION GENERATING PERVIOUS SURFACE
NPGPS	NON POLLUTION GENERATING PERVIOUS SURFACE

STANDARD PARKING	PROPOSED 25
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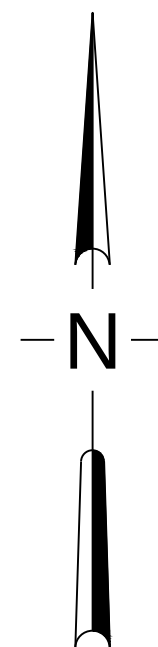
TOTAL PARKING	27
EV CAPABLE	3 (3%)
EV READY	3 (3%)

THE NORTHERLY 275 FEET IN WIDTH OF THAT PORTION OF LOT 7, BEING THAT PORTION OF THE NORTHEAST QUARTER AND THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 21 NORTH, RANGE 2 EAST, W.M., IN PIERCE COUNTY, WASHINGTON, ACCORDING TO THE PLAT OF THE SUBDIVISION OF GIG HARBOR ABANDONED MILITARY RESERVE, WHICH PLAT IS APPROVED BY THE U.S. SURVEYOR GENERAL'S OFFICE AT OLYMPIA, WASHINGTON, LYING EASTERLY OF A LINE DRAWN PARALLEL WITH AND 30 FEET EASTERLY, WHEN MEASURED AT RIGHT ANGLES AND/OR RADially, FROM THE FR 3 LINE SURVEY OF STATE HIGHWAY ROUTE 16, NARROWS BRIDGE TO OLYMPIC DRIVE;

EXCEPT THE EAST 30 FEET THEREOF CONVEYED TO THE CITY OF GIG HARBOR BY DEED RECORDED UNDER RECORDING NO. 9406010222, RECORDS OF PIERCE COUNTY, WASHINGTON.

SCALE: 1" = 60'

ROADS - CITY OF GIG HARBOR
STORM - CITY OF GIG HARBOR
SEWER - CITY OF GIG HARBOR
FIRE - GIG HARBOR FIRE & MEDIC ONE
GAS - PUGET SOUND ENERGY
WATER - CITY OF GIG HARBOR
POWER - PENINSULA LIGHT CO.
TELECOM - COMCAST, CENTURYLINK



J:\18174 - GHFMO Station 51\500 Design\502 Drawings\Sheets\18174 - C00.00 Cover Sheet.dwg

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ARCHITECTURE INTERIORS PLANNING VIZLAB
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STATION 51
GIG HARBOR FIRE AND MEDIC ONE
GIG HARBOR, WASHINGTON

PROJECT #	2022011
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MAJOR SITE PLAN REVIEW

ISSUE DATE AUGUST 28, 2024

REVISION SCHEDULE

COVER SHEET

SHEET #

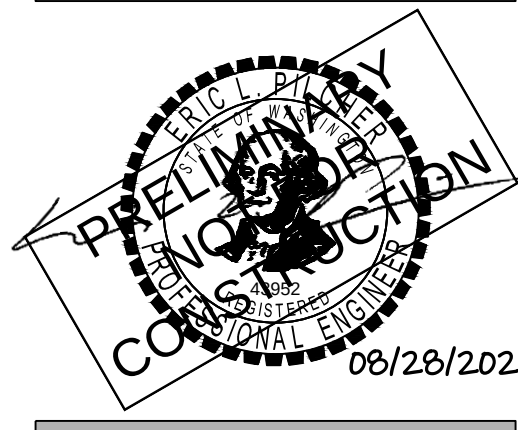
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STATION 51 ADDITION
GIG HARBOR FIRE AND MEDIC ONE
GIG HARBOR, WASHINGTON

[illegible]

LEGEND

SHEET #

C00.01

A
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J:\18174 - GHFWO Station 51\500 Design\502 Drawings\Sheets\18174 - C01.01 Demolition & TESC.dwg



EROSION CONTROL KEY NOTES

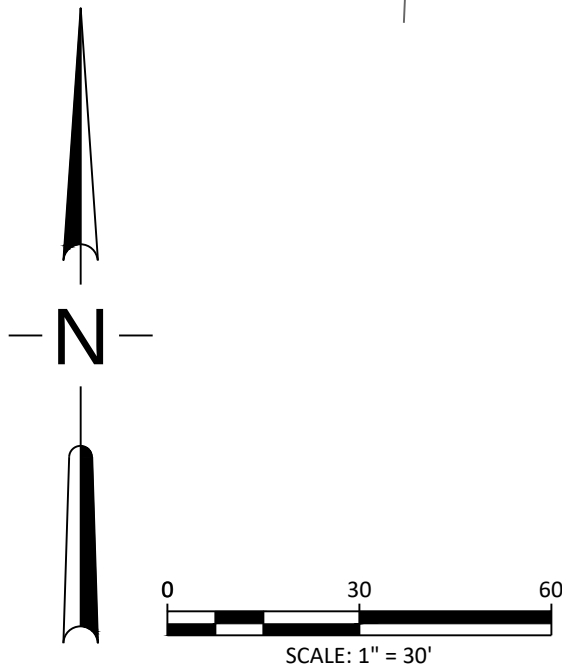
- 1 LIMIT OF DISTURBANCE
- 2 CONSTRUCTION ENTRANCE. SEE DETAIL 1 ON SHEET C01.02
- 3 TREE PROTECTION FENCE. SEE DETAIL 2 ON SHEET C01.02
- 4 SILT FENCE. SEE DETAIL 3 ON SHEET C01.02
- 5 INLET PROTECTION. SEE DETAIL 4 ON SHEET C01.02

NOTE:
DO NOT STOCKPILE LOOSE MATERIAL SUCH AS SOIL, SAND, AGGREGATE, TOPSOIL, ETC. DIRECTLY ON TOP OF EXISTING POROUS CONCRETE. SMALL QUANTITIES MAY BE PLACED ON EXISTING SURFACE IF PLASTIC SHEETING IS PROVIDED. PROMPTLY REMOVE ANY SOIL OR OTHER LOOSE MATERIAL SPILLED ONTO POROUS CONCRETE SURFACE.

DEMOLITION KEY NOTES

- 1 PRESERVE & PROTECT WATER LINE
- 2 PRESERVE & PROTECT SEWER PIPE
- 3 PRESERVE & PROTECT STORM PIPE
- 4 PRESERVE & PROTECT UNDERGROUND ELECTRIC LINE
- 5 PRESERVE & PROTECT UNDERGROUND GAS LINE
- 6 PRESERVE & PROTECT UNDERGROUND TV LINE
- 7 PRESERVE & PROTECT UNDERGROUND FIBER OPTIC LINE
- 8 REPLACE FIRE HYDRANT WITH NEW
- 9 PRESERVE & PROTECT WATER METER
- 10 PRESERVE & PROTECT WATER VALVE
- 11 PRESERVE & PROTECT STORM CATCHBASIN
- 12 PRESERVE & PROTECT SEWER MANHOLE
- 13 PRESERVE & PROTECT POWER POLE
- 14 PRESERVE & PROTECT ELECTRIC BOX
- 15 PRESERVE & PROTECT ELECTRIC TRANSFORMER
- 16 PRESERVE & PROTECT LIGHT POLE
- 17 PRESERVE & PROTECT TELEPHONE PEDESTAL
- 18 PRESERVE & PROTECT GAS VALVE
- 19 PRESERVE & PROTECT JUNCTION BOX
- 20 PRESERVE & PROTECT BOLLARD
- 21 PRESERVE & PROTECT ROCKERY
- 22 REMOVE & DISPOSE FIRE HYDRANT
- 23 EXISTING UNDERGROUND COMMUNICATIONS EASEMENT (AFN 201609290121) TO BE MODIFIED
- 24 REMOVE CONEX BOXES AND ENCLOSURES, TYP.
- 25 SALVAGE & REINSTALL MAILBOX
- 26 SALVAGE & REINSTALL SIGN
- 27 SALVAGE & REINSTALL WHEELSTOP
- 28 DEMOLISH & DISPOSE CURB
- 29 DEMOLISH & DISPOSE ASPHALT PAVEMENT
- 30 DEMOLISH & DISPOSE CONCRETE PAVEMENT
- 31 DEMOLISH & DISPOSE BUILDING & FOUNDATION
- 32 SAWCUT ASPHALT PAVEMENT
- 33 GRIND & OVERLAY ASPHALT PAVEMENT. SEE DETAIL PC.A10.1 ON SHEET RW4.1
- 34 REMOVE & DISPOSE WATER LINE
- 35 REMOVE & DISPOSE SEWER PIPE
- 36 REMOVE & DISPOSE STORM PIPE
- 37 REMOVE & DISPOSE FIRE DEPARTMENT CONNECTION
- 38 REMOVE & DISPOSE CATCH BASIN
- 39 REMOVE & DISPOSE AREA DRAIN

- 40 REMOVE & DISPOSE CLEANOUT
- 41 REMOVE & DISPOSE IRRIGATION CONTROL VALVE
- 42 REMOVE & DISPOSE TRANSFORMER
- 43 REMOVE & DISPOSE GAS METER
- 44 REMOVE & DISPOSE BOLLARD
- 45 REMOVE & DISPOSE TREE
- 46 DECOMMISSION, REMOVE & DISPOSE WATER VAULT
- 47 REMOVE & DISPOSE LIGHT POLE & JUNCTION BOX
- 48 DECOMMISSION & REMOVE FUEL TANK
- 49 REMOVE & DISPOSE AIR CONDITIONING UNITS
- 50 PRESERVE & PROTECT CONCRETE SIDEWALK



STATION 51 GIG HARBOR FIRE AND MEDIC ONE GIG HARBOR, WASHINGTON

PROJECT # 2022011

MAJOR SITE PLAN REVIEW

ISSUE DATE AUGUST 28, 2024

REVISION SCHEDULE		

DEMOLITION & TESC

SHEET #

C01.01

1. APPROVAL OF THIS CONSTRUCTION SWPPP DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION/ DETENTION/INFILTRATION FACILITIES, UTILITIES, ETC.).
2. THE IMPLEMENTATION OF THIS CONSTRUCTION SWPPP AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE CONSTRUCTION SWPPP FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND VEGETATION/LANDSCAPING IS ESTABLISHED.
3. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE APPLICANT/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
4. THE CONSTRUCTION SWPPP FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
5. THE CONSTRUCTION SWPPP FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE CONSTRUCTION SWPPP FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.
6. THE CONSTRUCTION SWPPP FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
7. THE CONSTRUCTION SWPPP FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN THE 48 HOURS FOLLOWING A MAJOR STORM EVENT.
8. AT NO TIME SHALL MORE THAN 1-FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A TRAPPED CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT LADEN WATER INTO THE DOWNSTREAM SYSTEM.
9. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO INSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.

1. CALL CITY OF GIG HARBOR INSPECTOR TO ARRANGE A PRE-CONSTRUCTION MEETING.
2. IDENTIFY LIMITS OF CLEARING.
3. INSTALL FILTER FABRIC FENCE AND TREE PROTECTION FENCE.
4. INSTALL ROCK-LINED CONSTRUCTION ENTRANCE(S).
5. CLEAR TO LIMITS SHOWN ON PLAN.
6. SAWCUT AND DEMOLISH EXISTING PAVEMENTS TO LIMITS SHOWN ON THE PLANS.
7. ROUGH GRADE SITE AS DESIGNED.
8. INSTALL BUILDING FOUNDATION.
9. INSTALL SANITARY SEWER SYSTEM.
10. INSTALL STORM DRAINAGE.
11. INSTALL SEDIMENT BARRIERS OVER NEW CATCH BASINS.
12. PAVE FLOOR SLABS AND BEGIN VERTICAL CONSTRUCTION.
13. FINE GRADE FOR CURB AND GUTTER, AND SIDEWALKS.
14. INSTALL CURB AND GUTTER.
15. PAVE SITE.
16. INSTALL SIDEWALKS.
17. HYDROSEED ALL SLOPES NOT LANDSCAPED OR ANTICIPATED FOR ADDITIONAL WORK WITHIN 6 MONTHS.
18. COMPLETE LANDSCAPING.
19. REMOVE SEDIMENT BARRIERS.

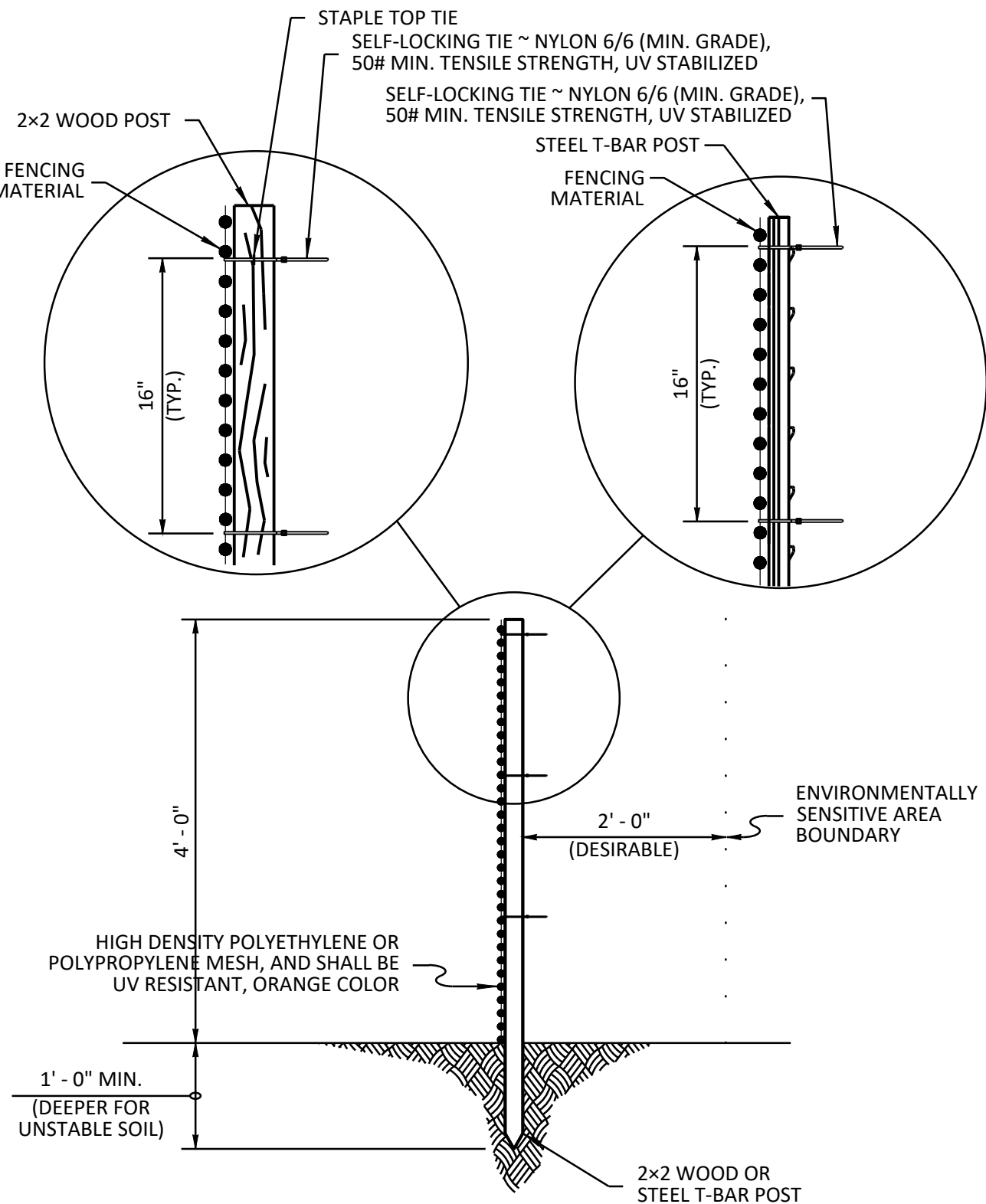
1. SEED MIXTURE SHALL BE AS SHOWN BELOW, AND SHALL BE APPLIED AT THE RATE OF 120 POUNDS PER ACRE.

NAME	PROPORTION	PERCENT	PERCENT
	BY WEIGHT	PURITY	GERMINATION
RED TOP	5%	92	85
PERENNIAL RYE	50%	98	90
CHEWING FESCUE	40%	98	90
WHITE DUTCH CLOVER	5%	98	90

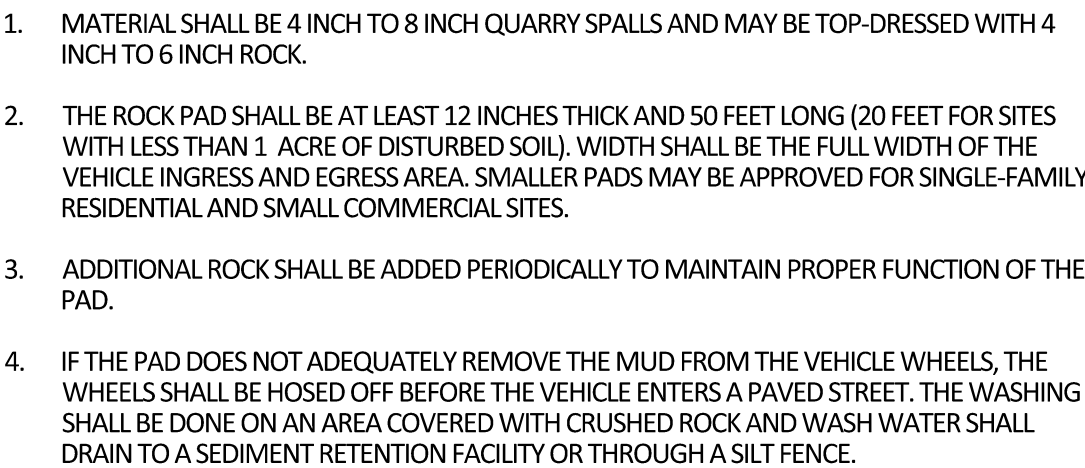
2. SEED BEDS PLANTED BETWEEN MAY 1 AND OCTOBER 31 WILL REQUIRE IRRIGATION AND OTHER MAINTENANCE AS NECESSARY TO FOSTER AND PROTECT THE ROOT STRUCTURE.
3. FOR SEED BEDS PLANTED BETWEEN OCTOBER 31 AND APRIL 30, ARMORING OF THE SEED BED WILL BE NECESSARY. (E.G., GEOTEXTILES, JUTE MAT, CLEAR PLASTIC COVERING).
4. BEFORE SEEDING, INSTALL NEEDED SURFACE RUNOFF CONTROL MEASURES SUCH AS GRADIENT TERRACES, INTERCEPTOR DIKES, SWALES, LEVEL SPREADERS AND SEDIMENT BASINS.
5. THE SEEDBED SHALL BE FIRM WITH A FAIRLY FINE SURFACE, FOLLOWING SURFACE ROUGHENING. PERFORM ALL OPERATIONS ACROSS OR AT RIGHT ANGLES TO THE SLOPE.
6. FERTILIZERS ARE TO BE USED ACCORDING TO SUPPLIERS RECOMMENDATIONS. AMOUNTS USED SHOULD BE MINIMIZED, ESPECIALLY ADJACENT TO WATER BODIES AND WETLANDS.

1. PLACE CONCRETE BLOCKS LENGTHWISE ALONG THEIR SIDES IN A SINGLE ROW AROUND THE PERIMETER OF THE INLET, SO THAT THE OPEN ENDS FACE OUTWARD, NOT UPWARD. THE ENDS OF ADJACENT BLOCKS SHALL ABUT. THE HEIGHT OF THE BARRIER CAN BE VARIED, DEPENDING ON DESIGN NEEDS, BY STACKING COMBINATIONS OF BLOCKS THAT ARE 4 INCHES, AND 12 INCHES HIGH. THE ROW OF BLOCKS SHALL BE AT LEAST 12 INCHES BUT NO GREATER THAN 24 INCHES HIGH.
2. PLACE WIRE MESH OVER THE OUTSIDE VERTICAL FACE (OPEN END) OF THE CONCRETE BLOCKS TO PREVENT STONE FROM BEING WASHED THROUGH THE BLOCKS. USE HARDWARE CLOTH OR COMPARABLE WIRE MESH WITH 1/2 INCH OPENINGS.
3. PILE STONE AGAINST THE WIRE MESH TO THE TOP OF THE BLOCKS. USE 3/4 TO 3 INCH GRAVEL.
4. PLACE WIRE MESH OVER THE DROP INLET SO THAT THE WIRE EXTENDS A MINIMUM OF 1 FOOT BEYOND EACH SIDE OF THE INLET STRUCTURE. USE HARDWARE CLOTH OR COMPARABLE WIRE MESH WITH 1/2 INCH OPENINGS. IF MORE THAN ONE STRIP OF MESH IS NECESSARY, OVERLAP THE STRIPS. PLACE FILTER FABRIC OVER WIRE MESH.
5. PLACE 3/4 INCH GRAVEL OVER THE WIRE MESH. THE DEPTH OF STONE SHALL BE AT LEAST 12 INCHES OVER THE ENTIRE INLET OPENING. EXTEND THE STONE BEYOND THE INLET OPENING AT LEAST 18 INCHES ON ALL SIDES.
6. IF THE STONE FILTER BECOMES CLOGGED WITH SEDIMENT, THE STONES MUST BE PULLED AWAY FROM THE INLET AND CLEANED OR REPLACED.

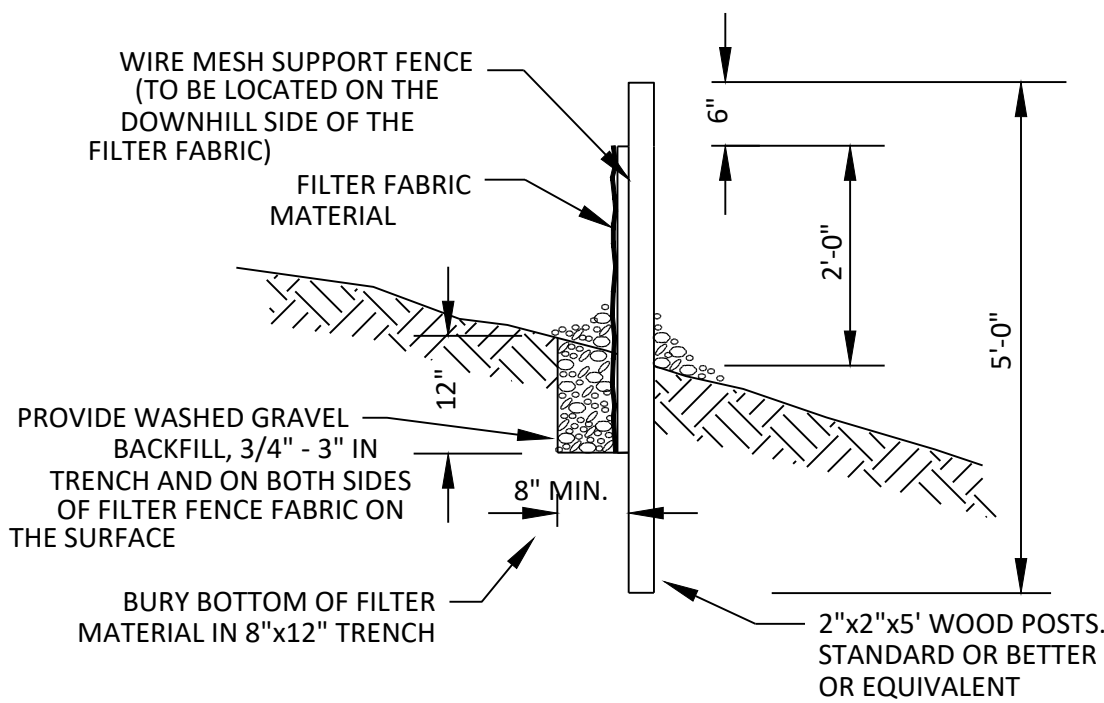
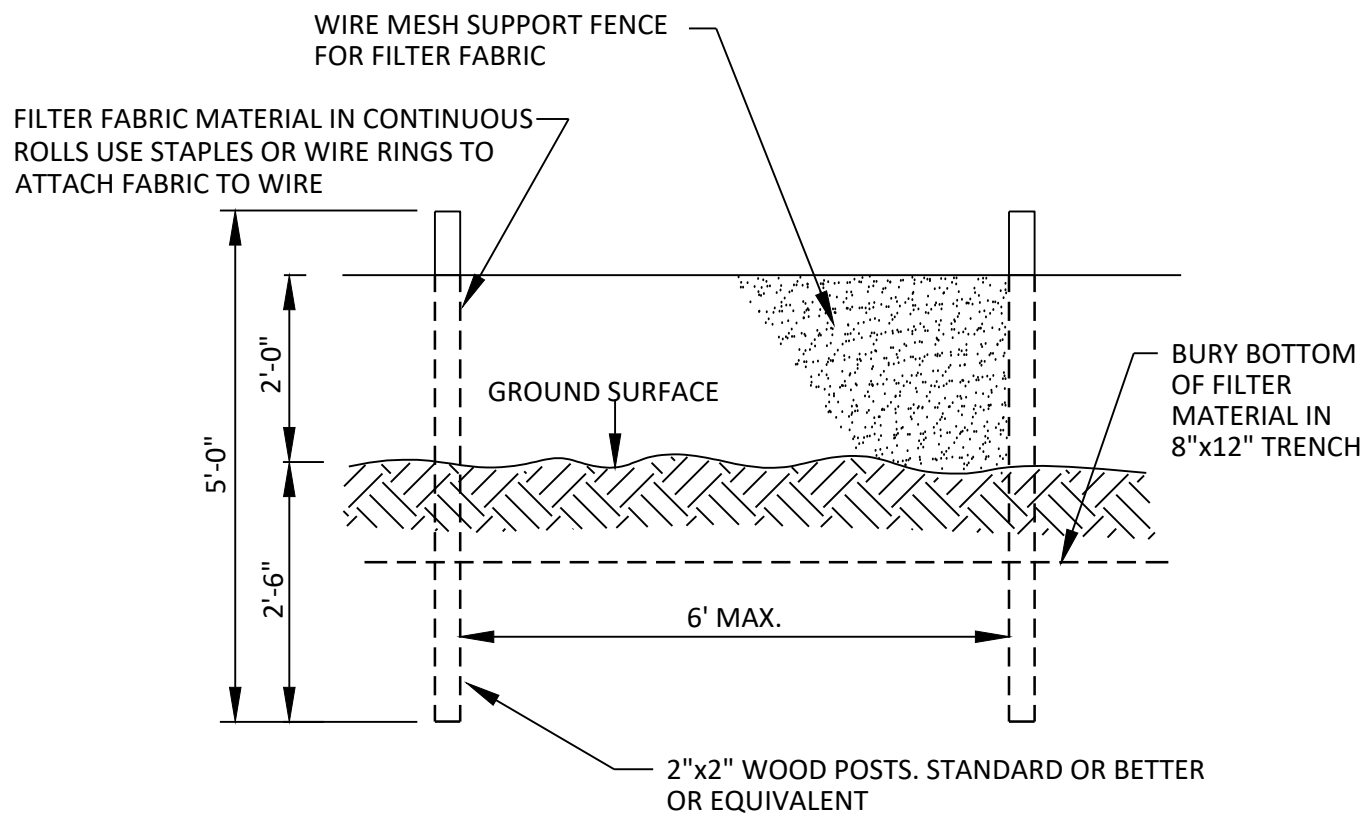
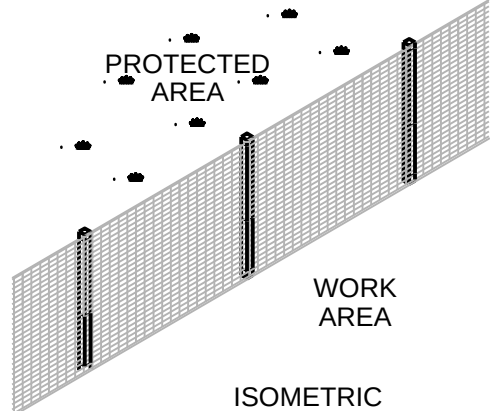
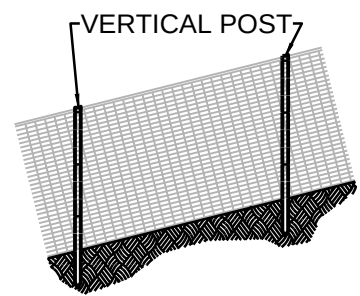
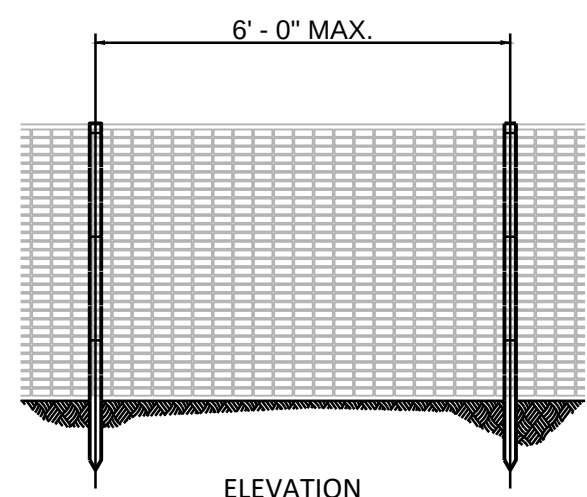
1. THE CONTRACTOR SHALL INSTALL AND MAINTAIN TEMPORARY SILT FENCES AT THE LOCATIONS SHOWN IN THE PLANS.
2. CONSTRUCT SILT FENCES IN AREAS OF CLEARING, GRADING, OR DRAINAGE PRIOR TO STARTING THOSE ACTIVITIES.
3. THE SILT FENCE SHALL HAVE A 2- FEET MIN. AND 2.5- FEET MAX. HEIGHT ABOVE THE ORIGINAL GROUND SURFACE.
4. THE FILTER FABRIC SHALL BE SEWN TOGETHER AT THE POINT OF MANUFACTURE TO FORM FILTER FABRIC LENGTHS AS REQUIRED. LOCATE ALL SEWN SEAMS AT SUPPORT POSTS. ALTERNATIVELY, TWO SECTIONS OF SILT FENCE CAN BE OVERLAPPED; PROVIDE THE CONTRACTOR CAN DEMONSTRATE, TO THE SATISFACTION OF THE ENGINEER, THAT THE OVERLAP IS LONG ENOUGH AND THAT THE ADJACENT FENCE SECTIONS ARE CLOSE ENOUGH TOGETHER TO PREVENT SILT LADEEN WATER FROM ESCAPING THROUGH THE FENCE AT THE OVERLAP.
5. ATTACH THE FILTER FABRIC ON THE UP-SLOPE SIDE OF THE POSTS AND SECURE WITH STAPLES, WIRE, OR IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. ATTACH THE FILTER FABRIC TO THE POSTS IN A MANNER THAT REDUCES THE POTENTIAL FOR TEARING.
6. SUPPORT THE FILTER FABRIC WITH WIRE OR PLASTIC MESH, DEPENDENT ON THE PROPERTIES OF THE GEOTEXTILE SELECTED FOR USE. IF WIRE OR PLASTIC MESH IS USED, FASTEN THE MESH SECURELY TO THE UP-SLOPE SIDE OF THE POSTS WITH THE FILTER FABRIC UP-SLOPE OF THE MESH.
7. MESH SUPPORT, IF USED, SHALL CONSIST OF STEEL WIRE WITH A MAXIMUM MESH SPACING OF 2-INCHES, OR A PREFABRICATED POLYMERIC MESH. THE STRENGTH OF THE WIRE OR POLYMERIC MESH SHALL BE EQUIVALENT TO OR GREATER THAN 180 POUNDS GRAB TENSILE STRENGTH. THE POLYMERIC MESH MUST BE AS RESISTANT TO THE SAME LEVEL OF ULTRAVIOLET RADIATION AS THE FILTER FABRIC IT SUPPORTS.
8. BURY THE BOTTOM OF THE FILTER FABRIC 8-INCHES MIN. BELOW THE GROUND SURFACE. BACKFILL AND TAMP SOIL IN PLACE OVER THE BURIED PORTION OF THE FILTER FABRIC, SO THAT NO FLOW CAN PASS BENEATH THE FENCE AND SCOURING CANNOT OCCUR. THE WIRE OR POLYMERIC MESH SHALL EXTEND INTO THE GROUND 3-INCHES MIN.
9. DIVE IN PLANTS INTO THE GROUND. IF THERE IS A MINIMUM, A 12-INCH MINIMUM DEPTH IS ALLOWED IF TOPSOIL OR OTHER SOFT SUBGRADE SOIL IS NOT PRESENT AND 18-INCHES CANNOT BE REACHED. INCREASE FENCE POST MIN. DEPTHS BY 6-INCHES IF THE FENCE IS LOCATED ON SLOPES OF 3H:1V OR STEEPER AND THE SLOPE IS PERPENDICULAR TO THE FENCE. IF REQUIRED POST DEPTHS CANNOT BE OBTAINED, THE POSTS SHALL BE ADEQUATELY SECURED BY BRACING OR GUYING TO PREVENT OVERTURNING OF THE FENCE DUE TO SEDIMENT LOADING.
10. USE WOOD, STEEL, OR EQUIVALENT POSTS. THE SPACING OF THE SUPPORT POSTS SHALL BE A MAXIMUM OF 6- FEET. POSTS SHALL CONSIST OF EITHER:
 - WOOD WITH DIMENSIONS OF 2-INCHES BY 2-INCHES WIDE MIN. AND A 3- FEET MIN. LENGTH. WOOD POSTS SHALL BE FREE OF DEFECTS SUCH AS KNOTS, SPLITS, OR GOUGES.
 - NO. 6 STEEL REINFORCEMENT BAR OR LARGER.
 - ASTM A 120 STEEL PIPE WITH A MINIMUM DIAMETER OF 1-INCH.
 - U, T, L, OR C SHAPE STEEL POSTS WITH A MINIMUM WEIGHT OF 1.35 POUNDS/FEET.
 - OTHER STEEL SHAPES HAVING EQUIVALENT STRENGTH AND BENDING RESISTANCE TO THE POST SIZES LISTED ABOVE.
11. LOCATE SILT FENCES ON CONTOUR AS MUCH AS POSSIBLE, EXCEPT AT THE ENDS OF THE FENCE, WHERE THE FENCE SHALL BE TURNED UPHILL SUCH THAT THE SILT FENCE CAPTURES THE RUNOFF WATER AND PREVENTS WATER FROM FLOWING AROUND THE END OF THE FENCE.
12. IF THE FENCE MUST CROSS CONTOURS, WITH THE EXCEPTION OF THE ENDS OF THE FENCE, PLACE GRAVEL CHECK DAMS PERPENDICULAR TO THE BACK OF THE FENCE TO MINIMIZE CONCENTRATED FLOW AND EROSION. THE SLOPE OF THE FENCE LINE WHERE CONTOURS MUST BE CROSSED SHALL NOT BE STEEPER THAN 3H:1V.
 - GRAVEL CHECK DAMS SHALL BE APPROXIMATELY 1-FOOT DEEP AT THE BACK OF THE FENCE.
 - GRAVEL CHECK DAMS SHALL BE CONTINUED PERPENDICULAR TO THE FENCE AT THE SAME ELEVATION UNTIL THE TOP OF THE CHECK DAM INTERCEPTS THE GROUND SURFACE BEHIND THE FENCE.
 - GRAVEL CHECK DAMS SHALL CONSIST OF CRUSHED SURFACING BASE COURSE, GRAVEL BACKFILL FOR WALLS, OR SHOULDER BALLAST. GRAVEL CHECK DAMS SHALL BE LOCATED EVERY 10- FEET ALONG THE FENCE WHERE THE FENCE MUST CROSS CONTOURS.



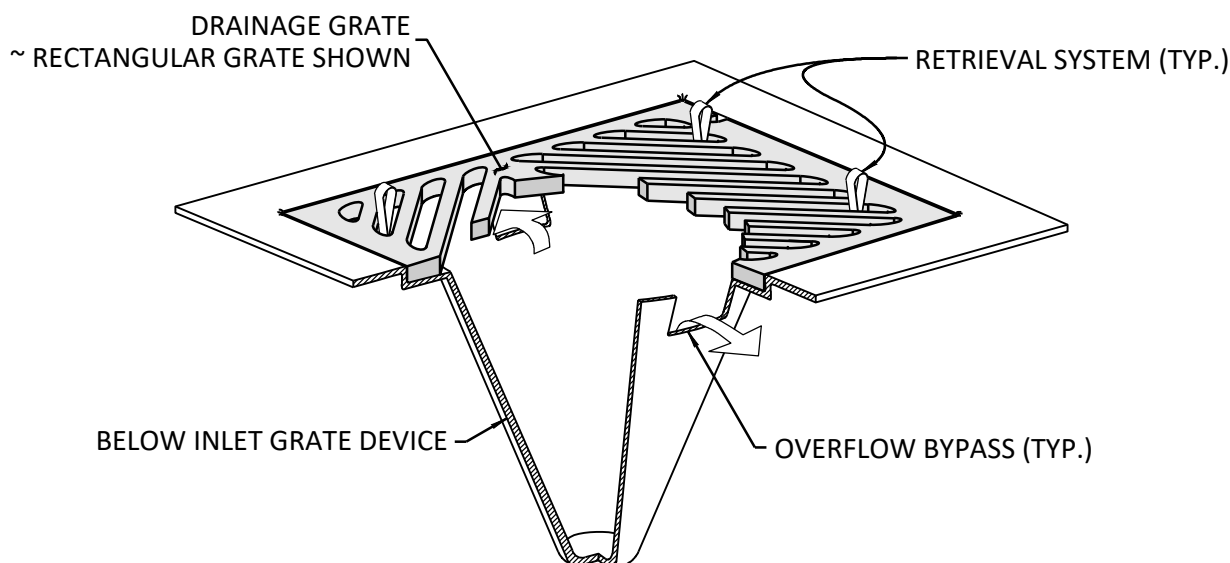
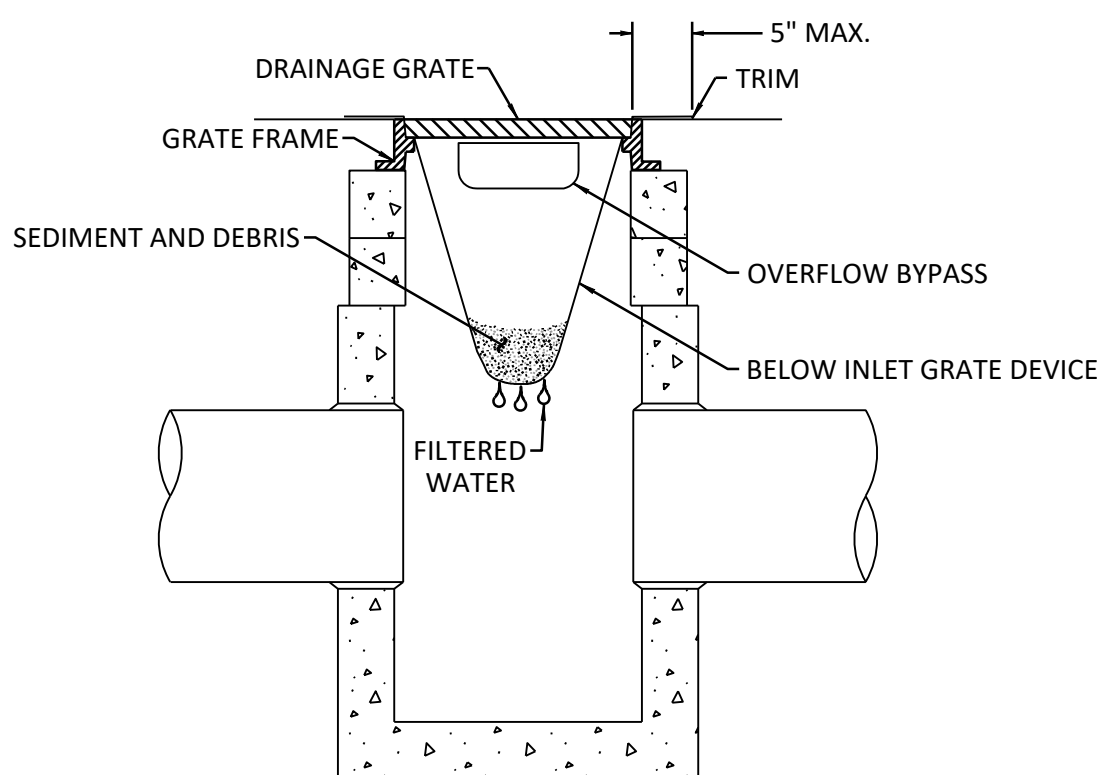
NOT TO SCALE



NOT TO SCALE



NOT TO SCALE



- NOTES:
1. SIZE THE BELOW INLET GRATE DEVICE (BIGD) FOR THE STORM WATER STRUCTURE IT WILL SERVICE.
 2. THE BIGD SHALL HAVE A BUILT-IN HIGH-FLOW RELIEF SYSTEM (OVERFLOW BYPASS).
 3. THE RETRIEVAL SYSTEM MUST ALLOW REMOVAL OF THE BIGD WITHOUT SPILLING THE COLLECTED MATERIAL.
 4. PERFORM MAINTENANCE IN ACCORDANCE WITH STANDARD SPECIFICATION 8-01.3(15).

NOT TO SCALE





STATION 51
GIG HARBOR FIRE AND MEDIC ONE

GIG HARBOR, WASHINGTON

PROJECT #	2022011
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MAJOR SITE PLAN REVIEW

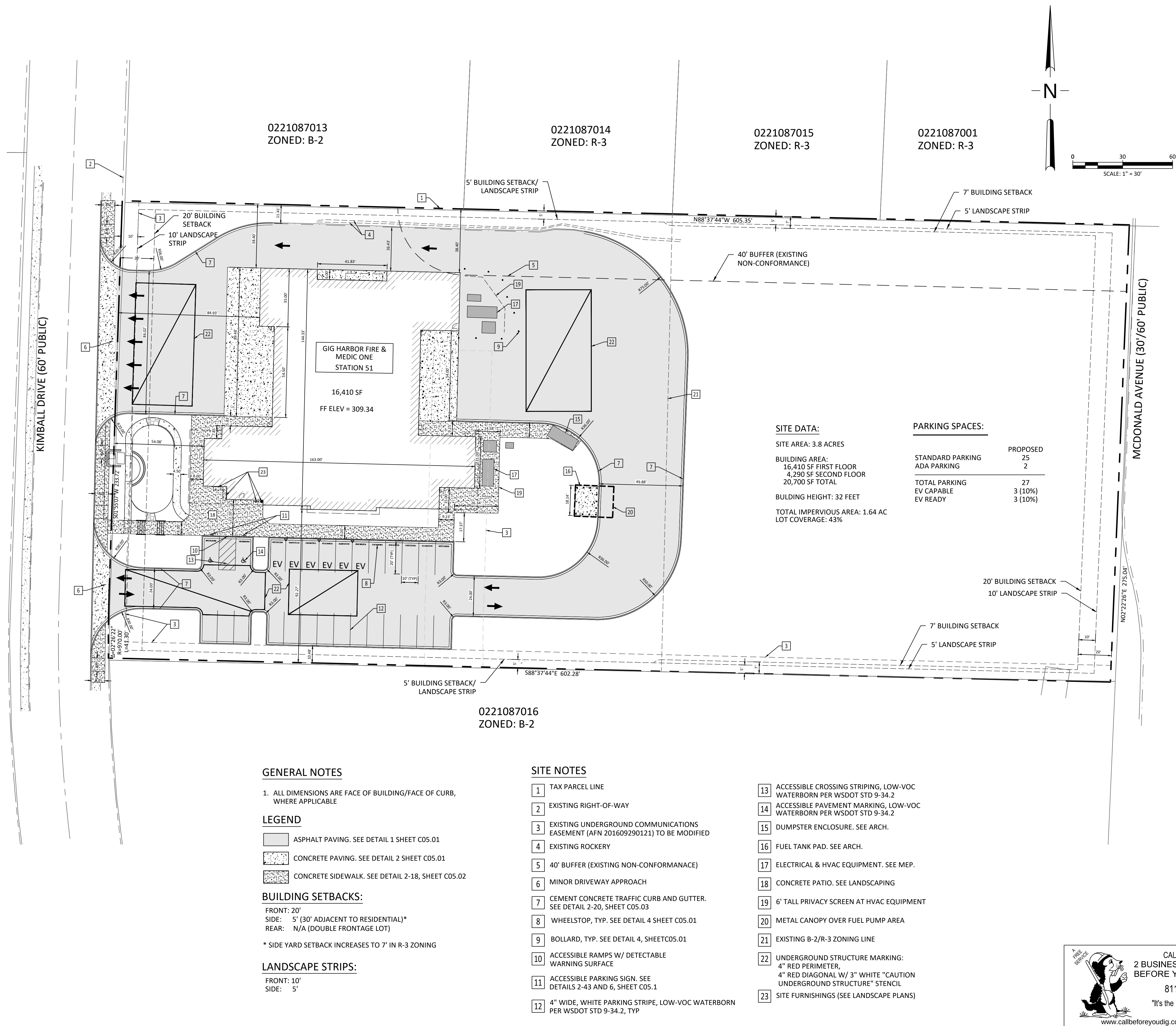
ISSUE DATE AUGUST 28, 2024

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SITE PLAN

SHEET #

C02.01



GENERAL NOTES

1. ALL DIMENSIONS ARE FACE OF BUILDING/FACE OF CURB,
WHERE APPLICABLE

LEGEND

-  ASPHALT PAVING. SEE DETAIL 1 SHEET C05.01
 CONCRETE PAVING. SEE DETAIL 2 SHEET C05.01
 CONCRETE SIDEWALK. SEE DETAIL 2-18, SHEET C05.02

BUILDING SETBACKS:

FRONT: 20'
SIDE: 5' (30' ADJACENT TO RESIDENTIAL)*
REAR: N/A (DOUBLE FRONTAGE LOT)

* SIDE YARD SETBACK INCREASES TO 7' IN R-3 ZONING

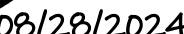
LANDSCAPE STRIPS:

FRONT: 10'
SIDE: 5'

SITE NOTES

- | | | | |
|----|--|----|--|
| 1 | TAX PARCEL LINE | 13 | ACCESSIBLE CROSSING STRIPING, LOW-VOC WATERBORN PER WSDOT STD 9-34.2 |
| 2 | EXISTING RIGHT-OF-WAY | 14 | ACCESSIBLE PAVEMENT MARKING, LOW-VOC WATERBORN PER WSDOT STD 9-34.2 |
| 3 | EXISTING UNDERGROUND COMMUNICATIONS EASEMENT (AFN 201609290121) TO BE MODIFIED | 15 | DUMPSTER ENCLOSURE. SEE ARCH. |
| 4 | EXISTING ROCKERY | 16 | FUEL TANK PAD. SEE ARCH. |
| 5 | 40' BUFFER (EXISTING NON-CONFORMANCE) | 17 | ELECTRICAL & HVAC EQUIPMENT. SEE MEP. |
| 6 | MINOR DRIVEWAY APPROACH | 18 | CONCRETE PATIO. SEE LANDSCAPING |
| 7 | CEMENT CONCRETE TRAFFIC CURB AND GUTTER. SEE DETAIL 2-20, SHEET C05.03 | 19 | 6' TALL PRIVACY SCREEN AT HVAC EQUIPMENT |
| 8 | WHEELSTOP, TYP. SEE DETAIL 4 SHEET C05.01 | 20 | METAL CANOPY OVER FUEL PUMP AREA |
| 9 | BOLLARD, TYP. SEE DETAIL 4, SHEET C05.01 | 21 | EXISTING B-2/R-3 ZONING LINE |
| 10 | ACCESSIBLE RAMPS W/ DETECTABLE WARNING SURFACE | 22 | UNDERGROUND STRUCTURE MARKING:
4" RED PERIMETER,
4" RED DIAGONAL W/ 3" WHITE "CAUTION UNDERGROUND STRUCTURE" STENCIL |
| 11 | ACCESSIBLE PARKING SIGN. SEE DETAILS 2-43 AND 6, SHEET C05.1 | 23 | SITE FURNISHINGS (SEE LANDSCAPE PLANS) |
| 12 | 4" WIDE, WHITE PARKING STRIPE, LOW-VOC WATERBORN PER WSDOT STD 9-34.2, TYP | | |



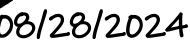


GIG HARBOR, WASHINGTON

CIRCULATION PLAN

C02.02





GIG HARBOR, WASHINGTON

2022011

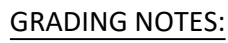
MAJOR SITE PLAN REVIEW

AUGUST 28, 2024

REVISION SCHEDULE

SHEET #

C03.01



1. NO CUT OR FILL SLOPES REQUIRING SETBACKS IN ACCORDANCE WITH GHMC 14.40.120 ARE PROPOSED.
2. THERE ARE NO KNOWN INDIVIDUAL OR CLASS B DOMESTIC WATER WELLS ON OR WITHIN 100 FEET OF THE SITE.
3. SEE UTILITY PLAN, SHEET C04.01 FOR DETAILED INFORMATION ON WATER, SANITARY, AND STORMWATER SYSTEMS.



SCALE: 1" = 30'

INFILTRATION BASED ON FIELD TESTING AND VERIFICATIONS THROUGH TEXTURAL ANALYSIS

EARTHWORK QUANTITIES

CUT: 1500 CY
FILL: 600 CY
NET: 900 CY (EXPORT)

DISTURBED AREA: 2.13 AC

NOTE: THESE QUANTITIES ASSUME NO STRIPPING, HAVE NOT BEEN ADJUSTED FOR PAVEMENTS, UTILITIES, OR FOUNDATIONS, AND ARE FOR PERMIT PURPOSES ONLY. CONTRACTOR SHALL DETERMINE HIS/HER OWN EARTHWORK QUANTITIES.



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GIG HARBOR, WASHINGTON

2022010.03

MAJOR SITE PLAN REVIEW

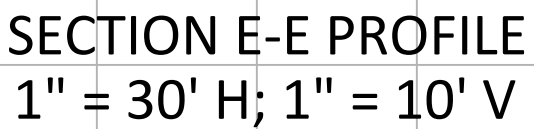
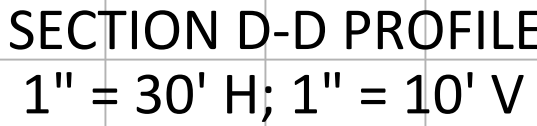
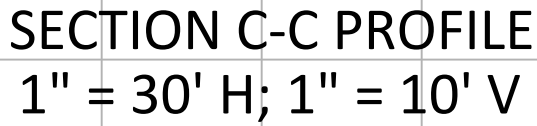
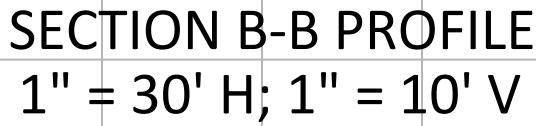
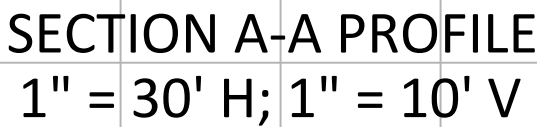
AUGUST 28, 2024

REVISION SCHEDULE

SITE SECTIONS

SHEET #

C03.02



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- ① 6" PVC OUTGOING WASTE.
SEE PLUMBING PLANS.
IE 304.01 - 6" OUT (E)
- ② SSCO#001
RIM EL. = 309.34
IE 303.96 - 6" (E/W)
- ③ 29 LF 6" PVC SDR35 @ 3.20%
- ④ SSCO#002
RIM EL. = 308.59
IE 303.03 - 6" (E/N)
- ⑤ 56 LF 6" PVC SDR35 @ 3.20%
- ⑥ SSCO#003
RIM EL. = 308.86
IE 301.24 - 6" (S/W)
- ⑦ 68 LF 6" PVC SDR35 @ 3.20%
- ⑧ EX. SSMH#001
RIM EL. = 304.63
NEW IE 299.06 - 6" IN (E)
EX. IE 299.03 - 4" IN (S)
EX. IE 298.93 - 8" OUT (W)
- ⑨ 6" PVC TO OWLS.
SEE PLUMBING PLANS.
IE 305.17 - 6" OUT (E)
- ⑩ SSCO#005
RIM EL. = 309.34
IE 304.95 - 6" (E/W)
- ⑪ 20 LF 6" PVC SDR35 @ 10.97%
- ⑫ OLDCASTLE 577-CP5 OIL/WATER
SEPARATOR OR APPROVED EQUIV.
RIM EL. = 308.80 (CENTER OF L)
IE 302.74 - 6" IN (E)
IE 302.74 - 6" OUT (W)
SUMP EL. = 298.74
- ⑬ 3 LF 6" PVC SDR35 @ 11.63%
- ⑭ EXISTING/PROPOSED POINT OF
CONNECTION TO CITY SEWER

- EX. CB#001
KIMBALL DR STA. ###+###.###, ###.###' LT
RIM EL. = 303.24
NEW IE 300.56 - 12" IN (E)
EX. IE 301.06 - 6" OUT (W)
- 12" N-12 L=8' S=0.50%
- UNDERGROUND DETENTION SYSTEM
HYDROSTOR H575. SEE DETAILS ON SHT C05.05-C05.06
BOTTOM OF CHAMBER = 298.60
- Z886-FGF TRENCH DRAIN.
SEE DETAIL ON SHEET C05.0#
RIM EL. = 306.03
- PERKFILTER MEDIA FILTRATION CATCH BASIN.
SEE DETAIL ON SHEET C05.0#
RIM EL. = 306.03
- EX. CB#2926
KIMBALL DR STA. ###+###.###, ###.###' LT
RIM EL. = 302.75
NEW IE 300.75 - 12" IN (E)
EX. IE 300.75 - 12" OUT (W)
- 12" N-12 L=23' S=0.50%
- UNDERGROUND DETENTION SYSTEM
HYDROSTOR H575. SEE DETAILS ON SHT C05.05-C05.06
BOTTOM OF CHAMBER = 298.86
- Z886-FGF TRENCH DRAIN.
SEE DETAIL ON SHEET C05.0#
RIM EL. = 306.63
- PERKFILTER MEDIA FILTRATION CATCH BASIN.
SEE DETAIL ON SHEET C05.0#
RIM EL. = 306.03
- 12" N-12 L=3.5' S=0.50%
- PERKFILTER MEDIA FILTRATION CATCH BASIN.
SEE DETAIL ON SHEET C05.0#
RIM EL. = 307.91
- UNDERGROUND DETENTION SYSTEM
HYDROSTOR H575. SEE DETAILS ON SHT. C05.05-C05.06
BOTTOM OF CHAMBER = 300.13
- PERKFILTER MEDIA FILTRATION CATCH BASIN.
SEE DETAIL ON SHEET C05.0#
RIM EL. = 307.30
- 12" N-12 L=94' S=0.50%
- CB#003
RIM EL. = 309.82
IE 301.68 - 12" IN (N)
IE 301.68 - 12" OUT (W)
- 12" N-12 L=111' S=0.50%
- UNDERGROUND DETENTION SYSTEM
HYDROSTOR H575. SEE DETAILS ON SHT C05.05-C05.06
BOTTOM OF CHAMBER = 300.24
- PERKFILTER MEDIA FILTRATION CATCH BASIN.
SEE DETAIL ON SHEET C05.0#
RIM EL. = 308.31

GIG HARBOR FIRE & MEDIC ONE STATION 51
16,234 SF
FF ELEV = 309.34

KIMBALL DRIVE

1 **2** **3** **4** **5** **6** **7** **8** **9** **10** **11** **12** **13** **14** **15** **16** **17** **18** **19**

0 30 60
SCALE: 1" = 30'

N

- 1 PVC DOWNSPOUT BOOT CONNECTION
W/ WE CLEANOUT
- 2 DOWNSPOUT CONNECTION PIPING
6" SDR35 PVC @ S=1.00% MIN.
- 3 4" PERFORATED PVC FOUNDATION DRAIN
- 4 4" FOUNDATION DRAIN CLEANOUT
- 5 4" SDR35 PVC @ S=1.00%
- 6 FUTURE EV CHARGING STATION
- 7 TRANSFORMER VAULT TO BE COORDINATED
WITH ELECTRICAL AND PSE
- 8 UNDERGROUND COMMUNICATIONS
EASEMENT
- 9 PROPOSED TRANSFORMER.
COORDINATE WITH PENINSULA LIGHT CO.

1	NEW 12" X 6" FIRE & DOMESTIC TAP W/ THRUST BLOCK.	10	6" X 3" TEE
2	6" GATE VALVE	11	3" 90 BEND
3	6" DOUBLE CHECK VALVE ASSEMBLY. SEE DETAIL 4-14, SHEET C05.09	12	2.5" WATER METER
4	POST INDICATOR VALVE	13	2.5" REDUCED PRESSURE BACKFLOW PREVENTOR
5	6" DIP CL 50 FIRE SERVICE	14	3" COPPER DOMESTIC
6	6" X 90 BEND W/ THRUST BLOCK	15	3" COPPER DOMESTIC FROM RPZA BFP.
7	6" FIRE SERVICE FROM DCVA.	16	12" X 6" TAP W/ THRUST BLOCK SEE DETAIL 4-07, SHEET C05.08
8	FIRE DEPARTMENT CONNECTION	17	6" GATE VALVE & FIRE HYDRANT. SEE DETAIL 4-01 ON SHEET C05.08
9	6" X 6" TEE		

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF GIG HARBOR STANDARDS AND THE MOST CURRENT COPY OF THE STATE OF WASHINGTON WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION. (WSDOT). IN CASES OF CONFLICT, THE MOST STRINGENT STANDARD SHALL APPLY.
2. THE CONTRACTOR SHALL BE IN COMPLIANCE WITH ALL SAFETY STANDARDS AND REQUIREMENTS AS SET FORTH BY OSHA, WISHA AND THE STATE OF WASHINGTON, DEPARTMENT OF LABOR AND INDUSTRIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL IN ACCORDANCE WITH SECTION 2B.126 OF THE GIG HARBOR PUBLIC WORKS STANDARDS, THE WSDOT STANDARD PLANS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION (ALL APPLICABLE "K" PLANS) AND/OR THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). PRIOR TO DISRUPTION OF ANY TRAFFIC, A TRAFFIC CONTROL PLAN SHALL BE PREPARED AND SUBMITTED TO THE CITY FOR APPROVAL. NO WORK SHALL COMMENCE UNTIL ALL APPROVED TRAFFIC CONTROL IS IN PLACE.
4. ALL APPROVALS AND PERMITS REQUIRED BY THE CITY OF GIG HARBOR SHALL BE OBTAINED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. A GRADING PERMIT FOR STORM POND CONSTRUCTION MAY BE REQUIRED.
5. IF CONSTRUCTION IS TO TAKE PLACE IN THE COUNTY AND/OR WASHINGTON STATE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY, THE CONTRACTOR SHALL NOTIFY THE CITY AND THE CITY SHALL OBTAIN ALL THE REQUIRED APPROVALS AND PERMITS. THE CONTRACTOR SHALL REIMBURSE THE CITY FOR ASSOCIATED PERMIT FEES.
6. A PRECONSTRUCTION MEETING SHALL BE HELD WITH THE CITY OF GIG HARBOR PRIOR TO THE START OF CONSTRUCTION.
7. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.
8. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE A COPY OF AN APPROVED SET OF PLANS ON THE CONSTRUCTION SITE AT ALL TIMES.
9. ALL SURVEYING AND STAKING SHALL BE PERFORMED PER THE CORRESPONDING SECTION OF THE CITY OF GIG HARBOR PUBLIC WORKS STANDARDS.

TEMPORARY EROSION CONTROL/WATER POLLUTION MEASURES SHALL BE REQUIRED IN ACCORDANCE WITH THE WSDOT STANDARD SPECIFICATIONS, THE DEPARTMENT OF ECOLOGY NPDES REQUIREMENTS AND THE CITY OF GIG HARBOR STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL AND AS FOLLOWS:

- A. SOIL EROSION AND WATER POLLUTION/FLOOD CONTROL PLANS SHALL BE SUBMITTED TO THE CITY, APPROVED BY THE CITY, AND IMPLEMENTED BY THE CONTRACTOR PRIOR TO DISTURBING ANY SOIL ON THE SITE. SUBMITTAL AND APPROVAL OF THESE PLANS SHALL PRECLUDE ANY CONSTRUCTION ACTIVITY ON THE SITE.

11. STORM DRAIN PIPE SHALL BE ON THE WSDOT QUALIFIED PRODUCTS LIST FOR THE SPECIFICATION LISTED BELOW:
 - A. PLAIN CONCRETE STORM SEWER PIPE OR REINFORCED CONCRETE STORM SEWER PIPE PER WSDOT STANDARD SPECIFICATION 9-05.7.
 - B. DUCTILE IRON SEWER PIPE PER WSDOT STANDARD SPECIFICATION 9-05.13.
 - C. CORRUGATED STORM SEWER POLYETHYLENE PIPE PER WSDOT STANDARD SPECIFICATIONS 9-05.20.
 - D. PVC STORM PIPE CONFORMING TO ASTM D 3034 SDR OR ASTM F 789 WITH JOINTS AND GASKETS CONFORMING TO ASTM D 3212 AND ASTM F 477.
12. ALL STORM DRAINAGE SYSTEMS ARE REQUIRED TO BE AIR TESTABLE AT 4 PSI PER WSDOT TESTING PROCEDURES, AT THE DISCRETION OF THE CITY INSPECTOR ALL FLEXIBLE PIPES SHALL BE MANDREL TESTED PER WSDOT STANDARDS. TESTING SHALL BE DONE BY THE CONTRACTOR, AND WITNESSED BY CITY INSPECTOR.
13. AT THE DISCRETION OF THE CITY ENGINEER, TESTING OF THE STORM SEWER MAY ALSO INCLUDE VIDEO TAPING OF THE MAIN BY THE CONTRACTOR. IMMEDIATELY PRIOR TO VIDEO TAPING, ENOUGH WATER SHALL BE RUN DOWN THE LINE SO IT COMES OUT THE LOWER CATCH BASIN. A COPY OF THE VIDEO SHALL BE SUBMITTED TO THE CITY OF GIG HARBOR. ACCEPTANCE OF THE LINE WILL NOT BE MADE UNTIL AFTER THE VIDEO HAS BEEN REVIEWED AND APPROVED BY THE CITY. TESTING SHALL TAKE PLACE AFTER ALL UNDERGROUND UTILITIES ARE INSTALLED AND COMPACTION OF THE ROADWAY SUBGRADE IS COMPLETE. TESTING SHALL OCCUR BEFORE PLACEMENT OF ANY PAVEMENT.
14. SPECIAL STRUCTURES, SUCH AS OIL/WATER SEPARATORS AND OUTLET CONTROLS, SHALL BE INSTALLED PER PLANS AND MANUFACTURERS' RECOMMENDATIONS.
15. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED. FOR SITES WHERE VEGETATION HAS BEEN PLANTED THROUGH HYDRO SEEDING, THE FINANCIAL GUARANTEE WILL NOT BE RELEASED UNTIL THE VEGETATION HAS BEEN THOROUGHLY ESTABLISHED.
16. WHERE CONNECTIONS REQUIRE "FIELD VERIFICATIONS", CONNECTION POINTS WILL BE EXPOSED BY CONTRACTOR AND FITTINGS VERIFIED 48 HOURS PRIOR TO DISTRIBUTING SHUT-DOWN NOTICES.
17. ALL CATCH BASINS/MANHOLES SHALL HAVE CONCRETE COLLARS PER GIG HARBOR DETAIL 3-5.
18. ANY CHANGES TO THE DESIGN SHALL FIRST BE REVIEWED AND APPROVED BY THE PROJECT ENGINEER AND THE CITY ENGINEER.
19. A STAMPED AND SIGNED LETTER FROM THE ENGINEER OF RECORD ATTESTING TO THE CONSTRUCTION OF ANY STORM WATER FACILITY, AND A POND VOLUME CERTIFICATION LETTER WILL BE REQUIRED PRIOR TO FINAL ACCEPTANCE OF PROJECT.

1. ALL WORKMANSHIP AND MATERIAL SHALL BE IN ACCORDANCE WITH CITY OF GIG HARBOR STANDARDS AND THE MOST CURRENT COPY OF THE WSDOT/APWA STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION. IN CASES OF CONFLICT, THE MOST STRINGENT STANDARD SHALL APPLY.
2. THE CONTRACTOR SHALL BE IN COMPLIANCE WITH ALL SAFETY STANDARDS AND REQUIREMENTS AS SET FORTH BY OSHA, WISHA AND THE WASHINGTON STATE DEPARTMENT OF LABOR AND INDUSTRIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL IN ACCORDANCE WITH SECTION 2B.130 OF THE GIG HARBOR PUBLIC WORKS STANDARDS, THE WSDOT STANDARD PLANS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION AND/OR THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). PRIOR TO DISRUPTION OF ANY TRAFFIC, A TRAFFIC CONTROL PLAN SHALL BE PREPARED AND SUBMITTED TO THE CITY FOR APPROVAL. NO WORK SHALL COMMENCE UNTIL ALL APPROVED TRAFFIC CONTROL IS IN PLACE.
4. ALL APPROVALS AND PERMITS REQUIRED BY THE CITY OF GIG HARBOR SHALL BE OBTAINED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
5. IF CONSTRUCTION IS TO TAKE PLACE IN THE COUNTY AND/OR WASHINGTON STATE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY, THE CONTRACTOR SHALL NOTIFY THE CITY. THE CITY SHALL OBTAIN ALL THE REQUIRED COUNTY AND WSDOT PERMITS. THE CONTRACTOR SHALL ADHERE TO ALL THE PERMIT REQUIREMENTS. THE CONTRACTOR SHALL REIMBURSE THE CITY FOR ASSOCIATED PERMIT FEES.
6. A PRE-CONSTRUCTION MEETING SHALL BE HELD WITH THE CITY OF GIG HARBOR CONSTRUCTION INSPECTOR PRIOR TO THE START OF CONSTRUCTION.
7. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT 811 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.
8. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE A COPY OF AN APPROVED SET OF PLANS ON THE CONSTRUCTION SITE AT ALL TIMES.
9. ALL SURVEYING AND STAKING SHALL BE PERFORMED PER THE CORRESPONDING CHAPTER OF THE CITY OF GIG HARBOR PUBLIC WORKS STANDARDS.
10. TEMPORARY EROSION CONTROL/WATER POLLUTION MEASURES SHALL BE REQUIRED IN ACCORDANCE WITH SECTION 1-07.15 OF THE WSDOT/APWA STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION AND THE GIG HARBOR 2010 STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL. AT NO TIME WILL SILTS AND DEBRIS BE ALLOWED TO DRAIN INTO AN EXISTING OR NEWLY INSTALLED FACILITY UNLESS SPECIAL PROVISIONS HAVE BEEN DESIGNED.
11. ALL PIPE FOR WATER MAINS SHALL COMPLY WITH ONE OF THE FOLLOWING TYPES:

DUCTILE IRON PIPE: DUCTILE IRON PIPE MAY BE USED ON MAINS UP TO TEN IN. DIAMETER. DUCTILE IRON PIPE SHALL BE ONLY USED ON MAINS OVER TEN IN. DIAMETER. DUCTILE IRON PIPE SHALL CONFORM TO AWWA C 151 CLASS 52 AND HAVE A CEMENT MORTAR LINING CONFORMING TO AWWA C 104. ALL PIPES SHALL BE JOINED USING NON RESTRAINED JOINTS WHICH SHALL BE RUBBER GASKETS, PUSH ON TYPE OR MECHANICAL JOINT, CONFORMING TO AWWA C 111.

PVC PIPE: PVC PIPE MAY BE USED ON MAINS EIGHT IN. THROUGH 10 IN. DIAMETER. ALL PVC PIPE SHALL CONFORM TO THE LATEST REVISION OF AWWA C900 CLASS 200 STANDARDS, AND SHALL BE BLUE IN COLOR. SEE SECTION 4.0308 FOR MORE DETAILED SPECIFICATIONS.
12. GATE VALVES SHALL BE EPOXY COATED RESILIENT WEDGE, NRS (NON RISING STEM) WITH O-RING SEALS. VALVE ENDS SHALL BE MECHANICAL JOINT OR ANSI FLANGES. GATE VALVES SHALL CONFORM TO AWWA C155 CLASS 2 INDOOR. VALVES SHALL BE MUELLER, M & H, KENNEDY, CLOW R/W OR WATERIOUS SERIES 500. GATE VALVES SHALL BE USED FOR ALL VALVES: 2 IN. TO 12 IN. THE DESIGN, MATERIALS AND WORKMANSHIP OF ALL GATE VALVES SHALL BE DUCTILE IRON BODY RESILIENT WEDGE VALVES CONFORMING TO AWWA C155 LATEST REVISION. GATE VALVES SHALL BE RESILIENT WEDGE NON-RISING STEM (NRS) WITH TWO INTERNAL O-RING STEM SEALS. BUTTERFLY VALVES SHALL BE USED FOR ALL VALVES LARGER THAN 12 IN. BUTTERFLY VALVES SHALL CONFORM TO AWWA C504, CLASS 150B, WITH CAST IRON SHORT BODY, O-RING STEM SEALS, GEARED OPERATOR DESIGNED FOR UNDERGROUND INSTALLATION, AND A 2 IN. SQUARE OPERATING NUT. BUTTERFLY VALVES SHALL BE MUELLER, LINSEAL III, KENNEDY, M & H, PRATT GROUNDHOG, OR ALLIS CHALMERS.
13. EXISTING VALVES SHALL BE OPERATED BY CITY EMPLOYEES ONLY.
14. HYDRANTS SHALL BE Mueller SUPER CENTURIUM 250, OR CLOW MEDALLION 929 OR MH EIJIW SC0250. HYDRANTS SHALL BE BAGGED UNTIL SYSTEM IS APPROVED.
15. ALL LINES SHALL BE DISINFECTED AND TESTED IN CONFORMANCE WITH THE ABOVE REFERENCED SPECIFICATION (NOTE 1) AND SECTION 4.190 OF THE PUBLIC WORKS STANDARDS. MICROBIOLOGICAL TESTING OF DISINFECTED WATER MAINS SHALL BE CONDUCTED ONLY BY LABORATORIES THAT ARE CERTIFIED BY THE STATE DEPARTMENT OF HEALTH (DOH) FOR DRINKING WATER ANALYSIS. THE CITY WILL ONLY ACCEPT RESULTS FROM SAMPLES ANALYZED USING METHOD NUMBER 9221D OR 9222B FROM STANDARD METHODS FOR THE EXAMINATION OF WATER AND WASTEWATER, 19TH ED. (APHA ET AL. 1995), OR CORRESPONDING METHODS FROM LATER EDITIONS. THE CITY OF GIG HARBOR CONSTRUCTION INSPECTOR WILL TAKE WATER SAMPLES FOR MICROBIOLOGICAL TESTING AND NO MAIN WILL BE PUT INTO SERVICE UNTIL A PASSING TEST IS ACHIEVED. IT IS THE CONTRACTORS/DEVELOPERS RESPONSIBILITY TO ACHIEVE A PASSING TEST. IF THE INITIAL MICROBIOLOGICAL TEST FAILS, CONTRACTOR/DEVELOPER SHALL FLUSH AND DISINFECT LINES AGAIN, AND A SECOND TEST WILL BE TAKEN BY THE CITY. IF THIS SECOND TEST SHOULD FAIL, ADDITIONAL DISINFECTION AND FLUSHING WILL BE REQUIRED ALONG WITH ANY OTHER MEANS OF CLEANING THE LINES THAT IS REQUIRED BY THE CITY ENGINEER. ALL EXPENSES INCURRED FOLLOWING THE SECOND FAILING BACTERIAL TEST WILL BE PAID FOR BY THE CONTRACTOR/DEVELOPER.
16. ALL PIPE AND SERVICES SHALL BE INSTALLED WITH CONTINUOUS TRACER TAPE INSTALLED 12 IN. TO 18 IN. UNDER THE FINAL GROUND SURFACE. THE TAPE SHALL BE A TYPE OF IDENTICAL NON-EXPANSIBLE, METAL CORE OR BACKING MARKED WATER WHICH CAN BE DETECTED BY A STANDARD METAL DETECTOR. TAPE SHALL BE TERRA TAPE "D" OR APPROVED EQUAL. IN ADDITION TO TRACER TAPE, INSTALL DIRECT BURRY, U.S.E 1/4 GAUGE BLUE COATED COPPER WIRE, WRAPPED AROUND OR TAPED TO THE PIPE, AS SHOWN ON DETAIL 4-08. LOW VOLTAGE GREASE-TYPE SPLICE KITS SHALL BE USED ON TRACER WIRE. CONTINUITY TESTING OF THE WIRE WILL BE DONE BY THE CONTRACTOR.

18. THE CONTRACTOR WILL PROVIDE THE CITY 72-HOURS' NOTICE PRIOR TO SCHEDULING A MAIN SHUTDOWN. WHERE CONNECTIONS REQUIRE "FIELD VERIFICATION", CONNECTION POINTS SHALL BE EXPOSED BY THE CONTRACTOR AND FITTINGS VERIFIED 72 HOURS PRIOR TO DISTRIBUTING SHUT DOWN NOTICES.

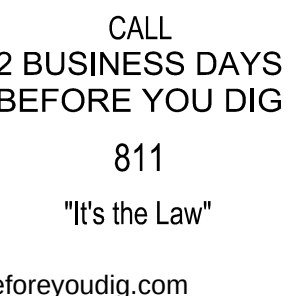
19. ALL WATER MAINS SHALL BE STAKED FOR GRADES AND ALIGNMENT BY A PROFESSIONAL LAND SURVEYOR CAPABLE OF PERFORMING SUCH WORK.

20. SEPARATION BETWEEN WATER AND SEWER SHALL BE MAINTAINED PER DEPARTMENT OF ECOLOGY (DOE) STANDARDS.

21. A CONCRETE PAD PER DETAIL 4-08 SHALL BE INSTALLED AROUND ALL VALVE BOXES AND BLOW-OFFS THAT ARE NOT IN A PAVEMENT AREA.

22. NO PHYSICAL CONNECTION TO THE EXISTING WATER SYSTEM WILL BE ALLOWED UNTIL THE NEW WATER MAIN HAS PASSED A HYDROSTATIC PRESSURE TEST AND MICROBIOLOGICAL TEST.

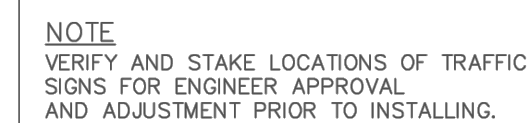
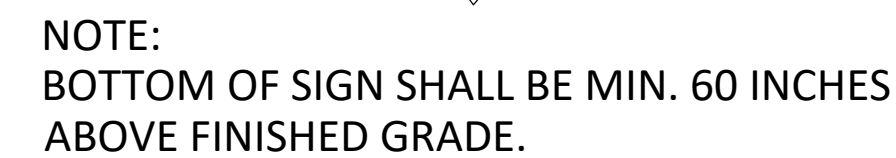
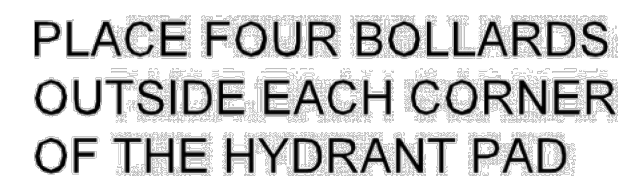
23. THE MINIMUM COVER DEPTH OVER ALL WATER LINES SHALL BE 36 IN. UNLESS OTHERWISE NOTED ON THE PLANS.



STATION 51
GIG HARBOR FIRE AND MEDIC ONE
GIG HARBOR, WASHINGTON

CO 1 01

C04.01



 CITY OF GIG HARBOR ENGINEERING DIVISION www.gigharbor.com	CITY OF GIG HARBOR ENGINEERING DIVISION	
	SIGN POST - NON SLIP BASE FOR NON CLASSIFIED ROADWAYS	DETAIL NO. 2-43
APPROVED FOR PUBLICATION CITY ENGINEER 		DATE MAY 16, 2011



ENERGY PUBLIC WORKS LAND DEVELOPMENT
www.mackaysposito.com



STATION 51
GIG HARBOR FIRE AND MEDIC ONE

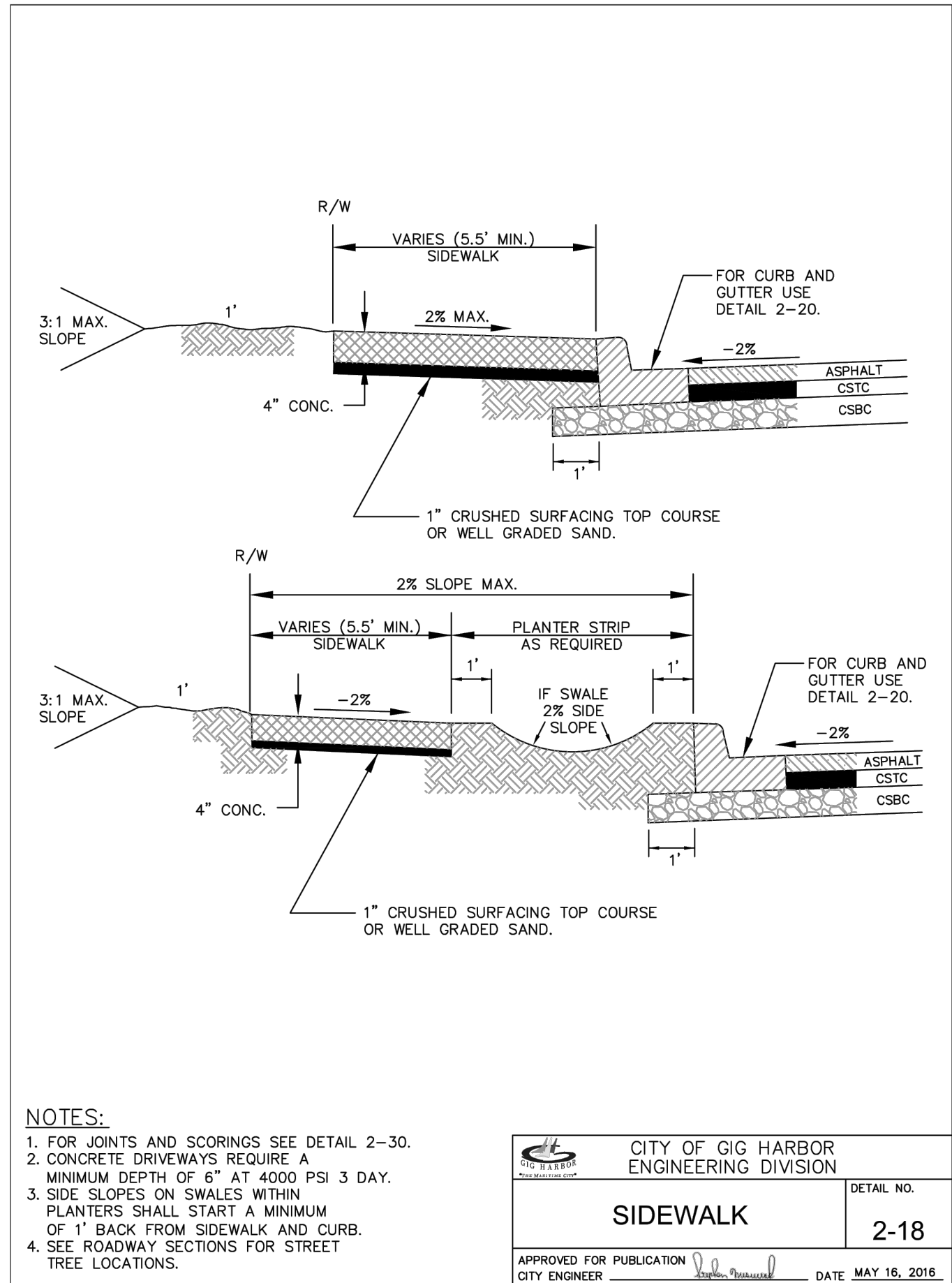
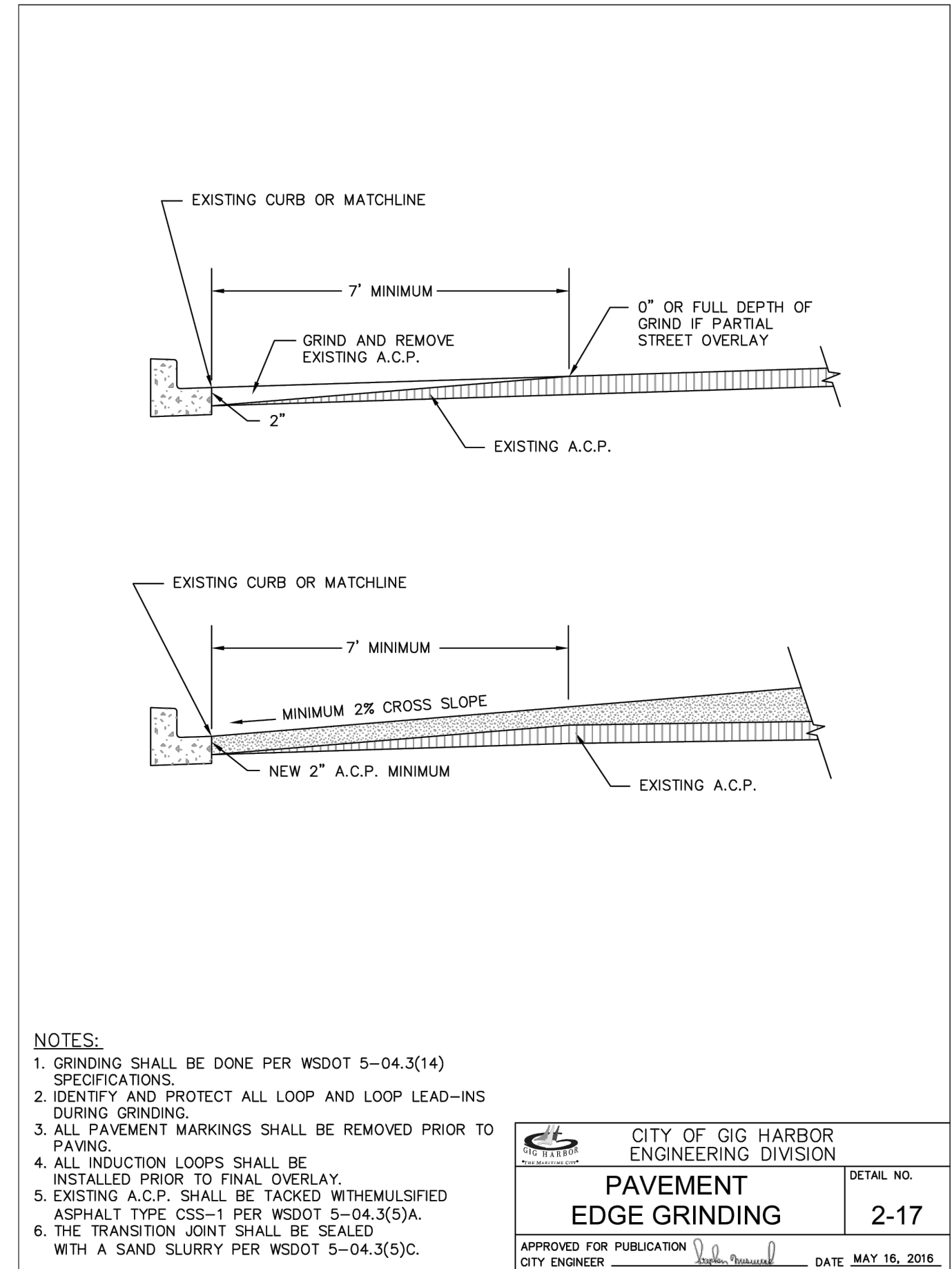
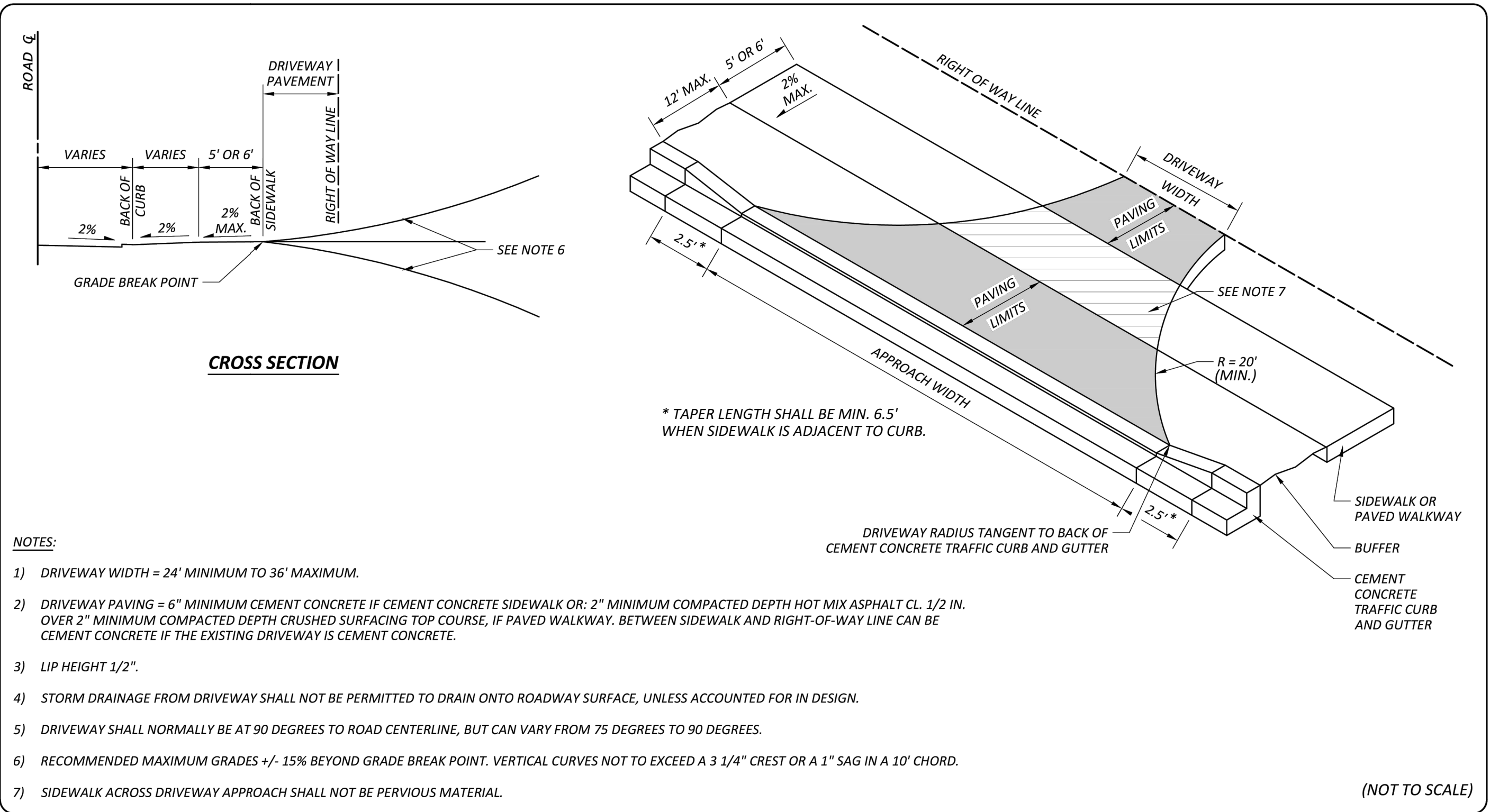
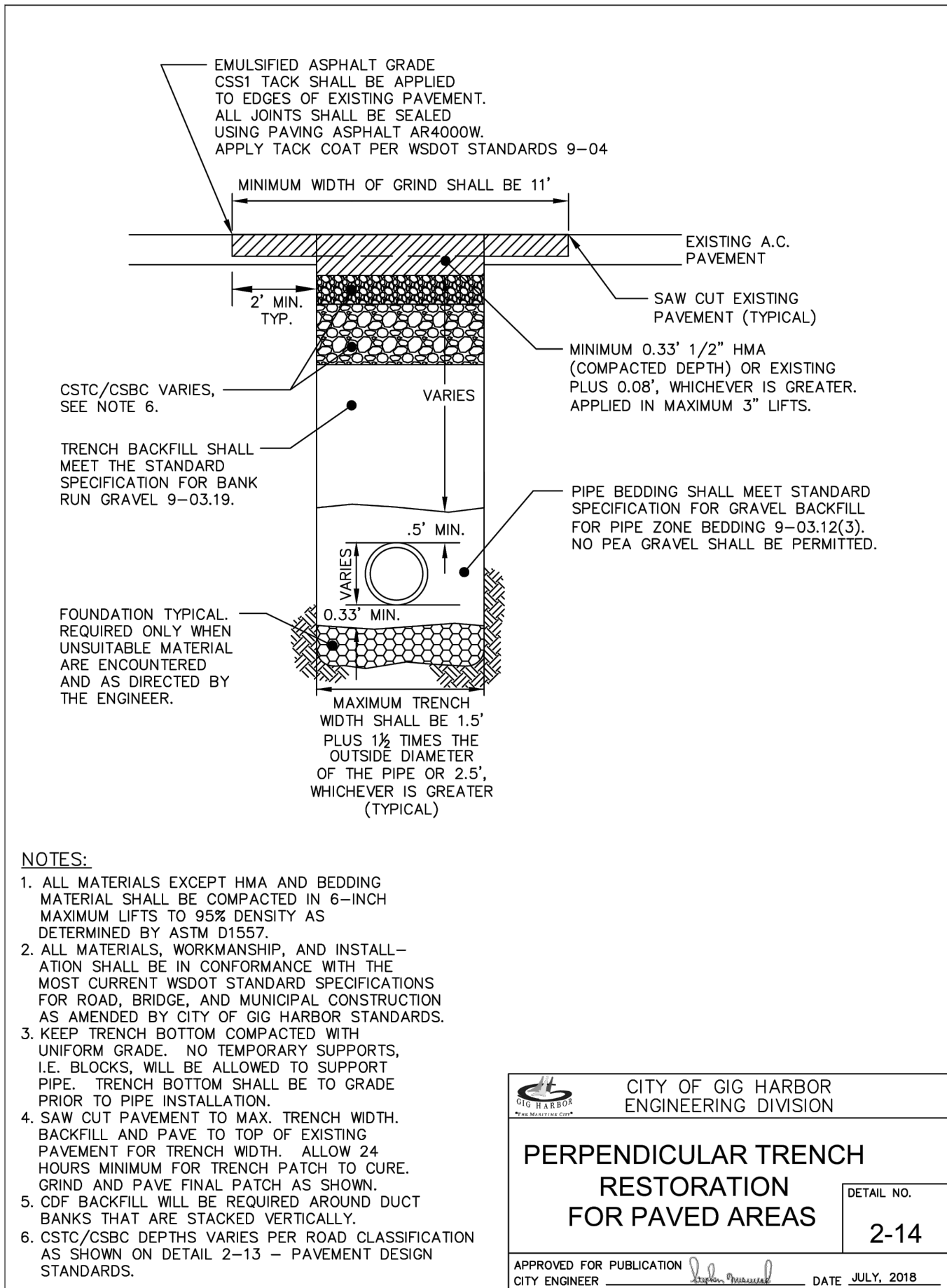
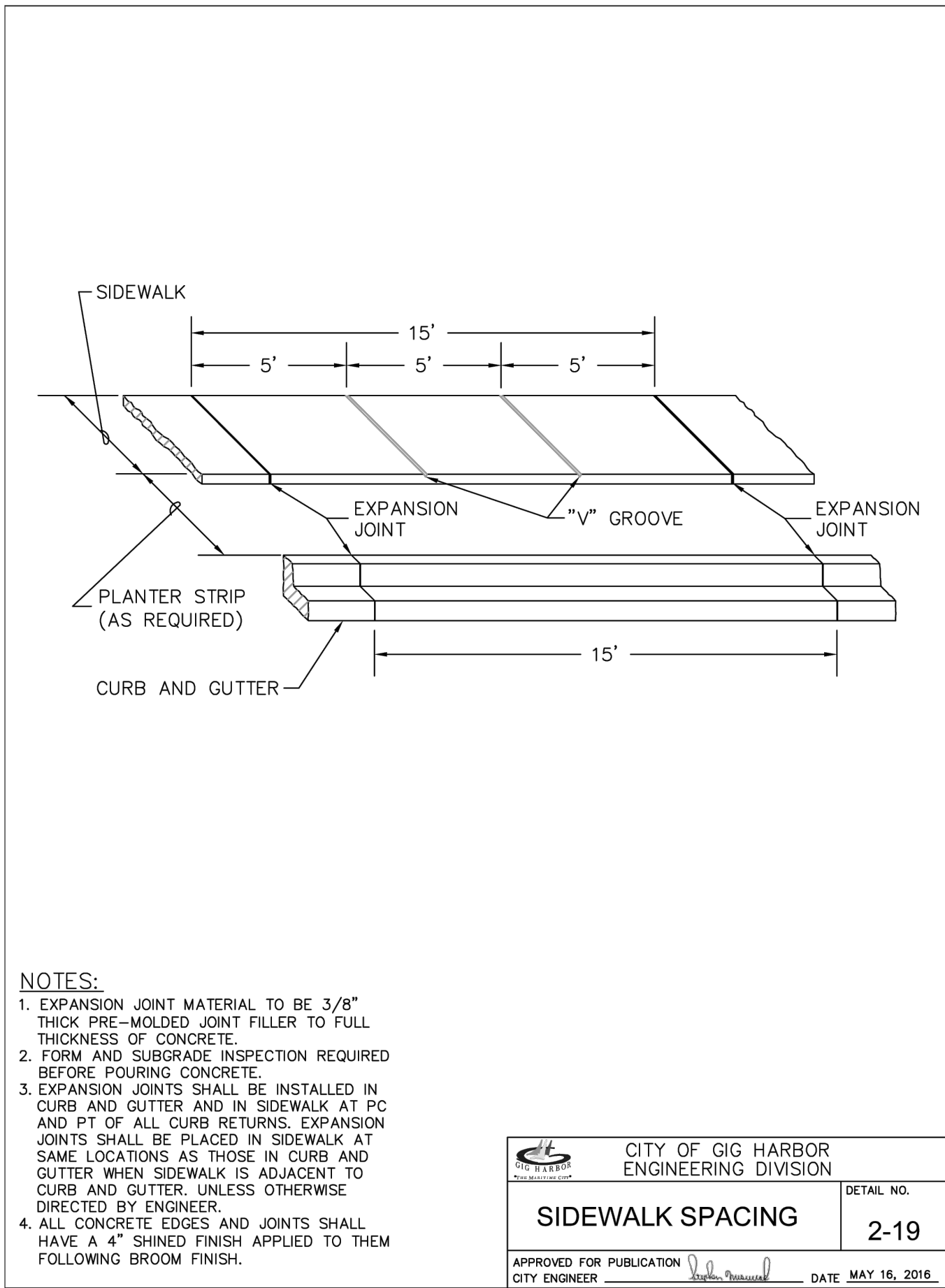
GIG HARBOR, WASHINGTON

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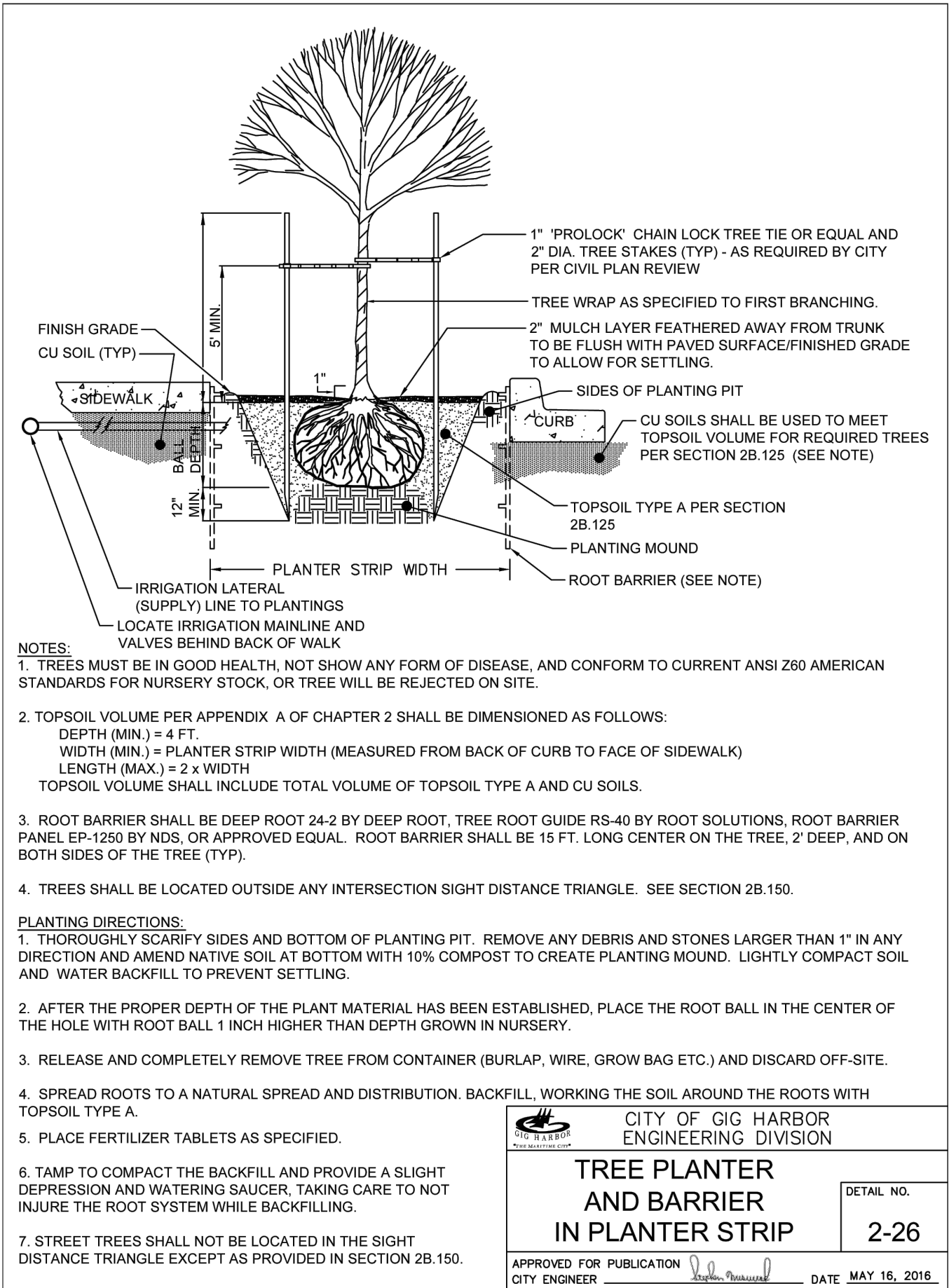
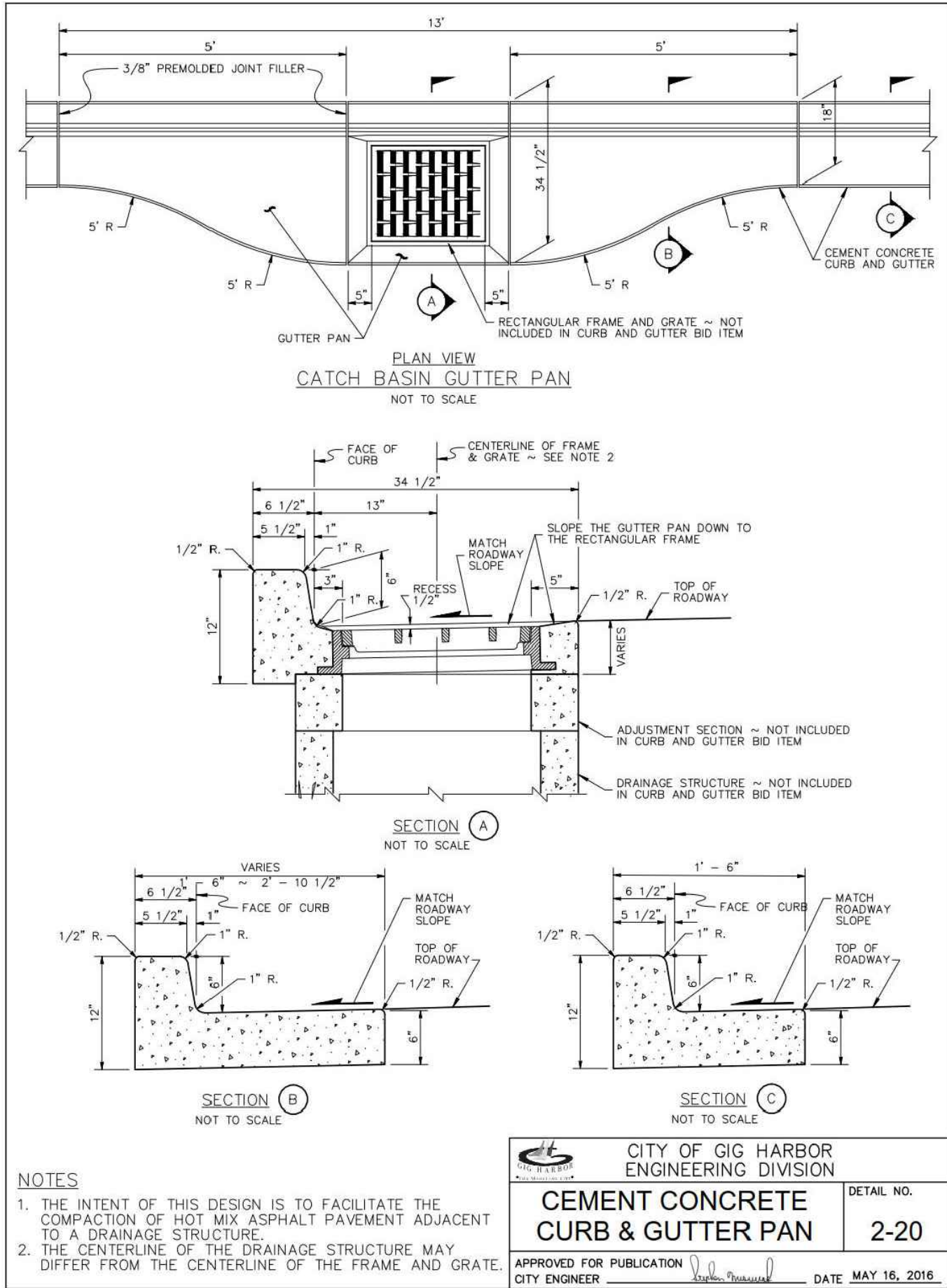
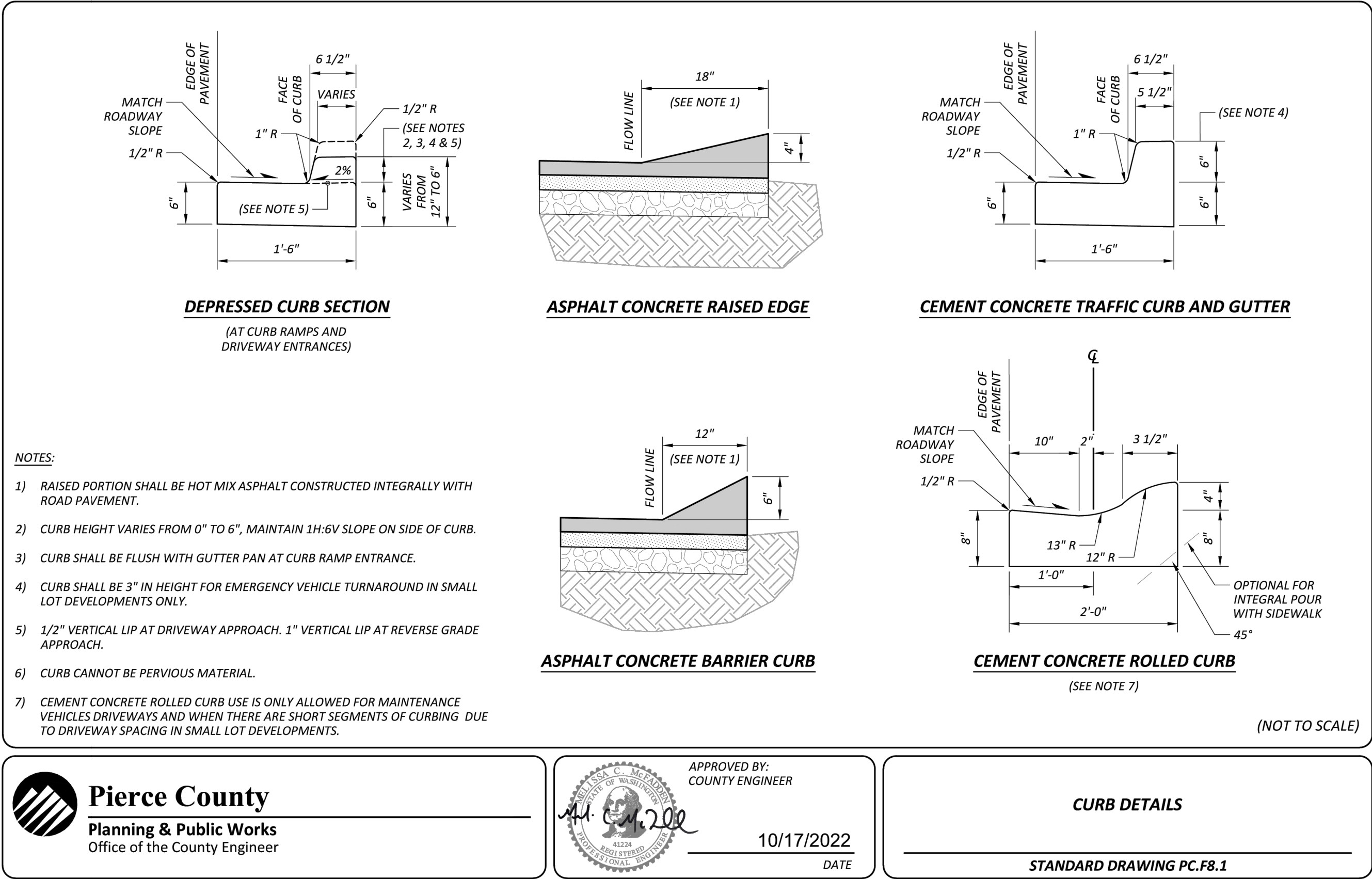
TRANSPORTATION DETAILS

SHEET #

C05.01



J:\18174 - GHFWO Station 51\500 Design\502 Drawings\Sheets\18174 - C05.01-C05.07 Details.dwg



STATION 51
GIG HARBOR FIRE AND MEDIC ONE
GIG HARBOR, WASHINGTON

PROJECT # 2022011

MAJOR SITE PLAN REVIEW

ISSUE DATE AUGUST 28, 2024

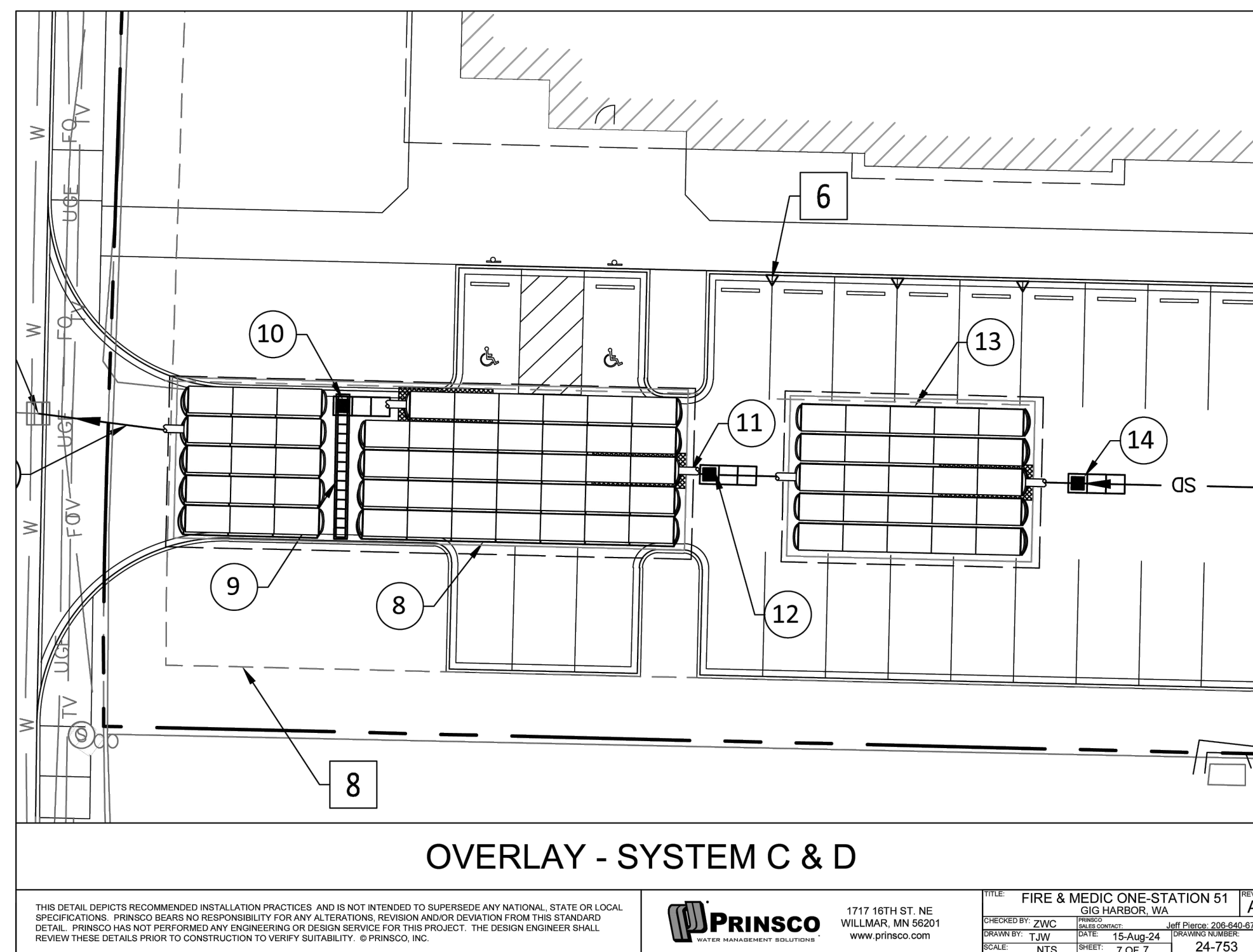
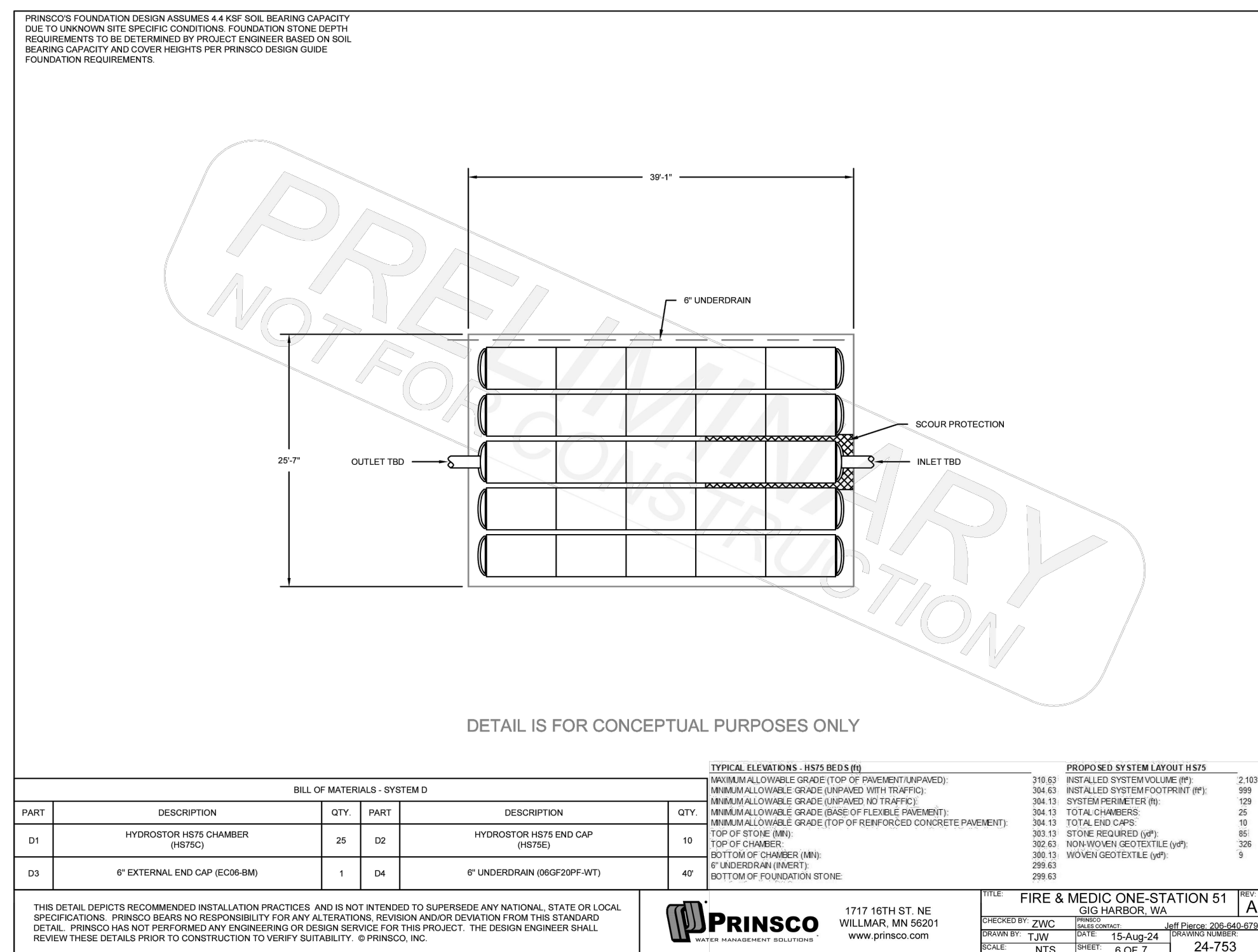
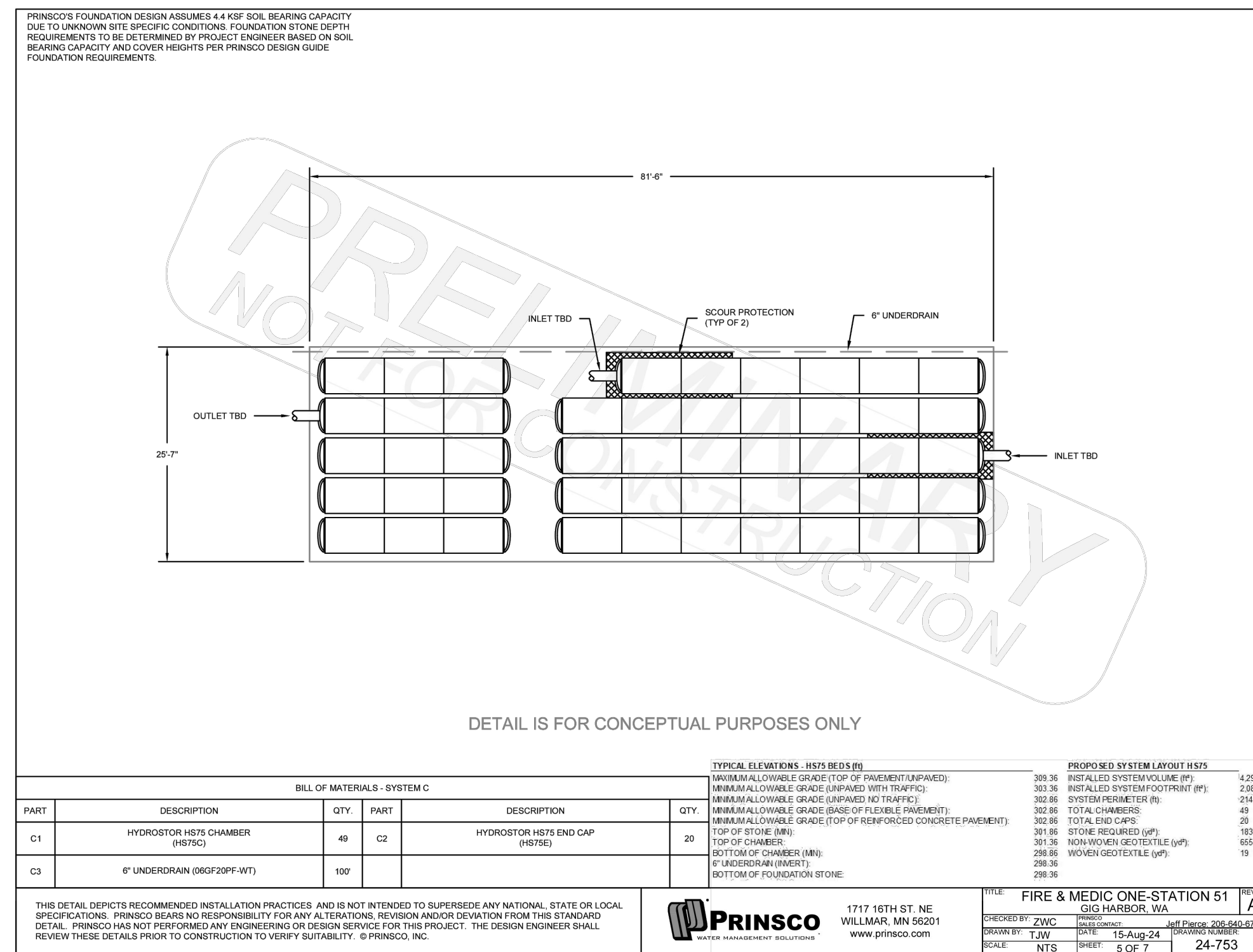
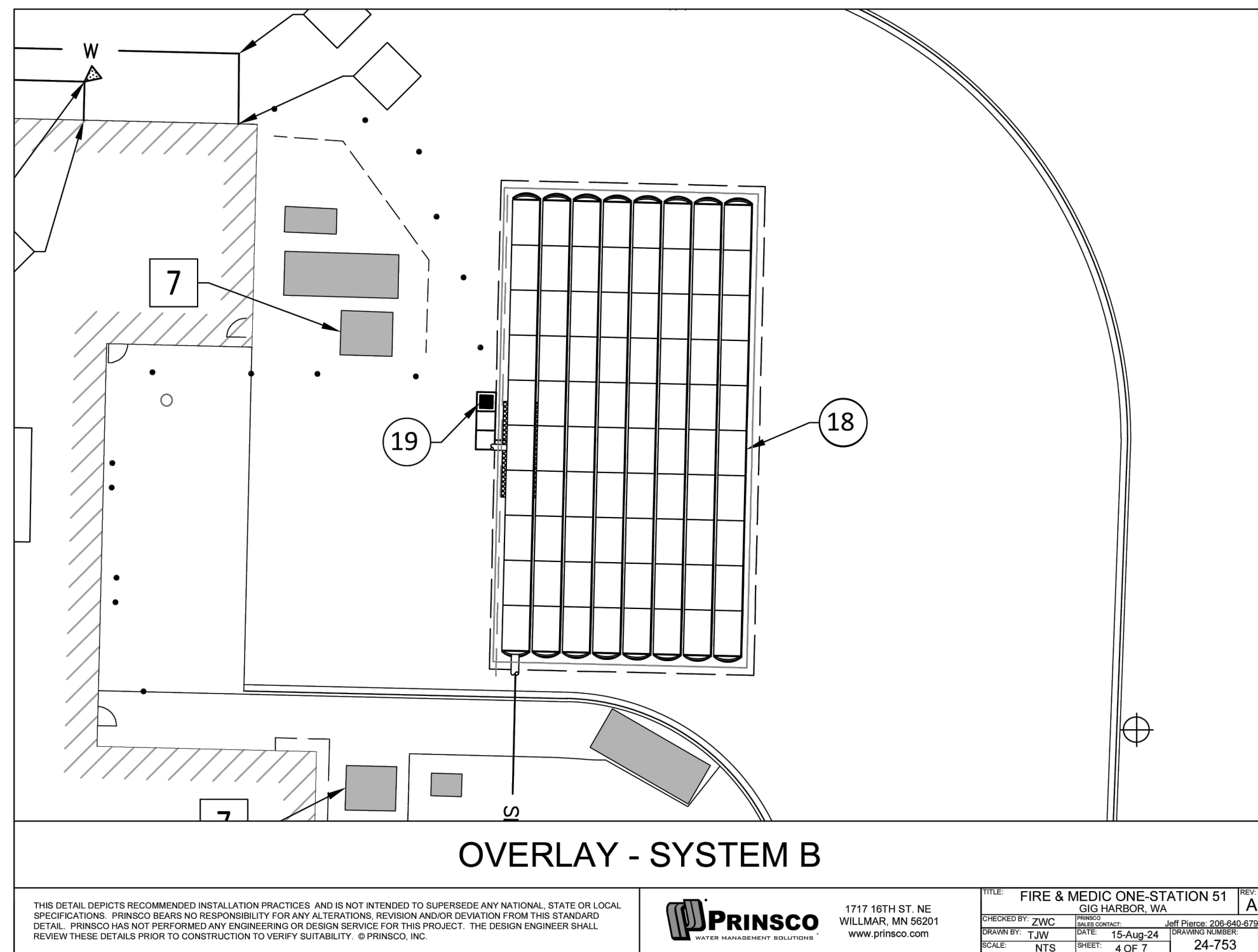
REVISION SCHEDULE	

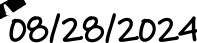
TRANSPORTATION DETAILS

SHEET #

C05.03

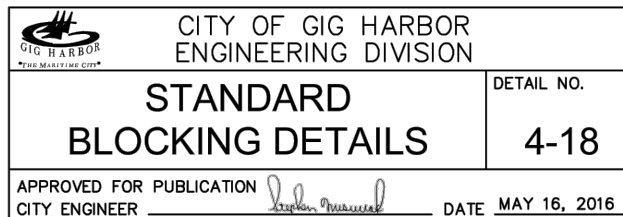
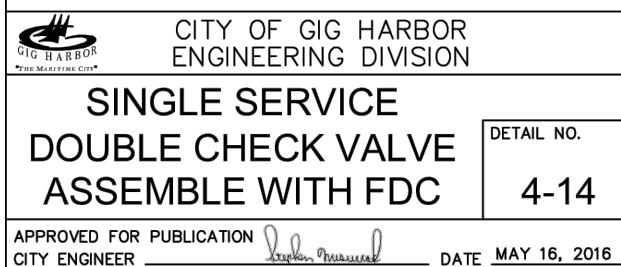
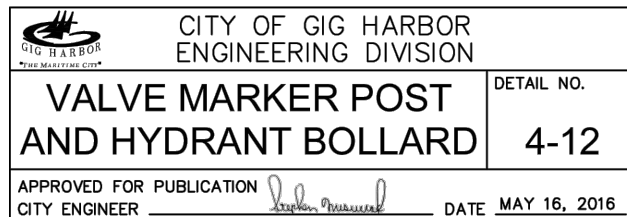






GIG HARBOR, WASHINGTON

C05.11



1. SEE SHEET L01.00 FOR PLANTING PLAN
2. SEE SHEETS L02.00, L02.01 FOR LANDSCAPE NOTES & DETAILS
3. SEE SHEET L03.00 FOR IRRIGATION PLAN
4. SEE SHEETS L04.00, L04.01 FOR IRRIGATION NOTES & DETAILS
5. SEE SHEETS L05.00-L05.03 FOR TREE RETENTION PLANS

 LAWN AREA TYP. (HYDROSEEDED, SEE SPEC. SECTION 329200)

 TREE PROTECTION AREA, 2' DEPTH BARK MULCH ONLY. NO GROUND DISTURBANCE, ERADICATE E.C. GRASSES PRIOR TO MULCHING, TYP. DO NOT BARK MULCH OR DISTURB AREAS BEYOND LIMIT OF WORK, TYP.

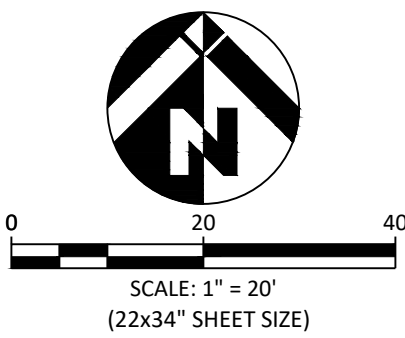
 PROPOSED REMOVED TREE, SEE TREE RETENTION SHEETS L05.00-L05.03

 PROPERTY LINE

PARCEL SIZE: 166,354 SF (3.814 ACRES)
NATIVE VEGETATION RETAINED: 74,130 SF (44.6% OF PARCEL AREA)
RETAINED SIGNIFICANT TREES: 95% + (25% REQUIREMENT).
OPEN SPACE GHMC 17.99.280: FRONT PLAZA 1,997 SF (9.3% OF FLOOR AREA)
MODIFIED NORTH BUFFER: 40' WIDE P.L. BUFFER 130' x 40' = 5,200 SF (WHERE REQUIRED)
BUFFER PROVIDED: 560 SF PROVIDED (PORTION OF 13 x 70). REST OF AREA RETAINED
 EXISTING FEATURES OR REHABBED IN KIND (I.E. ASPHALT REPLACED W/ ASPHALT).

- 1 PROPOSED STREET TREE, SEE ROOT BARRIER DETAIL #6 SHEET L02.01, TYP.
- 2 MODIFIED GHMC 17.99,180 40' SCREENING BUFFER (MODIFIED PER GHMC SECTION 17.68.080, CONTINUITY OF PRIOR CONDITIONS).
- 3 HYDROSEED LAWN AREA, INSTALL A 6" DEPTH OF IMPORT TOPSOIL, TYP.
- 4 SHOVEL CUT EDGE, SEE DETAIL #3 SHEET L.02.00, TYP.
- 5 FORMAL LANDSCAPE BED AREA, INSTALL A 9" DEPTH OF IMPORT TOPSOIL, 2" DEPTH OF BARK MULCH, TYP.
- 6 TREE PROTECTION FENCING. SEE PROTECTION DETAIL #1 SHEET L05.00, TYP.
- 7 BLOCK WALL SEE DETAIL #1 SHEET L02.01. UTILITY VAULTS TO REMAIN, TYP.
- 8 30' SITE VISION TRIANGLE.
- 9 PARKING LOT LANDSCAPING BUFFER, 10' WIDTH. TYP.
- 10 NATIVE FORESTED VEGETATION, PRESERVE & PROTECT DURING CONSTRUCTION, TYP.
- 11 LIMIT OF LANDSCAPE WORK LINE, TYP.
- 12 SEE CIVIL/SURVEY FOR BACK PROPERTY LINE & TOTAL PARCEL AREA, TYP.
- 13 FRONT PLAZA & ADA ROUTE, PROGRAMMING & FINAL DESIGN TBD.
- 14 TRASH RECEPTACLE AT BUILDING ENTRY
- 15 6' ENTRY BENCH W/ BACK
- 16 BIKE RACK

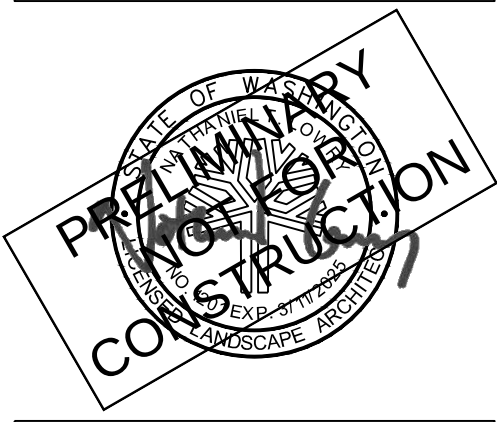
SYMBOL	BOTANICAL / COMMON NAME	SIZE	CONTAINER	QTY					
TREES									
	ACER CIRCINATUM / VINE MAPLE	6-7' HT.	B&B	16		ABELIA X GRANDIFLORA 'KALEIDOSCOPE' / GLOSSY ABELIA	2 GAL.	POT	28
	PINUS CONTORTA / SHORE PINE	6-7' HT.	B&B	14		AZALEA X 'HINO CRIMSON' / HINO CRIMSON AZALEA	2 GAL.	POT	160
						BERBERIS THUNBERGII 'GOLDEN RING' / BARBERRY	2 GAL.	POT	18
						CEANOTHUS 'VICTORIA' / VICTORIA CEANOTHUS	5 GAL.	POT	16
	PRUNUS SERRULATA 'KWANZAN' / KWANZAN JAPANESE FLOWERING CHERRY	1.5" CAL.	B&B	9		CORNUS STOLONIFERA 'CARDINAL' / CARDINAL RED TWIG DOGWOOD	2 GAL.	POT	62
						CORNUS STOLONIFERA 'FLAVIRAMEA' / YELLOWTWIG DOGWOOD	2 GAL.	POT	31
						ILEX CRENATA 'HELLERI' / HELER JAPANESE HOLLY	5 GAL.	POT	19
	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	6-7' HT.	B&B	21		MISCANTHUS SINENSIS 'MORNING LIGHT' / EULALIA GRASS	1 GAL.	POT	71
						NANDINA DOMESTICA 'TUSCAN FLAME' / TUSCAN FLAME HEAVENLY BAMBOO	2 GAL.	POT	53
						OSMANTHUS HETEROPHYLLUS 'GOSHIKI' / GOSHIKI HOLLY OLIVE	5 GAL.	POT	14
	STEWARTIA PSEUDOCAMELLIA / JAPANESE STEWARTIA	1.5" CAL.	B&B	4		PENNISETUM ALOPECUROIDES 'HAAMELN' / HAAMELN FOUNTAIN GRASS	1 GAL.	POT	58
						POLYSTICHUM MUNITUM / WESTERN SWORD FERN	1 GAL.	POT	161
						RHODODENDRON X 'PURPLE GEM' / RHODODENDRON	2 GAL.	POT	81
	ULMUS X 'FRONTIER' / FRONTIER ELM	2" CAL.	B&B	3		RHODODENDRON X 'RAMAPO' / RAMAPO RHODODENDRON	2 GAL.	POT	108
						ROSA RUGOSA / RUGOSA ROSE	2 GAL.	POT	71
						SPIRAEA JAPONICA 'WALBUMA' / MAGIC CARPET SPIREA	2 GAL.	POT	74
						VACCINIUM OVATUM / EVERGREEN HUCKLEBERRY	2 GAL.	POT	32
						VIBURNUM PLICATUM 'DOUBLEFILE' / DOUBLEFILE VIBURNUM	5 GAL.	POT	48



U:\18174 - GHFMO Station 51\500 Design\502 Drawings\Sheets\Landscape\18174 - L01.00 Landscape Plan.dwg

MacKay & Sposito

ENERGY PUBLIC WORKS LAND DEVELOPMENT
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STATION 51 ADDITION
GIG HARBOR FIRE AND MEDIC ONE
GIG HARBOR, WASHINGTON

PROJECT #	2022011
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MAJOR SITE PLAN REVIEW

ISSUE DATE AUGUST 28, 2024

[illegible]

PLANTING PLAN

SHEET #

L01.00

1. SEE SHEET L01.00 FOR PLANTING PLAN
2. SEE SHEETS L02.00/L02.01 FOR LANDSCAPE DETAILS
3. SEE SHEET L03.00 FOR IRRIGATION PLAN
4. SEE SHEETS L04.00/L04.01 FOR IRRIGATION NOTES & DETAILS
5. SEE SHEETS L05.00-L05.03 FOR TREE RETENTION PLANS

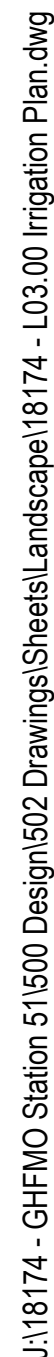
 LAWN AREA TYP. (HYDROSEEDING, SEE SPEC. SECTION 329200)

 TREE PROTECTION AREA, 2" DEPTH BARK MULCH ONLY. NO GROUND DISTURBANCE. ERADICATE EX. GRASSES PRIOR TO MULCHING, TYP. DO NOT BARK MULCH OR DISTURB AREAS BEYOND LIMIT OF WORK, TYP.

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 PROPOSED REMOVED TREE, SEE TREE RETENTION SHEETS L05.00-L05.03.

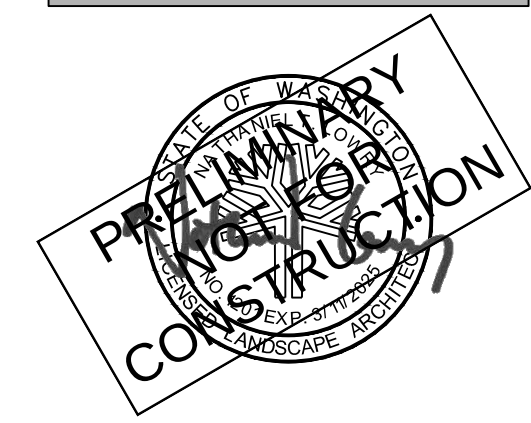
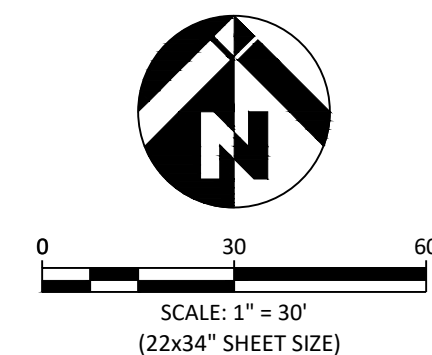
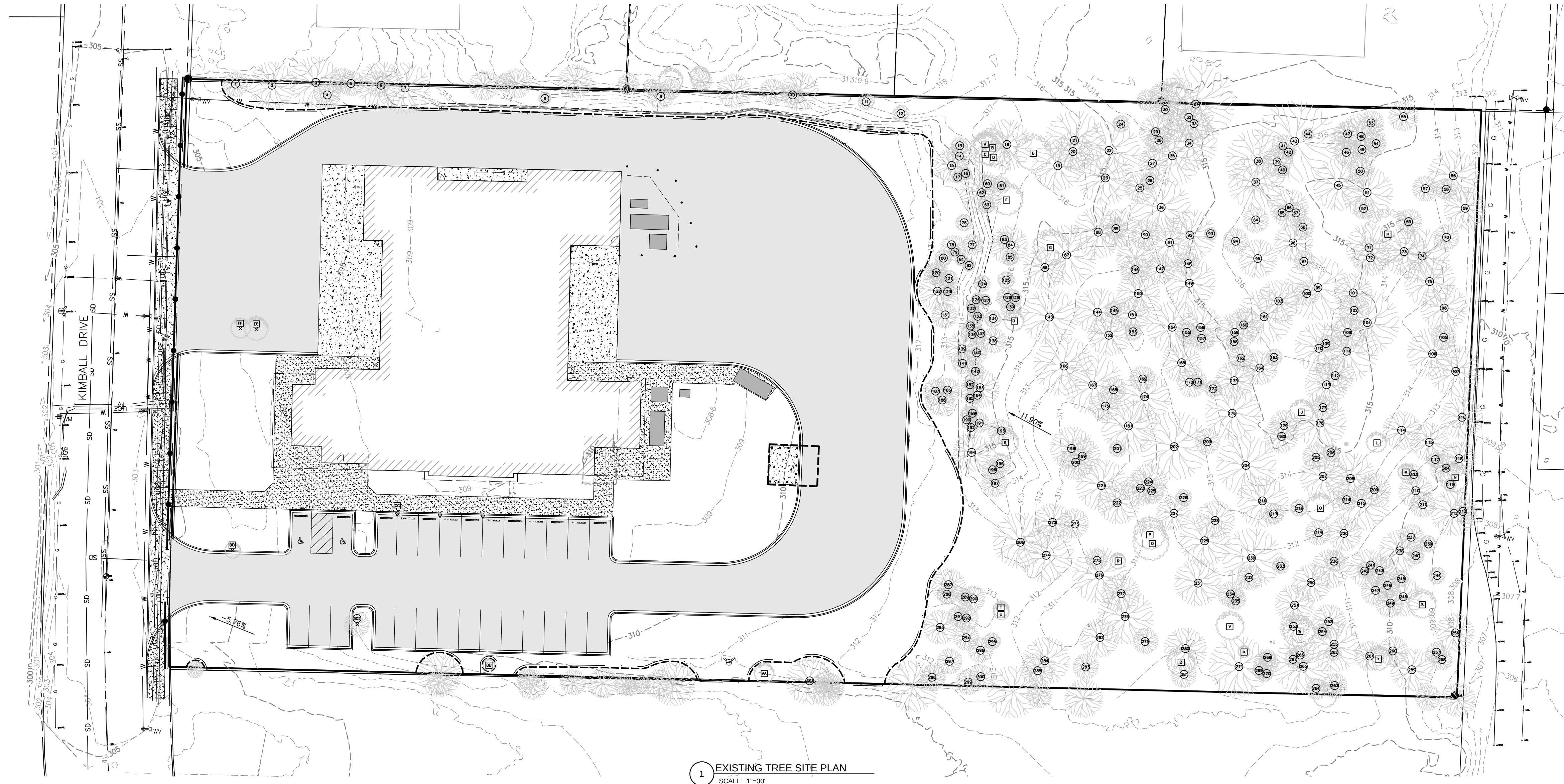
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 PROPERTY LINE

- 1 PROPOSED NEW 1" DEDICATED IRRIGATION WATER METER USING EX. METER STUBOUTS, SEE SHEET C04.11.
- 2 POINT OF CONNECTION AT NEW 1" METER, SEE LEGEND AND DETAIL #1 SHEET L04.00.
- 3 AUTOMATIC CONTROLLER MOUNTED ON OUTSIDE WALL , INSTALL RAIN SENSOR IN A WEATHER EXPOSED LOCATION. COORDINATE POWER w/ ELECTRICAL CONTRACTOR & OWNER'S REPRESENTATIVE.
- 4 SCH. 40 SLEEVE UNDER HARDSCAPES. SIZE AS SHOWN, SEE DETAIL #2 SHEET L04.00, TYP.
- 5 AUTOMATIC CONTROL VALVE, SEE DETAIL #7 SHEET L04.01, TYP.
- 6 MANUAL DRAIN VALVE (MAINLINE). SEE DETAIL #1 SHEET L04.01.
- 7 LIMIT OF WORK LINE, TYP.
- 8 SYSTEM DESIGN IS DIAGRAMMATIC, LOCATE PIPING AND OTHER IRRIGATION EQUIPMENT IN SLEEVES, LAWN OR BED AREAS (BED AREAS PREFERABLE), TYP.
- 9 PRESERVE AND PROTECT EX. VEGETATION TO REMAIN DURING CONSTRUCTION, TYP.
- 10 EX. FRONTAGE UTILITIES TO REMAIN, SURROUND WALL ADDED. SEE SHEET L01.00 & DETAIL SHEET L02.01, TYP.



SYMBOL	DESCRIPTION	GPM	PSI	RADIUS	SHEET #
	SPRAY HEADS				
	RAINBIRD 1800-SAM-5Q	.10	30	5'	L04.01
	RAINBIRD 1800-SAM-5H	.20	30	5'	L04.01
	RAINBIRD 1800-SAM-5F	.41	30	5'	L04.01
	RAINBIRD 1800-SAM-8Q	.26	30	8'	L04.01
	RAINBIRD 1800-SAM-8H	.52	30	8'	L04.01
	RAINBIRD 1800-SAM-8F	1.05	30	8'	L04.01
	RAINBIRD 1800-SAM-10Q	.39	30	10'	L04.01
	RAINBIRD 1800-SAM-10H	.79	30	10'	L04.01
	RAINBIRD 1800-SAM-10F	1.58	30	10'	L04.01
	RAINBIRD 1800-SAM-12Q	.65	30	12'	L04.01
	RAINBIRD 1800-SAM-12H	1.30	30	12'	L04.01
	RAINBIRD 1800-SAM-12F	2.60	30	12'	L04.01
	RAINBIRD 1800-SAM-15Q	.92	30	15'	L04.01
	RAINBIRD 1800-SAM-15H	1.85	30	15'	L04.01
	RAINBIRD 1800-SAM-15F	3.70	30	15'	L04.01
	RAINBIRD 15-EST	.61	30	4X15'	L04.01
	RAINBIRD 15-SST	1.21	30	4X30'	L04.01
ROTARY NOZZLES (ON SPRAY HEADS)					
	RAINBIRD 1800-RVAN14	.32	45	8-14'	L04.01
	RAINBIRD 1800-RVAN14	.63	45	8-14'	L04.01
	RAINBIRD 1800-RVAN14	1.27	45	8-14'	L04.01
	RAINBIRD 1800-RVAN18	.50	45	13-18'	L04.01
	RAINBIRD 1800-RVAN18	1.01	45	13-18'	L04.01
	RAINBIRD 1800-RVAN18	1.85	45	13-18'	L04.01
	RAINBIRD 1800-RVAN24	.84	45	17-24'	L04.01
	RAINBIRD 1800-RVAN24	1.68	45	17-24'	L04.01
	RAINBIRD 1800-RVAN24	3.48	45	17-24'	L04.01

 PROPOSED REMOVED TREE
 EXISTING DECIDUOUS TREE
 EXISTING EVERGREEN TREE
 TREE PROTECTION FENCING, SEE DETAIL
 #1 SHEET L05.01, TYP.



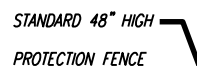
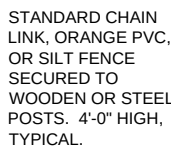
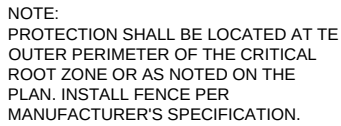
STATION 51 ADDITION
GIG HARBOR FIRE AND MEDIC ONE
GIG HARBOR, WASHINGTON

[illegible]



GIG HARBOR, WASHINGTON

TREE #	SPECIES NAME	SPECIES COMMON NAME	TREE TYPE	CALIPER SIZE DBH IN.	SIGNIFICANT	RETAINED?
A	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	12	YES	YES
B	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	18	YES	YES
C	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	16	YES	YES
D	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	18	YES	YES
E	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	18	YES	YES
F	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	16	YES	YES
G	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	18	YES	YES
H	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	26	YES	YES
I	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	10	YES	YES
J	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	12	YES	YES
K	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	14	YES	YES
L	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	10	YES	YES
M	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	8	YES	YES
N	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	14	YES	YES
O	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	14	YES	YES
P	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	16	YES	YES
Q	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	18	YES	YES
R	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	8	YES	YES
S	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	14	YES	YES
T	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	8	YES	YES
U	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	8	YES	YES
V	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	14	YES	YES
W	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	16	YES	YES
X	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	6	NO	YES
Y	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	12	YES	YES
Z	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	14	YES	YES
AA	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	10	YES	YES
BB	PRUNUS VIRGINIANA	CHOKECHERRY	DECIDUOUS	6	NO	YES
CC	FAGUS SYLVATICA	COPPER BEECH	DECIDUOUS	6	NO	NO
DD	ACER JAPONICA	JAPANESE MAPLE	DECIDUOUS	8	YES	NO
EE	ACER JAPONICA	JAPANESE MAPLE	DECIDUOUS	12	YES	NO
FF	ACER JAPONICA	JAPANESE MAPLE	DECIDUOUS	10	YES	NO



EVIDENCE

STANDARD STEEL OR
WOODEN FENCE STAKE

/ X

NOTE:

PROTECTION FENCE SHALL BE LOCATED AT THE OUTER PERIMETER OF THE DRIPLINE OR AS NOTED ON THE PLAN. INSTALL FENCING AS PER MANUFACTURER'S SPECIFICATIONS. FENCE MAY BE LOCATED AROUND THE DRIPLINE OF TREE GROUPINGS RATHER THAN INDIVIDUAL TREES.

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SCALE: NTS

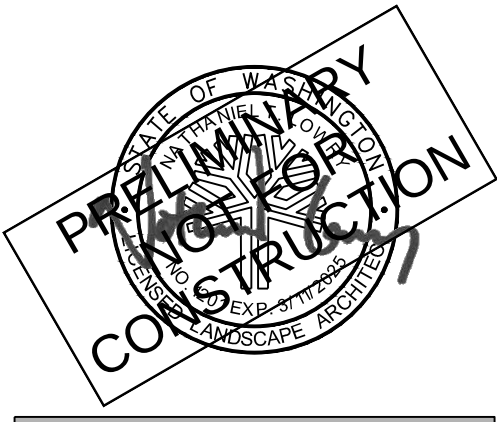
MAJOR SITE PLAN REVIEW

REVISION SCHEDULE

REVISION SCHEDULE

L05.01

TREE #	SPECIES NAME	SPECIES COMMON NAME	TREE TYPE	CALIPER SIZE DBH IN.	SIGNIFICANT	RETAINED?
1	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
2	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	22	YES	YES
3	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
4	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
5	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
6	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
7	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
8	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	6	NO	YES
9	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
10	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
11	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
12	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
13	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
14	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
15	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	16	YES	YES
16	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	6	NO	YES
17	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	6	NO	YES
18	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
19	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
20	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	18	YES	YES
21	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	28	YES	YES
22	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	28	YES	YES
23	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	26	YES	YES
24	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
25	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	14	YES	YES
26	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
27	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	14	YES	YES
28	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
29	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	16	YES	YES
30	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
31	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	36	YES	YES
32	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	22	YES	YES
33	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	16	YES	YES
34	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	26	YES	YES
35	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	28	YES	YES
36	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	28	YES	YES
37	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	26	YES	YES
38	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	30	YES	YES
39	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	14	YES	YES
40	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	6	NO	YES
41	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
42	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	6	NO	YES
43	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	38	YES	YES
44	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	6	NO	YES
45	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
46	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
47	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
48	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	22	YES	YES
49	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
50	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
51	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
52	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
53	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
54	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
55	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	14	YES	YES
56	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
57	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
58	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
59	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	20	YES	YES
60	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
61	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
62	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	20	YES	YES
63	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
64	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
65	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
66	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	18	YES	YES
67	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
68	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
69	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
70	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
71	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	22	YES	YES
72	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	18	YES	YES
73	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	22	YES	YES
74	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	26	YES	YES
75	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
76	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
77	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
78	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES

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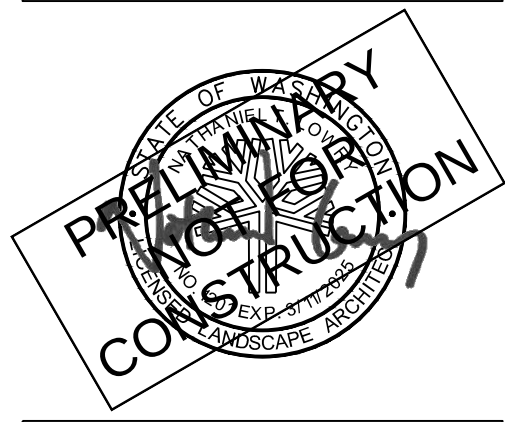
STATION 51 ADDITION
GIG HARBOR FIRE AND MEDIC ONE
GIG HARBOR, WASHINGTON

[illegible]

TREE PRESERVATION PLAN

EVERGREEN TREES (CONTINUED)

TREE #	SPECIES NAME	SPECIES COMMON NAME	TREE TYPE	CALIPER SIZE DBH IN.	SIGNIFICANT	RETAINED?
159	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	18	YES	YES
160	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	16	YES	YES
161	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	26	YES	YES
162	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
163	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
164	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	16	YES	YES
165	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	18	YES	YES
166	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	28	YES	YES
167	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	28	YES	YES
168	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
169	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
170	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	14	YES	YES
171	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	6	NO	YES
172	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
173	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	18	YES	YES
174	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
175	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	14	YES	YES
176	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	26	YES	YES
177	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
178	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
179	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	14	YES	YES
180	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	16	YES	YES
181	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	26	YES	YES
182	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	6	NO	YES
183	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	18	YES	YES
184	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
185	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	6	NO	YES
186	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
187	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
188	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	14	YES	YES
189	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	6	NO	YES
190	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
191	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
192	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
193	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
194	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	18	YES	YES
195	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
196	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
197	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
198	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	20	YES	YES
199	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	18	YES	YES
200	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	16	YES	YES
201	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
202	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	32	YES	YES
203	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
204	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	28	YES	YES
205	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
206	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
207	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	22	YES	YES
208	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
209	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	16	YES	YES
210	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	16	YES	YES
211	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
212	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	22	YES	YES
213	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
214	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
215	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	26	YES	YES
216	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
217	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	10	YES	YES
218	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
219	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
220	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	16	YES	YES
221	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
222	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	20	YES	YES
223	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	16	YES	YES
224	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	18	YES	YES
225	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
226	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
227	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	16	YES	YES
228	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	18	YES	YES
229	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	24	YES	YES
230	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	28	YES	YES
231	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	22	YES	YES
232	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES
233	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	8	YES	YES
234	PSUEDOTSUGA MENZIESII	DOUGLAS FIR	EVERGREEN	12	YES	YES

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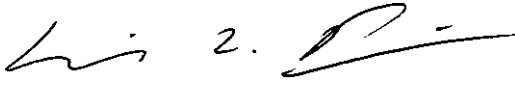
STATION 51 ADDITION
GIG HARBOR FIRE AND MEDIC ONE
GIG HARBOR, WASHINGTON

[illegible]

TREE PRESERVATION
 PLAN

MEMORANDUM

TO: City of Gig Harbor

FROM: Eric Pilcher, PE 

RE: Gig Harbor Fire & Medic One, Station 51 (6711 Kimball Drive)
Design Exceptions (Front Setback and Driveway Widths), Required Findings

DATE: August 28, 2024

Gig Harbor Fire and Medic One is seeking several design exceptions to support replacement of the existing fire station no. 51 at 6711 Kimball Drive with a new facility. Required findings, pursuant to GHMC 17.98.060, are addressed for each design alternative, below.

NONRESIDENTIAL SETBACK, STRUCTURE LOCATION

GHMC 17.99.300.B requests at least 50 percent of the primary structure to be placed on the front setback line. This is impractical as noted in the review criteria, below.

1. Special conditions and circumstances exist which render a specific requirement of Chapter 17.99 GHMC, Design Manual, unnecessary, given the location and intended use of the proposed development;

There is more than 5 feet of vertical separation from the finished floor elevation of the existing fire station to Kimball Drive. As the front yard setback is only 20 feet wide, meeting this standard would require significant earthwork together with associated retaining walls and increased potential for utility conflicts.

This would also place the new building significantly closer to the street frontage and at lower elevation than existing buildings on either side, making it out of character with the surrounding uses.

2. The special conditions and circumstances are characteristic of the proposed general use of a site and not of a specific tenant;

Given the operational use as a fire station, emergency service vehicles must be able to fully clear the apparatus bay before entering the right-of-way. The station is designed to accommodate fire equipment as large as an E-One HP 100 Super Tiller (i.e., hook and ladder engine) having an overall length of 59'-9". This requirement for emergency vehicles is typical of modern fire station design in general, and not specific to Gig Harbor Fire & Medic One.

3. The special conditions and circumstances are not representative of typical retail, professional office or residential type development which may be allowed within the zoning district;

Any new development on this property would face similar issues described in part 1, above. The concern is compounded for the fire station given the required apparatus driveway length and safety concerns over the need for unobstructed sight lines when pulling out into traffic.

4. The requested exception is based upon functional consideration rather than economic hardship, personal convenience or personal design preferences;

The requested exception is based on operational safety of the fire station rather than cost, convenience, or design preference.

5. Architectural changes in the project design as a result of the exception have been sufficiently compensated by other architectural embellishments, and site plan changes as a result of the exception have been sufficiently compensated by other site amenities; and

Public open space is being provided in the front yard of the station, between the primary access driveway and the apparatus driveway.

6. The requested exception will not result in a project which is inconsistent with the intent and general scope of the standards of Chapter 17.99 GHMC, Design Manual.

The building location as presented is consistent with other developments along the Kimball frontage to north and south. Further, no parking will be placed between the front face of the building and the right-of-way, and a public plaza area will be provided within the front yard.

PARKING LOT, LIMIT DRIVEWAY WIDTH

GHMC 17.99.330.A allows for one driveway per 200 feet of frontage. The site has 275 feet of frontage; therefore, two driveways are permissible. A primary driveway near the southern portion of the frontage will provide full access for staff, visitors, and returning emergency vehicles.

A secondary driveway will be exit only for exclusive use of emergency service vehicles leaving the station. However, given that multiple emergency vehicles will want to leave the station in rapid succession, it is requested that it be wider than the maximum allowed per 17.99.330.B. The proposed apparatus driveway width of 86 feet.

The existing fire station has two non-conforming driveways, measuring 38 feet and 66.5 feet. Although this proposal increases the width of the apparatus driveway, it also reduces the width of the general use driveway to 24 feet, in accordance with 17.99.330.B.

1. Special conditions and circumstances exist which render a specific requirement of Chapter 17.99 GHMC, Design Manual, unnecessary, given the location and intended use of the proposed development;

For the site to function as a fire station, multiple vehicles need to be able to exit the site unimpeded from potential traffic conflicts. The extra-wide apparatus driveway (exit-only) will be aligned with the apparatus bay doors, allowing multiple vehicles to exit the station and turn onto Kimball Drive without having to make internal turning maneuvers or having to queue up behind one another.

2. The special conditions and circumstances are characteristic of the proposed general use of a site and not of a specific tenant;

The requested extra-wide driveway for emergency vehicle use is typical of modern fire station design in general, and not specific to Gig Harbor Fire & Medic One.

3. The special conditions and circumstances are not representative of typical retail, professional office or residential type development which may be allowed within the zoning district;

The extra-wide driveway is not typical of other development types within the zoning district.

4. The requested exception is based upon functional consideration rather than economic hardship, personal convenience or personal design preferences;

The requested exception is based on operational safety of the fire station rather than cost, convenience, or design preference.

5. Architectural changes in the project design as a result of the exception have been sufficiently compensated by other architectural embellishments, and site plan changes as a result of the exception have been sufficiently compensated by other site amenities; and

The proposed site layout preserves a stand of mature trees in the eastern portion of the property. In addition, public open space is being provided in the front yard of the station, between the primary access driveway and the apparatus driveway.

6. The requested exception will not result in a project which is inconsistent with the intent and general scope of the standards of Chapter 17.99 GHMC, Design Manual.

The driveway width exception is specific to the exit-only apparatus driveway and will not otherwise lead to inconsistencies with the intent and general scope of the design standards.



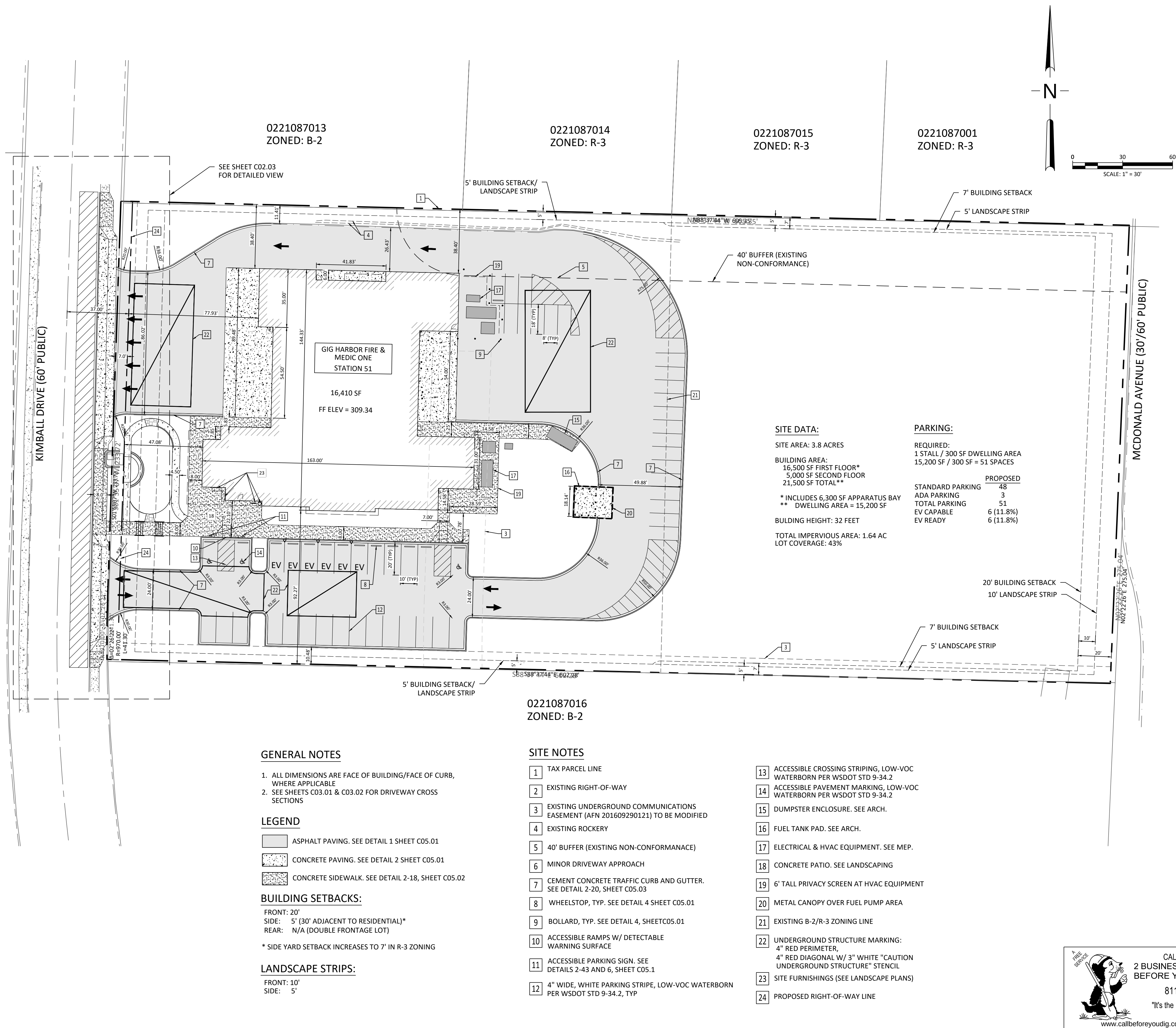
STATION 51
GIG HARBOR FIRE AND MEDIC ONE
GIG HARBOR, WASHINGTON

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SITE PLAN

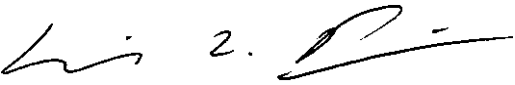
SHEET #

C02.01



MEMORANDUM

TO: City of Gig Harbor

FROM: Eric Pilcher, PE 

RE: Gig Harbor Fire & Medic One, Station 51 (6711 Kimball Drive)
Design Alternative (Vertical Shift in Roof Ridge), Narrative

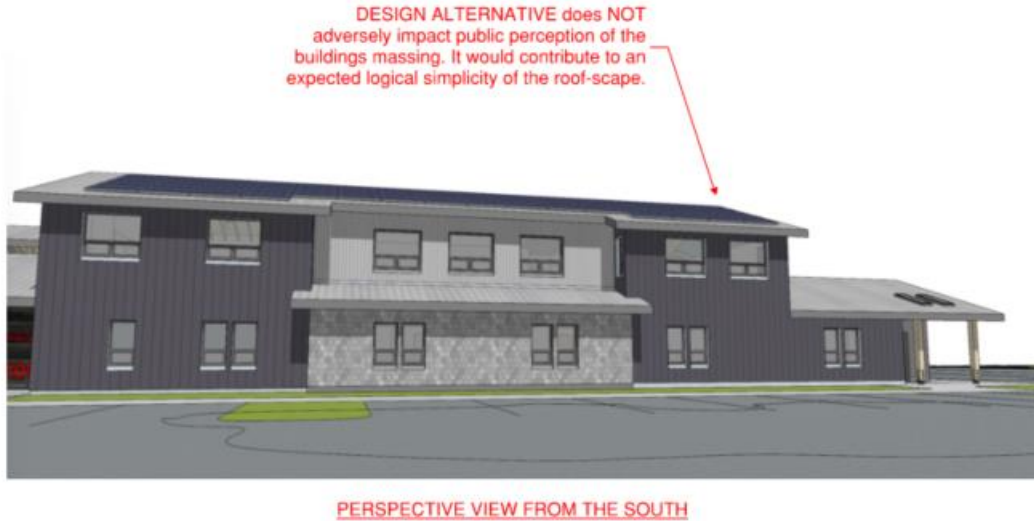
DATE: August 28, 2024

Gig Harbor Fire and Medic One proposes a design alternative to the vertical shifts in roof ridge for the replacement fire station no. 51 at 6711 Kimball drive. GHMC 17.99.380.B.2 states that that “*no single run of ridge...shall exceed 80 feet...*”; however, the proposed design would exceed the prescribed minimum ridge length by roughly 15 feet, in only one location, at the rear of the facility.

Please note that all portions of the proposed building façade meet the horizontal shift requirement, and those shifts are reflected in associated changes to the roof design along the eaves. The proposed departure would only occur on a secondary (non-prominent façade) and would be essentially unperceivable from the project’s adjacent right of way.



PERSPECTIVE VIEW FROM THE EAST



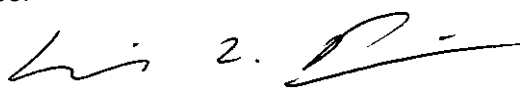
The proposed design meets the intent of the general requirements of the Design Manual, which is to “break down” wall and roof surfaces into smaller planes to then facilitate an appropriate sense of scale and proportion, and to help prevent unrelieved building masses which would run counter to the intended sense of place that the Design Guidelines are seeking to foster. The proposal seeks to fully embody the spirit of the design guidelines as an integral architectural aesthetic and not simply through the applique of components onto a box for minimal compliance.

The proposed design incorporates specific reference to local historical precedents in its architectural vocabulary. One important instance of such is seen in the predominant use of gabled roof forms that are familiar from Gig Harbor’s traditional net sheds and other iconic historic structures. Departing from this roofscape language with the introduction of an otherwise more contemporary form (i.e. a hipped roof end) just to reduce the ridge length seems likely to be read as a diminution of the architectural integrity of the proposed design.

On a functional note, the affected (non-primary) roof face is the most effectively orientated and elevated plane for efficient placement of a photovoltaic array to comply with the updated energy code requirement for on-site, renewable power generation. The roof surface in question has the project’s optimal solar access and orientation, while having the least visibility from the ground. Potentially, a reduction in the most suitable installation area might necessitate compromises in the photovoltaic system location, performance, and visibility.

MEMORANDUM

TO: City of Gig Harbor

FROM: Eric Pilcher, PE 

RE: Gig Harbor Fire & Medic One, Station 51 (6711 Kimball Drive)
Alternative Zone Transition Standard, Required Findings

DATE: December 17, 2024

GHMC 17.99.180 requires a dense vegetated buffer of 40 feet or more between opposing zones. The existing fire station does not conform to the buffer standard with respect to tax parcels 0221087014 and 0221087015 (Laurelwood Senior Residence). There is currently a 10-foot buffer, ending at a 6-foot-high rockery, with the existing fire station site on the low side.

Gig Harbor Fire & Medic One intends to redevelop the site utilizing the same limits of pavement and general building footprint area as previously established. We therefore request that the design review board consider the following alternative zone transition standards, pursuant to GHMC 17.99.200.

A. Separation of Structures

The proposed building is approximately 230 feet or more away from the apartment building. Further, the apartment site is developed such that its parking lot is between the buffer and the building.

B. Architectural Modulation of Building

The building width facing the northern property line measures a total 120 feet; however, only 40 feet of this length is along the buffer location. Further, the building façade is modulated such that the longest length of continuous wall is 44 feet. Please refer to the attached Building Elevations.

C. Rooflines

In addition to the modulation described above, the roofline similarly varies along the northern façade. The roofline on either end of the building has a height of 17'-8"; however, the building is pitched in the modulated center portion to a maximum height of 32 feet at the extreme top

of roof gable. The gabled portion does not front the buffer area. Also, the fire station site is 6 feet lower than the adjacent property. Therefore, the revealed roofline heights vary from 11'-8" to 26 feet. Please refer to the attached Building Elevations.

D. Location of Service Areas

Service areas such as dumpster locations and vehicle fueling are located away from the buffer area, in the southern portion of the site. Mechanical system equipment adjacent to the buffer will be screened from view.

Full emergency vehicles access is desired on all sides of the building based on operational safety of the fire station. The access lane will be 6 feet lower than adjacent property based on the height of the existing rockery. Please refer to the attached Site Plan.

E. Window and Balcony Orientation

No windows are planned on the northern side of the building, which will face the buffer area. There is a utility balcony (low, flat roof) planned along the central portion of the building; however, the utility balcony does not front the buffer area. Please refer to the attached Building Elevations.

F. Lighting

An existing light pole is located within the buffer area, northeast of the building adjacent to an on-site fire hydrant. The light pole has a cutoff luminary head, directing light to the interior of the site and away from the property line. This condition will be upheld under re-development. There are also three exterior wall mounted LEDs planned along the north face of the proposed building. These are similarly designed to direct light downward toward the site interior and away from the property line. Please refer to the attached Electrical Site Plan and Lighting Calculations.

G. Vegetative Buffering

Existing trees within the buffer area will be protected and preserved.

H. Existing Nonconformities

The new fire station will utilize the existing footprint and pavement surface area of the existing fire station, which has been in place for approximately 40 years. A review of historical aerial photography available through Pierce County GIS indicates that the non-conformance has existed since at least 1985, which was prior to development of the adjacent Laurelwood Apartments.

I. Entryway Orientation

The main building entryway is located on the opposite side of the site.

J. Location of Parking and Driveway Entrances

The parking lot and main driveway entrance are located on the opposite side of the site.

K. Open Space and Common Areas

Given the elevation difference, there is not an ideal opportunity for a common area at the buffer location. However, a new pedestrian plaza will be provided between the right-of-way and main entrance to the fire station. In addition, passive open space will be preserved in the eastern portion of the site.

L. Existing Natural Characteristics of the Site

The proposed site layout preserves a stand of mature trees in the eastern portion of the property. Pavement surfaces will not be expanded to undeveloped portions of the site. Furthermore, ground plane English Ivy will be thinned/eradicated as part of landscape development for the project. Existing trees, which already provide an existing dense landscape buffer will be protected and preserved.

Reconfiguration of the proposed fire station would require clearing of mature trees in the eastern portion of the site. Further, it would do very little to provide additional screening given that the fire station site is 6 feet lower than the adjacent property.

M. Siding Materials and Details

Materials along the façade facing the buffer consist of board and batten siding (fiber cement), offset by prefinished metal siding in the modulated portion, and standing seam metal roofing. The color palette will be neutral consisting of light and charcoal grays. Please refer to the attached Building Elevations.

Attachments:

Site Plan

Building Elevations

Electrical Site Plan and Lighting Calculations



STATION 51
GIG HARBOR FIRE AND MEDIC ONE
GIG HARBOR, WASHINGTON

PROJECT #	2022011
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PERMIT SET

ISSUE DATE DECEMBER 2024

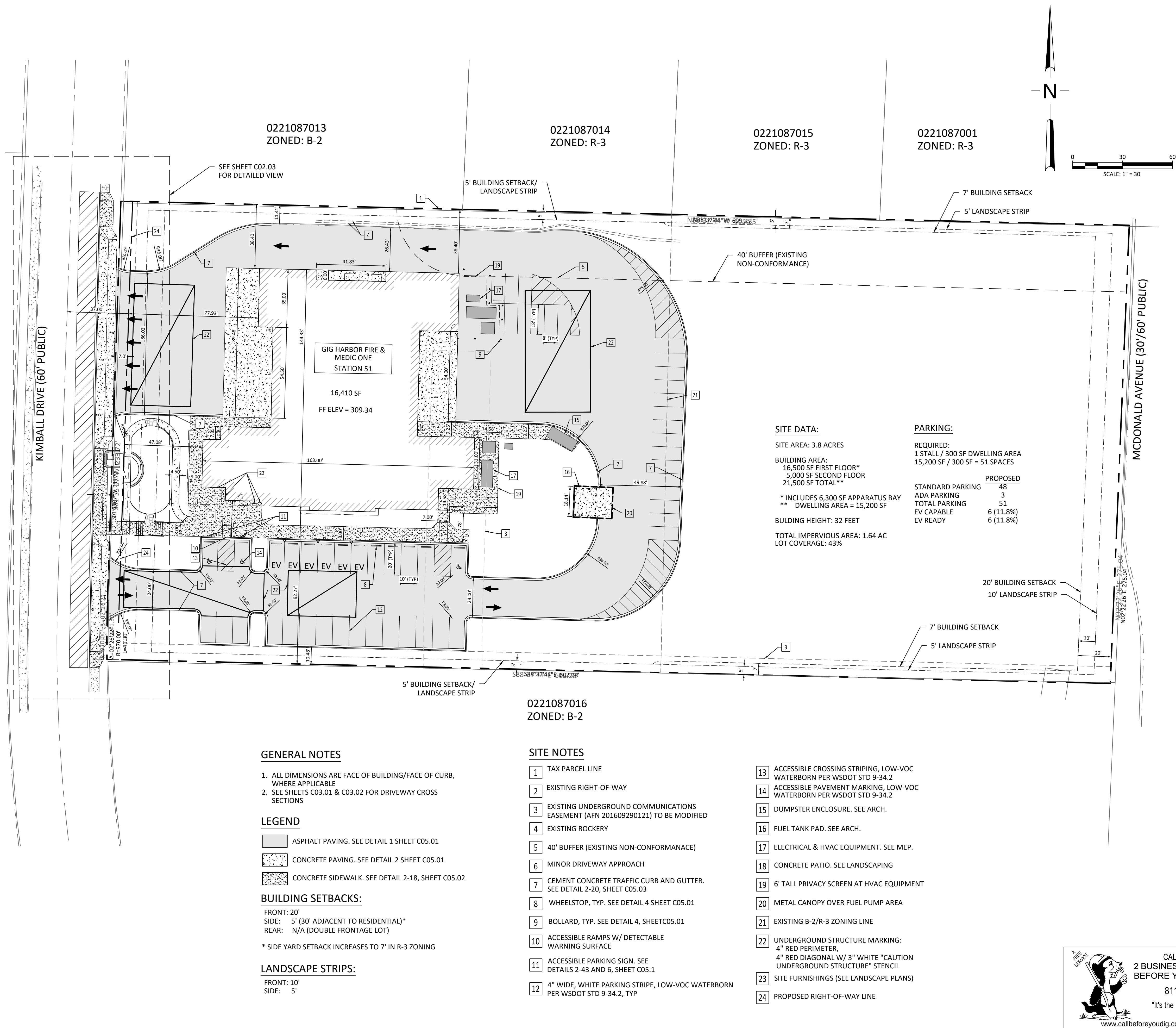
REVISION SCHEDULE

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SITE PLAN

SHEET #

C02.01



GENERAL NOTES

1. ALL DIMENSIONS ARE FACE OF BUILDING/FACE OF CURB, WHERE APPLICABLE
2. SEE SHEETS C03.01 & C03.02 FOR DRIVEWAY CROSS SECTIONS

LEGEND

-  ASPHALT PAVING. SEE DETAIL 1 SHEET C05.01
-  CONCRETE PAVING. SEE DETAIL 2 SHEET C05.01
-  CONCRETE SIDEWALK. SEE DETAIL 2-18, SHEET C05.02

BUILDING SETBACKS:

FRONT: 20'
SIDE: 5' (30' ADJACENT TO RESIDENTIAL)*
REAR: N/A (DOUBLE FRONTAGE LOT)

LANDSCAPE STRIPS:

FRONT: 10'
SIDE: 5'

SITE NOTES

- | | | | |
|----|--|----|--|
| 1 | TAX PARCEL LINE | 13 | ACCESSIBLE CROSSING STRIPING, LOW-VOC WATERBORN PER WSDOT STD 9-34.2 |
| 2 | EXISTING RIGHT-OF-WAY | 14 | ACCESSIBLE PAVEMENT MARKING, LOW-VOC WATERBORN PER WSDOT STD 9-34.2 |
| 3 | EXISTING UNDERGROUND COMMUNICATIONS EASEMENT (AFN 201609290121) TO BE MODIFIED | 15 | DUMPSTER ENCLOSURE. SEE ARCH. |
| 4 | EXISTING ROCKERY | 16 | FUEL TANK PAD. SEE ARCH. |
| 5 | 40' BUFFER (EXISTING NON-CONFORMANCE) | 17 | ELECTRICAL & HVAC EQUIPMENT. SEE MEP. |
| 6 | MINOR DRIVEWAY APPROACH | 18 | CONCRETE PATIO. SEE LANDSCAPING |
| 7 | CEMENT CONCRETE TRAFFIC CURB AND GUTTER. SEE DETAIL 2-20, SHEET C05.03 | 19 | 6' TALL PRIVACY SCREEN AT HVAC EQUIPMENT |
| 8 | WHEELSTOP, TYP. SEE DETAIL 4 SHEET C05.01 | 20 | METAL CANOPY OVER FUEL PUMP AREA |
| 9 | BOLLARD, TYP. SEE DETAIL 4, SHEET C05.01 | 21 | EXISTING B-2/R-3 ZONING LINE |
| 10 | ACCESSIBLE RAMPS W/ DETECTABLE WARNING SURFACE | 22 | UNDERGROUND STRUCTURE MARKING:
4" RED PERIMETER,
4" RED DIAGONAL W/ 3" WHITE "CAUTION UNDERGROUND STRUCTURE" STENCIL |
| 11 | ACCESSIBLE PARKING SIGN. SEE DETAILS 2-43 AND 6, SHEET C05.1 | 23 | SITE FURNISHINGS (SEE LANDSCAPE PLANS) |
| 12 | 4" WIDE, WHITE PARKING STRIPE, LOW-VOC WATERBORN PER WSDOT STD 9-34.2, TYP | 24 | PROPOSED RIGHT-OF-WAY LINE |





FIRE STATION # 51

GIG HARBOR FIRE MEDIC ONE

PROJECT ADDRESS
6711 Kimball Drive
Gig Harbor, WA 98335



RICE*fergus***MILLER**

ARCHITECTURE INTERIORS PLANNING VIZLAB

275 Fifth Street, Suite 100
Bremerton, WA 98337
360-377-8773

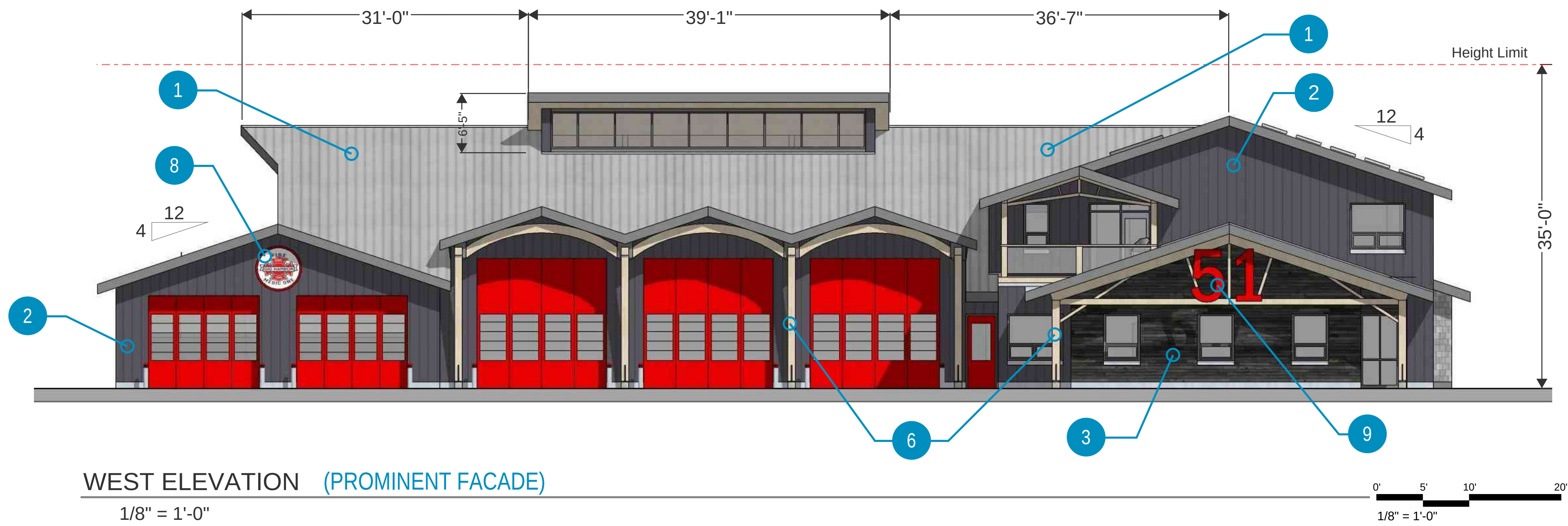
RICE*fergus***MILLER**

02 BUILDING ELEVATIONS

LEGEND

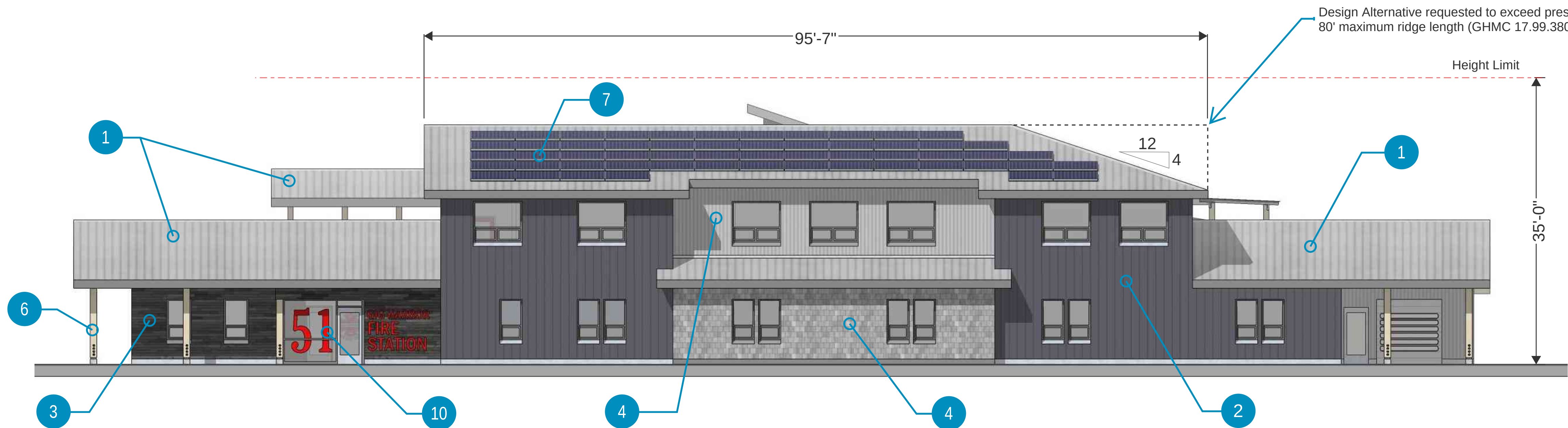
- 1 Standing seam Metal Roofing
- 2 Board and Batten Siding (Fiber Cement)
- 3 Horizontal Wood Siding (Shou Sugi Ban charred wood)
- 4 Wood Shingle Siding (Stained Cedar)
- 5 Prefinished Metal Siding (profile TBD)
- 6 Exposed Timber structural elements
- 7 Rooftop Photo-voltaic Panel array
- 8 Building mounted Signage (GHFMO logo)
- 9 Building mounted Signage (Station Number)
- 10 Building mounted Signage (Station Name & Number)

(None of the proposed signage is to be self-illuminated)



WEST ELEVATION (PROMINENT FACADE)

1/8" = 1'-0"



SOUTH ELEVATION

1/8" = 1'-0"



02 BUILDING ELEVATIONS

LEGEND

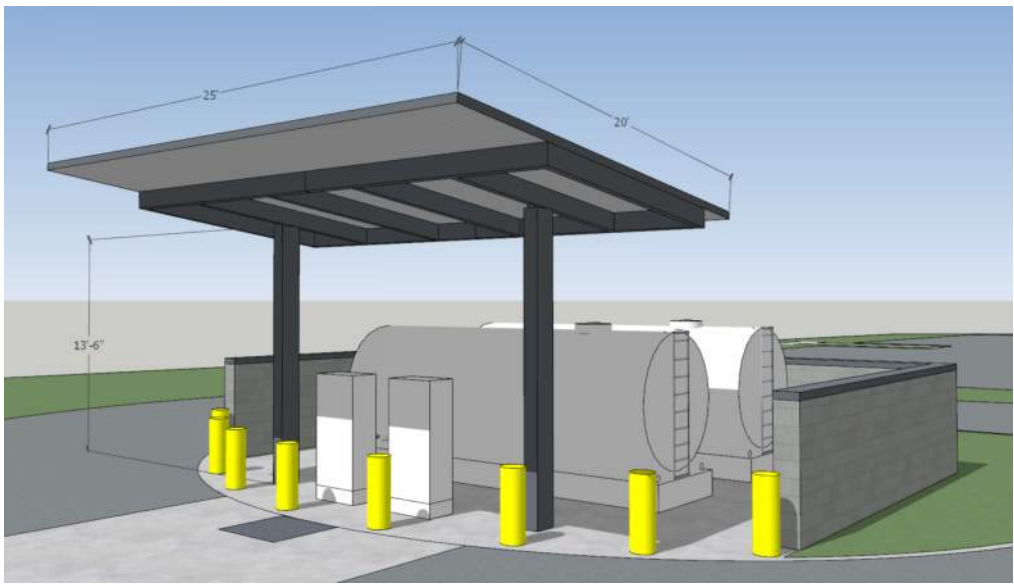
- 1 Standing seam Metal Roofing
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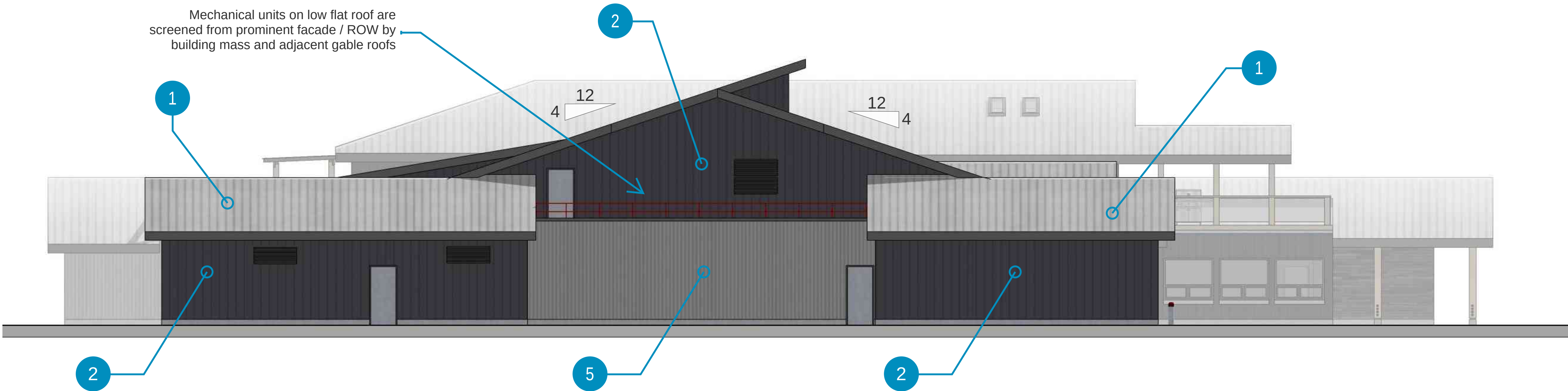
EAST ELEVATION

1/8" = 1'-0"

0' 5' 10' 20'
1/8" = 1'-0"



Conceptual diagram of proposed bidder-designed Fueling Station Canopy at rear of station (not visible from ROW / prominent facade)

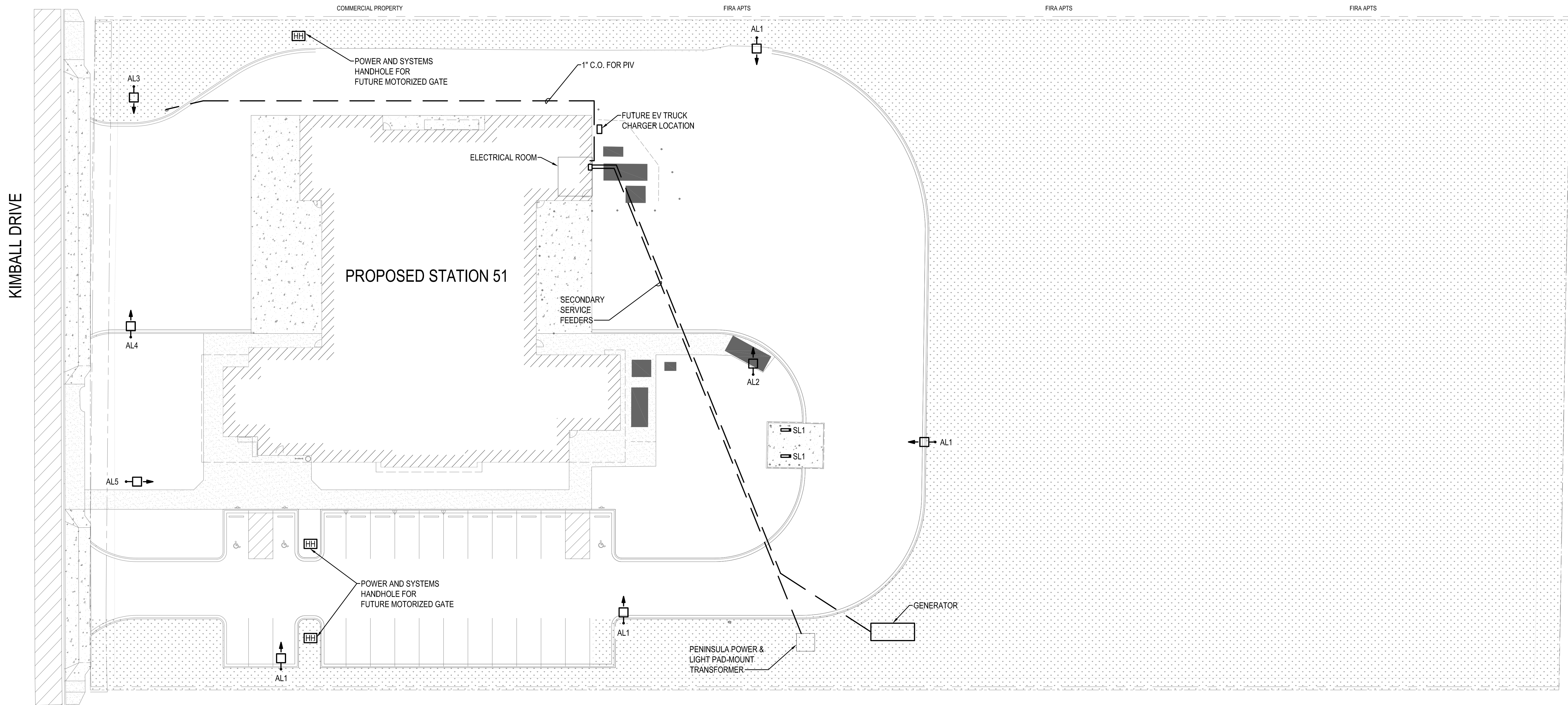


NORTH ELEVATION

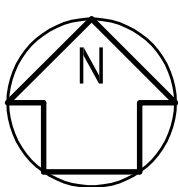
1/8" = 1'-0"

0' 5' 10' 20'
1/8" = 1'-0"

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1 ELECTRICAL SITE PLAN
SCALE: 1"=20'-0"



GIG HARBOR STATION 51
GIG HARBOR FIRE & MEDIC ONE
6711 KIMBALL DRIVE
GIG HARBOR, WA 98335

PROJECT #		2022011
75% CD SET		
ISSUE DATE		DECEMBER 16, 2024

ELECTRICAL SITE PLAN

LIGHTING FIXTURE SCHEDULE							
SYMBOL	FIXTURE DESCRIPTION	MANUFACTURER/MODEL #	LAMP/K	LUMENS	V	WATTS	MOUNTING & REMARKS
AL1	TYPE 3 WITH BACKLIGHT CONTROL PARKING LED FIXTURE	HEAD: LITHONIA # DSX1 LED-P7-40K-70CRI-BLC3-MVOLT-RPA-PIR-XX POLE: LITHONIA RSS 20 4B DM19AS IC XX	LED 4000K	16,155	MVOLT	184	20' POLE LIGHT FIXTURE WITH 2-6" CONCRETE POLE BASE.
AL2	TYPE TFTM PARKING LED FIXTURE	HEAD: LITHONIA # DSX1 LED-P7-40K-TFTM-MVOLT-MVOLT-RPA-PIR-XX POLE: LITHONIA RSS 20 4B DM19AS IC XX	LED 4000K	22,697	MVOLT	184	20' POLE LIGHT FIXTURE WITH 2-6" CONCRETE POLE BASE.
AL3	TYPE RCCO PARKING LED FIXTURE	HEAD: LITHONIA # DSX1 LED-P5-40K-70CRI-RCCO-MVOLT-RPA-PIR-XX POLE: LITHONIA RSS 16 4B DM19AS IC XX	LED 4000K	12,940	MVOLT	138	16' POLE LIGHT FIXTURE WITH 2-6" CONCRETE POLE BASE.
AL4	TYPE LCCO PARKING LED FIXTURE	HEAD: LITHONIA # DSX1 LED-P5-40K-70CRI-RCCO-MVOLT-RPA-PIR-XX POLE: LITHONIA RSS 16 4B DM19AS IC XX	LED 4000K	12,940	MVOLT	138	16' POLE LIGHT FIXTURE WITH 2-6" CONCRETE POLE BASE.
AL5	TYPE 3 WITH BACKLIGHT CONTROL PARKING LED FIXTURE	HEAD: LITHONIA # DSX1 LED-P4-40K-70CRI-BLC3-MVOLT-RPA-PIR-XX POLE: LITHONIA RSS 16 4B DM19AS IC XX	LED 4000K	11,662	MVOLT	124	16' POLE LIGHT FIXTURE WITH 2-6" CONCRETE POLE BASE.
SL1	CLASS 1 DIV. 1 LIGHT FIXTURE	KENALL LIGHTING # HSES014-70L40K-DCC-DV-2F-2H-SYM-RF	LED 4000K	7,777	MVOLT	82	FUEL CANOPY LIGHT FIXTURE
WL1	EXTERIOR WALL MOUNT LED	COOPER LIGHTING # INVUE CQWVA1-840-UJ-T2-XX-XX	LED 4000K	2800	MVOLT	28.5	WALL MOUNTED FIXTURE AT +10' AFG. TYPE T2 DISTRIBUTION.
WL2	EXTERIOR WALL MOUNT LED	COOPER LIGHTING # INVUE CQWVA1-840-UJ-T4FT-XX-XX	LED 4000K	2800	MVOLT	28.5	TYPE T2 DISTRIBUTION. SEE DRAWINGS FOR MOUNTING HEIGHT.
WL3	EXTERIOR WALL MOUNT LED	COOPER LIGHTING # INVUE CQWVA1-840-UJ-T3-XX-XX	LED 4000K	2800	MVOLT	28.5	WALL MOUNTED FIXTURE AT +10' AFG. TYPE T3 DISTRIBUTION.

