AGENDA
City of Gig Harbor Design Review Board
Virtual Meeting of July 22, 2021 at 5:00 pm

Due to public health concerns, this meeting will be accessible to listen by using the information below:
link to join Webinar https://us06web.zoom.us/j/84625803896
Call-in: (253) 215-8782 Webinar ID: 846 2580 3896

To speak during the meeting, press the Raise Hand button near the bottom of your Zoom window or press *9 on your phone. Comments are only allowed during designated portions of the meeting. Please refrain from "raising your hand" until the Design Review Board Chair has announced that he has opened the public comment portion of the meeting. Your name or the last four digits of your phone number will be called out when it is your turn to speak. When using your phone to call in you may need to press *6 to unmute yourself. All speakers will have up to three minutes to speak.

If you wish to submit written public comment, please provide your comments to the Planning Division by **Wednesday, July 21, 2021.** All written comments must be able to be read in 3 minutes or less to be included in the record and have the title: **FOR PUBLIC COMMENT** included. Send comments to: mthomas@gigharborwa.gov. Written comments will be read during the appropriate agenda item.

I. Call to Order:

II. Roll call:

III. Approval of Minutes: July 8, 2021

IV. Agenda Items for Formal Review

a. Announcement of Application
b. Open Public Meeting Announcement
c. Appearance of Fairness Issues
d. Staff Report
e. Applicant Introduction and Presentation
f. Public Comment (See Assistance Memo)
g. Discussion and Voting

1. **City of Gig Harbor Public Works Department, c/o George Flanigan, 3510 Grandview Dr. Gig Harbor, 98335**: **Sewer Lift Station #12 Site Improvements: (**PL-DR-21-0167**)** The proposal includes the rehabilitation of the existing Lift Station #12 building and underground utilities. The project site

is located on 0.57 acres. The proposal includes the demolition of the existing pump station building and the construction of a new pump station building to house the pump station backup generator, odor control equipment, electrical equipment, and other appurtenances. The existing wet well and manhole on site will also be rehabilitated as a part of the proposed improvements. The existing perimeter fencing around the site will not be disturbed and the final grading is proposed to remain the same. The applicant is seeking a recommendation from the Design Review Board (DRB) related to specific requirements of Article IV: Architecture. The site is located at 11502 Burnham Drive, on the southwest corner of Woodhill Drive and Burnham Drive. Sec 25, Tw 22, R 01, QTR 43. Assessor's Parcel Number: 0122258004

2. **Paul Conan, 9004 Franklin Ave, Gig Harbor, WA 98332: Burnham Drive Apartments**: (PL-SPR-17-0003, PL-CUP-17-0001, PL-DR-17-0184 and PL-SEPA-17-0013). The proposal includes a 78-unit apartment complex with a community building, parking, and utility extensions on an irregularly shaped parcel of 4.45 acres. The development will include five 3-story multi-family residential buildings, a 2-story carriage unit building with garages on the first level and apartment units on the second, and a single-story community building with leasing offices. The site is located in the City's B-2 Zoning District (General Business) and the MUD Overlay (Mixed Use District). Multiple-family Dwellings are a conditional use in this zone and therefore require a conditional use approval. The site is generally hilly and a ravine with associated steep slopes exists near the eastern property line. This ravine area is to be left in a natural state. The site is located at 9411 Burnham Dr, on the east side of Burnham drive approximately 600 feet north of the intersection with Harborview Dr. Sec 06, Tw 21, R 02, Q 12., parcel no. 0221061028

Upcoming Meetings August 12, 2021

V. Adjourn

DRAFT Minutes
City of Gig Harbor Design Review Board
Virtual Meeting of May 27, 2021 at 5:00 pm

I. **Call to Order:** 5:02 PM

II. **Roll call**: Brett Marlo DeSantis, Darrin Filand, Jon Ashlock & Nels Peterson Staff Carl deSimas, Senior Planner & Michelle Thomas, Planning Technician

III. **Approval of Minutes:** May 13, 2021 Motion Filand/Ashlock all in favor minutes approved as written

IV. **Agenda Items for Formal Review**

1. **West Harbor Corporate Park LLC, 6622 Wollochet Dr. NW. Gig Harbor, WA 98335 - Mallards Landing Lot 7 – Assisted Living Facility:** PL-SPR-19-0003, PL-DR-19-0021, PL-CUP-19-0001, PL-BSP-19-0001, PL-ALP-19-0002 and PL-SEPA19-0003. The general proposal is for the development of an approximately 95,100 square foot assisted living and memory care facility containing a total of 83 living units – including 71 assisted living dwelling units and 12 dedicated memory care sleeping units. The structure will be a single three-story building with a daylight basement. The site is approximately 4.46 acres of undeveloped land and contains two Category IV wetlands. The project proposes onsite stormwater detention, parking, landscaping and pedestrian paths connecting to frontage improvements on 72nd Street and Wagner Way. Automobile access would also be provided from both 72nd Street to the north and Wagner Way to the south.

   The applicant proposes grading into the western zone transition buffer area which requires adherence to specified alternative standards and a favorable recommendation from the City's Design Review Board (GHMC 17.99.200). The site is located at 6916 Wagner Way.
   Staff Presentation: Carl deSimas project overview, public comment received & staff recommendations
   Applicant Presentation: James Brown, Wattenbarger Architects options, project proposal, buffer, lighting, existing vegetation, and tree retention
   Public Comment: Lynn Anderson
   DRB Discussion: Filand, Ashlock, Peterson & Marlo DeSantis
   Motion: GHMC17.99.200 Alternative to zone transition standards
   D. Location of services- Comfortable with the location of services, loading and trash enclosure services because of superior screening to neighboring properties being provided.

F. Lighting- Change to use recessed downward lighting at all the balconies and wall sconces at the lower level that are downward directional and if the height of the pole lights is no more than 20' in height that would be acceptable to provide an equivalent design solution.

G. Vegetative buffering - Existing maple tree that is in question and point of discussion this evening that is on the westerly property line adjacent to lot 2 of the R-1 zone would propose that the maple come out and supplement newly planted dense screening similarly to what is being proposed south of that location along the westerly property line be planted in placement of that existing maple tree to provide an equivalent solution to what is being proposed along the majority of that western property line.

J. Location of parking and driveway entrances -Parking has been in the area of the zone transition as well as parking has been relocated to allow more vegetive buffering to occure providing a superior solution to better screen the services but the parking meets the content of the design criteria.

K. Open space and common areas- The entrance and the way the driveway is moved easterly on the property creating a larger continuous open space to the west along the zone transition area in the northwest corner is an equivalent solution to creating open space along the property line as well as other common and open spaces around the property

L. Existing natural characteristics of the site- Board had already proposed that the retaining walls that were in excess of 6 feet a prescriptive allowed height to deal with some of the storm detention facilities in the mid part of the site was acceptable with adequate screening and with applicant proposing new retaining walls would basically meet the prescriptive maximum allowable height of 6' along the buffering areas is an equivalent solution as prescriptively required by definition. Filand/Ashlock All in favor motion passes

V. **Upcoming Meetings**: June 10, 2021 Burnham Drive Apartments

VI. **Adjourn:** Motion Peterson/Filand all in favor meeting adjourned at 6:21

DRAFT Minutes
City of Gig Harbor Design Review Board
Virtual Meeting of June 10, 2021 at 5:00 pm

I. **Call to Order: 5:05 PM**

II. **Roll call**: Brett Marlo DeSantis, Darrin Filand & Marlene Druker
Staff Kim Mahoney, Associate Planner & Michelle Thomas, Planning Technician

III. **Approval of Minutes:** May 27, 2021 Hold approval of minutes until next meeting

IV. **Agenda Items for Formal Review**

1. **Paul Conan 3521 47th Street Ct GIG HARBOR, WA 98335: Burnham Drive Apartments**: (PL-SPR-17-0003, PL-CUP-17-0001, PL-DR-17-0184 and PL-SEPA-17-0013). The proposal includes an 78-unit apartment complex with a community building, parking, and utility extensions on an irregularly shaped parcel of 4.45 acres. The development will include five 3-story multi-family residential buildings, a 2-story carriage unit building with garages on the first level and apartment units on the second, and a single-story community building with leasing offices. The site is located in the City's B-2 Zoning District (General Business) and the MUD Overlay (Mixed Use District). Multiple-family Dwellings are a conditional use in this zone and therefore require a conditional use approval. The site is generally hilly and a ravine with associated steep slopes exists near the eastern property line. This ravine area is to be left in a natural state. The site is located at 9411 Burnham Dr, on the east side of Burnham drive approximately 600 feet north of the intersection with Harborview Dr. Sec 06, Tw 21, R 02, Q 12., parcel no. 0221061028
Staff Presentation: Kim Mahoney, project overview, history & Staff recommendations
Applicant Presentation: Stephen Bridgeford Senior Land Planner Contour Engineering, LLC
Public Comment: No public comment
DRB Discussion: Natural Site Condition, Primary Walkway Standards & Parking Garages
Motion: 17.99.260D Primary Walkway Standards –Accent walkways with significant landscaping. DRB approves the applicants landscape plan it is an equivalent solution due to the fact that there are areas within the landscape plan that exceed 5 feet and no landscape areas are reduced beyond 4 feet. That in combination that the wider landscaping areas in tandem with narrower landscaping areas provide an equivalent solution. Filand/Druker all in favor motion passes
Project will be brought back to the DRB for review on July 22nd, 2021to review 17.99.240C, 17.99.370A & 17.99.470C

Upcoming Meetings: Thursday, June 24, 2021 Harbor History Museum Pre-Application Meeting- Maritime Gallery Enclosure

V. Adjourn: Motion Druker/Filand all in favor meeting adjourned at 6:49PM

DRAFT MINUTES
City of Gig Harbor Design Review Board
Virtual Meeting of July 8, 2021 at 5:00 pm

I. **Call to Order:** 5:02 PM

II. **Roll call**: Brett Marlo DeSantis, Jon Ashlock, Nels Peterson, Marlene Druker & Darrin Filand
Staff: Carl deSimas, Senior Planner & Michelle Thomas Planning Technician

III. **Approval of Minutes:** May 27, 2021 / June 10, 2021 Move to review at next meeting

IV. **Agenda Items for Formal Review**

1. **Gig Harbor Peninsula Historical Society, P.O. Box 744, Gig Harbor, WA 98335: HARBOR HISTORY MUSEUM – MARITIME GALLERY ENCLOSURE: (PL-DR-21-0164)** The applicant is proposing to enclose an exterior wall of the existing Maritime Gallery at the Harbor History Museum. There are not changes to the roof profile or building massing, all work is to be performed within the existing building footprint with no additions proposed. The enclosure walls were original proposed as part of the original land use and building applications and was noted as a "Future Phase". The proposed enclosure maintains the transparency of the original design intent, however, the amount of glazing has been reduced in order to comply with the recently adopted 2018 Washington State Energy Code.

   The enclosure walls are to be constructed of Board & Batten siding matching the existing museum exterior with the glazing material of aluminum storefront matching the front entry to the museum. The depth of the aluminum members will be increased due to length of spans and the weight of the glazing units. The proposed project is within the interior of the building with no exterior site work proposed. The site is located at 4121 Harborview Dr., on the northeast side of Harborview Dr., on the corner of North Harborview Dr., and Harborview Dr., parcel no. 4002990010

   Staff Presentation: Carl deSimas, project overview and history
   Applicant Introduction and Presentation: David Boe, Boe Architects
   Public Comment: No Public Comment
   DRB Discussion: GHMC 17.99.530 Windows & Glazing, GHMC 17.99.540 Siding, GHMC 17.99.460 Lighting & GHMC 17.99.570 Color

2. **Open Public Meetings Act Training**

V. **Upcoming Meetings** July 22, 2021 Sewer Lift Station #12 Site & Burnham Drive Apartments

Open seats on DRB

VI. **Adjourn** Motion Ashlock/Filand all in favor meeting adjourned at 5:40

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
STAFF REPORT

TO: Design Review Board
FROM: Planning Staff
DATE: July 15, 2021

RE: PL-DR-21-0167 – Sewer Lift Station #12
Public Meeting Date**:** July 22, 2021

I. GENERAL INFORMATION

A. Owner: City of Gig Harbor, 3510 Grandview Street, Gig Harbor, WA 98335

B. Applicant: City of Gig Harbor Public Works Department, c/o Trent Ward, 3510 Grandview Street, Gig Harbor, WA 98335

II. PROJECT DESCRIPTION

The proposal includes the rehabilitation of the City of Gig Harbor's ("the City") existing Lift Station #12 building and underground utilities, to include the demolition of the existing pump station building and the construction of a new pump station building to house the pump station backup generator, odor control equipment, electrical equipment and other appurtenances. The existing wet well and manhole on site will also be rehabilitated as a part of the proposed improvements. The existing perimeter fence will not be disturbed.

The applicant is seeking a recommendation from the Design Review Board (DRB) on a design alternative and a design exception request related to two specific requirements of Article IV: Architecture pursuant to GHMC Sections 17.98.055(A) and 17.98.060(D). The request is listed in Section VII of this staff report.

III. SITE DESCRIPTION

A. Location: 11502 Burnham Drive, the site is located on the southwest corner of Woodhill Drive and Burnham Drive. Sec 25, Tw 22, R 01, QTR 43. Assessor's Parcel Number: 0122258004

B. Site Area/Acreage: 0.57 acres

C. Existing Site Characteristics:

1. **Topography:** The site slopes down moderately from the northeast to the southwest. Slopes range on the site and appear to be as steep as approximately 30% in some areas of the site, while the portion of the site proposed for redevelopment is flat in its existing developed condition. Total topographic relief across the site is approximately 14 feet.

2. **Vegetation:** The developed site is vegetated with native red alder, big-leaf maple, Douglas fir, western hemlock, western red cedar and an understory of both native and invasive shrubbery. No vegetation is proposed to be removed as a result of the proposed improvements.

3. **Wetlands and Critical Areas:** The parcel is bordered along the western property lines by McCormick Creek, a Type 2 salmonid-bearing stream. A 100-foot buffer applies to McCormick Creek, and an additional 15-foot building setback applies to the extent of the critical area buffer. This buffer is disturbed and interrupted in the site's existing condition, and the proposed improvements do not propose additional disturbance to the buffer or impact functionality of the buffer, as per staff's review of permit file no. PL-WET-20-0002; therefore, the applicant may make use of GHMC 18.08.202(K) to exempt the site from the standards set forth in GHMC Chapter 18.08.

D. Zoning:

1. **Subject parcel:** R-1 Single-Family Residential Zoning District

2. **Adjacent zoning and current use:**
   - **a. North:** R-1 District – vacant
   - **b. East:** C-1 Commercial District & B-2 General Business District – Professional Services
   - **c. South:** R-1 District – Single-Family Dwelling
   - **d. West:** R-1 District – vacant

E. Road Access: The site is accessed via access gates that border the subject site along both Woodhill Drive and Burnham Drive rights-of-way.

IV. PERTINENT DESIGN REVIEW POLICIES

A. Comprehensive Plan: Community Design Element of Comprehensive Plan – pages 4-1 through 4-19.

B. Gig Harbor Municipal Code: The Design Review process is outlined in Gig Harbor Municipal Code (GHMC) Chapter 17.98. GHMC Subsection 17.98.055 outlines the process for review of Design Manual alternative requests by the Design Review Board (DRB). This section states that an applicant may request review by the DRB of an application or portions thereof which do not strictly conform to the specific requirements of Chapter 17.99 GHMC, Design Manual. The board may recommend approval of alternative design solutions to specific requirements only if all of the following criteria are met:

1. The alternative design represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying specific requirements; and

2. The alternative design meets the intent of the general requirements of Chapter 17.99 GHMC, Design Manual.

GHMC Subsection 17.98.060 outlines the process for review of Design Manual exceptions by the 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 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;

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. PUBLIC NOTICE

Notice of the public meeting was mailed to all owners of property within 300-feet of the site on July 8, 2021. Public notice was also published in The News Tribune newspaper and a notice board posted on the site on July 15, 2021. As of the date of this staff report, no comments have been received in response to the Notice of Public Meeting.

VI. BACKGROUND INFORMATION

The project site has previously been the subject of a critical area review processed by the City of Gig Harbor Planning Division via permit file no. PL-WET-20-0002. The applicant submitted a Critical Areas Report which identified the critical areas within regulated proximity of the subject site. The Report also categorized each critical area, assigned an appropriate buffer, and discussed the need for mitigation as a result of the proposed redevelopment. Consistent with GHMC 18.08.183, the City accepted the Report which served as the basis for critical area impacts analysis by City staff in its review of the proposed redevelopment of the lift station.

The applicant formally submitted for its building permit on April 22, 2021 (see permit file no. BD-21-0305). In staff's review of the applicant's building permit, a number of inconsistencies between the structure's design and the Design Manual

were identified by staff and communicated to the applicant. Subsequently, the applicant applied for an Alternative Design Review and Design Exception on June 14, 2021 which are the subject of this staff report.

VII. REQUESTED DRB REVIEW AND STAFF ANALYSIS

The applicant has requested that the following items be reviewed by the DRB. Planning staff has reviewed the applicant's request and the exhibited material included with this staff report and makes the following analyses and recommended findings on the specified Design Manual requirements:

Design Alternative (GHMC 17.98.055)

Article IV-Architecture

GHMC 17.99.430(A) – Roofing materials – Use roofing materials which provide texture and shadow lines: GHMC 17.99.430(A) requires nonresidential development to use cedar shingles, architectural grade asphalt shingles, tile, slate, and standing-seam metal roofs are allowed. Other roofing materials are prohibited except on roofs having slopes less than 1/12.

1. **Applicant's Request**: The applicant is proposing to roof the subject structure with Decra Shake XD© metal roofing (see Exhibit E). The material selected offers a similar appearance to that of architectural grade asphalt or cedar shingles, but includes the durability of metal roofing. The applicant is proposing a 6/12 pitched roof.

2. **Staff Analysis**: The applicant is proposing to roof the remodeled lift station with a material that is visually similar to roofing materials which are prescriptively consistent with the specific requirement set forth in GHMC 17.99.430(A). Referening Exhibit E, a cut sheet of the applicant's proposed metal shingle roofing, it is evident that the applicant is proposing to design the structure's roof with virtually indistinguishable material from roofing material that is outright permitted consistent with GHMC 17.99.430(A). These similarities convey consistency with the intent of this general provision, in that the proposed metal shingles will provide similar texture and shadow lines as is achieved by cedar or architectural grade asphalt shingles. In addition to the visual equivalence of the proposed material to those materials prescriptively allowed by this Design Manual provision, staff reasons that the durability and lack of maintenance of the proposed metal shingles introduce a superior functionality of the material without sacrificing aesthetic appeal. In this manner, the DRB may wish to consider the proposed roof material as achieving a superior design solution to what would otherwise be achieved by rigidly applying the specific requirement set forth in GHMC 17.99.430(A).

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

3. **Findings**: The DRB finds the proposed design alternative represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying the specific requirement. Furthermore, the alternative design meets the intent of the general requirement of GHMC Chapter 17.99.430(A).

4. **Recommendation**: The DRB recommends the decision maker accept the proposed design alternative to the roofing material for the remodeled lift station as consistent with the review criteria codified in GHMC Chapter 17.98.055(A).

Design Exception (GHMC 17.98.060)

Article IV-Architecture

GHMC 17.99.380(A) – Mass and scale – Avoid long, low wall planes: GHMC 17.99.380(A) requires nonresidential development to avoid long, low wall planes. Prominent facades shall have no wall plane wider than two and one-half times the height of the wall plane. If a new wall plane is required to achieve compliance with this requirement, it must be offset by at least six feet.

The east elevation of the remodeled lift station is a prominent façade and is therefore subject to the requirements set forth in GHMC 17.99.380(A). The height of the east façade measures 10-feet (see Sheet A-03 of Exhibit C). To propose a design consistent with GHMC 17.99.380(A), the length of the façade may be no longer than 25-feet, lest the applicant incorporate a 6-foot offset with a new wall plane or increase the height of the structure. The applicant has designed the structure's east façade with a wall plane that is 32.2-feet in length and has not designed a new wall plane to offset the façade by at least 6-feet. Rather, the applicant proposes to maintain the present design of the structure and has requested the DRB to consider a design exception for the long, low wall plane.

Planning staff has reviewed the applicant's narrative attached to this staff report as Exhibit A and offers the following analysis and recommended findings 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 17.99.380(A) unnecessary based on the utilitarian use of the site. On page 2 of Exhibit A, the applicant describes the use of the site and the intent behind its simplistic design as follows:

The use of this building is strictly a utility structure that houses all the equipment necessary to pump sewage effluent to the City's Wastewater Treatment Plant. It is not designed for human habitation and no public will be utilizing this facility, only City maintenance staff are permitted on the property. When planning these structures, it is common practice to design them with the most efficient use of space as possible and provide only enough room to house the required equipment and allow for the proper maintenance of the equipment. Furthermore, it is the Engineering staff's experience that the public and elected officials prefer that these utility buildings be constructed as efficiently, discreetly, and non-obtrusive as possible. The Lift Station #12 building as currently designed is optimized to efficiently house all the required equipment needed to operate the station and has provides for additional architectural elements that City staff believes meets the criteria for approval of the exception for GHMC 17.98.060.

Furthermore, staff would note the side panel discussion included on page 17-220 of the Design Manual as it relates to mass and scale, which states:

One of the most prominent characteristics of a building's design is its scale and massing…the massing of a building gives it interest and character. Modern building trends may emphasize large-scale designs with no thought toward massing. This imbalance between the size and visual character has resulted in visually obtrusive development which is out of character with surrounding structures of a smaller scale.

The function and modest size of the structure speak to the utility of the structure and represent special conditions and circumstances of the site. The original sewer lift station was developed on the site in 1992, and the site has served a utility function ever since. Staff reasons that it is not the intent of a sewer lift station to be designed prominently or to draw interest to the site, and acknowledges that the modest size of the proposed remodeled structure further distinguishes the structure from the "large-scale designs" which are referenced in the side-panel discussion of this Design Manual provision. As such, staff concurs that GHMC 17.99.380(A) is unnecessary to apply to the proposed remodel given the structure's location and intended use and the special conditions and circumstances related to such use.

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

Staff Analysis: As has been previously analyzed on page 7 of this staff report in response to Criterion No. 1, the special conditions and circumstances of this site are particularly related to the utilitarian use of the site as a sewer lift station and are not characteristic of the tenant or property owner. Any similar utilitarian use could reasonably expect similar relief from this provision of the Design Manual.

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 long-established use of the structure as a sewer lift station introduces the special conditions and circumstances of the structure; such circumstances are atypical of typical retail, professional office, or residential type development allowed in the site's R-1 zoning district, particularly given that a "utilities" land use is only conditionally permitted in the R-1 zone and occurs far less frequently than traditional residential land uses in the site's zoning district.

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

Staff Analysis: As has been previously analyzed on page 7 of this staff report in response to Criterion No. 1, the applicant has indicated that the requested exception is based on the functional use of the sewer lift station. Structures of such a utilitarian use are designed by intent to make functional use of minimal space. As is evidenced on Sheet M-01 of Exhibit C, the floor plan of the remodeled structure is sized to afford maximum usability of the approximately 788 square foot building. The requested design exception will prevent a needless increase in the footprint or height of the structure, neither of which will contribute to the functionality of the structure. Personal design preferences, economic hardship, nor personal convenience are the basis for the requested exception.

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: In an effort to compensate for an exception to the long, low wall plane standards set forth in GHMC 17.99.380(A), the applicant has taken care to incorporate architectural embellishments which improve the aesthetic appeal of the site and convey consistency with architectural elements of

structures in the surrounding neighborhood. Despite the utility of the subject structure, the applicant has elected to design the structure with siding materials that the DRB may agree are varied and interesting; cultured stone veneer and fiber cement board lap siding have been selected to wrap the building similar to that of neighboring structures. Certainly, these materials offer an aesthetic improvement compared to the current state of the subject structure (see Exhibit F). The applicant has also selected metal shingle roofing materials consistent with the roofing material on neighboring structures. Finally, the applicant has proposed to relocate the current overhead power lines serving the subject site underground so as to further improve the site's aesthetic appeal. Please reference Exhibit C for the applicant's exterior elevations and materials details and Exhibit D for images of neighboring structures visible from the subject site. Staff concurs that these site embellishments and amenities sufficiently compensate the resulting design of an exception to the long, low wall standard to which this design exception application is subject.

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 will not result in a project which is inconsistent with the intent and general scope of GHMC 17.99.380(A). As has been previously analyzed on page 7 in response to Criterion No. 1, the intent and general scope of this Design Manual provision is more pointed toward "large-scale design;" truly, it is the scope of this provision to discourage the lack of scale and massing often associated with "big box" retail providers which "are considered incompatible with Gig Harbor's small town characteristics" (see side panel discussion, page 17-220, Design Manual). The small scale of this sewer lift station does not amount to such a "large-scale" structure, and thus does not introduce an incompatible design with Gig Harbor's character.

Furthermore, the intent of the Design Manual is described in GHMC 17.99.020; in part, this section provides for the following:

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.

The redevelopment of the subject structure has been creatively designed in a manner which is complementary to the character of its neighborhood; see staff's analysis to Criterion No. 5 for further detail on the complementary architecture of the proposed design with the design of structures in its

neighborhood. In this manner, the proposed design exception can be found consistent with the intent of GHMC 17.99, Design Manual and with the general scope of GHMC 17.99.380(A).

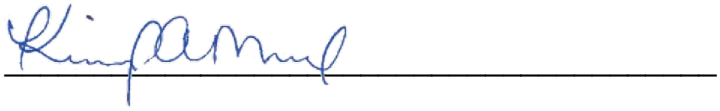
Based on the preceding analysis, staff finds that the applicant has proposed a design exception to GHMC 17.99.380(A) which is consistent with all criteria set forth in GHMC 17.98.060(D), Criteria for Approval.

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

Findings: The DRB finds that the proposed design exception is consistent with the criteria for approval set forth in GHMC 17.98.060(D).

Recommendation: The DRB recommends the decision maker accept the proposed design exception to the requirements set forth in GHMC 17.99.380(A) as consistent with the review criteria codified in GHMC Chapter 17.98.060(D) and, accordingly, recommends the decision maker approve the requested design exception.

Project Planner: Kimberly Mahoney, Associate Planner



Date: July 15, 2021

The following documents pertinent to your review are enclosed:

Exhibit A – Design Alternative and Exception Narrative, prepared by George Flanigan, Gig Harbor Public Works Department, Engineering Division, dated July 6, 2021
Exhibit B – Site Plan, sheets C-01 and M-01, prepared by Kennedy Jenks, dated March 2021
Exhibit C – Exterior Elevations, prepared by Kennedy Jenks, dated March 2021, together with exterior renderings and siding material cut sheet
Exhibit D – Photographs of neighboring structures, 11505 and 11515 Burnham Drive
Exhibit E – Roofing cut sheet, Decra Shake XD©
Exhibit F – Photograph of Sewer Lift Station #12, Existing condition

Design Review Board
Sewer Lift Station #12
(PL-DR-21-0167)

Exhibit A

CITY OF GIG HARBOR
ENGINEERING DIVISION
MEMORANDUM

DATE: July 14, 2021

TO: Kimberly Mahoney, Associate Planner

FROM: George Flanigan**,** Public Works Engineering Department, City of Gig Harbor

SUBJ: **DRB Alternative and Exception for Lift Station #12 Rehabilitation Project**

Dear Ms. Mahoney,

The City of Gig Harbor, Engineering Department is requesting that the Design Review Board and Planning staff review and consider approval of a design exception per GHMC 17.98.060 and design alternative per GHMC 17.98.055 (A) for the Lift Station #12 rehabilitation project.

Project Description:

The City of Gig Harbor will be performing a full rehabilitation of Lift Station #12 which is located at 11502 Burnham Drive, Gig Harbor WA, Parcel #01222258004. The site is .57 acres and is located at the intersection of Burnham Drive and Wood Hill Drive. The original lift station was constructed in 1992 and consists of a 300 square foot pump control building and underground lift station wet pit and dry pit structures and associated piping. This project includes the demolition of the existing building and the construction of a new 800 square foot pump control building which will house the standby generator, odor control equipment and electrical equipment. All underground structures and associated piping with be fully rehabilitated as a part of this project.

The walls of the new control building will be constructed of CMU blocks which will be covered with a combination of 3' high cultured stone wainscoting and fiber cement lap siding above. There is a small split duct heat pump unit on the east end of the building that will be screened from view. The roof of the building is proposed to be Decra Shake XD© Metal Roofing that mimics the look of a wood shake roof. During the development of the design for this building, the City considered the surrounding commercial buildings and included architectural embellishments to the exterior façade of the Lift Station #12 that complement the some of the architectural features of the neighboring commercial building.

Alternative Request:

Per GHMC 17.98.055(A) the City is requesting that the Design Review Board and Planning Department consider approval of the use of the Decra Shake XD© metal roofing. GHMC 17.99.430 Roofing Materials states that "Cedar Shingles, architectural grade asphalt shingles, tile, slate, and standing-seam metal roof are allowed". The alternative that the City is proposing combines the look of Cedar shingles, with the durability, longevity and low maintenance of metal

roofing which is desired by City maintenance staff. This style of metal roofing was selected because it more closely matches the roofing of the existing buildings in the neighborhood, meets the design criteria for roofing materials outlined in GHMC 17.99.430 and achieves the City's maintenance goals for this facility. Per GHMC 17.98.055A the applicant believes that this product represents an equivalent or superior design solution and meets the general requirements of Chapter 17.99 of the GHMC Design Manual.

Exception Request:

Per GHMC 17.98.060(A) Exceptions, the City is requesting that the Design Review Board and Planning Department consider approval of an exception from GHMC 17.99.380(A) Long, Low Wall Planes.

As currently designed, the proposed structure's prominent facade (east elevation facing Burnham Drive) exceeds the 2.5 times wall width to wall height per GHMC 17.98.060(A). The current wall length is 32.2' long and has a wall height of 10'. To meet this code, the wall height would need to be raised to 13' total height or a minimum 6' offset would need to be designed into the wall plane.

The use of this building is strictly a utility structure that houses all the equipment necessary to pump sewage effluent to the City's Wastewater Treatment Plant. It is not designed for human habitation and no public will be utilizing this facility, only City maintenance staff are permitted on the property. When planning these structures, it is common practice to design them with the most efficient use of space as possible and provide only enough room to house the required equipment and allow for the proper maintenance of the equipment. Furthermore, it is the Engineering staff's experience that the public and elected officials prefer that these utility buildings be constructed as efficiently, discreetly, and non-obtrusive as possible. The Lift Station #12 building as currently designed is optimized to efficiently house all the required equipment needed to operate the station and has provides for additional architectural elements that City staff believes meets the criteria for approval of the exception for GHMC 17.98.060(A).

Per GHMC 17.98.060(D) Exceptions, there are 6 criteria for approval:

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.*

- The intended use of this facility is utilitarian in nature and will never serve the public. Adding an additional 3' to the height of the currently designed wall or adding a 6' offset to the prominent façade would be unnecessary for the efficient function of this facility.

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

- As noted in question 1, this site is a utility site that requires no architectural features for is functionality and has been designed accordingly to meet the general requirements for its use.

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

- This is correct, the exception being requested is not representative to the type of development that is allowed in this zoning district. The lift station property is in a residential zoned district but is not a residential building. The zone that lays just north of the site, across Burnham Drive is zoned commercial. This Lift Station building is not a commercial structure.

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

- Functional consideration was used in determining the most efficient building footprint and celling height to house the required equipment and provide for proper maintenance of the equipment while keeping the building as small as possible.

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.*

- The City's design team added additional architectural embellishment to the exterior of this building that complement the surrounding commercial buildings in the neighborhood. Cultured stone veneer, fiber cement board lap siding and architectural metal roofing was added to this structure to have this building match the general architectural theme of the surrounding area. Also, the existing overhead power lines that serve this lift station will be relocated underground during construction in an effort to clean up the site and make it more aesthetically pleasing.

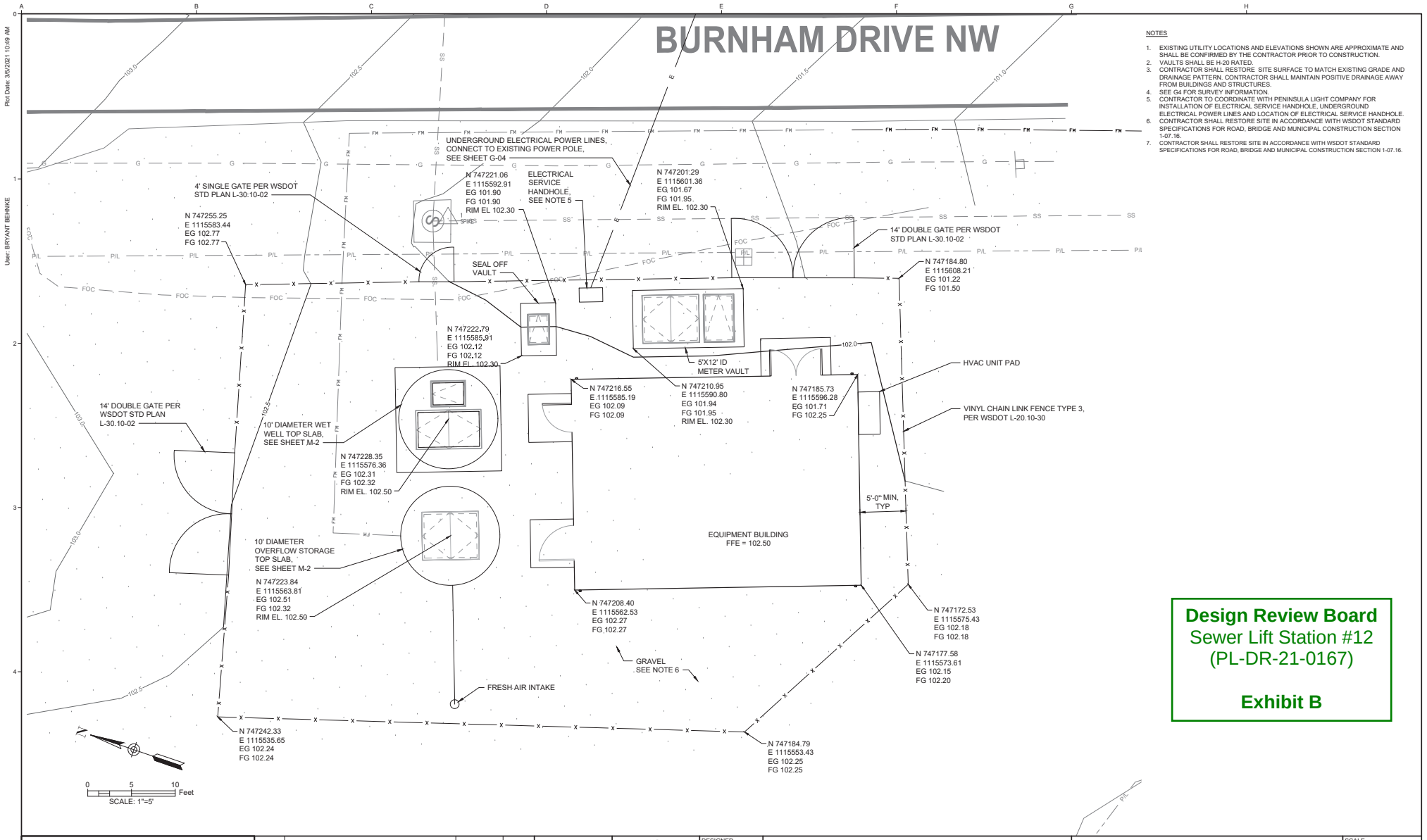
6. *The requested exception will not result in a project which is inconsistent with the intent and general scope of the standards of Chapter 17.99 GHMC, Design Manual.*

- The applicant believes that the approval of this 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 architectural features incorporated into the design, along with the small building footprint and proposed color scheme and location of the building to the site are intended to compliment the existing character in the vicinity and relate visually and physically to the surrounding development.

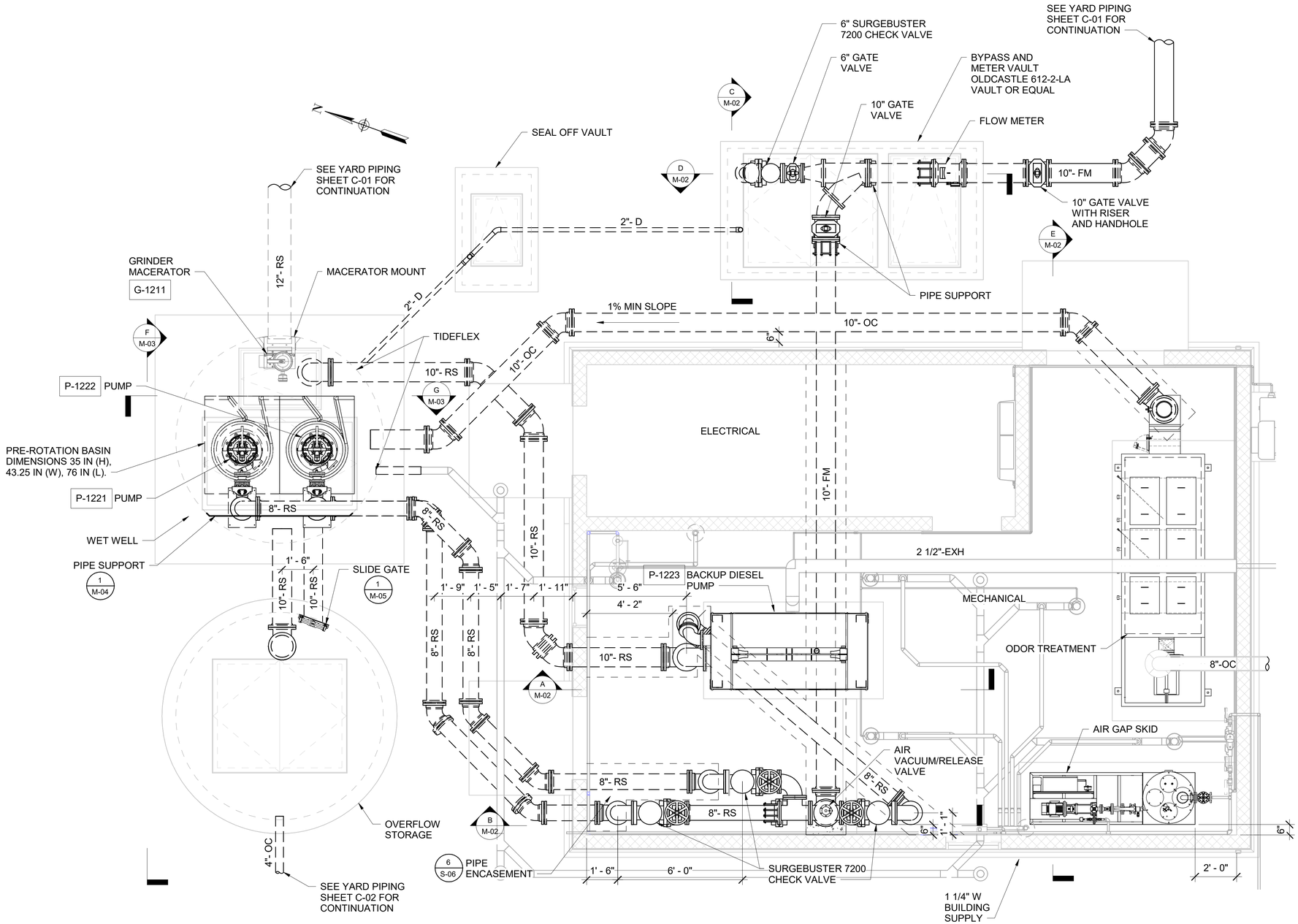
Respectfully,

George Flanigan, Construction Supervisor
City of Gig Harbor, Public Works Engineering Department

Attachments:
LS 12 Vicinity Map
Existing Lift Station #12 Photo
GH LS12 Site Plan, C-01
GH LS 12 Utility Plan, C-02
GH LS 12 Exterior Elevations Revised
Neighboring Commercial Building Photo #1
Neighboring Commercial Building Photo #2
Building Exterior Building Color Rendering
Metal Roof Catalog Cut Sheet
Cultured Stone Façade Catalog Cut Sheet



03/08/21 - FOR PERMIT REVIEW	DESIGNED CR	CITY OF GIG HARBOR, PUBLIC WORKS DEPARTMENT GIG HARBOR, WASHINGTON REPLACEMENT OF SANITARY SEWER LIFT STATION #12	SITE PLAN AND GRADING
PRELIMINARY DESIGN PHASE NOT FOR CONSTRUCTION THIS DOCUMENT IS AN INTERIM DOCUMENT AND NOT SUITABLE FOR CONSTRUCTION. AS AN INTERIM DOCUMENT, IT MAY CONTAIN DATA THAT IS POTENTIALLY INACCURATE OR INCOMPLETE AND IS NOT TO BE RELIED UPON WITHOUT THE EXPRESS WRITTEN CONSENT OF THE PREPARER.	DRAWN KRC/BB	Kennedy Jenks	SCALE JOB NO 2097006*00 DATE MARCH 2021 SHEET X OF --- C-01
NO REVISION DATE BY	CHECKED NW	SCALES 0 1" 0 25mm IF THIS BAR IS NOT DIMENSION SHOWN, ADJUST SCALES ACCORDINGLY.	CAMERON ROSS STATE OF WASHINGTON PROFESSIONAL ENGINEER



03/08/21 - FOR PERMIT REVIEW

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CAMERON ROSS STATE OF WASHINGTON 55825 REGISTERED PROFESSIONAL ENGINEER

DESIGNED CR

DRAWN KRC

CHECKED ML

CITY OF GIG HARBOR, PUBLIC WORKS DEPARTMENT

GIG HARBOR, WASHINGTON

REPLACEMENT OF SANITARY SEWER LIFT STATION #12

Kennedy Jenks

EQUIPMENT BUILDING PLAN

SCALE 3/8" = 1'-0"

JOB NO 2097006*00

DATE MARCH 2021

SHEET OF M-01

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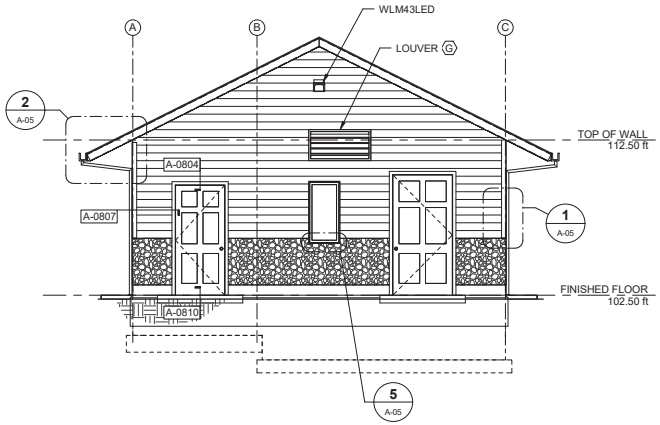
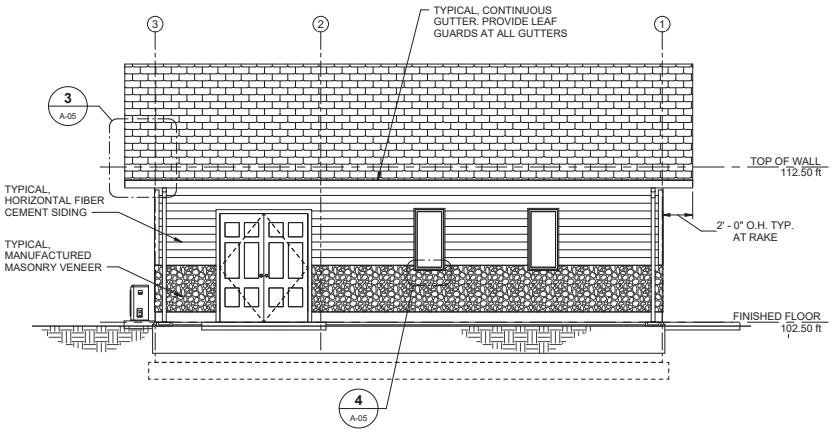
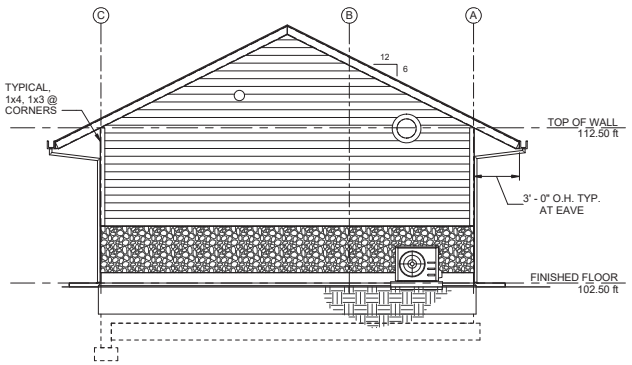


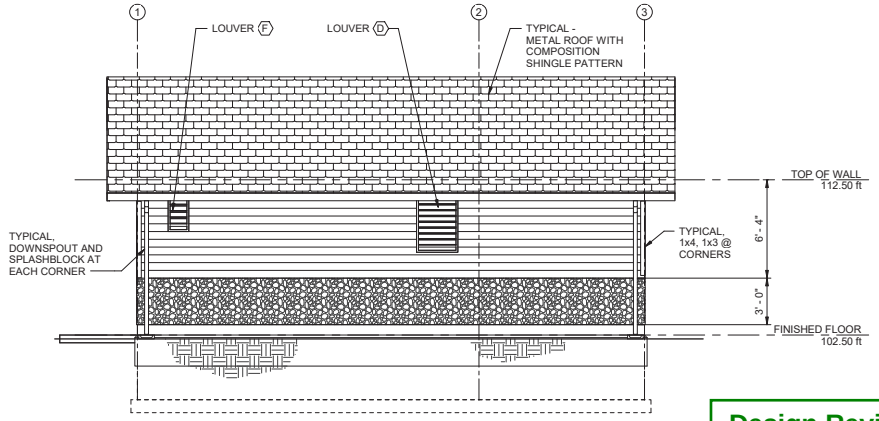
NORTH ELEVATION (View Facing Woodhill Drive)
SCALE: 1/4" = 1'-0"



EAST ELEVATION (View Facing Burnham Drive)
SCALE: 1/4" = 1'-0"



SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



WEST ELEVATION (View Facing McCormick Creek)
SCALE: 1/4" = 1'-0"

Design Review Board
Sewer Lift Station #12
(PL-DR-21-0167)

Exhibit C

03/08/2021 - FOR PERMIT REVIEW

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NO	REVISION	DATE	BY

SCALES
0 — 1"
0 — 25mm
IF THIS BAR IS NOT DIMENSIONS SHOWN, ADJUST SCALES ACCORDINGLY.

4455 REGISTERED ARCHITECT
MARK PRESTON
STATE OF WASHINGTON

DESIGNED MP
DRAWN MEJ
CHECKED PDS

CITY OF GIG HARBOR, PUBLIC WORKS DEPARTMENT
GIG HARBOR, WASHINGTON
REPLACEMENT OF SANITARY SEWER LIFT STATION #12

Kennedy Jenks

EQUIPMENT BUILDING EXTERIOR ELEVATIONS

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JOB NO 2091006*00
DATE MARCH 2021
SHEET OF A-03

PLOT DATE: 3/8/2021 12:56:12 PM CAD User: MP
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View from WoodHill Drive



View from Burnham Drive


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We are committed to being our customers' and our employees' first choice while adding value to the company every day and positively impacting the communities in which we live.

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RESIDENTIAL

VENEERSTONE™ is a well-established, highly respected producer of quality manufactured stone and thin brick. We have a solid reputation for creating products that are virtual replicas of natural stone in texture, shape, color and the finest of detail.



Pacific Ledge - Pine Springs



Imperial Stack - Silver



Imperial Stack - Malbeck



Ledge Stone - Malbeck



Pacific Ledge - Crestone



Imperial Stack - Silver



Ledge Stone and Fieldstone Blend - Custom Color

COMMERCIAL

Our surfaces mimic their natural counterparts because of our unique manufacturing process and strict quality controls.



Custom Blend - Custom Color



Pacific Ledge - Custom Color



Imperial Stack - Millsap



Austin Stone - Millsap Custom



Imperial Stack - Creede Custom



Austin Stone - Buckeye



Austin Stone - Silver



Pacific Ledge - Pine Springs

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STONE STYLES

The natural warmth and versatility of stone, coupled with your creative planning, can give your home or building the character and personality you desire. VENEERSTONE™ captures the beauty and durability of natural stone while offering you many key advantages.



Austin Stone - Buckeye



Austin Stone - Mineral County



Austin Stone - Silver



Austin Stone - Buckeye

Design Review Board
Sewer Lift Station #12
(PL-DR-21-0167)

Exhibit D


Nations West
ESCROW

DECRA® METAL ROOFING

DECRA Shake XD®

Design Review Board
Sewer Lift Station #12
(PL-DR-21-0167)

Exhibit E

Rustic Detail of Hand-Split Wood Shake

The rustic beauty and architectural detail of a thick, rustic, hand-split wood shake can endure for a lifetime with DECRA Shake XD. Even the best traditional wood shakes weather quickly and colors dull after normal exposure to the elements.

Traditional shakes require extensive maintenance and chemical treatments to preserve the original appearance and achieve even minimal fire resistance. Wet/dry cycles induce cupping and warping which results in loosening around the fasteners to such an extent that wood shakes aren't warrantied against wind uplift at all, and walking on a wood shake roof for maintenance can often cause more problems than it solves.

Warrantied to last a lifetime, DECRA Shake XD stands up to hail, rain, fire, storm debris, and even hurricane-force winds while retaining the new wood shake appearance in any climate.

Unsurpassed Strength Against the Elements

Wind
Up to 120 mph

Hail
Class 4
Impact Resistant

Fire
Class A Rated
Material

Snow & Ice
Freeze & Thaw
Resistant

Weight
1.4-1.6 pounds/
square foot

Warranty
Best in the industry









LIFETIME LIMITED DECRA® METAL ROOFING WARRANTY

All DECRA roofs are backed by the industry's best Lifetime Limited Warranty, covering 120 mph winds and hail penetration of any size.

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DECRA Shake XD Specs

Product Size: 14-1/8" x 52-1/8"

Installed Exposure: 12-3/8" x 49-7/8"

Panels per Square: 23.4 per 100 sq. ft.

Panels per Pallet: 280

Squares per Pallet: 12

Pallet Weight: 1,719 lbs.

Installed Weight: 150 lbs. per 100 sq. ft.

Installation Method:
Designed to be Installed Direct to Deck





DECRA SHAKE XD **Antique Chestnut**



DECRA SHAKE XD **Midnight Eclipse**



DECRA SHAKE XD **Pinnacle Grey**



DECRA SHAKE XD **Woodland Green**

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Design Review Board
Sewer Lift Station #12
(PL-DR-21-0167)

Exhibit F

GIG HARBOR

"THE MARITIME CITY"

Staff Memorandum

July 15, 2021

TO: Design Review Board

FROM: Kimberly Mahoney, Associate Planner
Planning Division

SUBJECT: Burnham Drive Apartments (PL-DR-17-0184)
Public Meeting Date: July 22, 2021

At the upcoming Design Review Board (DRB) Meeting of July 22, 2021, the DRB will be continuing a review of the Subject proposal specifically related to a design alternative request from the applicant: Paul Conan, and his agent, Contour Engineering, LLC. The specific requests, staff's initial review and analysis, general information, project and site descriptions, pertinent design review policies, and background information are described in the staff report (Exhibit D) prepared for the May 13, 2021 initial meeting with the DRB; additional information is subsequently detailed in the supplemental staff report prepared for the June 10, 2021 DRB meeting (Exhibit J). This meeting was officially noticed in accordance with GHMC 17.98.055(C) whereby notice was mailed to property owners within 300 feet on April 29, 2021 and posted on site and published in the City's official newspaper on May 6, 2021.

The DRB has considered the applicant's request for relief from three Design Manual provisions at both its May 13th and June 10th public meetings. The May 13th meeting concluded without a motion for a recommendation of approval, and the June 10th meeting concluded with the DRB having made a motion specific to the applicant's alternative design to GHMC 17.99.260(D), but asking the applicant to return for another public meeting on July 22nd with revised materials that consider the feedback provided by the DRB specific to the applicant's proposed alternative designs to GHMC 17.99.240(C) and GHMC 17.99.470(C). At its June 10th public meeting, the DRB made a motion that the applicant's design alternative to GHMC 17.99.260(D) incorporates additional landscaping in multiple areas of the site and that such a design achieves an equivalent design solution to the strict application of GHMC 17.99.260(D). The motion was voted for favorably, and the motion carried. The remaining requested alternative designs proposed, and the DRB's feedback provided at the June 10th meeting, are as follows:

Article III. Site Design

1. **17.99.240(C) and GHMC 17.99.370(A): Natural Site Conditions –** Maintain natural topography.

   The applicant is requesting the DRB review and recommend approval of its proposal to grade the site in excess of staff's typical regard of a "balanced" site, which is achieved when cut and fill quantities are within 10% of each other. The applicant is indicating a 40% difference in proposed cut and fill quantities necessary for the proposed development. The applicant is also requesting that the DRB review and recommend approval of its proposal to incorporate walls in excess of 6-feet for the accommodation of an ADA-compliant walkway connecting the site to the fronting public right-of-way. In particular, the applicant is proposing seven (7) walls in excess of 6', the tallest of which is 10.32'. The aforementioned walls are necessary for the applicant to design an accessible path which does not incorporate the installation a lift, although the applicant's revised materials indicate that the path may be designed with one (1) lift and no walls in excess of 6' in height, should it be the preference of the DRB.

Article IV. Architecture

2. **17.99.470(C) – Parking Garages –** Acquire DRB recommendation/hearing examiner approval for all parking garages over one story or which enclose 20 cars or more.

   The applicant is requesting that the DRB review and recommend approval of its proposed parking garage design which encloses more than 20 vehicles. The DRB shall consider the criteria set forth in GHMC 17.99.470(B)(1), A Landscaped Screen, in its determination of the parking garage's screening, and may also determine the degree of screening or architectural embellishments necessary to screen the garage.

At its meeting on June 10th, the DRB expressed concern that the alternative design proposed for Item #1 was not supported by sufficient detail so as to inform the DRB of the equivalence or superiority of the alternative. Specifically, the DRB expressed concern that Building E may not be incorporated into the natural topography of the site and asked for the applicant to prepare a true elevation of Building E as it is visible entering the site. As it relates to Item #2 above, the DRB expressed concern that the architectural features of Building A seem "gimmicky." The DRB noted that the inclusion of a balcony above the underground garage entrance may aid in screening the garage, but that the balcony space should serve a genuine or purposeful use, perhaps offering access to the apartments on the first floor of Building A.

The DRB considered the applicant's proposed alternative design to GHMC 17.99.260(D) at the June 10th meeting, which is discussed at length in staff's original staff report and supplementary report (Exhibits D and J, respectively). During the meeting, the DRB made a motion that the applicant's design alternative to GHMC 17.99.260(D) incorporates additional landscaping in multiple areas of the site and that such a design achieves an equivalent design solution to the strict application of GHMC 17.99.260(D). The motion was voted for favorably, and the motion carried. The findings and conclusions associated with this motion will be incorporated into the DRB's Recommendation of the applicant's alternative design request.

In response to the feedback provided by the DRB on June 10th, the applicant has provided several documents in support of their proposed design alternative as it relates to the design elements listed above. The submitted documents are included as Exhibits K-N to this supplemental report; a complete exhibit list is provided as follows:

A. Narrative (dated March 15, 2021)
B. Preliminary Site Plan (received March 17, 2021)
C. Landscape Plans, Sheets 2 and 3 (revised March 11, 2021)
D. Staff Report (dated May 6, 2021)
E. Narrative (revised June 3, 2021)
F. Preliminary Site Plan (revised June 1, 2021)
G. Conceptual Rendering, Parking Garage (dated June 1, 2021)
H. Option No. 2, Accessible Route from ROW (dated June 3, 2021)
I. Public Comment (Jeff Job, May 12, 2021)
J. Supplementary Staff Report (dated June 3, 2021)
K. Narrative (received July 15, 2021)
L. Preliminary Site Plan (revised July 8, 2021)
M. Civil Plan Set (received July 15, 2021)
N. Conceptual Renderings, Buildings A and E (dated July 7, 2021)

Exhibit K is a revised version of the narrative provided for the May 13th and June 10th meetings. The revised narrative builds upon the discussion included in Exhibit E, specifying that the applicant has made changes to the design of the accessible route connecting the project site to the Burnham Drive right-of-way, which has resulted in changes to the grading quantities associated with the site's development, increasing the amount of cut material. The applicant has also made changes to the floor plans and designs of Buildings A and E in an attempt to address the DRB's feedback at the June 10th meeting.

Two residential units from Building E have been removed and added to Building A, the result of which supports the positioning of Building E to better fit the natural topography of the site and supports the functionality of the space located directly above the underground garage beneath Building A. The revised design to Building A has nullified the need for the previously designed wall in excess of 10' in height adjacent to the garage's entrance.

The revised design to Building E also incorporates an elevator which connects the site's accessible route to a path which initially begins closer to the site's access off Burnham Drive than has been designed in previous renderings, eventually traversing to the second floor of Building E, and then leading to the southern property line wherein a lift conveys the path's users to Building D and the interior of the site. This redesigned accessible path incorporates no walls in excess of 6' in height. Alternatively, the applicant also introduces an option to avoid the use of a lift in the accessible path's design by grading the path along the southern property line in a manner which complies with the accessibility requirements; this design would incorporate the need for walls in excess of 6' in height, but would avoid the use of lifts in the accessible path's design.

To better incorporate Building E into the site's sloping topography, the applicant has redesigned the structure and the parking area immediately north east of the structure, the result of which

increases the amount of grading activity than had been previously presented to the DRB. The applicant is requesting the DRB to review and recommend approval of its alternative design to the specific requirement of GHMC 17.99.240(C) as it relates to the relationship between grading quantities and a "balanced site." Specifically, the applicant is proposing up to 14,315 cubic yards of cut material and 8,735 cubic yards of fill material, resulting in an approximate 40% difference between the amount of cut and fill material necessary for the proposed development. The applicant posits that, while these grading quantities are not consistent with staff's typical regard for a "balanced site," the grading plan proposed is reflective of underground stormwater infrastructure, road sections, an underground parking garage, and a redesign of the site based on feedback provided by the DRB to reconsider how well Building E is incorporated into the sloping natural topography and explore additional design options related to the accessible path and the tall retaining walls it required. In this manner, the applicant believes its alternative design is consistent with the criteria set forth in GHMC 17.98.055(A).

Exhibit L is a revised site plan that includes exterior elevations of all structures proposed on the site. In particular, staff calls attention to Sheets PR0.2 and PR0.6 which convey design changes the applicant has made to Buildings A and E and to Sheets PR0.10 through PR0.14 for conceptual renderings of Buildings A and E which intend to satisfy feedback and inform questions received by the DRB at the June 10th meeting. These conceptual renderings are separately provided as Exhibit N to this supplement staff report, as well.

Exhibit M is a civil plan set prepared by the applicant which contains the applicant's grading plan and site sections to inform the DRB of the applicant's efforts to design the proposed structures to fit the natural slopes of the site.

Having reviewed the applicant's revised materials, staff finds that the applicant has sufficiently responded to all of the DRB's feedback provided at the June 10th meeting. Should the DRB concur, staff has prepared the following findings and recommendations for the DRB's consideration of a motion at the July 22, 2021 meeting:

Findings: The DRB finds the proposed design alternative to GHMC 17.99.240(C) represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying the specific requirements of the Design Manual provision. Furthermore, the alternative design meets the intent of the general requirements of GHMC 17.99.240(C), provided the site is graded consistent with the applicant's design proposal, as follows:

- Cut 14,315 cubic yards of material and fill 8,735 cubic yards of material, representing a 40% difference in grading quantities

Lastly, the DRB finds that the applicant's proposed design is consistent with the general and specific requirements set forth in GHMC 17.99.470(C).

Recommendation: The Design Review Board recommends the decision maker accept the proposed design alternative to GHMC 17.99.240(C) as compliant with the criteria of approval for an alternative design request set forth in GHMC 17.98.055(A).

Furthermore, the Design Review Board recommends the decision maker accept the proposed parking garage design as compliant with GHMC 17.99.470(C).

RECEIVED
By CA at 1:48 pm, Mar 17, 2021

CONTOUR ENGINEERING • LLC

CIVIL ENGINEERING ǧ SURVEYING ǧ LAND PLANNING

P.O. Box 949, Gig Harbor, WA 98335
4706 97th St. NW, Suite 100
Gig Harbor, WA 98332

Phone: 253-857-5454
Fax: 253-509-0044
Email: info@contourpllc.com

March 15, 2021

Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit A

Request for Design Review Board (DRB), Review of Alternative Design Elements Burnham Drive Apartments

(PL-SPP-18-0001, PL-CUP-17-0001, PL-DR-17-0184, PL-SEPA-17-0013)

Dear Design Review Board Members,

The Burnham Drive Apartment project is requested review and approval recommendations of several alternative designs solutions from the requirements specified within Chapter 17.99, Design Manual, of the GHMC.

This written narrative and statement discusses each specific requirement of Chapter 17.99 that the project is proposing an alternative design solution. These requirements include:

GHMC 17.99.240.C *Buildings and parking lots shall be designed to fit natural slopes rather than regrading the slope to fit a particular building or parking lot design. Cuts and fills on a site shall be balanced and finished grades shall not include any retaining walls that exceed six feet. Instead, designs shall complement and take advantage of natural topography. Sloped lots may require multileveled buildings, terraced parking lots and/or lower level parking garages.*

and

GHMC 17.99.250.A. *Respect natural topography. Buildings shall be designed to fit natural slopes rather than regrading the slope to fit a particular building design. Minimize cuts and fills by developing designs which complement and take advantage of natural topography. Sloped lots may require terraced parking lots and multilevel buildings designed to follow the slope.*

The existing grades of the site slope up from Burnham Drive into the site ranging from approximately 10-20% with an average slope into the site of 16%. There are moderate slopes in the sites interior before sloping back down to the east. There are multiple regulations and requirements that must be considered in the design of the on-site grading. In additional to that of GHMC 17.99.240.C and 17.99.250.A, this includes:

- Per International Building Code (IBC) Section 1104.1, an accessible route from the

public right-of-way through the site to the accessible building entrances and to the projects Recreation/Office Building.

- Per City of Gig Harbor Public Works Standards Figure 2.1, maximum grade of 'private' access or roadway is 15%.
- State Department of Ecology and the City of Gig Harbor have requirements for stormwater mitigation, and installation of appropriate facilities typically requires significant excavation.

The proposed site and grading plan provides a design to best meet the aforementioned regulations and requirements. This includes buildings designed to fit better within the site, such as Building A utilizing an underground parking structure, Building B being stepped, and Buildings C and D separated as smaller buildings to allow grade transiton between. Parking areas have been terraced and sloped to the extent feasible. The drive aisle from Burnham Drive into the site was designed at 14.5%, which provides a minimum construction tolerance.

Finally, in an extraordinary measure to provide accessibility into the site from the public right-of-way, a route is proposed along the southern property line to Building D meeting the design requirements of the Americans with Disabilities Act. To provide this accessible path, a series of three (3) pedestrian lifts between runs of ramps and landings will be required. As a result, there will need to be walls over 6-feet in height with the current preliminary grading having the tallest wall at 10.23-feet. <u>As such, we are requesting approval for walls over 6-feet high.</u> It should be noted, that walls over 6-feet in height are only needed to provide an accessible route meet the requirements of the Americans with Disabilities Act.

Additionally, City Staff have indicated that a balanced site is one where the cut and fill quantities are within 10%. Currently, the preliminary cut and fill quantities are within approximatly 14%. As there are many factors that contribute to the final cut and fill quanties which do not get determined until time of construction documents, and that this site has topographic challenges, <u>we would like to request approval of a cut and fill quantity up to 20%.</u>

17.99.260.D Accent walkways with significant landscaping. *One side of all primary walkways must be landscaped except where they cross driveways. The width of the landscaping shall be a minimum of five feet.*

The primary walkway is required to be from Burnham Drive to the Recreation/Office Building which also includes Professional Office space. Along this path, there are areas where the 5-feet landscape buffer is unable to be provided. Along the northern face of Building E, the landscape buffer measures 4.9-feet to 4-feet from west to east. An Area adjacent to the stairs in front of Building A and at the entrance to Building A is also under 5-feet. As mitigation, two (2) additional benches will be provided on-site.

17.99.470 C. Acquire DRB recommendation/hearing examiner approval for all parking garages over one story or which enclose 20 cars or more. *In making its determination of compliance, the DRB and hearing examiner shall consider the design criteria under subsections (B)(1) and (B)(2) of this section, and may also determine how much screening or architectural embellishment is required based upon projected lines of sight from the pedestrian's perspective.*

We are requesting Design Review Board review of the parking garage associated with Building A.

RECEIVED
By CA at 1:50 pm, Mar 17, 2021

SECTION 6, TOWNSHIP 21N, RANGE 02E, W.M.

BURNHAM DRIVE APARTMENTS

PROJECT No. PL-SPP-18-0001
Firm's PROJECT No. 15-204

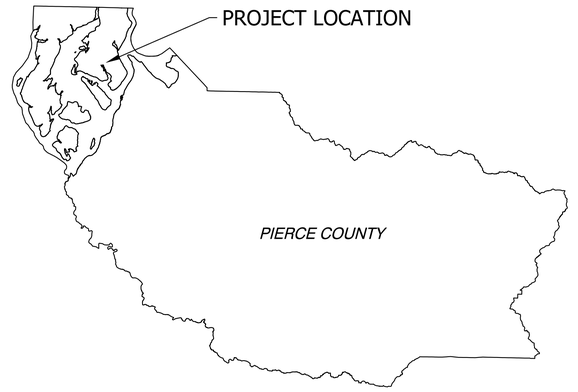
CONTOUR ENGINEERING • LLC
CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS

Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit B

CONTOUR ENGINEERING LLC
MAILING: P.O. BOX 949
PHYSICAL: 4706 97TH ST NW SUITE 100
GIG HARBOR, WA 98335
(253) 857-5454

VICINITY MAP
SCALE: N.T.S.





SHEET INDEX

	COVER SHEET	C6	UTILITY PLAN
S1	BOUNDARY AND TOPOGRAPHIC SURVEY	C7	ONSITE ILLUMINATION PLAN
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PR0.3	CONCEPTUAL PLANS & ELEVATIONS	C11	CIRCULATION PLAN
PR0.4	CONCEPTUAL PLANS & ELEVATIONS	L1.0	TREE RETENTION PLAN, NOTES & DETAILS
PR0.5	CONCEPTUAL PLANS & ELEVATIONS		
PR0.6	CONCEPTUAL PLANS & ELEVATIONS	L1.1	ALTERNATIVE LANDSCAPE PLAN
PR0.7	CONCEPTUAL PLANS & ELEVATIONS	L1.2	LANDSCAPE NOTES, LEGEND, & DETAILS
PR0.8	CONCEPTUAL ELEVATIONS-COLOR SCHEME	L1.3	ENLARGED WEST PLANTING PLAN
PR0.9	CONCEPTUAL SITE SECTION	L1.4	ENLARGED SOUTH PLANTING PLAN
C1	GENERAL PLAN	L1.5	ENLARGED NORTH PLANTING PLAN
C2	GRADING PLAN	L1.6	ENLARGED NW PLANTING PLAN
C3	GRADING PLAN	L2.0	CONCEPTUAL IRRIGATION, NOTES & DETAILS
C4	GRADING PLAN		
C5	DRAINAGE PLAN	L2.1	OVERALL IRRIGATION PLAN

ISSUED FOR CONSTRUCTION FOR THE CITY OF GIG HARBOR

DATE: _____

Boundary & Topographic Survey

A portion of the NW 1/4 of the NE 1/4 of Section 06, Township 21 N., Range 2 E., W.M.
City of Gig Harbor, Pierce County, Washington

DESCRIPTION:

THE NORTH HALF OF THE FOLLOWING:
THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, LYING EASTERLY OF THE GIG HARBOR-LONGBRANCH COUNTY ROAD.

EXCEPT THE NORTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 6;

ALSO EXCEPT THE SOUTH 547 FEET THEREOF;

ALSO EXCEPT FROM SAID NORTH HALF, THE FOLLOWING DESCRIBED PROPERTY:

THAT PORTION OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF THE SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, AND THE EAST BOUNDARY OF THE GIG HARBOR-LONGBRANCH COUNTY ROAD, SAID POINT BEING APPROXIMATELY SOUTH 0°28'00" WEST 417.49 FEET AND SOUTH 89°43'04" EAST 384.19 FEET OF THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 6;
THENCE SOUTH 89°43'04" EAST 378 FEET;
THENCE SOUTH 0°14'10" WEST 150 FEET;
THENCE NORTH 89°43'04" WEST 216.56 FEET TO THE EAST BOUNDARY OF THE GIG HARBOR-LONGBRANCH COUNTY ROAD;
THENCE ON THE CURVE TO THE LEFT (THE RADIUS OF WHICH IS 550.87 FEET) ALONG THE EAST LINE OF SAID COUNTY ROAD, A DISTANCE OF 223.59 FEET TO THE POINT OF BEGINNING.

EXCEPT THAT PORTION LYING WITHIN PARCEL A OF RECORD OF SURVEY BOUNDARY LINE RESOLUTION, RECORDED UNDER RECORDING NO. 201709075001, RECORDS OF PIERCE COUNTY, WASHINGTON.

SITUATE IN THE COUNTY OF PIERCE AND STATE OF WASHINGTON.

NOTES:

1) THE MONUMENT CONTROL SHOWN FOR THIS SITE WAS ACCOMPLISHED BY FIELD TRAVERSE UTILIZING A THREE (3) SECOND THEODOLITE WITH INTEGRAL ELECTRONIC DISTANCE MEASURING METER (GEODIMETER 600) AND REAL TIME KINEMATIC (RTK) GLOBAL POSITIONING SYSTEM (GPS). LINEAR AND ANGULAR CLOSURE OF THE TRAVERSES MEET THE STANDARDS OF WAC 332-130-090.

2) THIS SURVEY REPRESENTS PHYSICAL IMPROVEMENT CONDITIONS AS THEY EXISTED MARCH 02, 2016, THE DATE OF THIS FIELD SURVEY.

3) LEGAL DESCRIPTION PROVIDED BY CLIENT. NO ADDITIONAL RESEARCH HAS BEEN ATTEMPTED.

4) OFFSET DIMENSIONS SHOWN HEREON ARE MEASURED PERPENDICULAR TO PROPERTY LINES.

5) IT IS NOT THE INTENT OF THIS SURVEY TO SHOW EASEMENTS OR RESERVATIONS WHICH MAY EFFECT THIS SITE.

BASIS OF BEARING:

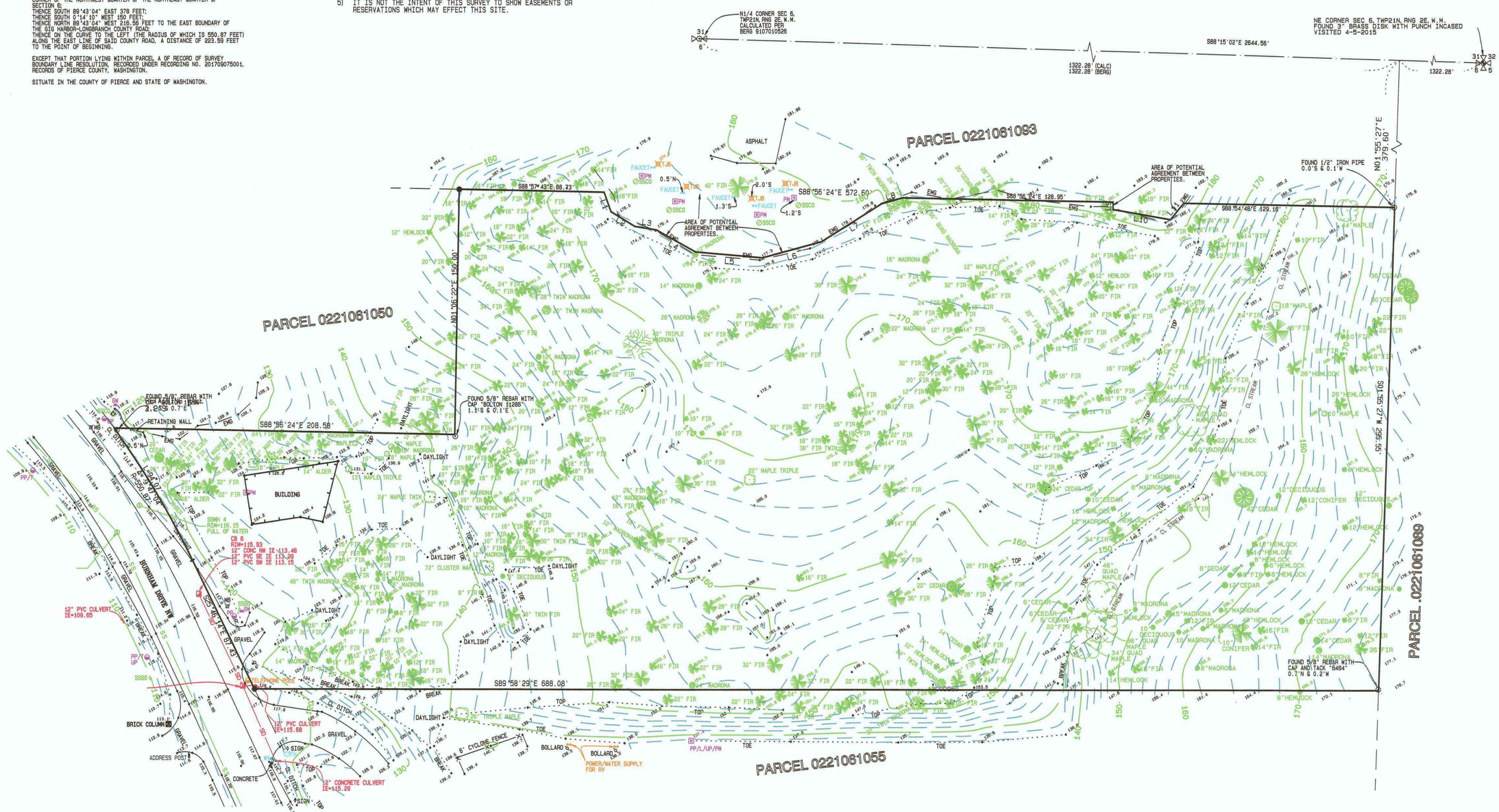
GRID NORTH, BASED UPON GLOBAL POSITIONING SYSTEM (GPS) LAMBERT GRID WASHINGTON STATE SOUTH ZONE COORDINATES. THE NORTH AMERICAN DATUM OF 1983/2011 (NAD 83/2011 EPOCH 2010.00) GRID COORDINATES WERE FOUND TO BE 740613.52 / 1122532.19 AT A PUNCH IN 3" SURFACED BRASS DISK AT THE NORTHEAST CORNER OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 3 EAST, W.M.. THE INVERSE OF BOTH THE SEA LEVEL CORRECTION FACTOR OF 0.9999948326 AND THE GRID SCALE FACTOR OF 1.0000027780 WAS APPLIED TO THE GRID COORDINATES FOR SHOWN GROUND DISTANCES.

VERTICAL DATUM:

BASE: COUNTY CORS STATION "PRDY"
ELEVATION= 345.462' (NAVD 88)

Legend:

- = FOUND MONUMENT AS NOTED.
- = FOUND CORNER AS NOTED
- = SANITARY SEWER MANHOLE (SSMH)
- = SANITARY SEWER STUB (SSSO)
- = SANITARY CLEAN OUT (SSCO)
- = CATCH BASIN (CB)
- = WATER VALVE (WV)
- = WATER METER (WM)
- = HYDRANT (FH)
- = WATER BLOWOFF (WBO)
- = FAUCET
- = POWER POLE (PP) /GUY POLE (GP)
- = GUY WIRE ANCHOR (GW)
- = POWER METER (PM)
- PP/T = POWER POLE WITH TRANSFORMER
- PP/UP = POWER POLE WITH UNDERGROUND POWER
- = TELEPHONE POLE (TP)
- = TELEPHONE JUNCTION BOX (TJB)
- TV = TELEPHONE VAULT
- = GUY WIRE ANCHOR (GW)
- = POWER METER (PM)
- = BOLLARD
- = SIGN
- = MAIL BOX (MB)
- EMG = EDGE OF MAINTAINED GROUND



BY	DATE	DESCRIPTION	REVISION

CONTOUR ENGINEERING, LLC
CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
4706 97th Street NW, Bldg #2, Gig Harbor, WA 98335
Phone: 253-857-5454 Fax: 253-509-0044 info@contourpllc.com

STEVEN H. WOODS — 19961 — REGISTERED PROFESSIONAL LAND SURVEYOR — STATE OF WASHINGTON

SHEET TITLE: **BOUNDARY & TOPOGRAPHIC SURVEY**

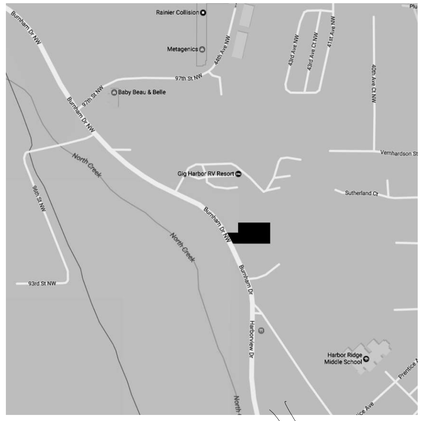
CLIENT: Paul Conan
P.O. Box 883
Gig Harbor, WA 98335

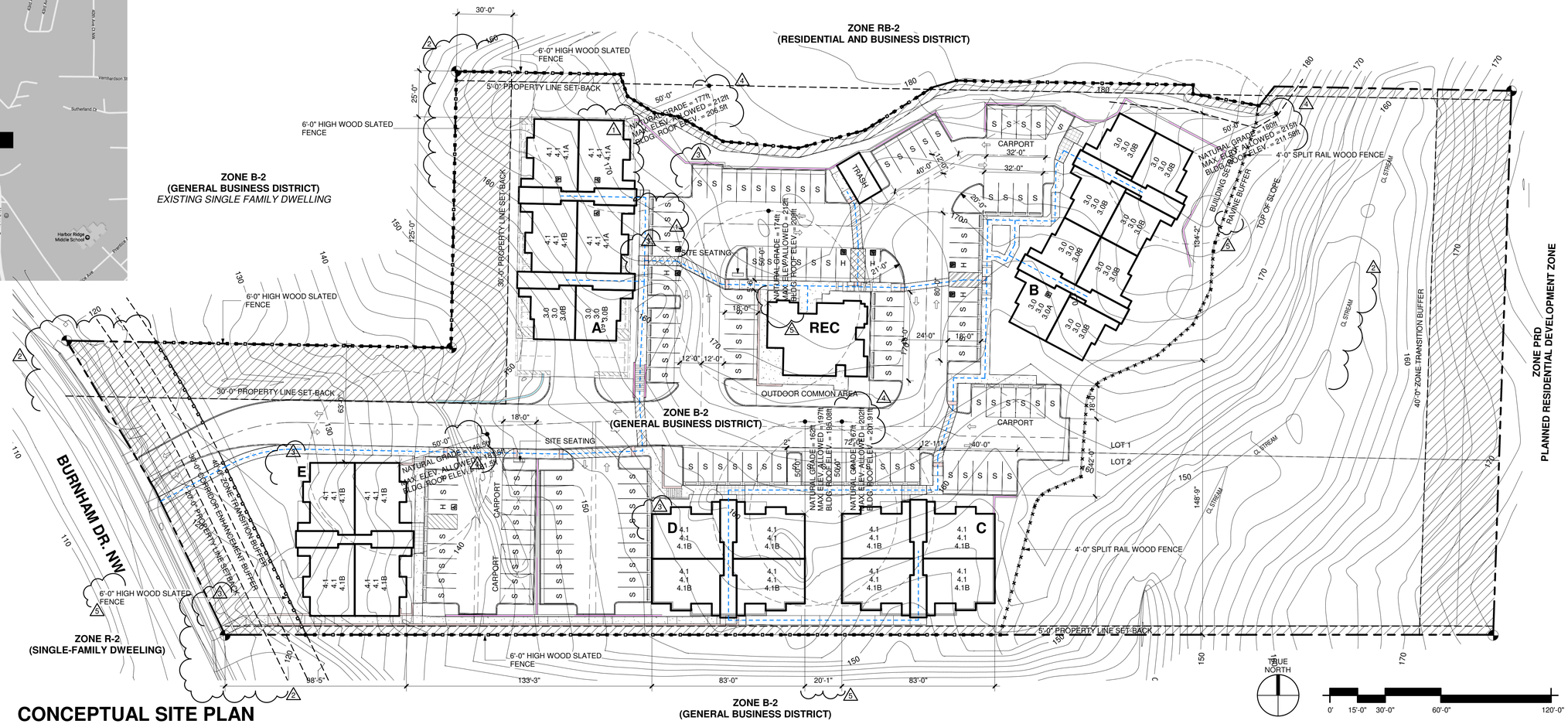
CONTACT: Jeff Reed

DRAWN BY: LN
SURVEYOR: S. WOODS, PLS
CHECKED: SW
SEC 06 T 21N R 2E WM
DATE: FEB 11, 2016
REVISED: DEC 7, 2017

PROJECT: 15-204
DWG NAME: 15-204B

SHEET	REV.
S-1	
1 OF 1	





CONCEPTUAL SITE PLAN

1" = 30'-0"

PROJECT STATISTICS

PROJECT SCOPE	PROPOSED MULTI-FAMILY RESIDENCES
LEGAL DESCRIPTION	A PORTION OF THE NE 1/4 OF SECTION 06, TOWNSHIP 21 N, RANGE 02 E, W.M
PROJECT LOCATION	9411 BURNHAM DR. GIG HABOR, WASHINGTON
ZONING JURISDICTION	CITY OF GIG HABOR
SITE ZONING	B-2
SET BACK - FRONT YARD:	20'-0"
SET BACK - REAR YARD:	20'-0"
SET BACK - SIDE YARD:	5'-0"
SET BACK - FLANKING STREET:	10'-0"
SET BACK - ZONE TRANSITION:	40'-0"
SET BACK - SIDE YARD:	30'-0" (SINGLE-FAMILY DWELLING)
UNIT DENSITY / PER ACRE:	27.9 UNITS PER ACRE 27.9 X 2.797 ACRES = 78 78 UNITS ALLOWED
BUILDING HEIGHT LIMIT	35'-0" (GHMC 17.36.080)
LOT COVERAGE TOTAL:	2.797 ACRES / 104,532 sq.ft.

SITE AREA

PROPERTY	AREA	ACCESS ROAD LOOP	AREA (SF)
SITE AREA	2.797 acres	-17,305 SF	104,532 SF

NOTES:
THIS PROJECT WILL PLEA FOR EXEMPTION FOR THE ROUTE OF TRAVEL REQUIREMENT DUE TO "SITE STEEP SLOPES"

CODE ANALYSIS

CODE:	2015 IBC 2015 WSEC 2009 ICC A117.1-2009
OCCUPANCY:	R-2 (RESIDENTIAL) B (RECREATIONAL) U (PRIVATE GARAGE)
CONSTRUCTION TYPE:	VB - APARTMENTS VB - RECREATIONAL
BUILDING TYPE:	3 STORY (APARTMENTS)
FIRE SPRINKLERS:	NFPA 13R
BASE ALLOWABLE AREA (APARTMENTS):	7,000 S.F. (TABLE 506.2)
ALLOWABLE HEIGHT (APARTMENTS):	3 STORIES PER 2015 IBC SECTION 504.2)

STRUCTURES ON SITE

STRUCTURES	FIRE SPRINKLERS	OCCUPANCY	CONSTRUCTION TYPE	BUILDING TYPE	COUNT
APARTMENT BUILDINGS	N/A	R-2	VB	3-STORY	5
CARPORTS	N/A	U	VB	1-STORY	7
RECREATIONAL BUILDING	N/A	A-3, B	VB	1-STORY	1
TRASH ENCLOSURE	N/A	U	VB	1-STORY	1
TOTAL STRUCTURES ON SITE:					14

UNIT MATRIX - NET AREAS

UNIT #	UNIT NAME	AREA
3.0		
3.0	LIVING SPACE	620 SF
3.0	PATIO	80 SF
3.0	STORAGE	20 SF
		720 SF
4.1		
4.1	LIVING SPACE	900 SF
4.1	PATIO	70 SF
4.1	STORAGE	20 SF
		990 SF
		1,710 SF

NOTE:
NO MINIMUM DENSITY IS SPECIFIED WITHIN THE B-2 ZONE.

APARTMENT GLAZING %

STRUCTURE	GLAZING AREA	WALL AREA	GLAZING AREA %
SIDE	165 SF	1,353 SF	12.20%
SIDE	165 SF	1,353 SF	12.20%
FRONT	370 SF	2,920 SF	12.67%
			37.06%

BUILDING AREA (GROSS)

BUILDING	LEVEL	AREA
BUILDING A		
BUILDING A	L0	7,470 SF
BUILDING A	L1	6,230 SF
BUILDING A	L2	5,820 SF
BUILDING A	L3	5,800 SF
		25,320 SF
BUILDING B		
BUILDING B	L1	6,540 SF
BUILDING B	L2	5,920 SF
BUILDING B	L3	5,890 SF
		18,360 SF
BUILDING C		
BUILDING C	L1	4,470 SF
BUILDING C	L2	4,200 SF
BUILDING C	L3	4,200 SF
		12,860 SF
BUILDING D		
BUILDING D	L1	4,470 SF
BUILDING D	L2	4,190 SF
BUILDING D	L3	4,190 SF
		12,850 SF
BUILDING E		
BUILDING E	L1	4,470 SF
BUILDING E	L2	4,190 SF
BUILDING E	L3	4,190 SF
		12,850 SF
RECREATION		
RECREATION	L1	1,910 SF
RECREATION	L2	1,730 SF
		3,630 SF
TRASH ENCLOSURE		
TRASH ENCLOSURE	L1	220 SF
		220 SF
TOTAL AREA		86,090 SF

BUILDING MATRIX

BUILDING #	UNIT COUNTS
BUILDING A	18
BUILDING B	24
BUILDING C	12
BUILDING D	12
BUILDING E	12
TOTAL UNITS	78

UNIT / PARKING MATRIX (APT.)

UNIT #	BED COUNT	UNIT COUNT	PARKING/DU	STALLS REQUIRED
3.0	1	20	1.5	30
3.0A	1	1	1.5	1.5
3.0B	1	9	1.5	13.5
4.1	2	32	2	64
4.1A	2	3	2	6
4.1B	2	13	2	26
		78		141

UNIT / PARKING MATRIX (REC)

UNIT #	COUNT	1/300S.F.	STALLS REQUIRED
RECREATION (LEASING OFFICE)	1	12	12
	1		12

PARKING STATISTICS

DESCRIPTION	TYPE	STALLS PROVIDED
GARAGE (8'-0" x 18'-0")	G	24
HANDICAP (8'-0" x 18'-0")	H	7
STANDARD (8'-0" x 18'-0")	S	122
STALLS REQUIRED: 153		**153**

BURNHAM DRIVE APARTMENTS

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

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PR-CONCEPTUAL SITE PLAN

PR0.1

ROSS DECKMAN & ASSOCIATES INC.
207 4th AVENUE SOUTHEAST,
PUYALLUP, WASHINGTON 98372
P. 253.840.9405
F. 253.840.9503

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BUILDING 'A' - FRONT ELEVATION - EAST -

1/8" = 1'-0"



BUILDING 'A' - LEFT ELEVATION - SOUTH -

1/8" = 1'-0"



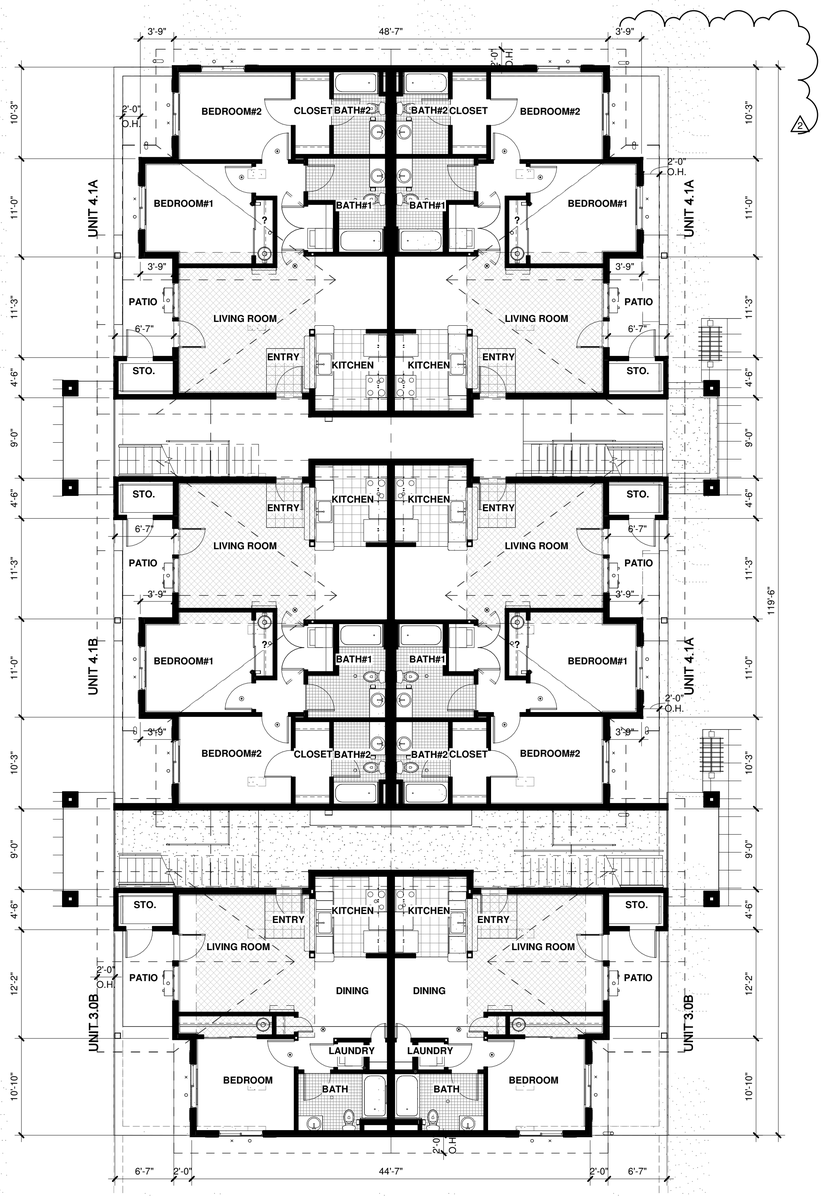
BUILDING 'A' - RIGHT ELEVATION - NORTH -

1/8" = 1'-0"



BUILDING 'A' - REAR ELEVATION - WEST -

1/8" = 1'-0"



NORTH

BUILDING 'A' - FLOOR PLAN

1/8" = 1'-0"

0' 4'-0" 8'-0" 16'-0" 32'-0"

BUILDING 'A' SOUTH WALL FENESTRATION %:

WALL AREA:	1,086 SF	**GLAZING AREA:**	345 SF
FENESTRATION:	345 SF / 1,086 SF = 31.77%		

BUILDING 'A' EAST WALL FENESTRATION %:

WALL AREA:	2,949 SF	**GLAZING AREA:**	1,095 SF
FENESTRATION:	1,095 SF / 2,949 SF = 37.13%		

BURNHAM DRIVE APARTMENTS

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

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PR-CONCEPTUAL PLANS & ELEVATIONS

-

PR0.2

ROSS DECKMAN & ASSOCIATES INC.
207 4th AVENUE SOUTHEAST,
PUYALLUP, WASHINGTON 98372
P. 253.840.9405
F. 253.840.9503

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BUILDING 'B' - FRONT ELEVATION - WEST

1/8" = 1'-0"



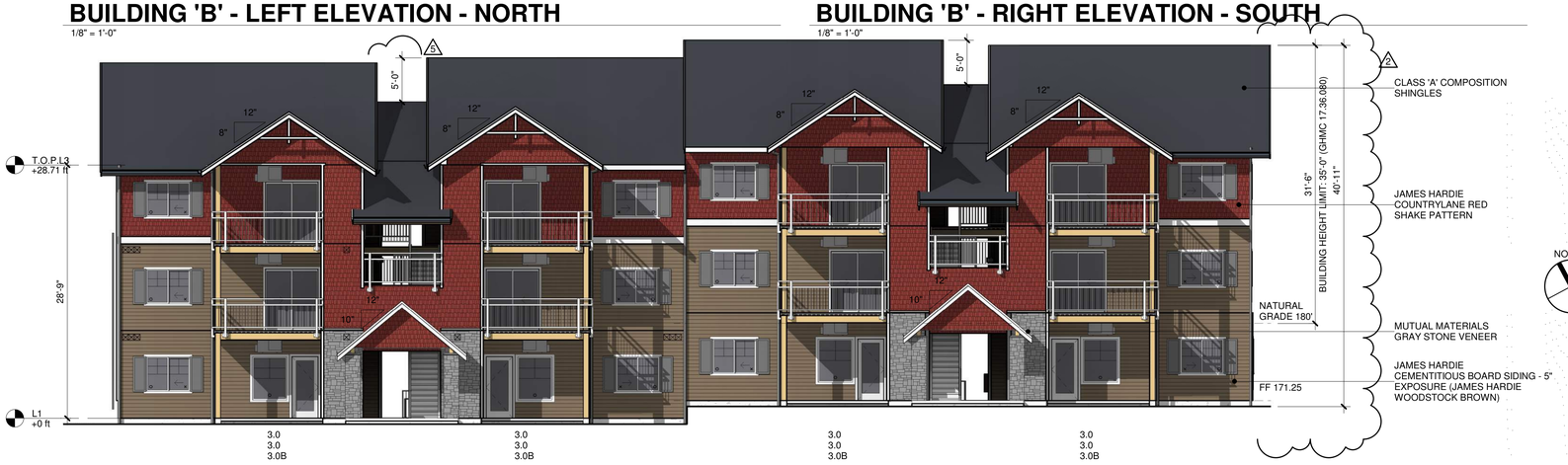
BUILDING 'B' - RIGHT ELEVATION - SOUTH

1/8" = 1'-0"



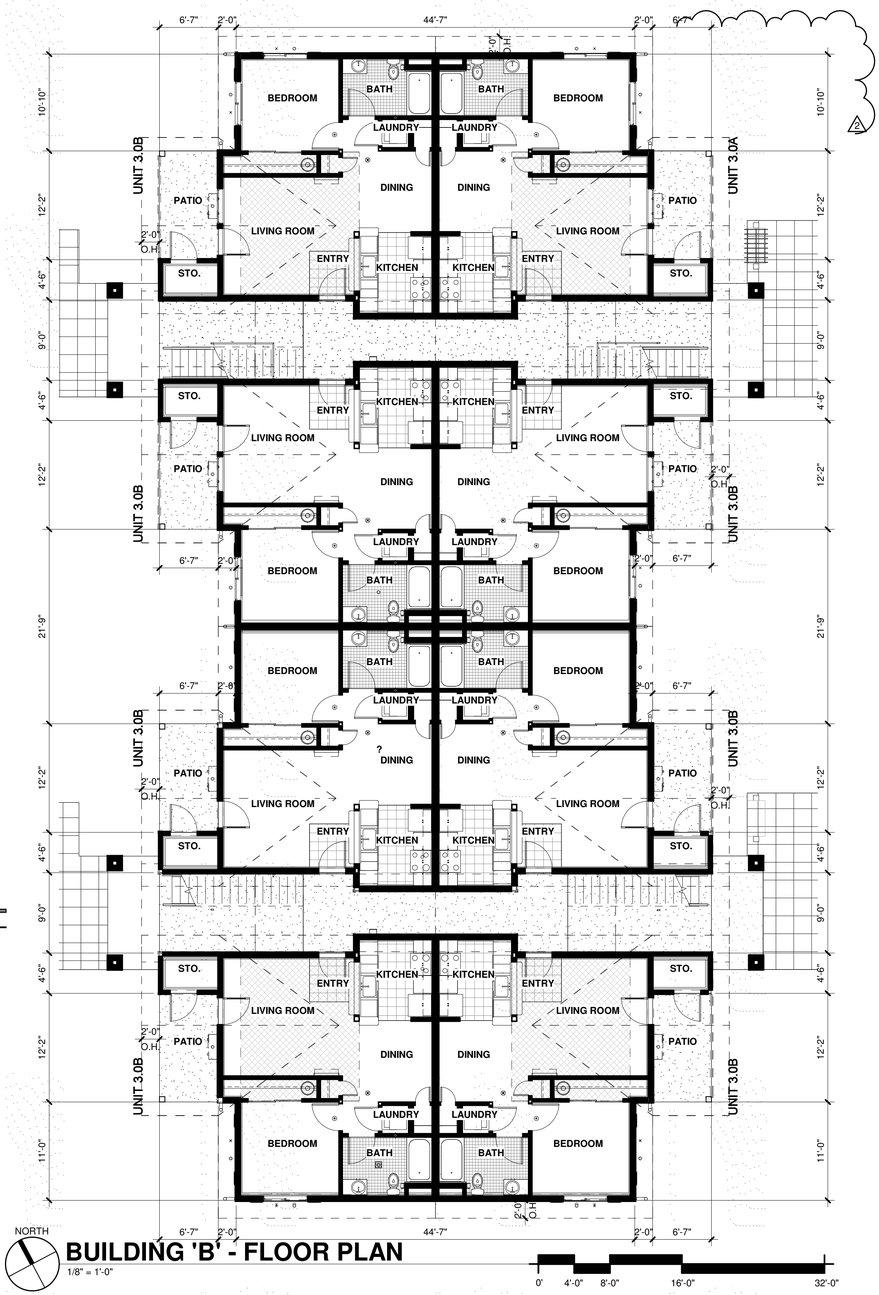
BUILDING 'B' - LEFT ELEVATION - NORTH

1/8" = 1'-0"



BUILDING 'B' - REAR ELEVATION - EAST

1/8" = 1'-0"



BUILDING 'B' - FLOOR PLAN

1/8" = 1'-0"

0' 4'-0" 8'-0" 16'-0" 32'-0"

BUILDING 'B' NORTH WALL FENESTRATION %:

WALL AREA: 1,086 SF **GLAZING AREA:** 280 SF
FENESTRATION: 280 SF / 1,086 SF = 25.78%

BUILDING 'B' EAST WALL FENESTRATION %:

WALL AREA: 3,439 SF **GLAZING AREA:** 1,197 SF
FENESTRATION: 1,197 SF / 3,439 SF = 34.81%

BUILDING 'B' SOUTH WALL FENESTRATION %:

WALL AREA: 1,086 SF **GLAZING AREA:** 280 SF
FENESTRATION: 280 SF / 1,086 SF = 25.78%

BURNHAM DRIVE APARTMENTS

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

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PR-CONCEPTUAL PLANS & ELEVATIONS

-

PR0.3

ROSS DECKMAN & ASSOCIATES INC.
207 4th AVENUE SOUTHEAST,
PUYALLUP, WASHINGTON 98372
P. 253.840.9405
F. 253.840.9503

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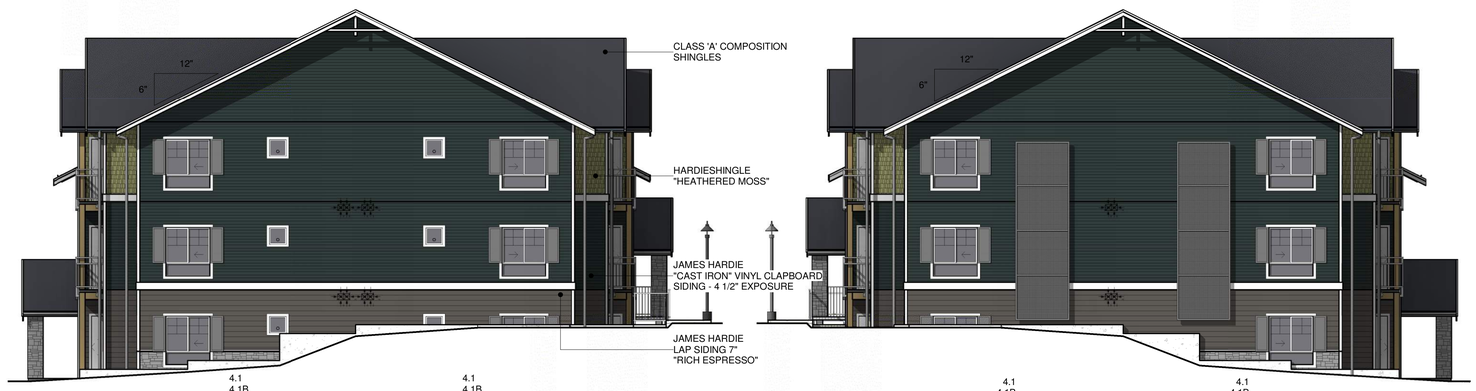
BUILDING 'C' - FRONT ELEVATION - NORTH

1/8" = 1'-0"

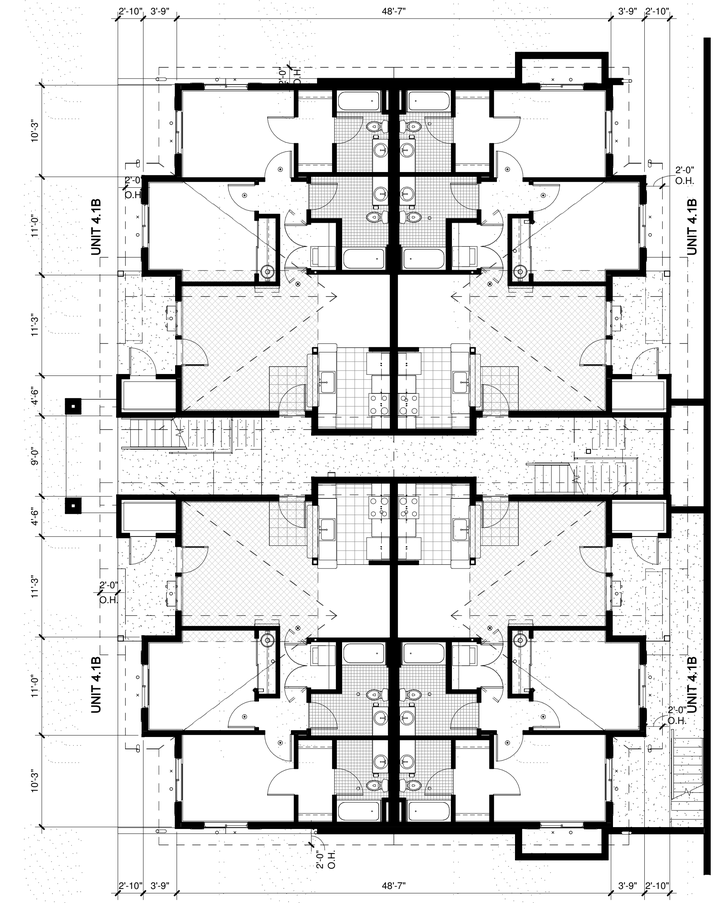


BUILDING 'C' - LEFT ELEVATION - EAST

1/8" = 1'-0"

BUILDING 'C' - RIGHT ELEVATION - WEST

1/8" = 1'-0"

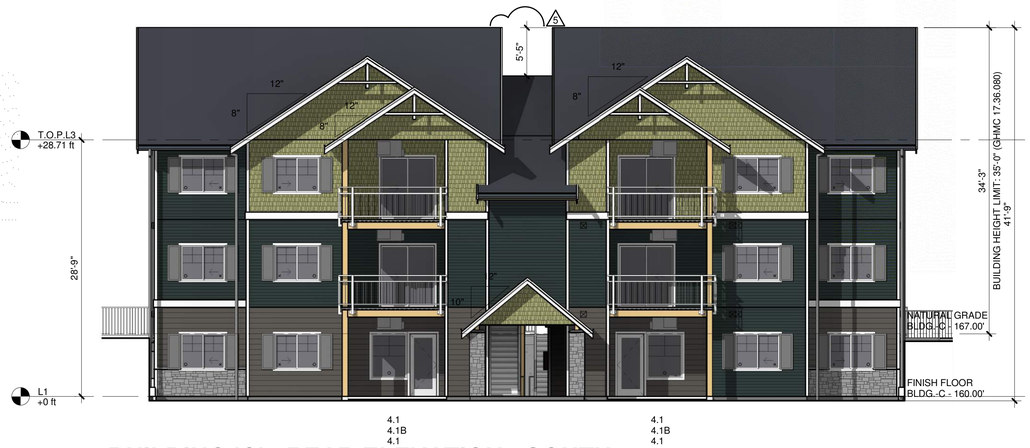


NORTH

BUILDING 'C' - FLOOR PLAN

1/8" = 1'-0"

0' 4'-0" 8'-0" 16'-0" 32'-0"



BUILDING 'C' - REAR ELEVATION - SOUTH

1/8" = 1'-0"

BUILDING 'C' NORTH WALL FENESTRATION %:

WALL AREA:	2,021 SF	**GLAZING AREA:**	795 SF
FENESTRATION:	795 SF / 2,021 SF = 39.34%		

BUILDING 'C' EAST WALL FENESTRATION %:

WALL AREA:	1,218 SF	**GLAZING AREA:**	354 SF
FENESTRATION:	354 SF / 1,218 SF = 29.06%		

4

BURNHAM DRIVE APARTMENTS

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

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PR-CONCEPTUAL PLANS & ELEVATIONS

-

PR0.4

R D + A
ROSS DECKMAN & ASSOCIATES INC.
207 4th AVENUE SOUTHEAST,
PUYALLUP, WASHINGTON 98372
P. 253.840.9405
F. 253.840.9503

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BUILDING 'D' - FRONT ELEVATION - NORTH

1/8" = 1'-0"



BUILDING 'D' - LEFT ELEVATION - EAST

1/8" = 1'-0"

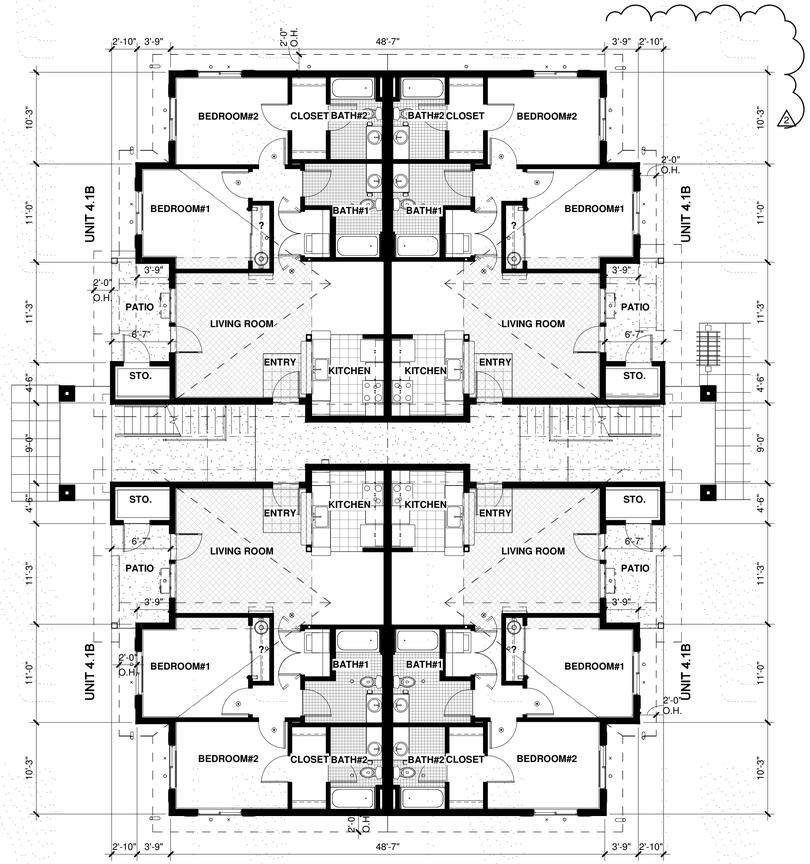
BUILDING 'D' - RIGHT ELEVATION - WEST

1/8" = 1'-0"



BUILDING 'D' - REAR ELEVATION - SOUTH

1/8" = 1'-0"



BUILDING 'D' - FLOOR PLAN

1/8" = 1'-0"

0' 4'-0" 8'-0" 16'-0" 32'-0"

BUILDING 'D' NORTH WALL FENESTRATION %:

WALL AREA:	2,021 SF	**GLAZING AREA:**	795 SF
FENESTRATION:	795 SF / 2,021 SF = 39.34%		

BUILDING 'D' WEST WALL FENESTRATION %:

WALL AREA:	1,218 SF	**GLAZING AREA:**	354 SF
FENESTRATION:	354 SF / 1,218 SF = 29.06%		

BURNHAM DRIVE APARTMENTS

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

3/16/2021 5:14:54 PM

PR-CONCEPTUAL PLANS & ELEVATIONS

-

PR0.5

ROSS DECKMAN & ASSOCIATES INC.
207 4th AVENUE SOUTHEAST,
PUYALLUP, WASHINGTON 98372
P. 253.840.9405
F. 253.840.9503

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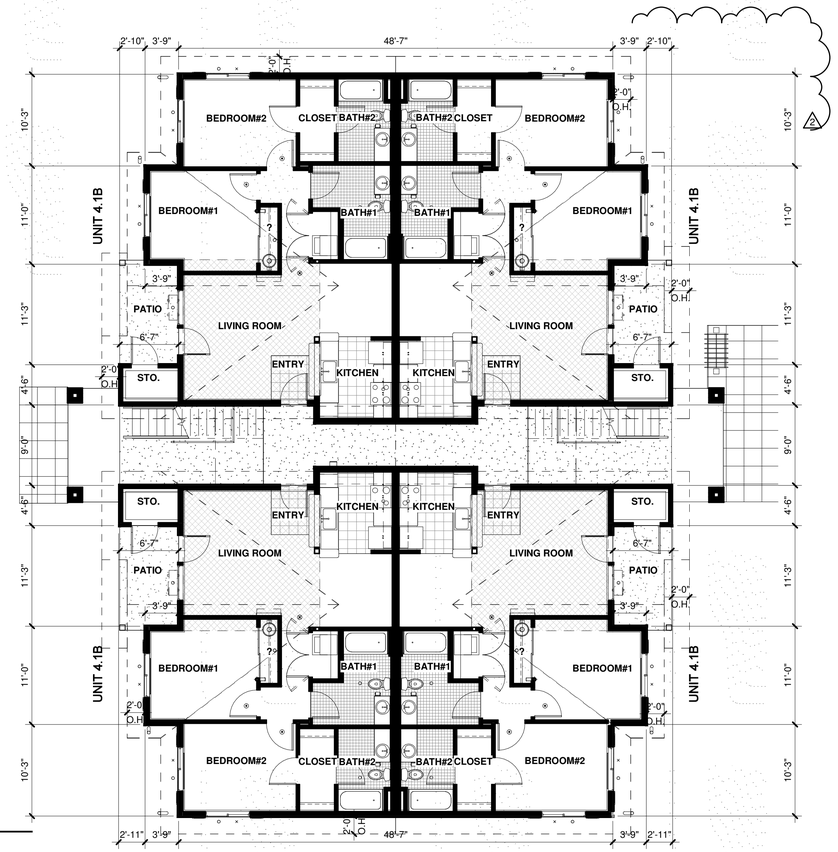
BUILDING 'E' - FRONT ELEVATION - EAST

1/8" = 1'-0"







BUILDING 'E' - LEFT ELEVATION - NORTH

1/8" = 1'-0"



BUILDING 'E' - RIGHT ELEVATION - SOUTH

1/8" = 1'-0"

BUILDING 'E' - REAR ELEVATION - WEST

1/8" = 1'-0"

NORTH

BUILDING 'E' - FLOOR PLAN

1/8" = 1'-0"

0' 4'-0" 8'-0" 16'-0" 32'-0"

BUILDING 'E' NORTH WALL FENESTRATION %:

WALL AREA:	1,296 SF	**GLAZING AREA:**	433 SF
FENESTRATION:	433 SF / 1,296 SF = 33.41%		

BUILDING 'E' WEST WALL FENESTRATION %:

WALL AREA:	1,793 SF	**GLAZING AREA:**	961 SF
FENESTRATION:	961 SF / 1,793 SF = 53.6%		

BUILDING 'E' EAST WALL FENESTRATION %:

WALL AREA:	1,852 SF	**GLAZING AREA:**	795 SF
FENESTRATION:	795 SF / 1,852 SF = 42.93%		

BURNHAM DRIVE APARTMENTS

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

3/16/2021 5:15:17 PM

PR-CONCEPTUAL PLANS & ELEVATIONS

-

PR0.6

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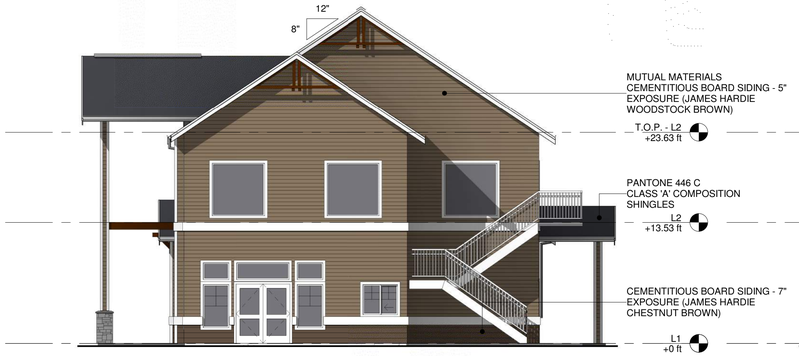
REC NORTH WALL FENESTRATION %:

WALL AREA: 1,140 SF **GLAZING AREA:** 312 SF
FENESTRATION: 312 SF / 1,140 SF = 27.37%

REC WEST WALL FENESTRATION %:

WALL AREA: 786 SF **GLAZING AREA:** 206.5 SF
FENESTRATION: 206.5 SF / 786 SF = 26.27%



RECREATIONAL BUILDING - RIGHT ELEVATION

1/8" = 1'-0"



RECREATIONAL BUILDING - BACK ELEVATION

1/8" = 1'-0"



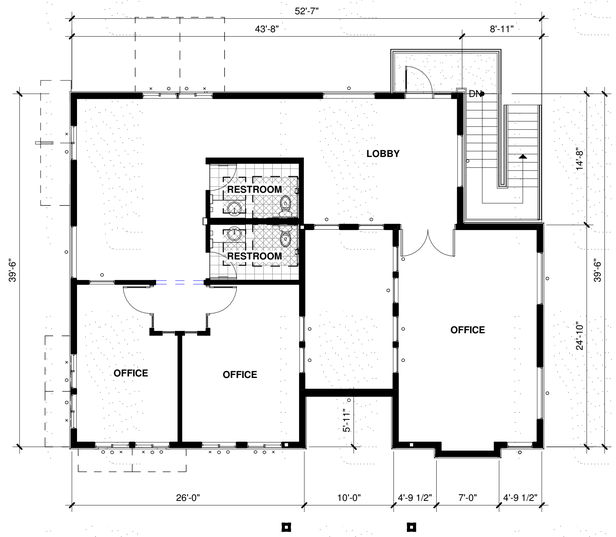
RECREATIONAL BUILDING - LEFT ELEVATION

1/8" = 1'-0"



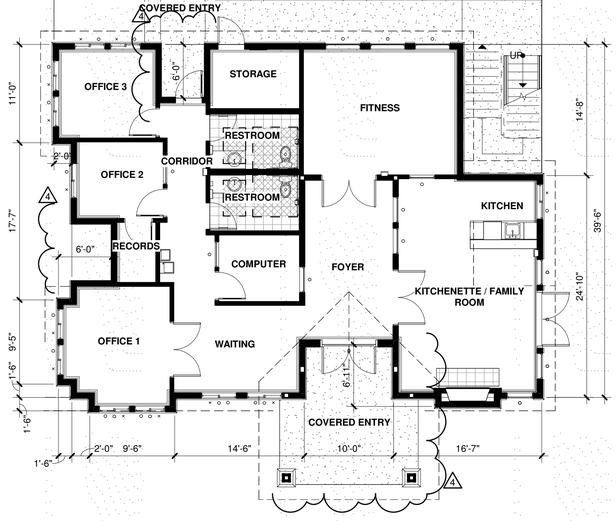
RECREATIONAL BUILDING - FRONT ELEVATION

1/8" = 1'-0"



RECREATIONAL - L2

1/8" = 1'-0"



RECREATIONAL - L1

1/8" = 1'-0"

0' 4'-0" 8'-0" 16'-0" 32'-0"

BURNHAM DRIVE APARTMENTS

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

3/16/2021 5:15:29 PM

PR-CONCEPTUAL PLANS & ELEVATIONS

-

PR0.7

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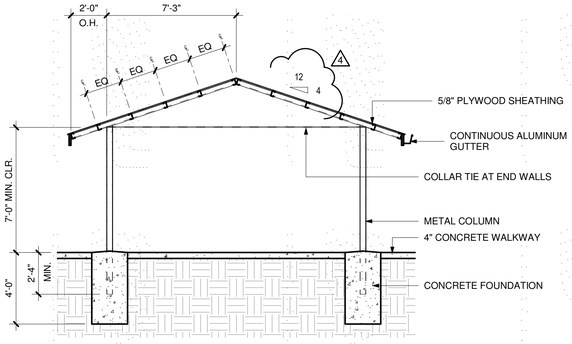
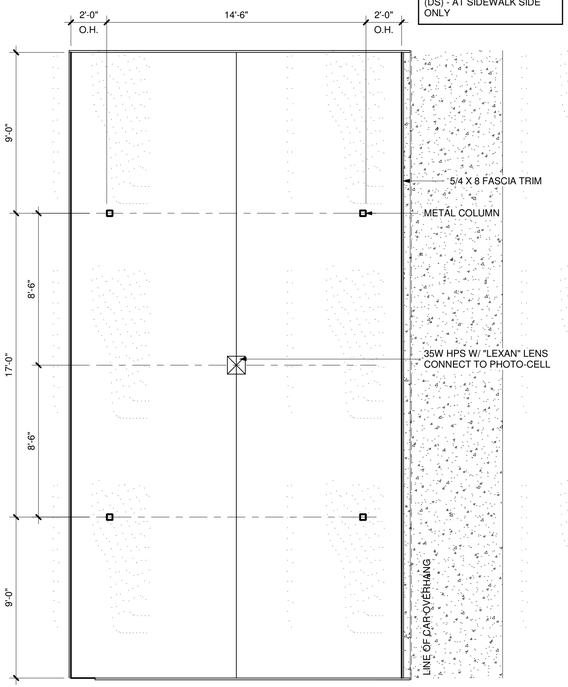
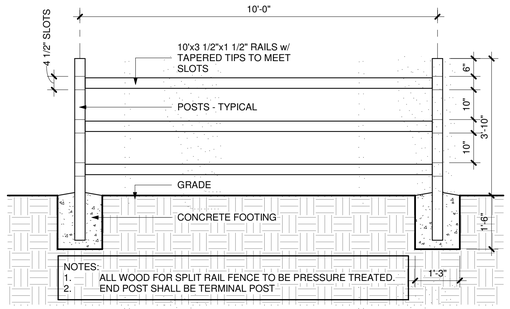


NOTE:
CONTINUOUS ALUMINUM GUTTER & DOWNSPOUT (DS) - AT SIDEWALK SIDE ONLY



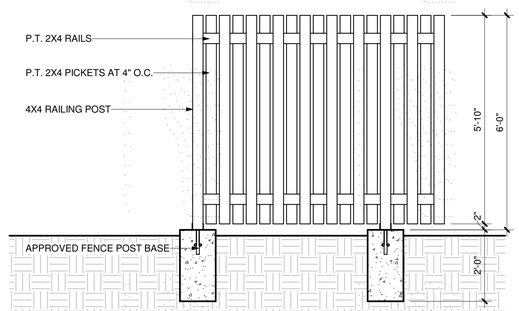
PREFABRICATED METAL CARPORT FRAMING PLANS

1/4" = 1'-0"



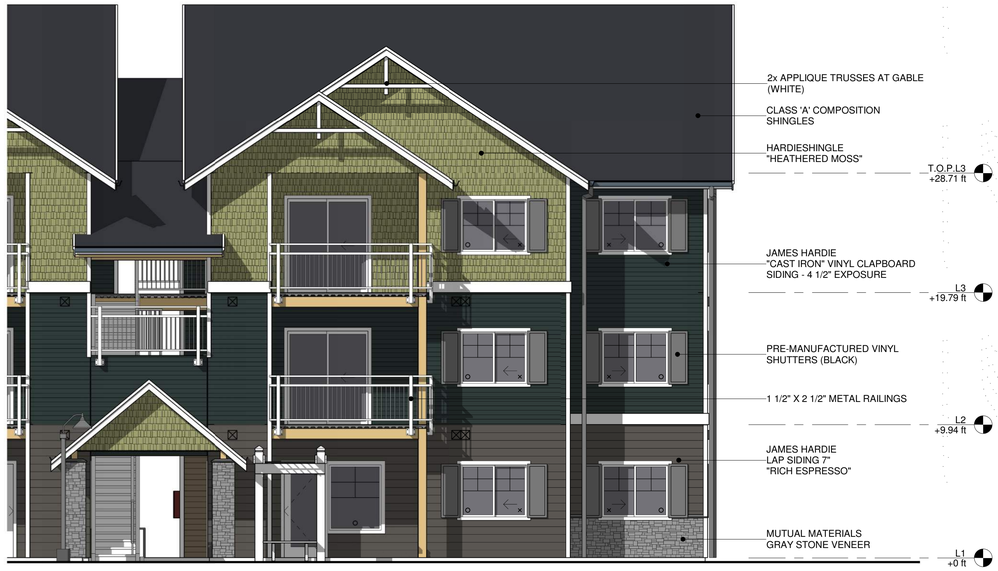
SPLIT RAIL FENCE ELEVATION - TYP.

1/2" = 1'-0"



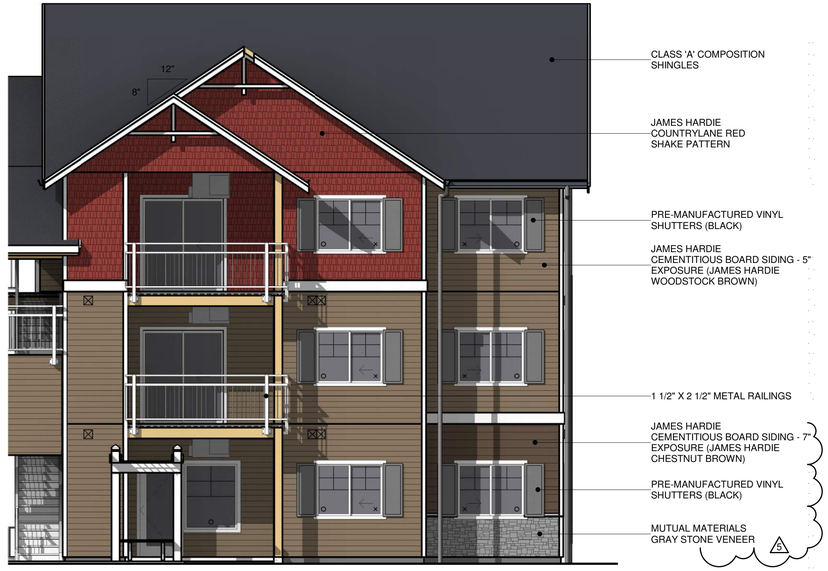
FENCE ELEVATION FROM INSIDE

1/2" = 1'-0"



ELEVATION - COLOR SCHEME

3/16" = 1'-0"



ELEVATION - COLOR SCHEME 2

3/16" = 1'-0"

BURNHAM DRIVE APARTMENTS

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

3/16/2021 5:15:37 PM

PR-CONCEPTUAL ELEVATION - COLOR SCHEME

-

PR0.8

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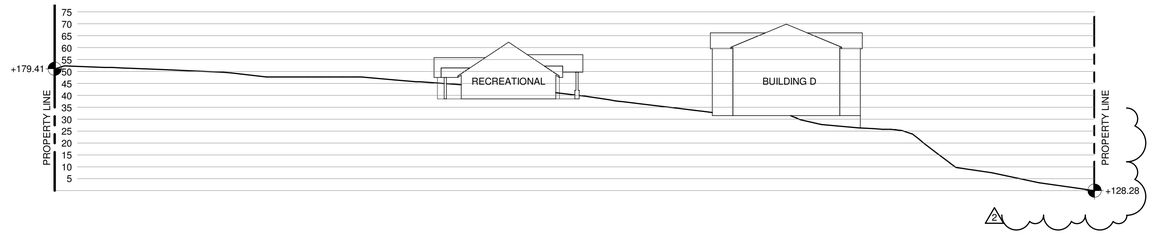
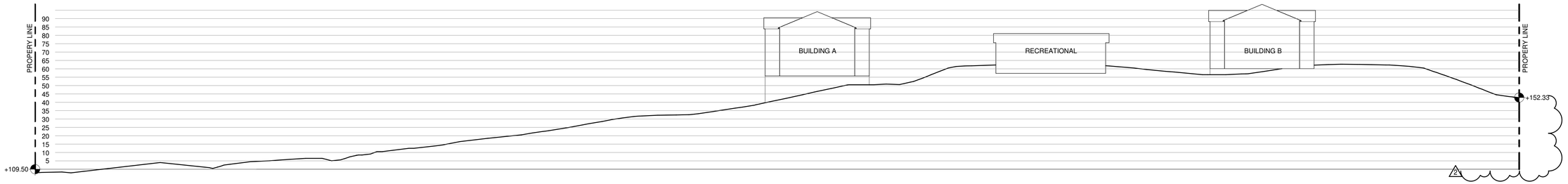


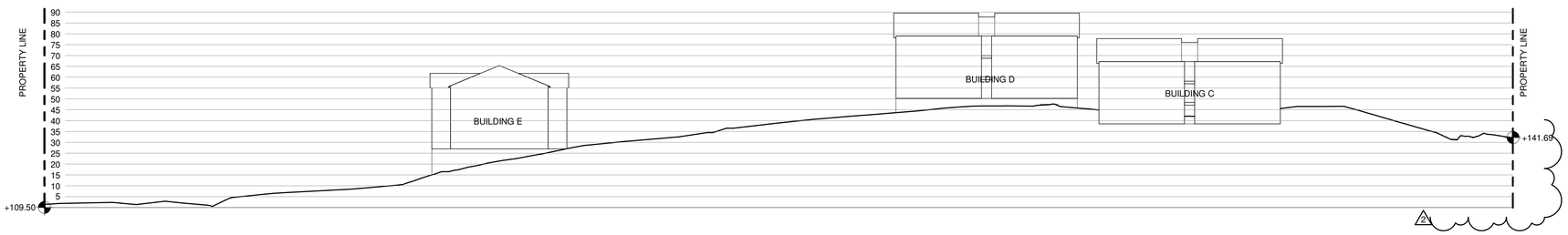
SITE SECTION C

1" = 30'-0"



SITE SECTION B

1" = 30'-0"



SITE SECTION A

1" = 30'-0"

0' 15'-0" 30'-0" 60'-0" 120'-0"

BURNHAM DRIVE APARTMENTS

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

3/16/2021 5:15:40 PM

PR-CONCEPTUAL SITE SECTIONS

-

PR0.9

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GRAPHIC SCALE

0 30 60

1 INCH = 30 FEET (22"x34")

1 INCH = 60 FEET (11"x17")

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

ARCHITECT

ROSS DECKMAN ASSOCIATES
207 4TH AVE SE
PUYALLUP WA 98372
253-840-9405

PROJECT MANAGER

JEFF REED
SMCI
PO BOX 883
GIG HARBOR WA 98335
253-820-8771

OWNER/APPLICANT

PAUL CONAN
P.O. BOX 883
GIG HARBOR WA 98335
253-820-8771

GEOTECHNICAL ENGINEER

GEORESOURCES LLC
5007 PACIFIC HWY SUITE 16
FIFE WA 98424
253-896-1011

LANDSCAPE ARCHITECT

KATHY OWENS
NATURE BY DESIGN, INC
1320 ALAMEDA AVE, SUITE B
FIRCREST WA 98466
253-460-6067

MATERIAL NOTES

1. ACCESS WAYS AND PARKING STALLS WILL BE PAVED WITH ASPHALT.
2. SIDEWALKS, RAMPS, AND WALKWAYS WILL BE CONCRETE
3. CROSSWALKS WILL BE STAMPED CONCRETE IN A HERRINGBONE PATTERN WITH A BRICK RED COLOR, OR SIMILAR PER OWNER. CROSSWALKS SHALL BE OF A DIFFERENT LOOKING MATERIAL TO BE DISTINGUISHABLE.

UTILITY NOTES

EXISTING UTILITY INFORMATION DEPICTED ON THESE PLANS WAS OBTAINED FROM BEST AVAILABLE SOURCES AT THE TIME OF DESIGN. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE RELOCATION OF EXISTING UNDERGROUND CONFLICTING UTILITIES DEPICTED OR NOT DEPICTED ON THESE PLANS.

ROAD NOTE

AT THE TIME OF CIVIL PERMIT INTAKE ALL PUBLIC AND PRIVATE ROADWAYS DEPICTED IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAXIMUM SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE PUBLIC WORKS STANDARDS.

RAMP NOTE

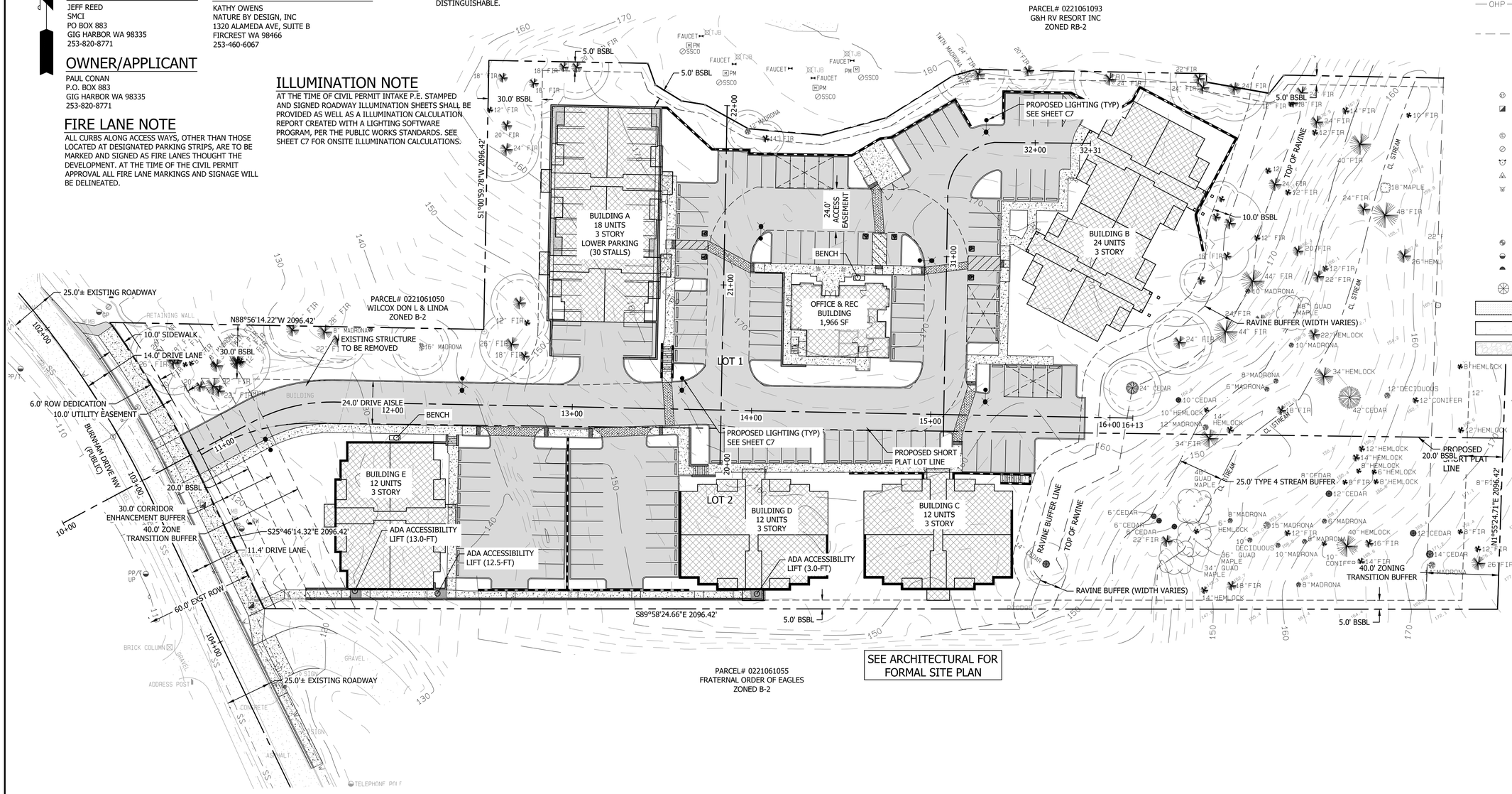
AT THE TIME OF CIVIL PERMIT INTAKE ALL PROPOSED CURB RAMPS DEPICTED ON PUBLIC STREETS IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAXIMUM SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE MOST RECENT WSDOT STANDARD F-PLAN.

ILLUMINATION NOTE

AT THE TIME OF CIVIL PERMIT INTAKE P.E. STAMPED AND SIGNED ROADWAY ILLUMINATION SHEETS SHALL BE PROVIDED AS WELL AS A ILLUMINATION CALCULATION REPORT CREATED WITH A LIGHTING SOFTWARE PROGRAM, PER THE PUBLIC WORKS STANDARDS. SEE SHEET C7 FOR ONSITE ILLUMINATION CALCULATIONS.

FIRE LANE NOTE

ALL CURBS ALONG ACCESS WAYS, OTHER THAN THOSE LOCATED AT DESIGNATED PARKING STRIPS, ARE TO BE MARKED AND SIGNED AS FIRE LANES THOUGHT THE DEVELOPMENT. AT THE TIME OF THE CIVIL PERMIT APPROVAL ALL FIRE LANE MARKINGS AND SIGNAGE WILL BE DELINEATED.



LEGEND

SURVEY		PROPOSED
100	CONTOURS	100
	PROPERTY LINE/RIGHT-OF-WAY	
	RIGHT-OF-WAY CENTERLINE	
	EASEMENT	
	BUILDING SETBACK	
SD	STORM DRAIN LINE	SD
SS	SANITARY SEWER LINE	SS
	ROOF DRAIN LINE	RD
OHP	OVERHEAD POWER LINE	OHP
	UNDERGROUND POWER LINE	P
W	WATER LINE	W
	FIRE LINE	FL
	FDC LINE	FDC
	TREE PROTECTION FENCING	
	TYPE 2 CATCHBASIN	
	TYPE 1/TYPE 1L CATCHBASIN	
	STORM DRAIN CLEANOUT (SDCO)	
	SANITARY SEWER MANHOLE	
	SANITARY SEWER CLEANOUT (SSCO)	
	HYDRANT	
	WATER VALVE	
	WATER METER	
	FDC	
	DOUBLE CHECK DETECTOR VALVE	DCDV
	MONUMENT	
	POWER POLE (PP)	
	GUY WIRE (GW)	
	TEST PIT	
	ASPHALT	
	CONCRETE	
	GRAVEL	

UTILITY PROVIDER NOTE

SANITARY SEWER AND WATER WILL BE SERVICED BY THE CITY OF GIG HARBOR MUNICIPAL SYSTEMS

DRIVEWAY NOTE

AT THE TIME OF CIVIL PERMIT INTAKE ALL DRIVEWAY APPROACH LOCATIONS DEPICTED IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAXIMUM SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE PUBLIC WORKS STANDARDS.

EXISTING WELL NOTE

THERE ARE NO KNOWN DE-COMISSIONED OR EXISTING WELLS ON-SITE. IF EXISTING WELLS ARE FOUND TO BE LOCATED ON-SITE, THEY SHALL BE DE-COMMISIONED AS NECESSARY.

EXISTING SEPTIC NOTE

THERE ARE NO KNOWN DE-COMISSIONED OR EXISTING SEPTIC TANKS OR DRAINFIELDS ON-SITE. IF EXISTING SEPTIC TANKS OR DRAINFIELDS ARE FOUND TO BE LOCATED ON-SITE, THEY SHALL BE DE-COMMISIONED AS NECESSARY.

GIG HARBOR
"THE MARITIME CITY"

ISSUED FOR CONSTRUCTION

DATE:

REVISIONS

CONTOUR ENGINEERING • LLC
CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

DESIGNED BY:	KJR
DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

GENERAL PLAN

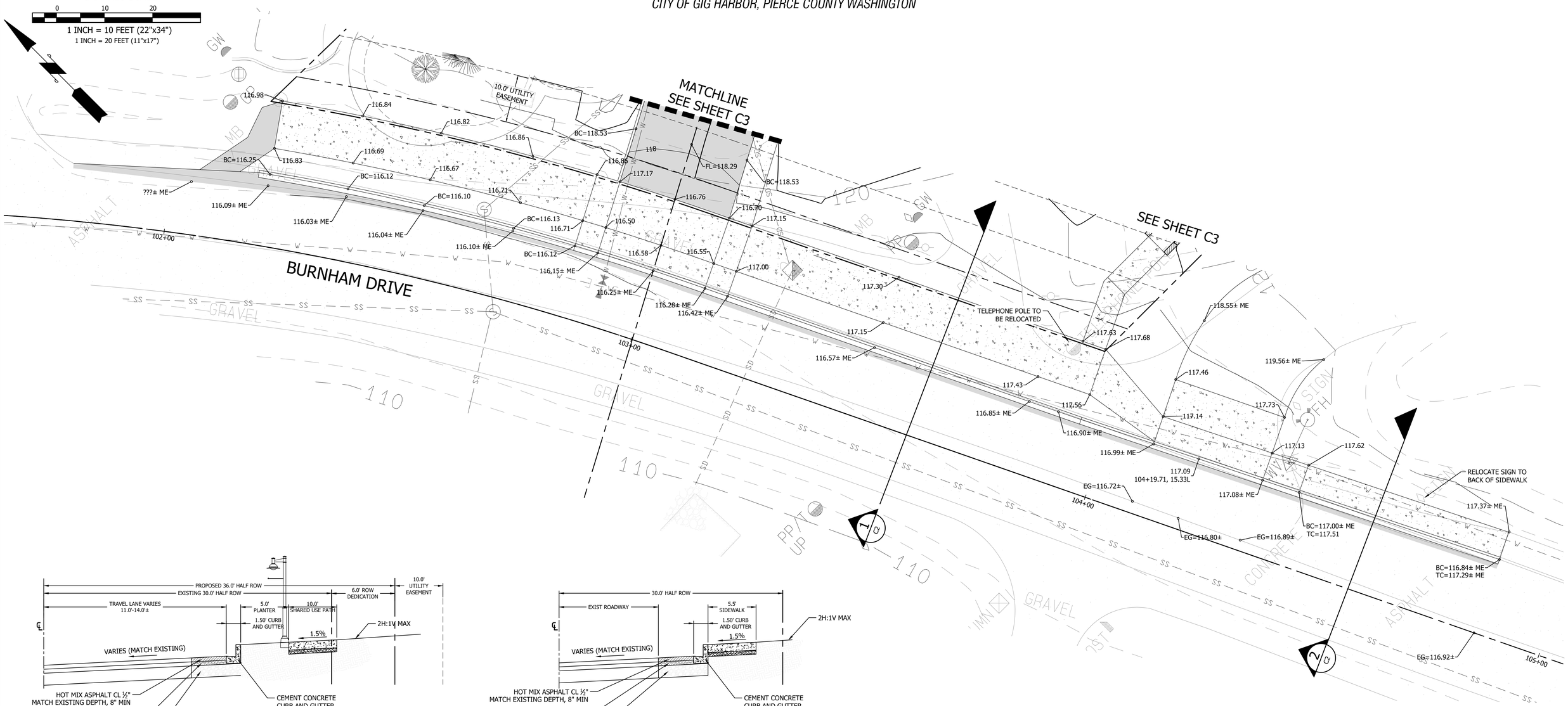
PERMIT NO. PL-SPP-18-0001

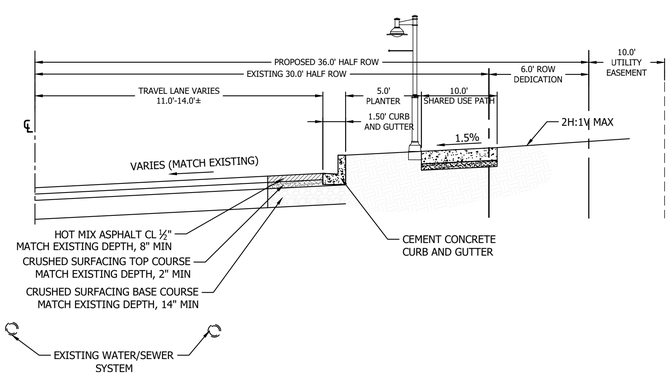
DRAWING NO. 15-204

SHEET C1

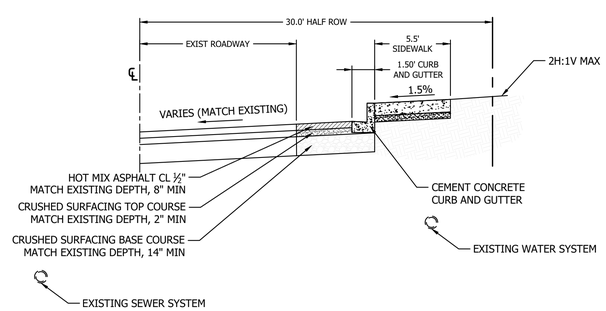
JEREMY F. HAIG — STATE OF WASHINGTON — 21611 — REGISTERED PROFESSIONAL ENGINEER

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON





1 BURNHAM DRIVE CROSS SECTION
NTS



2 BURNHAM DRIVE CROSS SECTION
NTS

GIG HARBOR
"THE MARITIME CITY"

ISSUED FOR CONSTRUCTION

DATE:

REVISIONS

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DESIGNED BY:	KJR
DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

GRADING PLAN

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET C2

JEREMY F. HAUG
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

GRAPHIC SCALE

0 20 40

1 INCH = 20 FEET (22"x34")
1 INCH = 40 FEET (11"x17")

GRADING ACRONYMS

BC	= BOTTOM OF CURB
TC	= TOP OF CURB
EG	= EXISTING GRADE
FG	= FINISH GRADE
ME	= MATCH EXISTING GRADE
BW	= BOTTOM OF WALL
TW	= TOP OF WALL
LP	= LOW POINT
FF	= FINISH FLOOR
FL	= FLOW LINE
HP	= HIGH POINT
TS	= TOP OF STEP
EF	= EXTEND FOUNDATION

ROAD NOTE

AT THE TIME OF CIVIL PERMIT INTAKE ALL PUBLIC AND PRIVATE ROADWAYS DEPICTED IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAXIMUM SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE PUBLIC WORKS STANDARDS.

DRIVEWAY NOTE

AT THE TIME OF CIVIL PERMIT INTAKE ALL DRIVEWAY APPROACH LOCATIONS DEPICTED IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAXIMUM SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE PUBLIC WORKS STANDARDS.

WALL NOTE

WALLS OVER 4 FEET IN HEIGHT TO BE CONSTRUCTED UNDER A SEPARATE BUILDING PERMIT.

ACCESSIBILITY NOTES

- RAMPS HAVE BEEN GRADED WITH A LONGITUDINAL SLOPE TO NOT EXCEED 7.8% (MAXIMUM ALLOWED 8.33%) AND A CROSS SLOPE TO NOT EXCEED 1.75% (MAXIMUM ALLOWED 2.0%).
- LANDINGS HAVE BEEN GRADED WITH NO SLOPE IN ANY DIRECTION TO EXCEED 1.75% (MAXIMUM ALLOWED 2.0%).
- ALL RAMPS AND LANDINGS SHALL HAVE ADEQUATE HANDRAILS

GRADING QUANTITIES

TOTAL CUT = 13,850 CU. YD.± *
TOTAL FILL = 11,950 CU. YD.± **

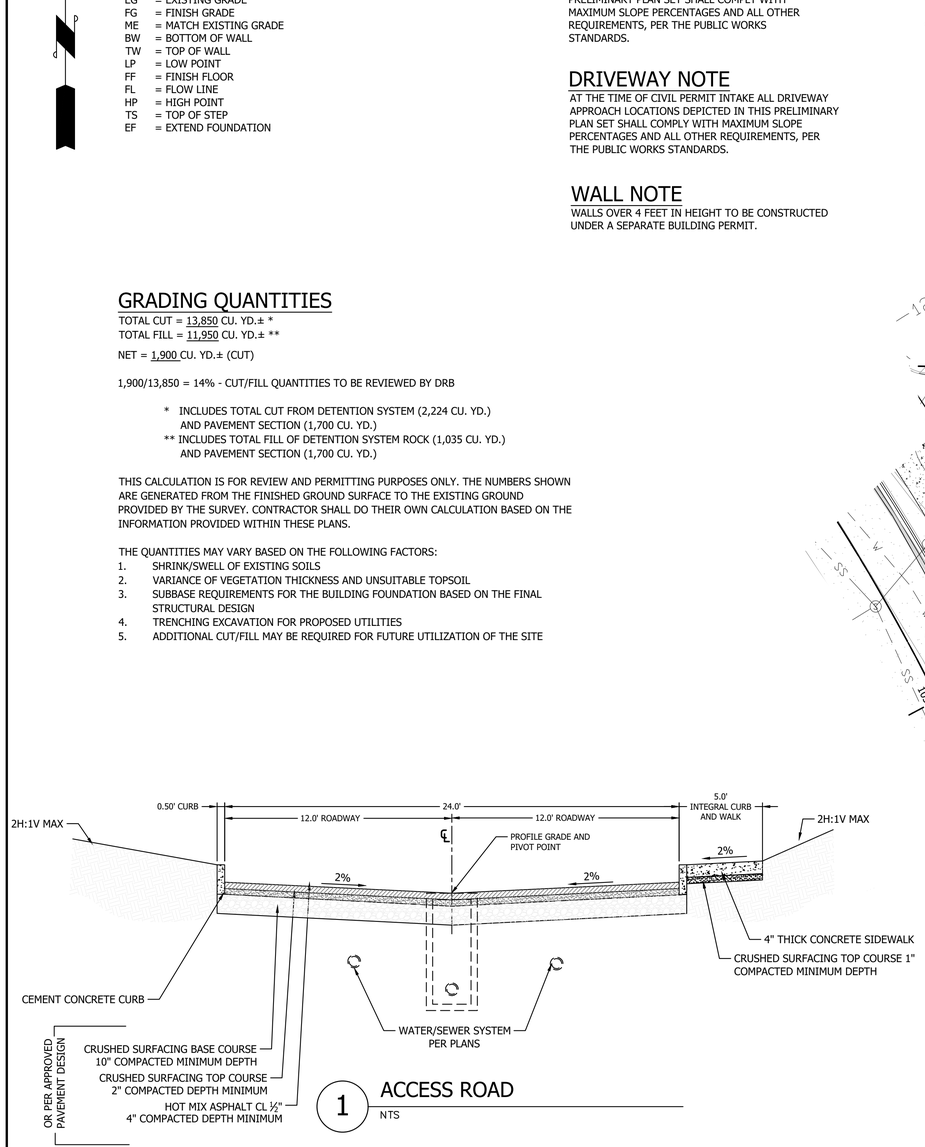
NET = 1,900 CU. YD.± (CUT)

1,900/13,850 = 14% - CUT/FILL QUANTITIES TO BE REVIEWED BY DRB

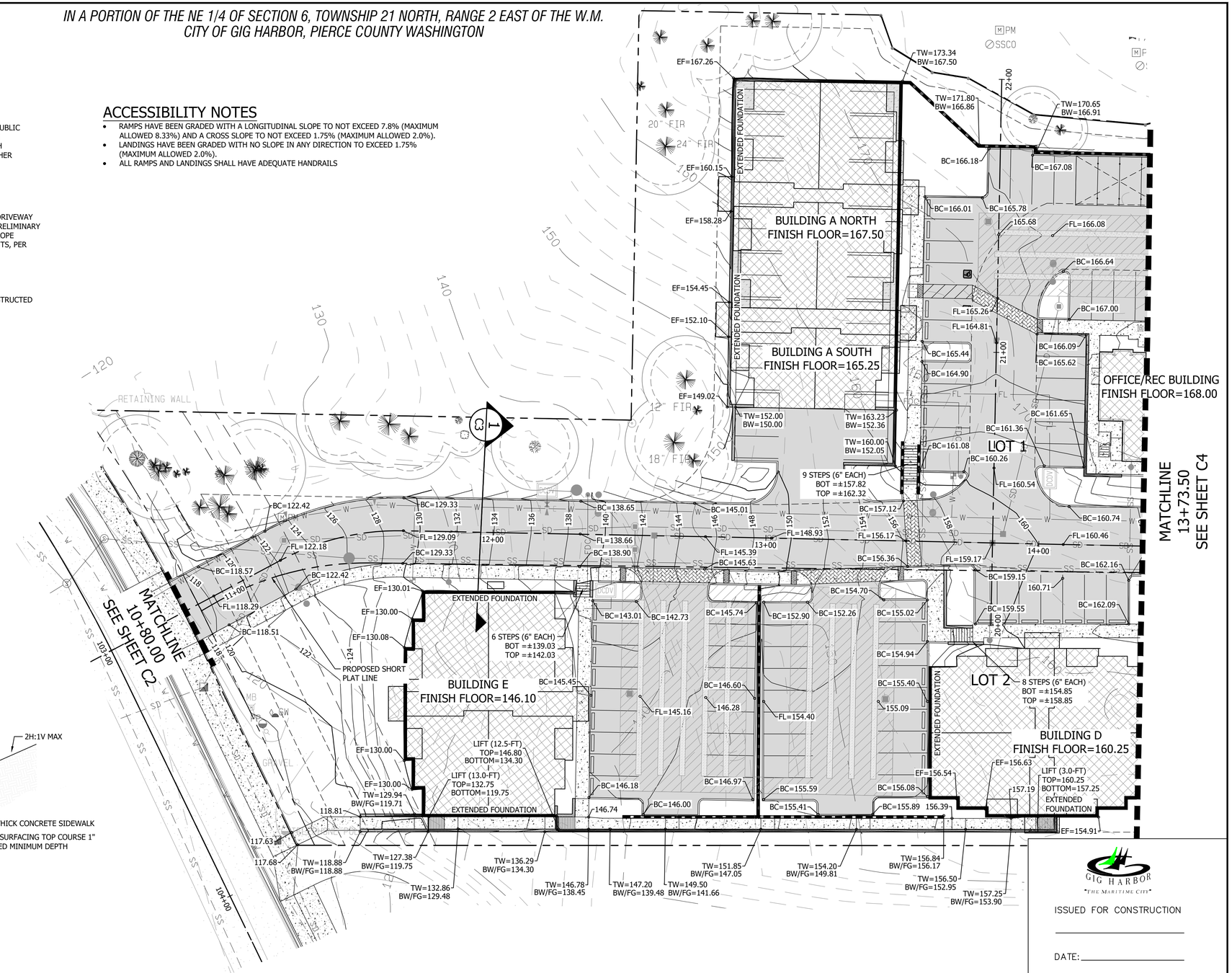
* INCLUDES TOTAL CUT FROM DETENTION SYSTEM (2,224 CU. YD.) AND PAVEMENT SECTION (1,700 CU. YD.)
** INCLUDES TOTAL FILL OF DETENTION SYSTEM ROCK (1,035 CU. YD.) AND PAVEMENT SECTION (1,700 CU. YD.)

THIS CALCULATION IS FOR REVIEW AND PERMITTING PURPOSES ONLY. THE NUMBERS SHOWN ARE GENERATED FROM THE FINISHED GROUND SURFACE TO THE EXISTING GROUND PROVIDED BY THE SURVEY. CONTRACTOR SHALL DO THEIR OWN CALCULATION BASED ON THE INFORMATION PROVIDED WITHIN THESE PLANS.

THE QUANTITIES MAY VARY BASED ON THE FOLLOWING FACTORS:
1. SHRINK/SWELL OF EXISTING SOILS
2. VARIANCE OF VEGETATION THICKNESS AND UNSUITABLE TOPSOIL
3. SUBBASE REQUIREMENTS FOR THE BUILDING FOUNDATION BASED ON THE FINAL STRUCTURAL DESIGN
4. TRENCHING EXCAVATION FOR PROPOSED UTILITIES
5. ADDITIONAL CUT/FILL MAY BE REQUIRED FOR FUTURE UTILIZATION OF THE SITE



1 ACCESS ROAD
NTS



GIG HARBOR
"THE MARITIME CITY"

ISSUED FOR CONSTRUCTION

DATE: _____

REVISIONS

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DESIGNED BY:	KJR
DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

GRADING PLAN

PERMIT NO. PL-SPP-18-0001
DRAWING NO. 15-204
SHEET C3 OF

JEREMY F. HAIG — STATE OF WASHINGTON — 21810 — REGISTERED PROFESSIONAL ENGINEER

GRAPHIC SCALE

0 20 40

1 INCH = 20 FEET (22"x34")

1 INCH = 40 FEET (11"x17")

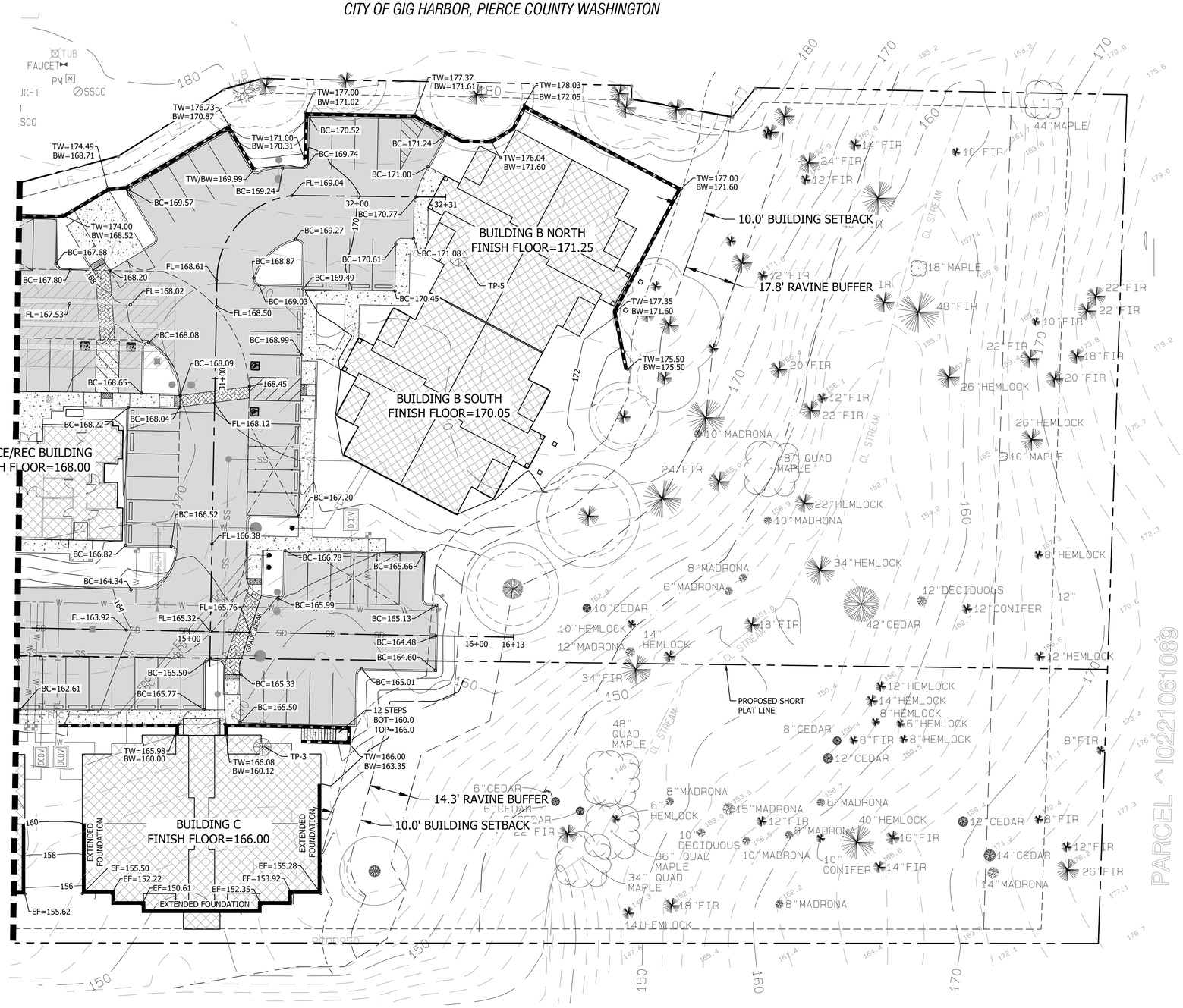
ROAD NOTE

AT THE TIME OF CIVIL PERMIT INTAKE ALL PUBLIC AND PRIVATE ROADWAYS DEPICTED IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAXIMUM SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE PUBLIC WORKS STANDARDS.

WALL NOTE

WALLS OVER 4 FEET IN HEIGHT TO BE CONSTRUCTED UNDER A SEPARATE BUILDING PERMIT.

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON



GIG HARBOR
"THE MARITIME CITY"

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DATE:

REVISIONS

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APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

GRADING PLAN

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET C4

JEREMY F. HAUG
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

GRAPHIC SCALE

0 20 40

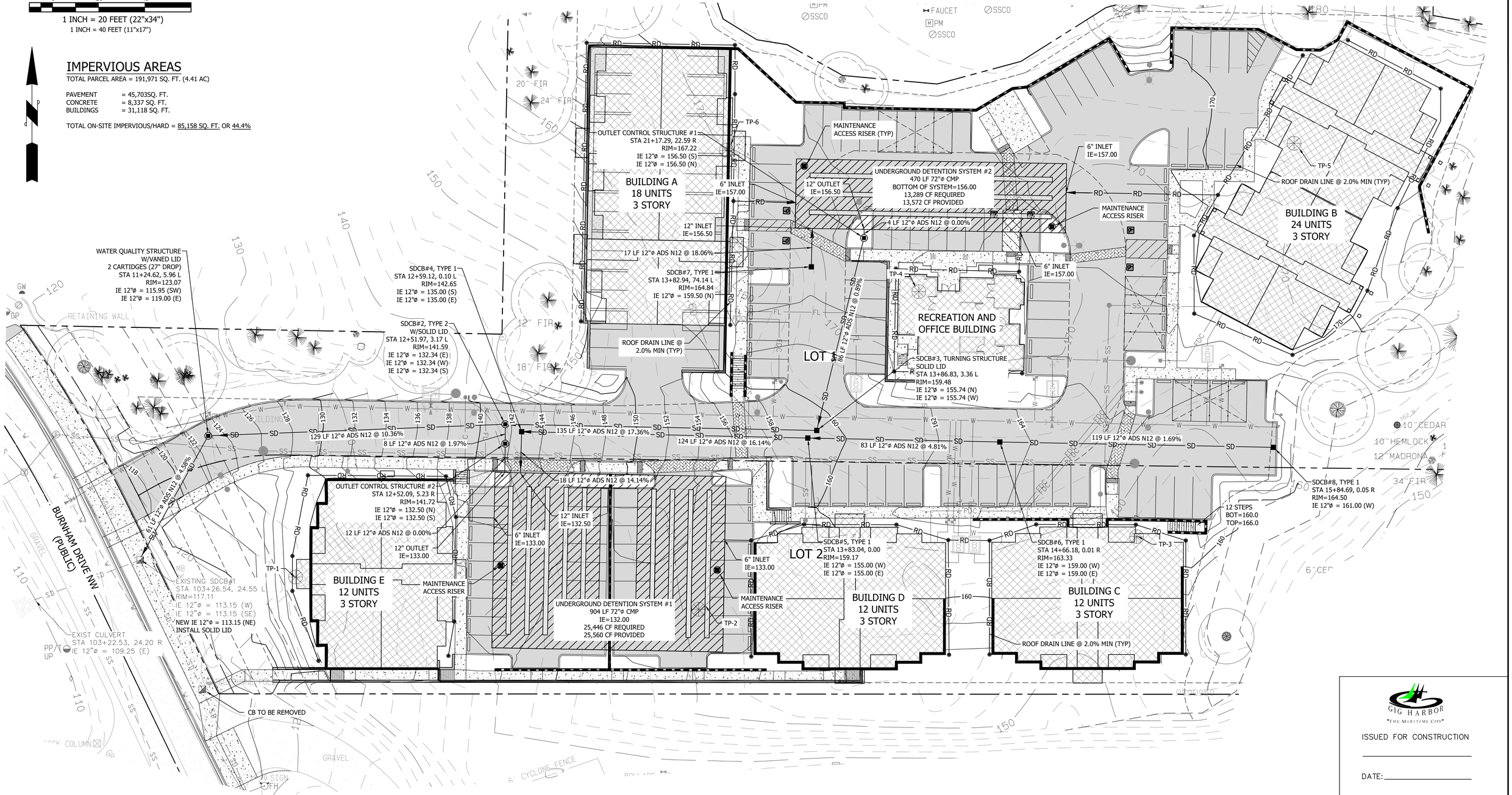
1 INCH = 20 FEET (22"x34")
1 INCH = 40 FEET (11"x17")

IMPERVIOUS AREAS

TOTAL PARCEL AREA = 191,971 SQ. FT. (4.41 AC)

PAVEMENT	= 45,703SQ. FT.
CONCRETE	= 8,337 SQ. FT.
BUILDINGS	= 31,118 SQ. FT.

TOTAL ON-SITE IMPERVIOUS/HARD = 85,158 SQ. FT. OR 44.4%



GIG HARBOR
"THE MARITIME CITY"

ISSUED FOR CONSTRUCTION

DATE: _____

REVISIONS

CONTOUR ENGINEERING, LLC
CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

DESIGNED BY:	KJR
DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

DRAINAGE PLAN

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET C5

JEREMY F. HAIG
STATE OF WASHINGTON
REGISTERED
PROFESSIONAL ENGINEER

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

GRAPHIC SCALE

0 20 40

1 INCH = 20 FEET (22"x34")
1 INCH = 40 FEET (11"x17")

EXISTING SEPTIC NOTE

THERE ARE NO KNOWN DE-COMISSIONED OR EXISTING SEPTIC TANKS OR DRAINFIELDS ON-SITE. IF EXISTING SEPTIC TANKS OR DRAINFIELDS ARE FOUND TO BE LOCATED ON-SITE, THEY SHALL BE DE-COMMISIONED AS NECESSARY.

UTILITY NOTES

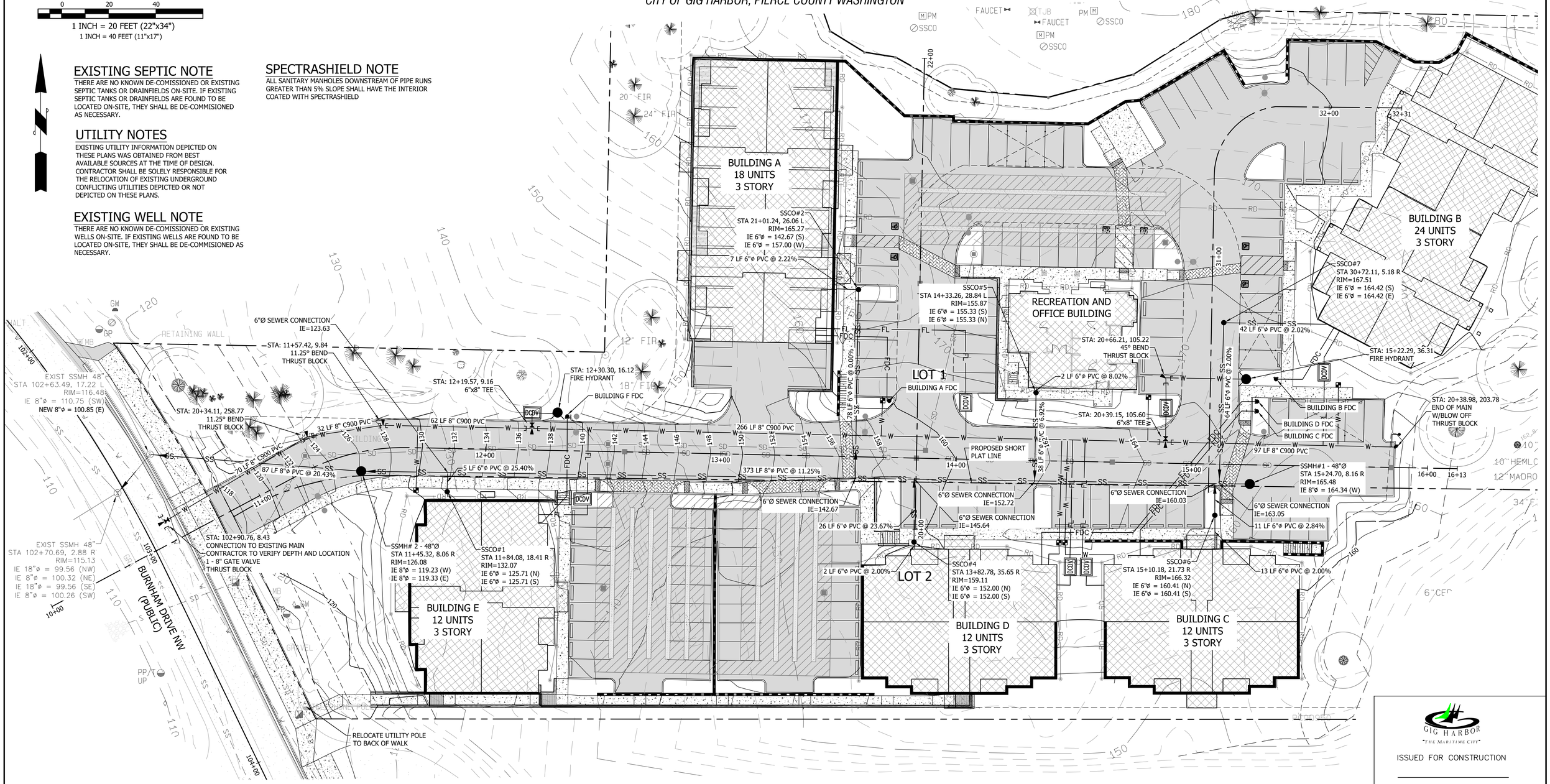
EXISTING UTILITY INFORMATION DEPICTED ON THESE PLANS WAS OBTAINED FROM BEST AVAILABLE SOURCES AT THE TIME OF DESIGN. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE RELOCATION OF EXISTING UNDERGROUND CONFLICTING UTILITIES DEPICTED OR NOT DEPICTED ON THESE PLANS.

EXISTING WELL NOTE

THERE ARE NO KNOWN DE-COMISSIONED OR EXISTING WELLS ON-SITE. IF EXISTING WELLS ARE FOUND TO BE LOCATED ON-SITE, THEY SHALL BE DE-COMMISIONED AS NECESSARY.

SPECTRASHIELD NOTE

ALL SANITARY MANHOLES DOWNSTREAM OF PIPE RUNS GREATER THAN 5% SLOPE SHALL HAVE THE INTERIOR COATED WITH SPECTRASHIELD



GIG HARBOR
"THE MARITIME CITY"

ISSUED FOR CONSTRUCTION

DATE: _____

REVISIONS

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DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

UTILITY PLAN

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET C6

JEREMY F. HAUG
STATE OF WASHINGTON
EXPIRES
PROFESSIONAL ENGINEER

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

GRAPHIC SCALE

0 20 40

1 INCH = 20 FEET (22"x34")
1 INCH = 40 FEET (11"x17")

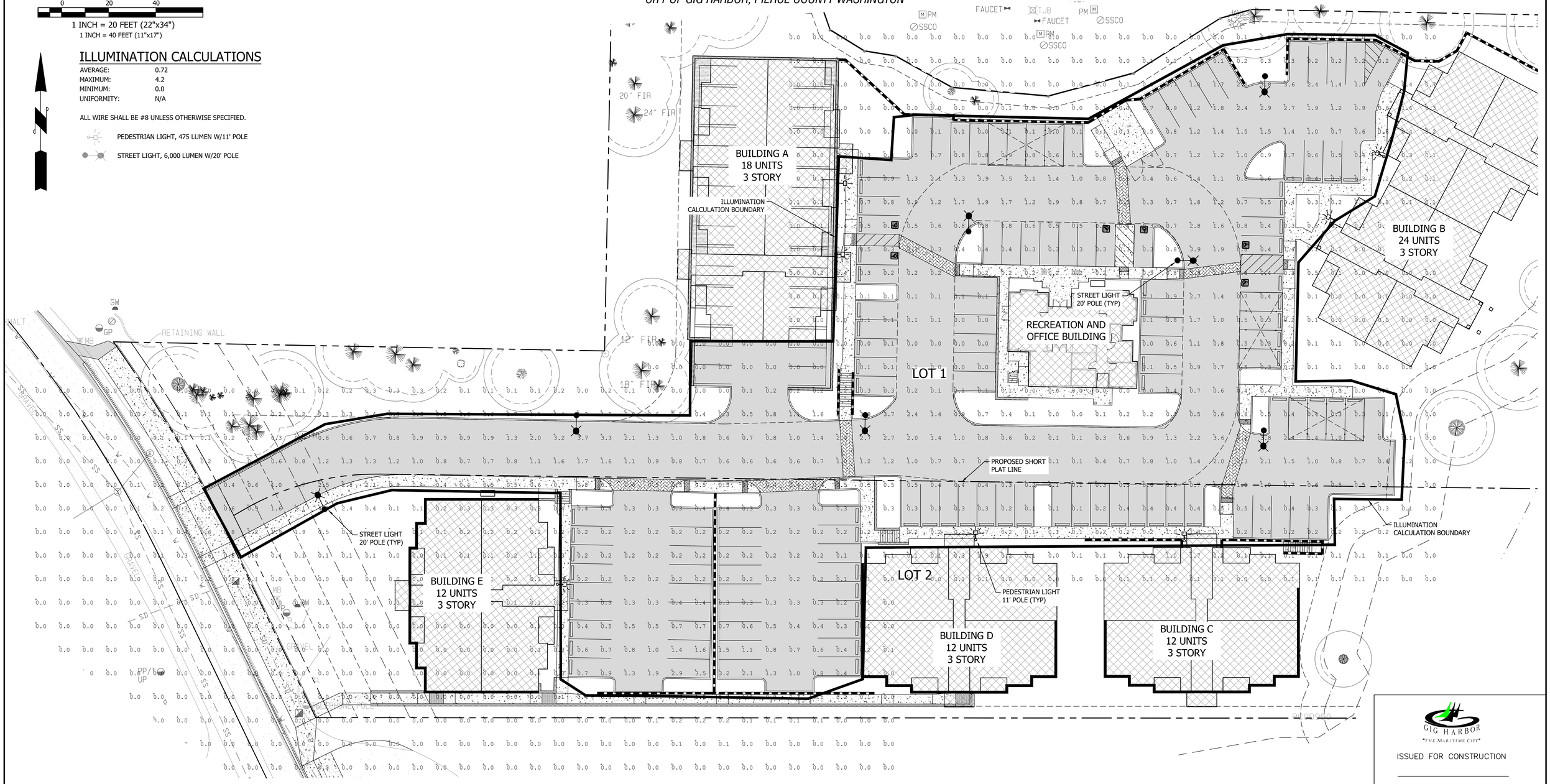
ILLUMINATION CALCULATIONS

AVERAGE:	0.72
MAXIMUM:	4.2
MINIMUM:	0.0
UNIFORMITY:	N/A

ALL WIRE SHALL BE #8 UNLESS OTHERWISE SPECIFIED.

PEDESTRIAN LIGHT, 475 LUMEN W/11' POLE

STREET LIGHT, 6,000 LUMEN W/20' POLE



GIG HARBOR
"THE MARITIME CITY"

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SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

ONSITE ILLUMINATION PLAN

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET C7

JEREMY F. HAUG
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

GRAPHIC SCALE

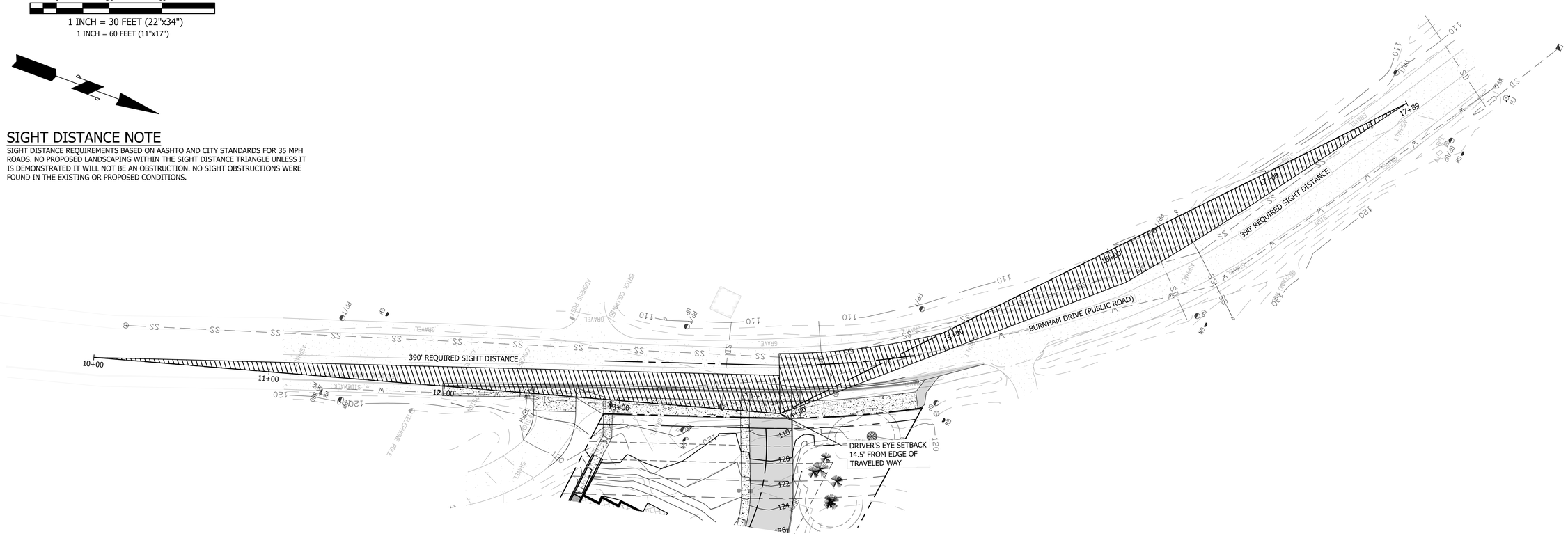
0 30 60

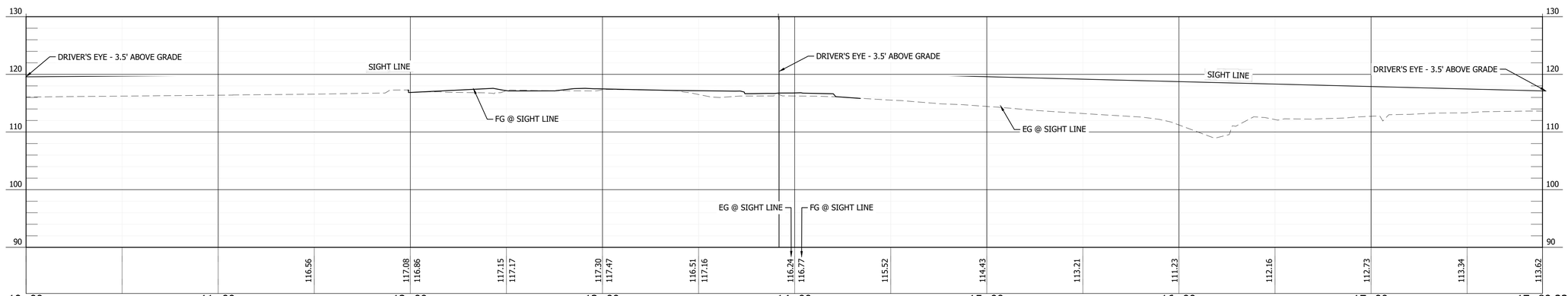
1 INCH = 30 FEET (22"x34")

1 INCH = 60 FEET (11"x17")

SIGHT DISTANCE NOTE

SIGHT DISTANCE REQUIREMENTS BASED ON AASHTO AND CITY STANDARDS FOR 35 MPH ROADS. NO PROPOSED LANDSCAPING WITHIN THE SIGHT DISTANCE TRIANGLE UNLESS IT IS DEMONSTRATED IT WILL NOT BE AN OBSTRUCTION. NO SIGHT OBSTRUCTIONS WERE FOUND IN THE EXISTING OR PROPOSED CONDITIONS.





BURNHAM SIGHT LINE

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

GIG HARBOR
"THE MARITIME CITY"

ISSUED FOR CONSTRUCTION

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SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

SIGHT DISTANCE DIAGRAM

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET C8

JEREMY F. HALE — STATE OF WASHINGTON — REGISTERED PROFESSIONAL ENGINEER

GRAPHIC SCALE

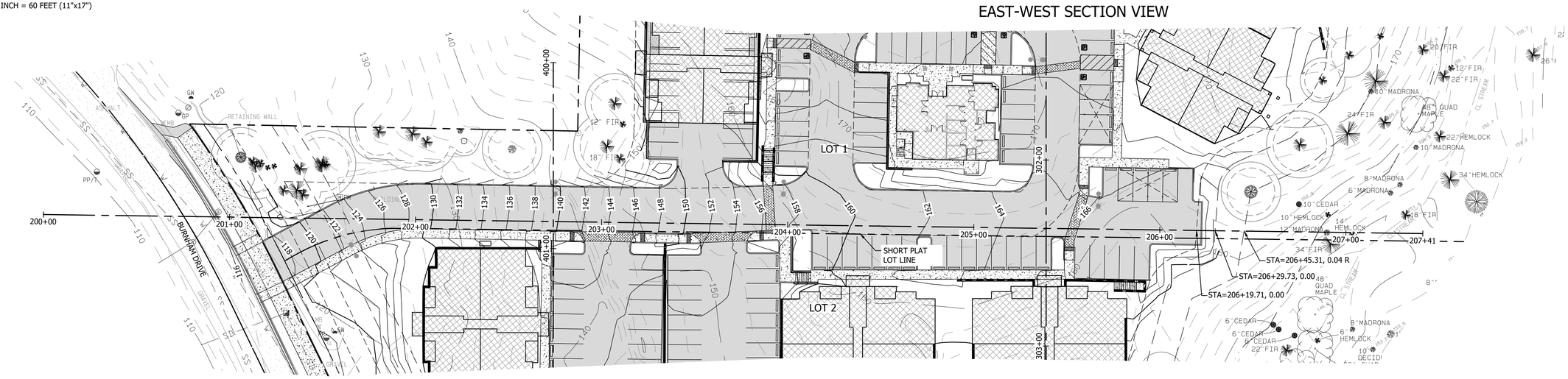
0 30 60

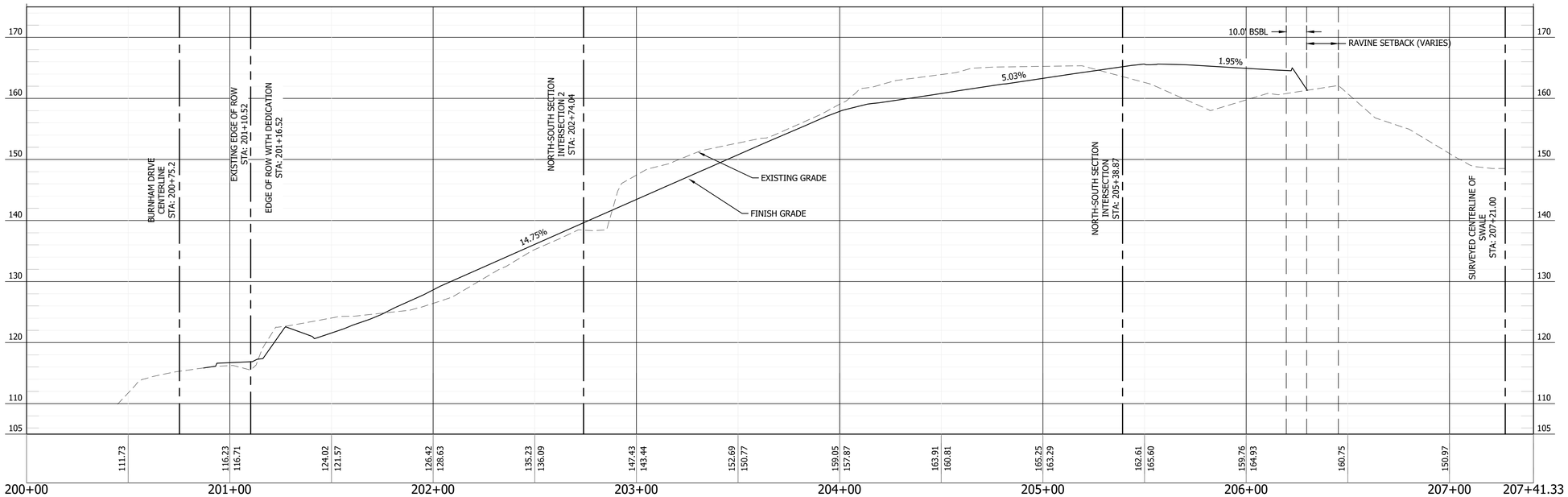
1 INCH = 30 FEET (22"x34")

1 INCH = 60 FEET (11"x17")

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

SEE SHEET C7 FOR
EAST-WEST SECTION VIEW





WEST-EAST SITE SECTION VIEW

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

GIG HARBOR
"THE MARITIME CITY"

ISSUED FOR CONSTRUCTION

DATE: _____

REVISIONS

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APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

WEST-EAST SECTION VIEW

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET C9

JEREMY F. HAIG — STATE OF WASHINGTON — 22815 — REGISTERED PROFESSIONAL ENGINEER

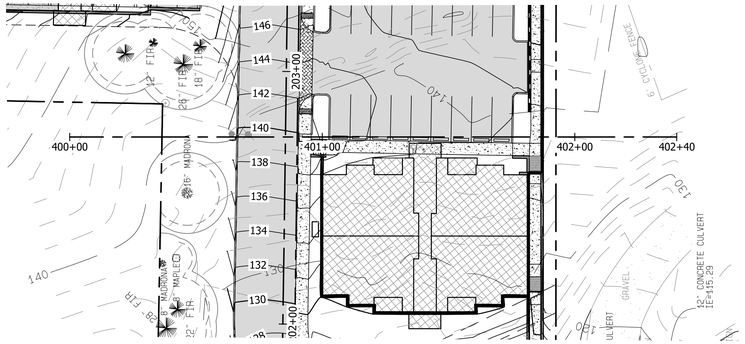
IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

GRAPHIC SCALE

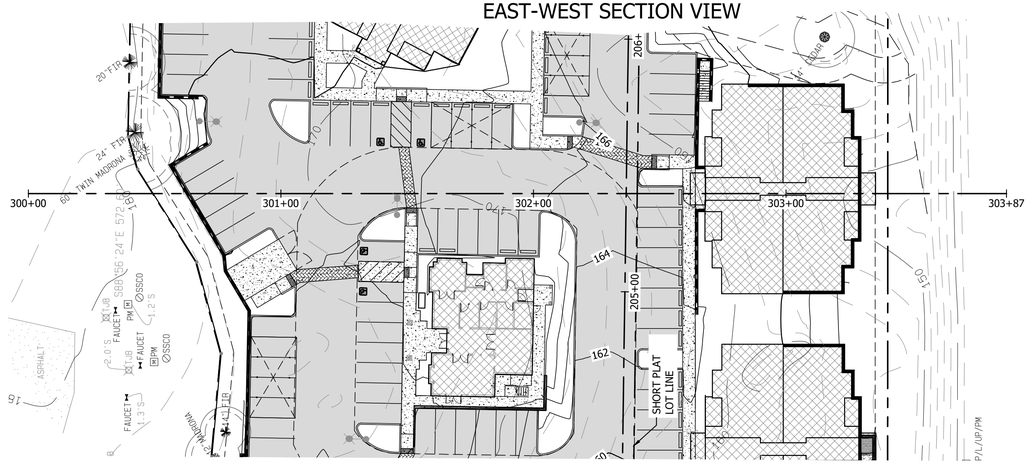
0 30 60

1 INCH = 30 FEET (22"x34")
1 INCH = 60 FEET (11"x17")

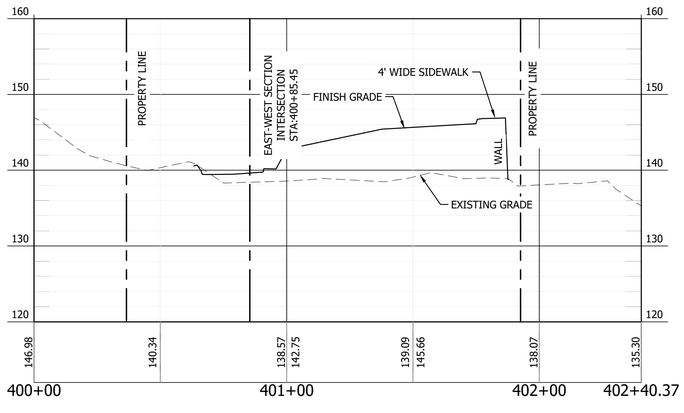
SEE SHEET C9 FOR
EAST-WEST SECTION VIEW



SEE SHEET C9 FOR
EAST-WEST SECTION VIEW

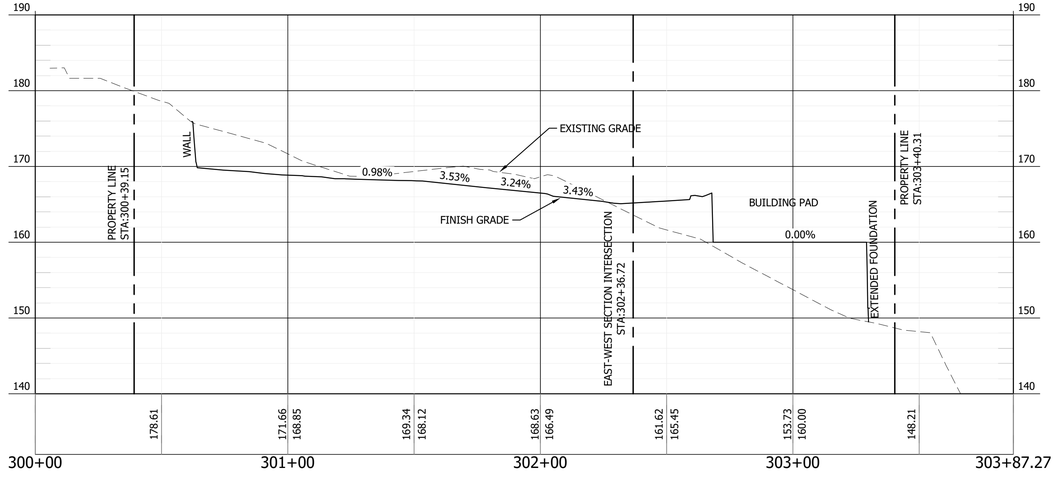


SEE SHEET C9 FOR
EAST-WEST SECTION VIEW



NORTH-SOUTH SITE SECTION 2 VIEW

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'



NORTH-SOUTH SITE SECTION VIEW

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=10'

GIG HARBOR
"THE MARITIME CITY"

ISSUED FOR CONSTRUCTION

DATE: _____

REVISIONS

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CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

DESIGNED BY:	KJR
DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

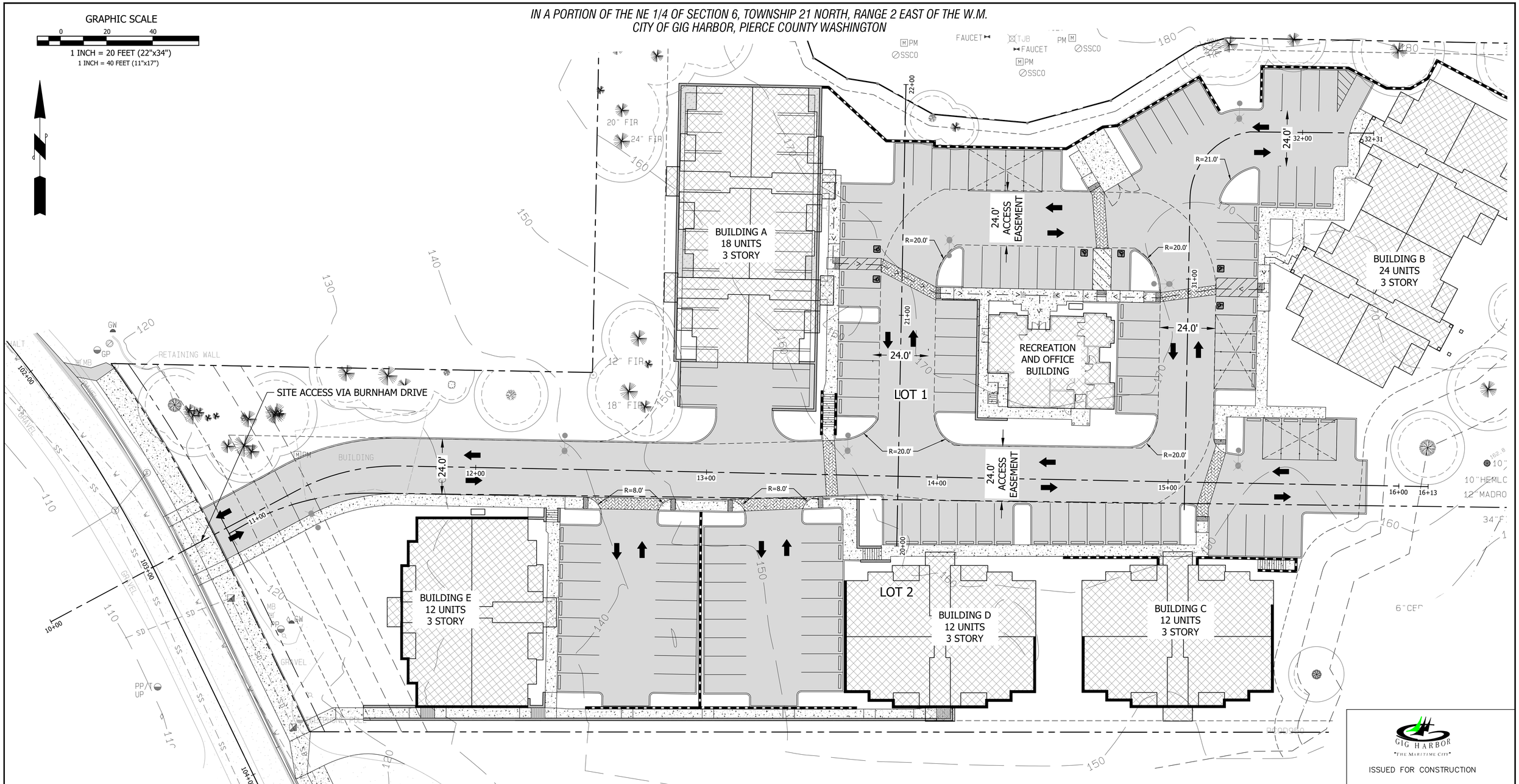
PRELIMINARY SET

NORTH-SOUTH
SECTION VIEW

PERMIT NO. PL-SPP-18-0001
DRAWING NO. 15-204
SHEET C10

JEREMY F. HAUG
STATE OF WASHINGTON
REGISTERED
PROFESSIONAL ENGINEER

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON



GIG HARBOR
"THE MARITIME CITY"

ISSUED FOR CONSTRUCTION

DATE:

REVISIONS

CONTOUR ENGINEERING • LLC
CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

DESIGNED BY:	KJR
DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

CIRCULATION PLAN

PERMIT NO. PL-SPP-18-0001

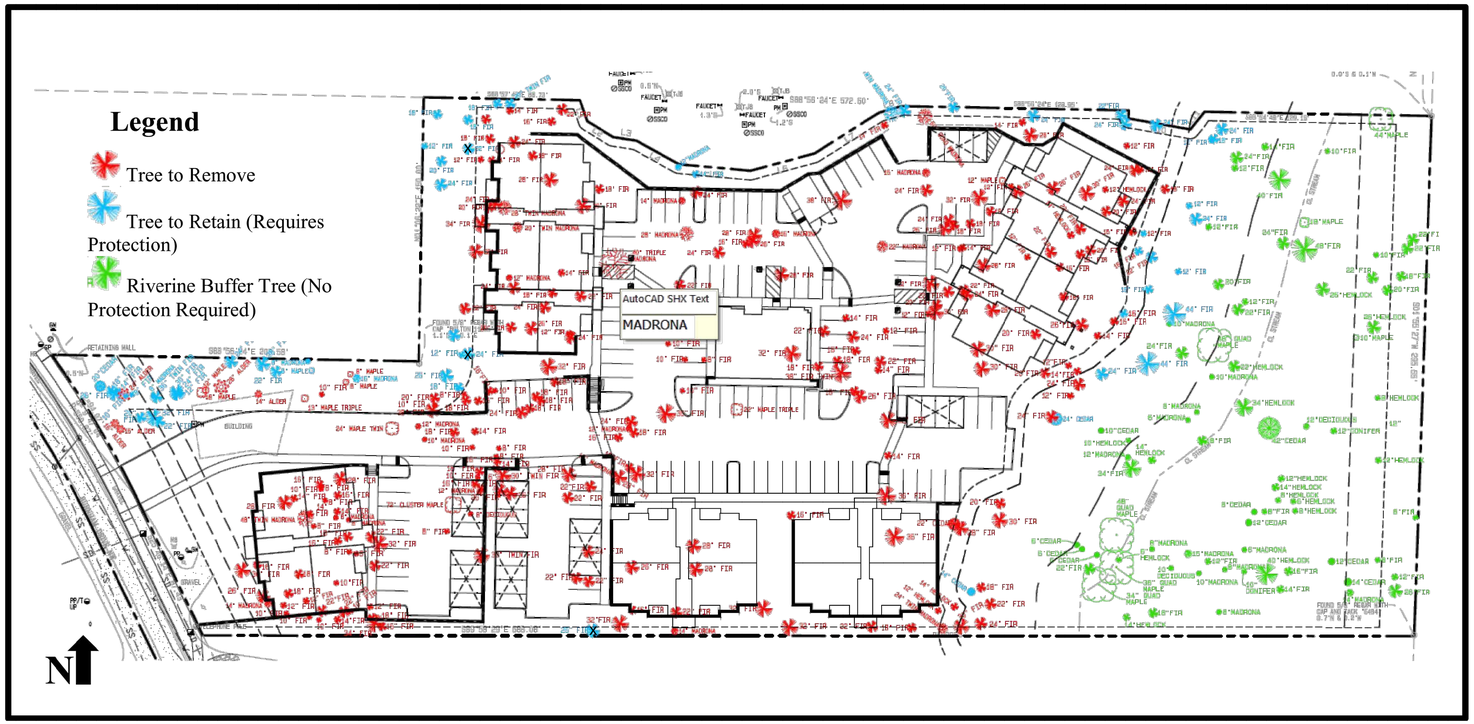
DRAWING NO. 15-204

SHEET C11

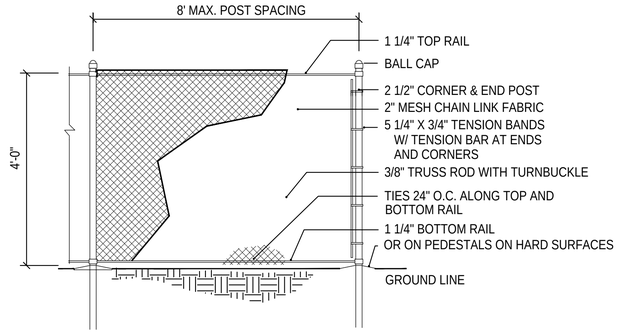
JEREMY F. HAUG
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER

Appendix I

Revised Burnham Drive Apartments Site Plan with Tree Locations



NOTE:
TREE INVENTORY AND RETENTION REPORT / PLAN BY WASHINGTON FORESTRY CONSULTANTS, INC. - PLEASE REFER TO THAT REPORT FOR ALL TREE RETENTION DIRECTION. INCLUDED ON THIS SHEET ARE PIECES OF THAT REPORT.



TEMPORARY CHAIN LINK DRIVEN POST FENCE DETAIL

TREE PROTECTION FENCE SHOULD BE MAINTAINED THROUGHOUT THE CONSTRUCTION AND GRADING, AND NOT BE REMOVED UNTIL FINAL LANDSCAPING IS IN PROGRESS. AT NO TIME SHALL EQUIPMENT ENTER INTO THE ROOT PROTECTION ZONE (RPZ). ALL BRUSH CLEAN UP WITHIN THE RPZ SHOULD BE COMPLETED BY HAND TO PREVENT DISTURBANCE OF NATIVE GROUND COVERS. NO CUTS / FILLS, UTILITY TRENCHING, MODIFICATIONS TO DRAINAGE, OR CONCRETE RISE WATER SHOULD IMPACT THE RPZ. NO WIRES, CABLES OR OTHER DEVICES SHOULD BE ATTACHED TO PROTECTED TREES DURING CONSTRUCTION.

IF IMPACTS MUST OCCUR WITHIN THE RPZ, CONTACT THE LANDSCAPE ARCHITECT OR PROJECT ARBORIST PRIOR TO THE OPERATIONS TO DETERMINE THE PROPER PROCEDURE TO PROTECT THE TREE'S HEALTH.

Table 1. Summary of the numbers of trees proposed for removal and retention.

# Total on-site trees evaluated	# of Healthy Trees in Riverine Buffer	# On-site trees to be Retained	# Off-Site trees requiring protection	# Trees Recommended for Removal	Reason for Removal	
					# Within Footprint of Development or Minimum RPZ Compromised	# in Poor Health
446	77	46	29	~~323~~ 326	~~295~~ 298	28

%OF TREE RETENTION: 446 TOTAL TREES EVALUATED - 28 (POOR HEALTH) = 418 TREES
77 + 46 = 123 TOTAL ON-SITE HEALTHY TREES TO BE RETAINED
123 / 418 = 29.4% HEALTHY TREE RETENTION (25% MINIMUM)

KATRINA KNUTSON, AICP
COMMUNITY DEVELOPMENT DIRECTOR

DATE:_____

REVISIONS
G. REVISED PER AGENCY
H. REVISED PER UPDATED SITE PLAN
I. REVISED PER UPDATED SITE PLAN
J. REVISED PER UPDATED SITE PLAN
K. REVISED PER UPDATED SITE PLAN (3.11.21)

NATURE BY DESIGN
LANDSCAPE ARCHITECTURE
1320 ALAMEDA AVE SUITE B
FIRCREST, WA 98466
253.460.6067
WWW.NATUREBYDESIGN.COM

DESIGNED BY:	KLO
DRAWN BY:	SR
CHECKED BY:	KLO
APPROVED BY:	KLO
SCALE:	
OTHER:	

BURNHAM DR APTS
XXX BURNHAM DR
GIG HARBOR, WA 98332

1724LSK

TREE RETENTION PLAN NOTES & DETAILS

PERMIT NO.	--
DRAWING NO.	1724
SHEET OF	1 OF 9

NOTE:

Some of the perimeter trees (existing) cannot be retained due to building foot prints or grading and retaining walls encroaching into the root zones creating unsafe trees. The proposed alternate landscape plan addresses the available options for compensating those loses.

17.78.100 Alternative landscaping plans -
The Burnham Drive Apartments are proposing an Alternate Landscape Plan. There are several areas requiring an Alternate Landscape Plan. The proposed plan exceeds the minimum requirements of the agency. Therefore, the proposed Alternate Landscape Plan is superior to the code minimum requirements as required by 17.78.100.

1. The parking lot at the West side of Building D
   Response: The plan proposes to add pedestrian Benches with ADA pads adjacent to the benches along the sidewalks near the fronts of the buildings and at the Recreation building. In addition, vertical screening on the buildings will be planted with vines to soften the buildings.

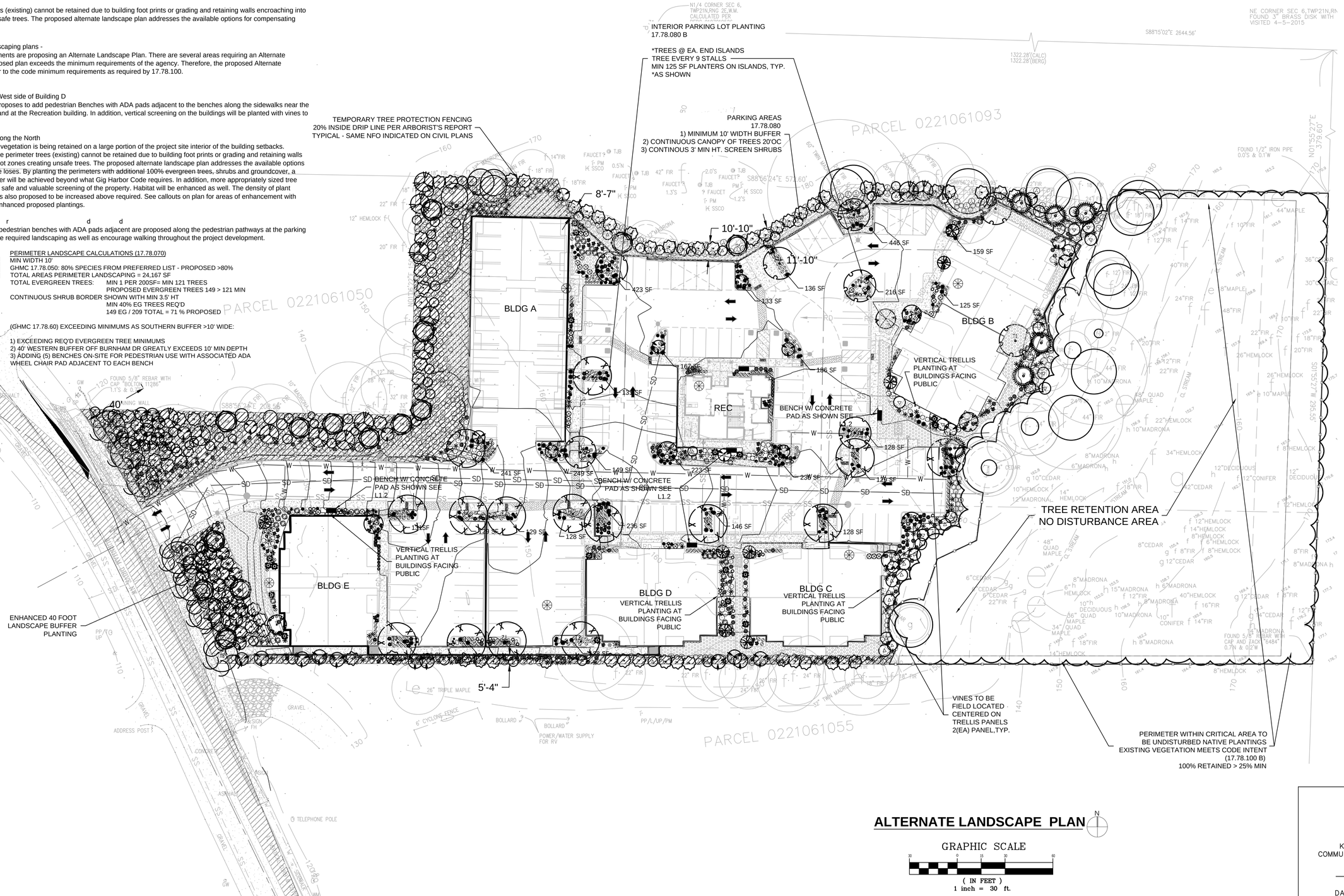
2. The perimeter buffer along the North
   Response: Significant vegetation is being retained on a large portion of the project site interior of the building setbacks.
   Response: Some of the perimeter trees (existing) cannot be retained due to building foot prints or grading and retaining walls encroaching into the root zones creating unsafe trees. The proposed alternate landscape plan addresses the available options for compensating those loses. By planting the perimeters with additional 100% evergreen trees, shrubs and groundcover, a superior perimeter buffer will be achieved beyond what Gig Harbor Code requires. In addition, more appropriately sized tree selections will allow for safe and valuable screening of the property. Habitat will be enhanced as well. The density of plant material in the buffers is also proposed to be increased above required. See callouts on plan for areas of enhancement with required plantings vs enhanced proposed plantings.

3. r r r d d
   Response: Additional pedestrian benches with ADA pads adjacent are proposed along the pedestrian pathways at the parking lot areas to enhance the required landscaping as well as encourage walking throughout the project development.

PERIMETER LANDSCAPE CALCULATIONS (17.78.070)
MIN WIDTH 10'
GHMC 17.78.050: 80% SPECIES FROM PREFERRED LIST - PROPOSED >80%
TOTAL AREAS PERIMETER LANDSCAPING = 24,167 SF
TOTAL EVERGREEN TREES: MIN 1 PER 200SF= MIN 121 TREES
PROPOSED EVERGREEN TREES 149 > 121 MIN
CONTINUOUS SHRUB BORDER SHOWN WITH MIN 3.5' HT
MIN 40% EG TREES REQ'D
149 EG / 209 TOTAL = 71 % PROPOSED

(GHMC 17.78.60) EXCEEDING MINIMUMS AS SOUTHERN BUFFER >10' WIDE:

1) EXCEEDING REQ'D EVERGREEN TREE MINIMUMS
2) 40' WESTERN BUFFER OFF BURNHAM DR GREATLY EXCEEDS 10' MIN DEPTH
3) ADDING (5) BENCHES ON-SITE FOR PEDESTRIAN USE WITH ASSOCIATED ADA WHEEL CHAIR PAD ADJACENT TO EACH BENCH



ALTERNATE LANDSCAPE PLAN

N

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

GIG HARBOR
"THE MARITIME CITY"

KATRINA KNUTSON, AICP
COMMUNITY DEVELOPMENT DIRECTOR

DATE:

REVISIONS
G. REVISED PER AGENCY
H. REVISED PER UPDATED SITE PLAN
I. REVISED PER UPDATED SITE PLAN
J. REVISED PER UPDATED SITE PLAN
K. REVISED PER UPDATED SITE PLAN (3.11.21)

NATURE BY DESIGN
LANDSCAPE ARCHITECTURE
1320 ALAMEDA AVE SUITE B
FIRCREST, WA 98466
253.460.6067
WWW.NATUREBYDESIGN.COM

DESIGNED BY:	KLO
DRAWN BY:	SR
CHECKED BY:	KLO
APPROVED BY:	KLO
SCALE:	
OTHER:	

BURNHAM DR APTS
XXX BURNHAM DR
GIG HARBOR, WA 98332

1724LSK

ALTERNATE LANDSCAPE PLAN

PERMIT NO. --
DRAWING NO. 1724
SHEET OF **2 OF 9**

STATE OF WASHINGTON KATHERINE OWENS 24640 EXP: APRIL 30, 2021 LICENSED LANDSCAPE ARCHITECT

GENERAL LANDSCAPE NOTES

1. Contractor is responsible for obtaining all necessary permits from the appropriate agency prior to commencing work. Contractor shall contact Line Locators (811) a min. of 48 hours prior to any digging or trenching. If there are any discrepancies with existing lines and landscaping, it is the contractor's responsibility to contact the landscape architect and request a site visit to address the conflicts. Contractor shall comply and conform to any and all local and state codes for work, schedules and any other project related requirements.

2. Contractor shall coordinate directly with the landscape architect for all landscape related issues, concerns, inspections and approvals. Contractor shall provide the landscape architect with a written request for a site visit to address any related items.

3. Scope of work shall include any and all specified and unspecified but related incidental work to achieve the design indicated on the landscape plans. All labor, materials, subcontractors, equipment, and related incidental items shall be supplied and installed to achieve a complete project, unless directed otherwise by the general contractor or landscape architect.

4. Contractor to verify all sub grades are set below required amendments to insure the finished grade will match what is intended by civil or drainage design. All sub grades and finished or final grades shall be graded to drain to the designed drainage system with positive drainage away from all structures.

5. **Grade Preparation:**
All planting areas shall be cleaned of all construction and native debris, rocks 1" and larger, and any other objects considered harmful to plant life. The debris shall be hauled off site. All planting bed areas shall have the soil rototilled to a depth of 6 inches prior to topsoil installation.
Lawn Areas to receive a min. 4" layer of sandy loam topsoil (3 -way mix or equivalent) free of weeds, sticks, rocks, and other debris. Care under existing Oak trees shall taken to not disturb the soils or roots of the trees minimal topsoil shall be placed to establish new lawn areas.
Planting bed Areas to receive a min. 6" layer of sandy loam topsoil (3-way mix or equivalent) free of weeds, sticks, rocks, and other debris. Contractor responsible for ensuring appropriate sub grade exists in all parking area planters. If sub grade is inadequate, it is contractor's responsibility to coordinate costs and work required to prep beds for planting.

6. **Mulching:** All planting beds at building foundations to receive a minimum of 3" of Organic Black Bark Mulch (Cedar Grove or Sim.). Top of all M " r r d r " r d r d adjacent to any building faces measured from the bottom of siding to the top of landscape surface. Parking islands to receive 3" min. depth of clean river rock 2"-4" size placed on top of landscape fabric.

7. Contractor shall field layout all plant material and contact the landscape architect for a site visit to approve the layout. Any field modifications shall be done by the landscape architect prior to planting.

8. Contractor shall immediately notify the landscape architect of any poor drainage condition in landscape areas. No standing water shall be permitted in any landscape areas - either on the surface or below the topsoil. The landscape architect shall coordinate the drainage solution with the general contractor and civil engineer. Once the concerns have been remedied planting shall commence.

9. All groundcover to be planted in a triangular spacing formation, equal in all directions to the centers of the groundcovers in distances indicated in the legend. Contractor shall verify all quantities of groundcovers by area calculations and spacing requirements.

10. Landscaping is to be per plan. Plant substitutions due to availability or otherwise will be allowed only with landscape architect, owner and agency approval. Any substitutions will be with material of similar size, growth characteristics, and quality.

11. All trees must be staked as necessary so as to maintain material in a healthy, vigorous growing condition.

12. Landscaping shall be installed in a professional workmanlike manner that is consistent and accepted throughout the industry. All landscape and irrigation work shall be performed by experienced persons familiar with scope of project.

13. All landscape material and labor is to be guaranteed for a period of one full year from the time of completion.

14. When planting 'Balled and Burlapped' product, gently place root ball in prepared hole with burlap still on the root ball. Remove all wire from any B&B plant material, cut jute strings and roll burlap off top of root ball. If burlap is green in color, carefully remove the entire burlap bag and all binding from the root ball.

15. An irrigation system is to be installed per plan.

16. Street trees shall have caliper size of at least 2" measure per American Association of Nurserymen Standards.

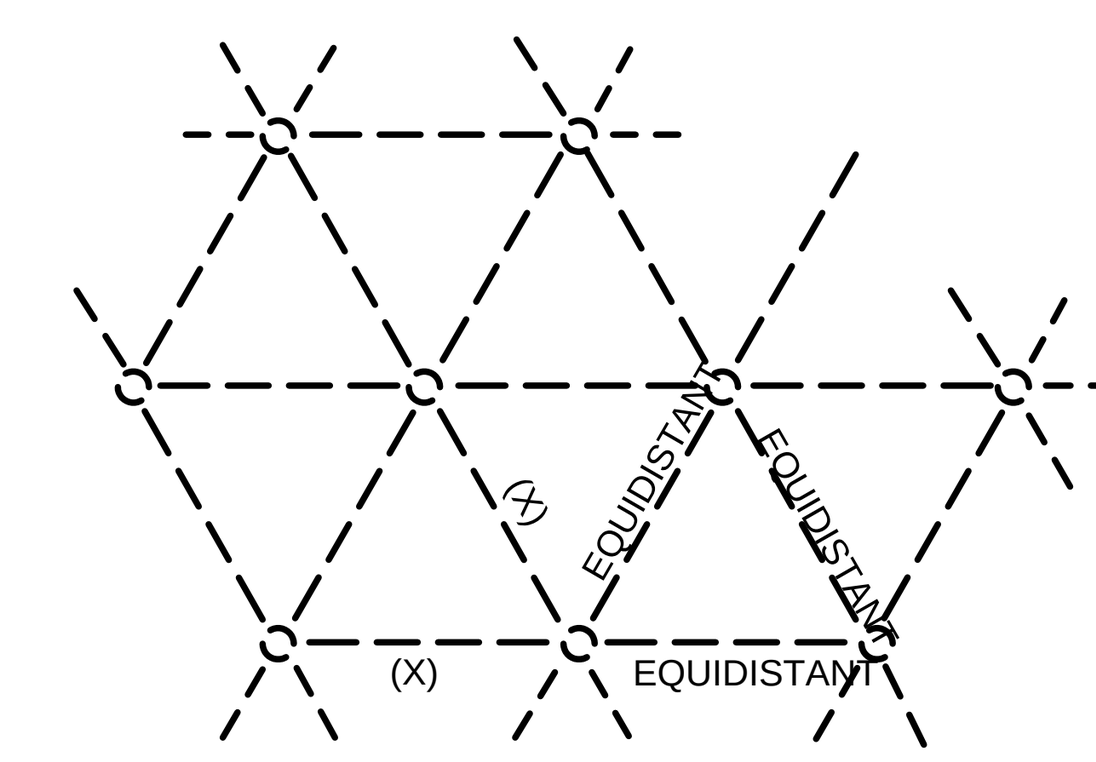
17. Street trees shall be high branching with canopy that starts at least 6' above finish grade.

18. All plant I.D. tags are to remain on the plant material until final inspection has been completed. Once approved all plant I.D. tags shall be removed and discarded appropriately.

19. Trees shall be cared for in accordance with the American National Standards Institute (ANSI) standard practices for trees, shrubs and other woody plant maintenance (ANSI 300) in order to allow them to reach there mature height and form.

20. Pruning of street trees shall be performed per the ANSI 300 standards so as to maintain the natural form of the tree, encourage vigorous growth to a mature spread and height, and avoid weakening the tree to create a hazard. Street trees shall not be topped pollarded, or otherwise pruned in a manner contrary to these goals, unless there is no practicable alternative that would preserve essential utility services.

21. See Irrigation Plans for irrigation layout - at Final Landscape Plan submittal.



DISTANCE (X) PER PLANT LEGEND

NOTES:

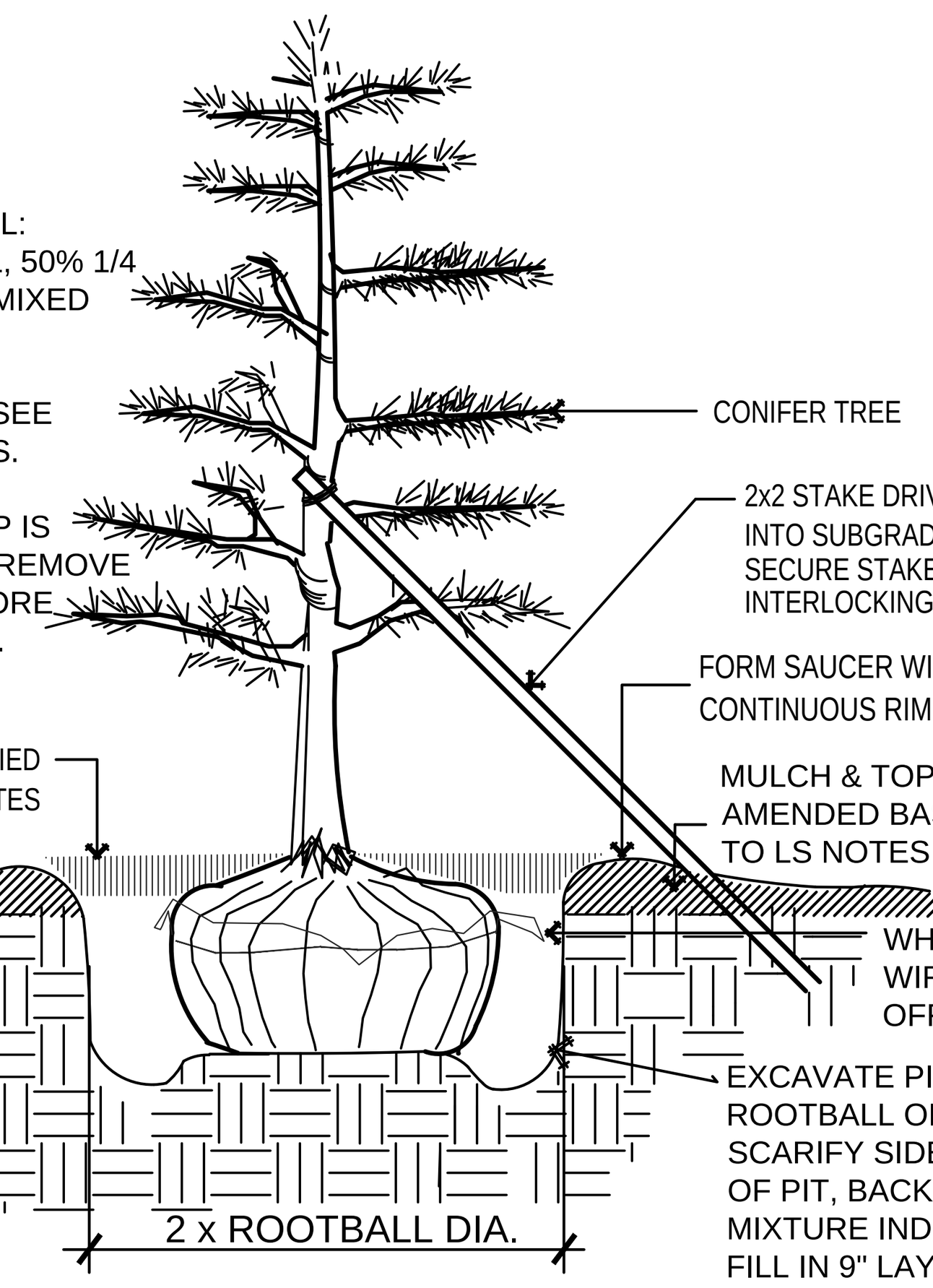
ALL GROUNDCOVER SHALL BE PLANTED AT EQUAL TRIANGULAR SPACING AS SPECIFIED IN THE PLANT LEGEND.

LOCATE GROUNDCOVER ONE-HALF OF SPECIFIED ON-CENTER SPACING FROM ANY CURB, SIDEWALK OR OTHER HARD SURFACE.

GROUNDCOVER PLANTING DETAIL

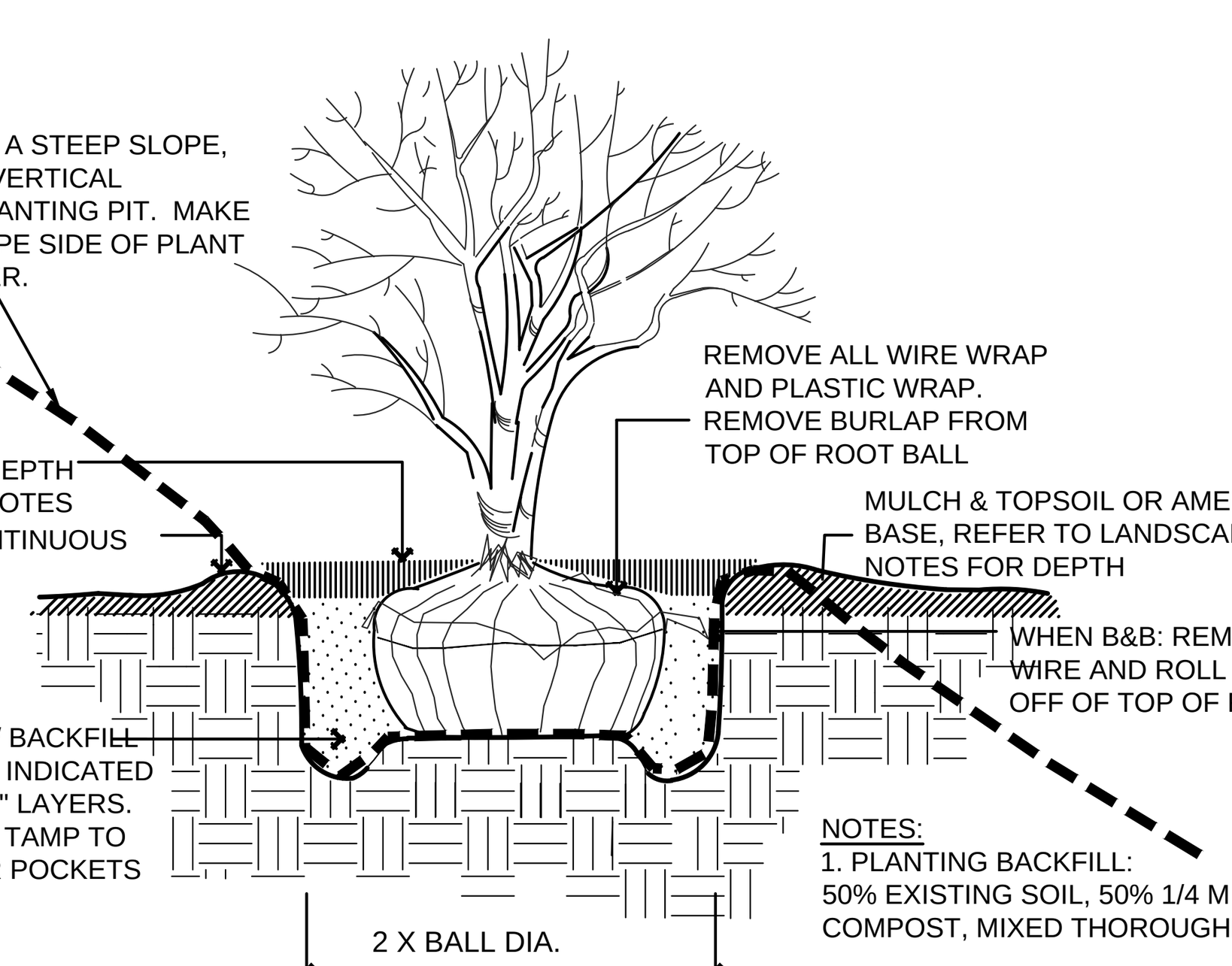
No Scale

NOTES:
1. PLANTING BACKFILL: 50% EXISTING SOIL, 50% 1/4 MINUS COMPOST, MIXED THOROUGHLY
2. FOR MULCH TYPE SEE LANDSCAPE NOTES.
3. IF B&B AND BURLAP IS GREEN IN COLOR. REMOVE COMPLETELY BEFORE INSTALLING PLANT.



EVERGREEN TREE PLANTING & STAKING DETAIL

N.T.S.



NOTES:
1. PLANTING BACKFILL: 50% EXISTING SOIL, 50% 1/4 MINUS COMPOST, MIXED THOROUGHLY

2. FOR MULCH TYPE SEE LANDSCAPE NOTES.

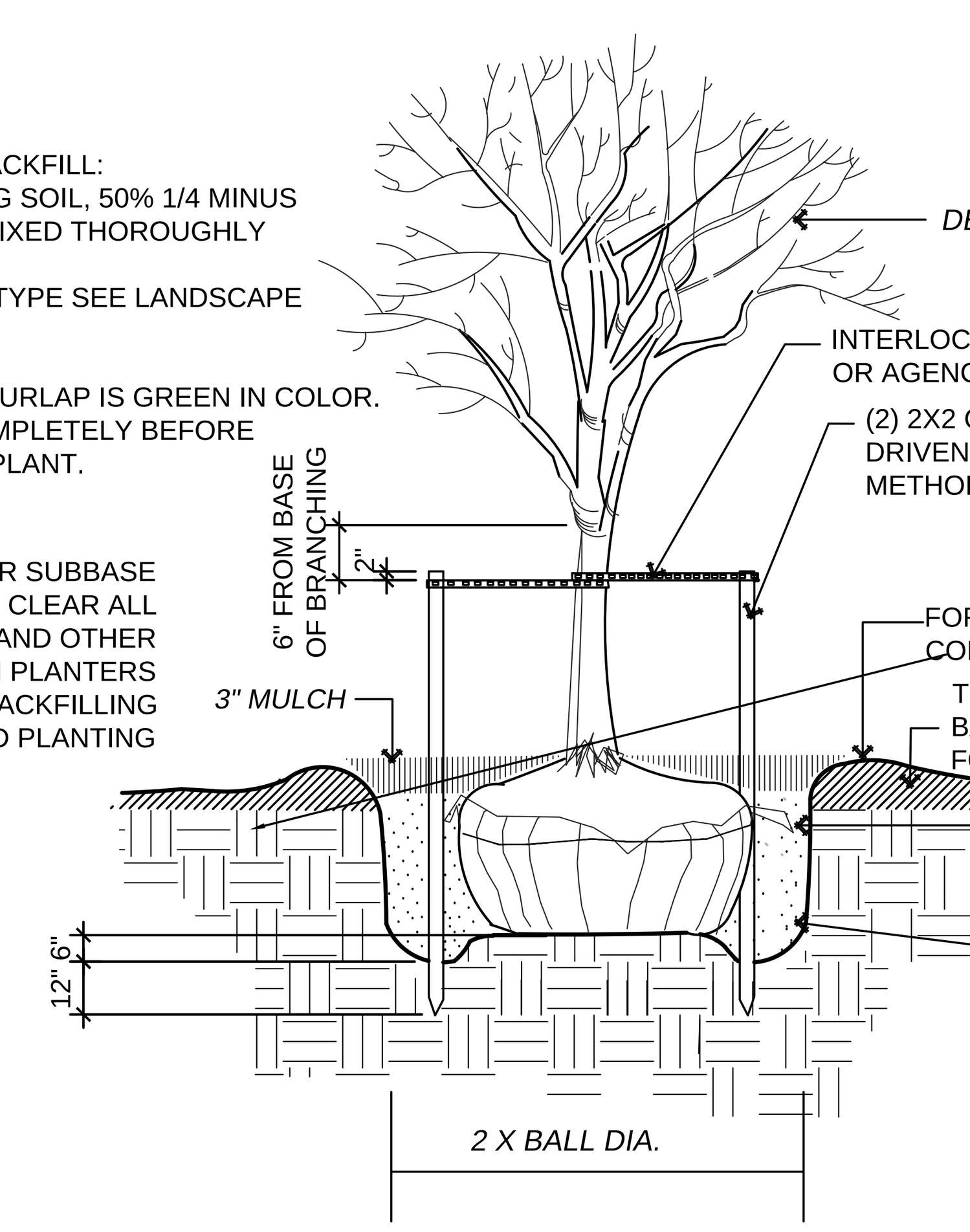
3. IF B&B AND BURLAP IS GREEN IN COLOR. REMOVE COMPLETELY BEFORE INSTALLING PLANT.

SHRUB PLANTING DETAIL

No Scale

NOTES:
1. PLANTING BACKFILL: 50% EXISTING SOIL, 50% 1/4 MINUS COMPOST, MIXED THOROUGHLY
2. FOR MULCH TYPE SEE LANDSCAPE NOTES.
3. IF B&B AND BURLAP IS GREEN IN COLOR. REMOVE COMPLETELY BEFORE INSTALLING PLANT.

ENSURE PROPER SUBBASE EXISTS; CLEAR ALL CONCRETE AND OTHER DEBRIS FROM PLANTERS PRIOR TO BACKFILLING AND PLANTING



DECIDUOUS TREE PLANTING & STAKING DETAIL

N.T.S.

LANDSCAPE LEGEND

TREES & GROUND COVERS

SYMBOL	QTY	DESCRIPTION	SIZE
T3	5	Acer palmatum RED Varieties Japanese Maple Varieties - RED Leafed	8' Ht Min Multi Trunk Ok
T2	15	Pinus contorta Shore Pine*	6' Ht Min. Well Formed
T5	3	Stewartia japonica Japanese Stewartia	2" Cal. Min. Well Formed
T13	47	Chamaecyparis nootkantensis 'Pendula' Weeping Alaska Cedar*	8' Ht. Full / Compact
T6	8	Malus fusca (Pyrus fusca) Flowering Crab Apple *	2" CAL. Well Formed
T16	83	Abies grandis Grand Fir *	6' Ht. Min. Full / Compact
T14	14	Picea sitchensis Sitka Spruce *	12' Ht. Min. Full / Compact
T9	6	Thuja plicata Western Red Cedar *	12' Ht. Min. Full / Compact
T1	8	Acer grisseum Paper Bark Maple	2" CAL. Well Formed
	19	Cupressus sempervirens 'Stricta' or sim. Columnar Italian Cypress	6' Ht. Min. Well formed
	15	Tsuga heterophylla Mountain Hemlock*	6' Ht. Min. Well Formed
T8	7	Cornus nuttallii* Pacific Dogwood	2" Cal. Min.

TOTAL PROPOSED TREES: 230 TREES
PERCENTAGE NATIVE: 195/230 = 85% APPVD LIST

QTY	DESCRIPTION
	Landscape Boulder - Columbia Basalt OR Granite (Owner's Choice)
10	1 man rocks
36	2 man rocks
7	3 man rocks

NOTE: FRONTAGE DENSE VEGETATIVE BUFFER REQUIRES AT MINIMUM 50% OF EVERGREEN TREES BE 12' HT. AT TIME F PLANTING AND 50% = 6' HT. MIN. DECIDUOUS TREES SHALL BE A MINIMUM OF 2" CAL. AT FRONTAGE

TREE REPLACEMENT IN PERIMETER BUFFERS 6' HT. INCENSE CEDAR, CANADIAN HEMLOCK AND EXCELSA CEDAR

* PLANTS INDICATED WITH ASTERIKS ARE ON CITY OF GIG HARBOR APPROVED PLANT LIST - 80% OF PLANT MATERIAL SHALL BE ON APPROVED LIST. 80% OF THE PLANT MATERIAL IS ON THE APPROVED LIST.

TOTAL SHRUBS: 2280
NATIVE SHRUBS: 1824 (80%)

SITE FURNISHINGS

SYMBOL	QTY	DESCRIPTION
	5	TOURNESOL BENCH 'PLAZA' PZ-0200-72 with PZ-02A arms SURFACE MOUNT

SHRUBS & GROUND COVERS

SYMBOL	QTY	DESCRIPTION	SIZE
S1	9	Euphorbia 'Ruby Glow' & Martinii 'Ascot' Ruby Glow & Ascot Euphorbia & other varieties	1 Gal. 24" HT MATURE
S2	48	Carex testeca Orange Sedge	1 Gal. 24" HT MATURE
S3	38	Azalea 'Hino Crimson' Hino Crimson Azalea	2 Gal. 36" HT MATURE
S11	16	Clematis armandii Evergreen Clematis	1 gal. 15' CLIMBING
S15	48	Bergenia cordifolia Bergenia	1 Gal. 24" HT MATURE
	13	Liriope muscari Big Blue Big Blue Lilyturf	1 Gal. 24" HT MATURE
S7	74	Nandina domestica c. 'Gulf Stream' or 'Moonbay' Gulf Stream Heavenly Bamboo	2 Gal. 36" HT MATURE
S4	45	Small Rhododendron Varieties or sim. Evergreen Shrub Anna Rose Whitney, Black Satin, Cherry Cheesecake, Pearce's American Beauty	2 gal. 24" HT MATURE
S5	28	Pinus mugo & Dwf. Mugo Pine Standard Mugo Pine	5 Gal. / 2 Gal. 60" HT MATURE (STD) / 36" HT MATURE (DWF)
	25	Pennisetum alopecuroides 'Little Bunny' Little Bunny Fountain Grass	1 Gal. 24" HT MATURE
	112	Carex oshimensis 'Everillo' Everillo Yellow Sedge	1 Gal. 12" HT MATURE
	12	Croscosmia 'Lucifer' and other varieites Lucifer Croscosmia	1 Gal. 36" HT MATURE

NATIVE SHRUBS & GROUND COVERS (80%)

SYMBOL	QTY	DESCRIPTION	SIZE
	64	Ameria maritima* Seathrift	1 Gal. 15" HT MATURE
	74	Cornus canadensis* Bunchberry	1 Gal. 12" HT MATURE
	58	Deschampsia cespitosa* Tufted Hair Grass	1 Gal. 24" HT MATURE
S13	315	Asarum caudatum* Wild Ginger	1 Gal. 12" HT MATURE
	77	Acer circinatum * Vine Maple	1 GAL. 20' HT MATURE
	211	Mahonia aquifolium * Tall Oregon Grape	1 GAL. 6' HT MATURE
	307	Mahonia nervosa * Oregon Grape	1 GAL. 30" HT MATURE
	239	Gautheria shallon * Salal	1 GAL. 60" HT MATURE
	86	Symphoricarpos albus * snowberry	1 GAL. 48" HT MATURE
	233	Polystichum munitum * Sword Fern	1 GAL. 36" HT MATURE
	160	Blechnum spicant * Deer Fern	1 GAL. 24" HT MATURE

Groundcover:
Mahonia repens *
Low Oregon Grape
4" @18" OC or 1 Gal @ 24" OC

Groundcover:
Gautheria shallon * & Mahonia nervosa*
Salal and Low Oregon Grape
1 Gal. @ 36" OC Triangular Spacing

Groundcover:
Cornus canadensis *
Bunchberry
4" @18" OC or 1 Gal @ 24" OC

Groundcover:
Arctostophyllus uva ursi 'Massachusetts' *
Kinnickinnick
4" @18" OC or 1 Gal @ 24" OC

GIG HARBOR
"THE MARITIME CITY"

KATRINA KNUTSON, AICP
COMMUNITY DEVELOPMENT DIRECTOR

DATE: ____________

REVISIONS
G. REVISED PER AGENCY
H. REVISED PER UPDATED SITE PLAN
I. REVISED PER UPDATED SITE PLAN
J. REVISED PER UPDATED SITE PLAN
K. REVISED PER UPDATED SITE PLAN (3.11.21)

NATURE BY DESIGN
LANDSCAPE ARCHITECTURE
1320 ALAMEDA AVE SUITE B
FIRCREST, WA 98466
253.460.6067
WWW.NATUREBYDESIGN.COM

DESIGNED BY:	KLO
DRAWN BY:	SR
CHECKED BY:	KLO
APPROVED BY:	KLO
SCALE:	
OTHER:	

BURNHAM DR APTS
XXX BURNHAM DR
GIG HARBOR, WA 98332

1724LSK

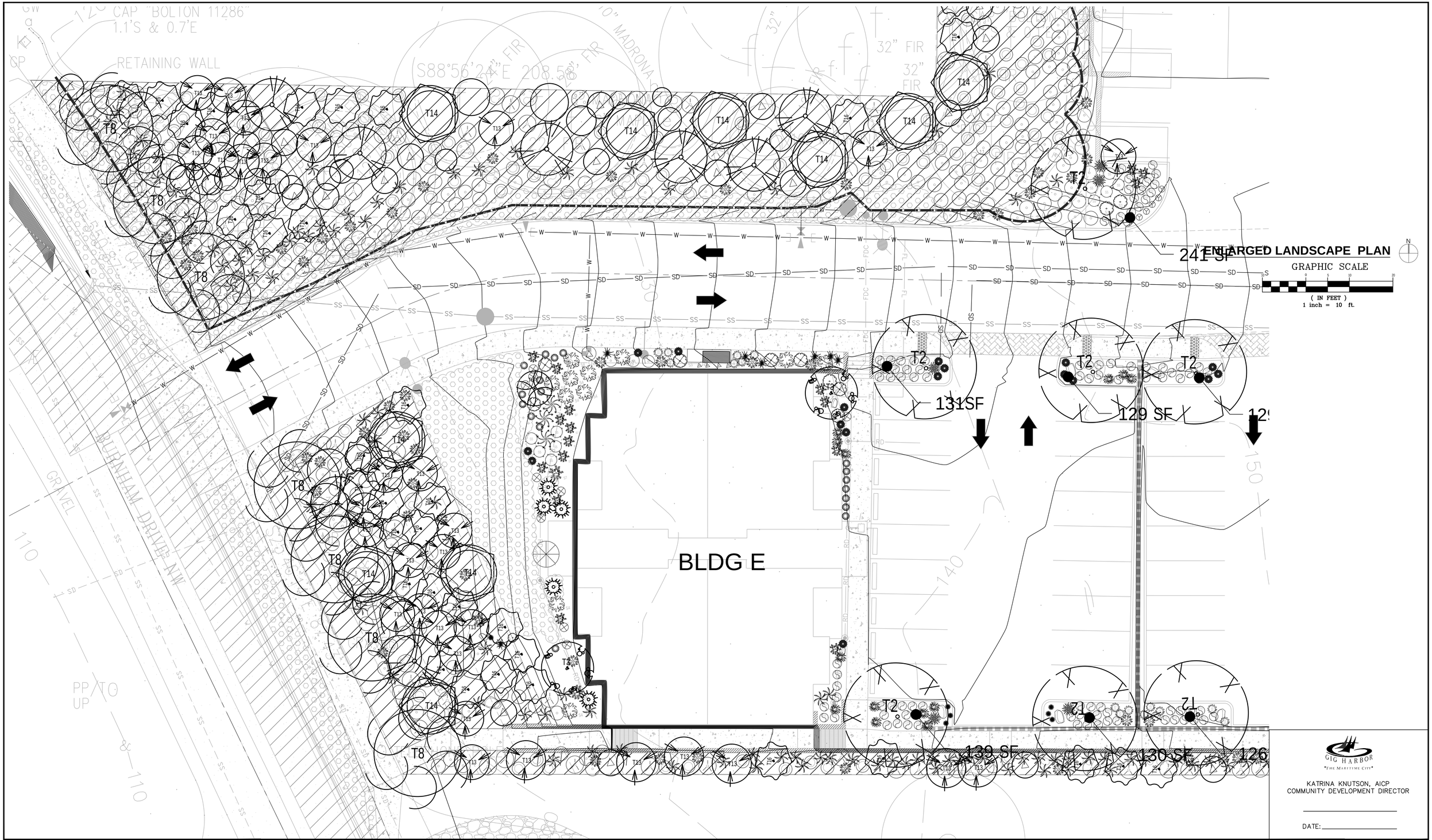
LANDSCAPE NOTES LEGEND & DETAILS

PERMIT NO. --

DRAWING NO. 1724

SHEET 3 OF 9

STATE OF WASHINGTON
KATHERINE OWENS
NO. 692 • EXP. APRIL 2021
LICENSED LANDSCAPE ARCHITECT



GIG HARBOR
"THE MARITIME CITY"

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ENLARGED WEST PLANTING PLAN

PERMIT NO. --

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SHEET OF 4 OF 9

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NO. 691 • EXP. APRIL 2021
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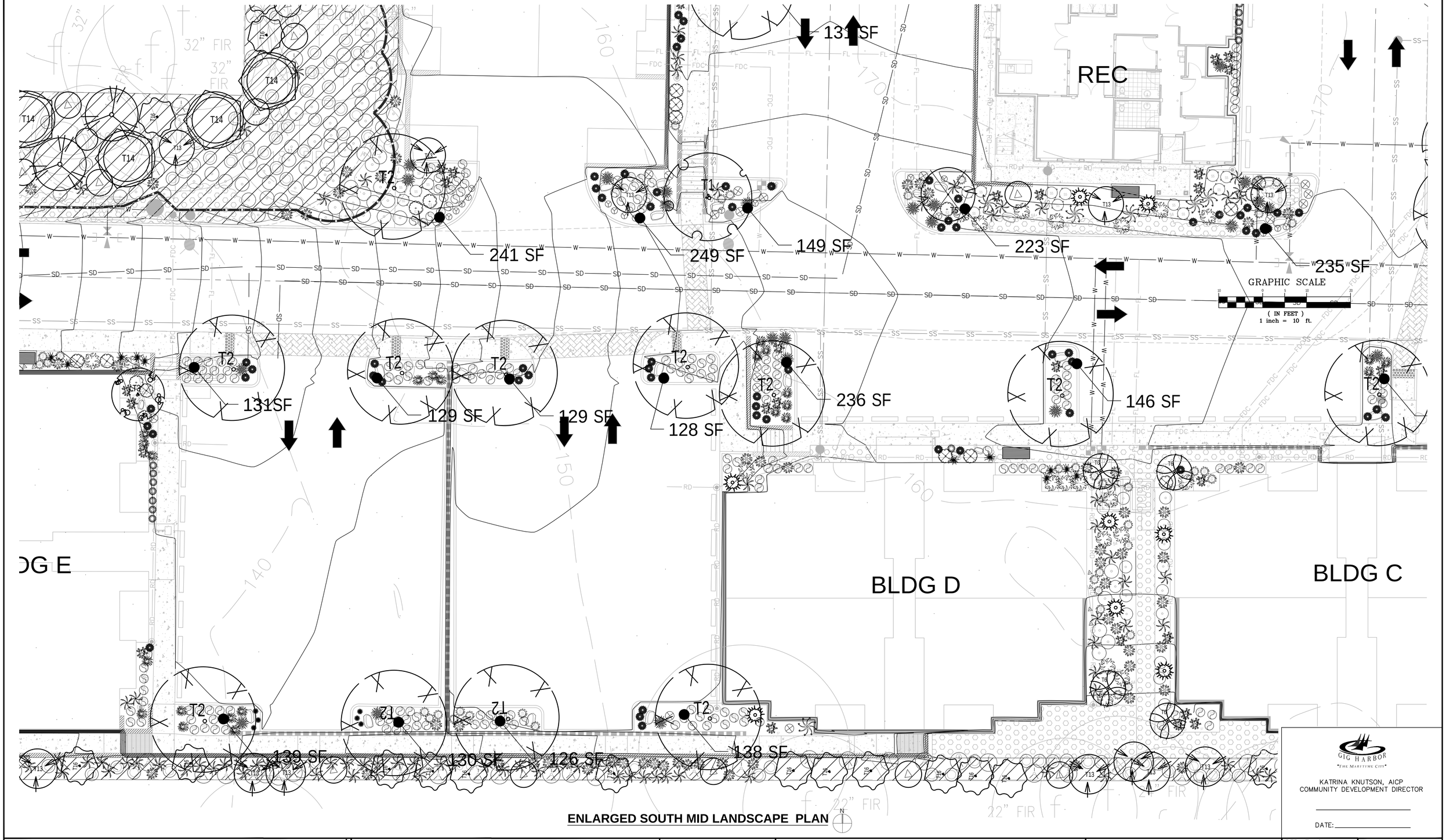

ENLARGED SOUTH MID LANDSCAPE PLAN

GIG HARBOR
"THE MARITIME CITY"

KATRINA KNUTSON, AICP
COMMUNITY DEVELOPMENT DIRECTOR

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SCALE:	
OTHER:	

BURNHAM DR APTS
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ENLARGED SOUTH LANDSCAPE PLAN

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STATE OF WASHINGTON
KATHERINE OWENS
NO. 692 - EXP. APRIL 2021
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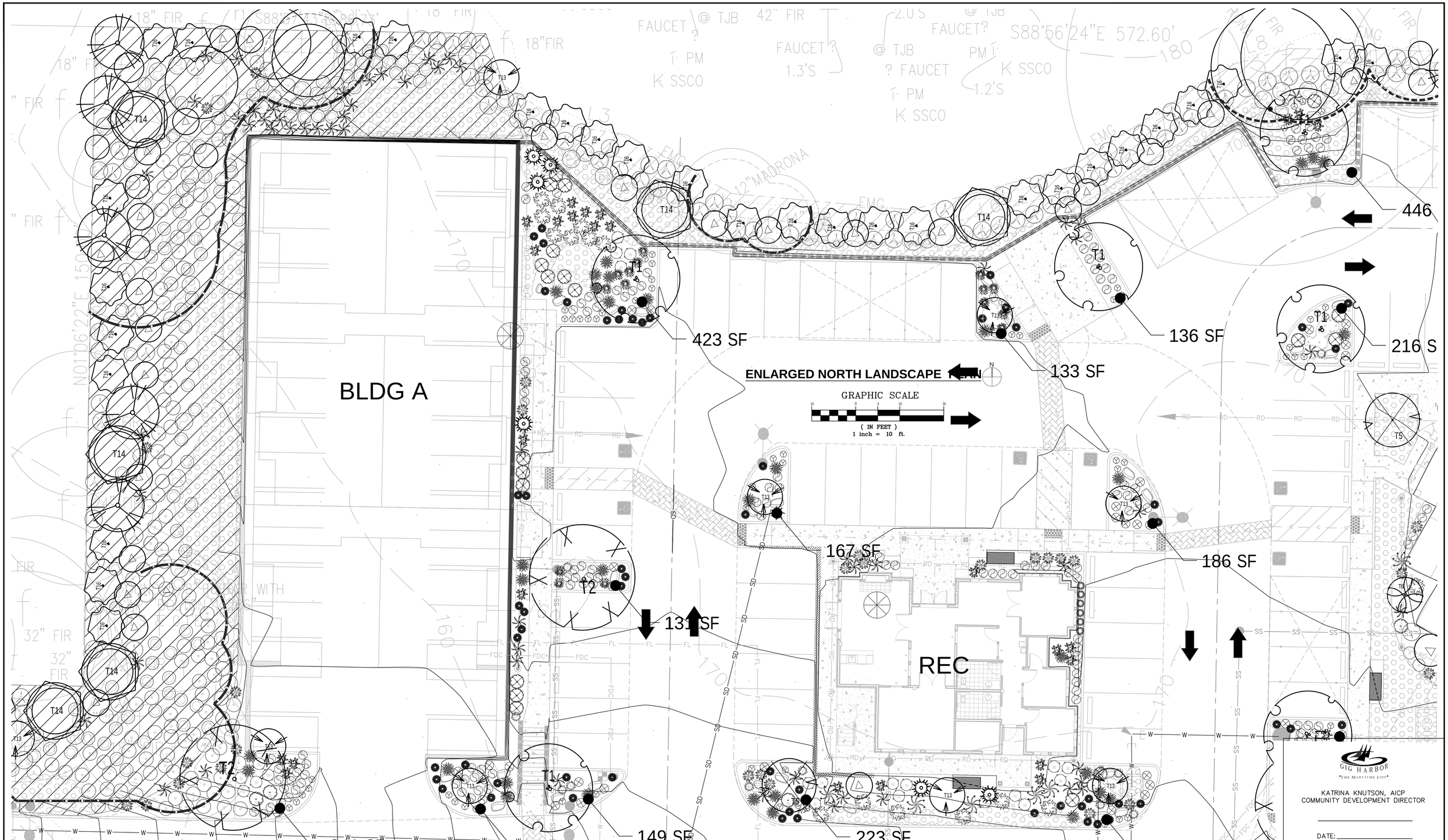

GIG HARBOR
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1724LSK

ENLARGED NORTH PLANTING PLAN

PERMIT NO. --

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SHEET OF 6 OF 9

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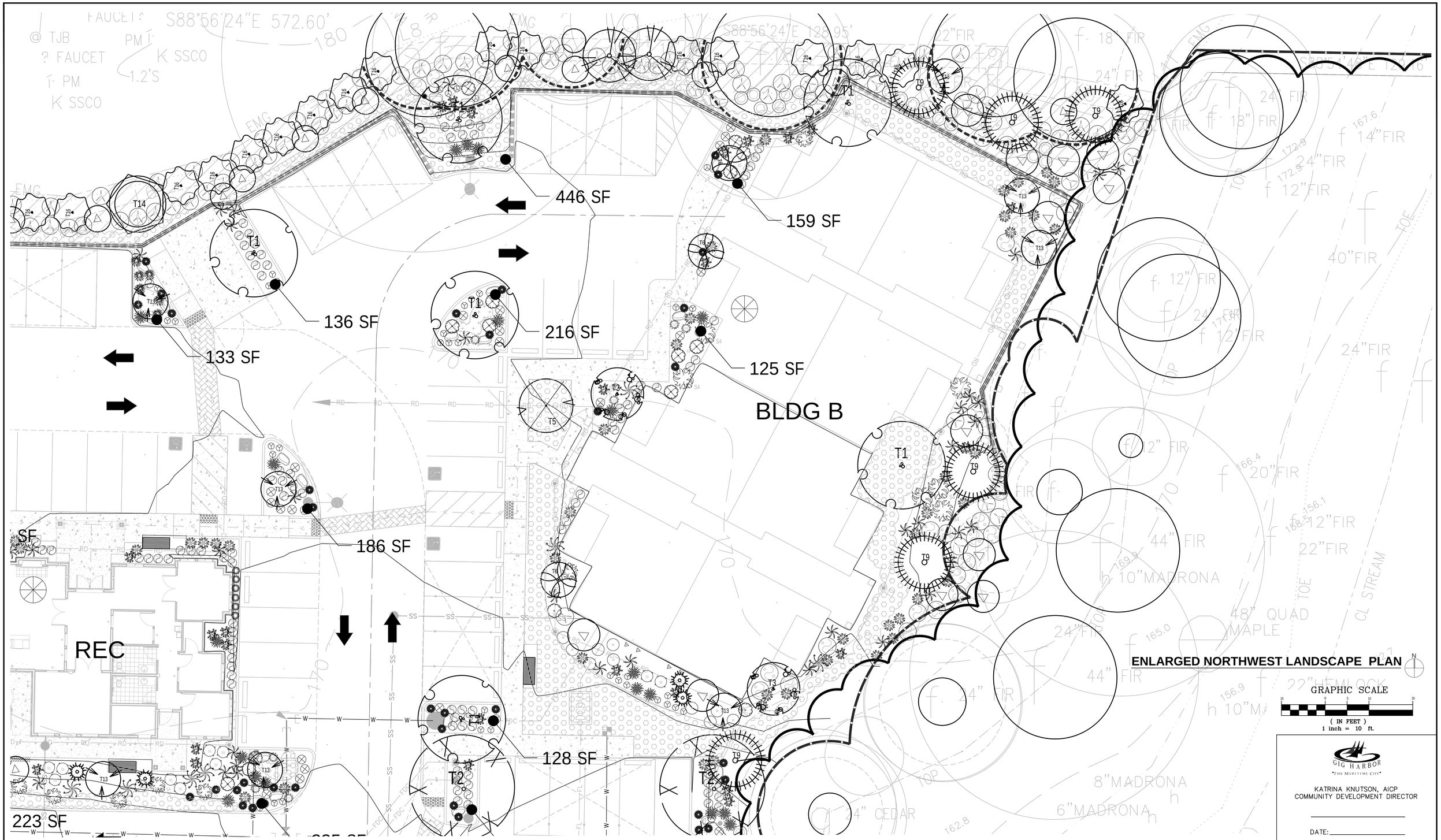

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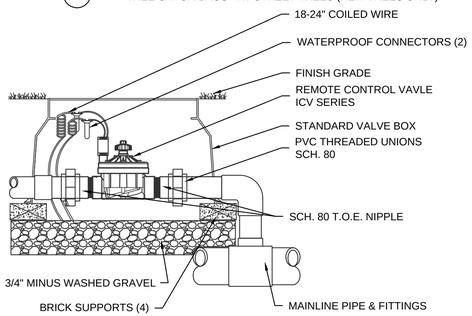
SHEET OF **7 OF 9**

STATE OF WASHINGTON
KATHERINE OWENS
NO. 692 - EXP. APRIL 2021
LICENSED LANDSCAPE ARCHITECT

EQUIPMENT LEGEND

CATALOG NO.	SYMBOL	DESCRIPTION	PSI	RADIUS
1.25.04.SS.08N		HUNTER POP UP ROTARY SPRINKLER	40	47'
1.20.04.SR NZL				24'
MPR-2000				21'
MPR-1000				15'
MPR-800				12'
MPR L/R/SS				5'X15'
850U-2.00"		FEBCO DOUBLE CHECK ASSY		
T-585-70-66-ST-1.50"		NIBCO 2 PIECEFULL PORT BRONZE BALL VALVE		
T/S-211-B/Y-3.00"		NIBCO BRONZE BODY GATE VALVE		
T/S-211-B/Y-1.50"		NIBCO BRONZE BODY GATE VALVE		
NP-44LC-1.00"	Q	RAINBIRD QUICK COUPLING VALVE W/ MATCHING KEY		
75 AV-0.75"		LAWNLIFE MANUAL DRAIN VALVE W/ RISING STEM		
75LGVW-0.75"		LAWNLIFE INVERTED NOZE GARDEN VALVE W HANDLE		
ICC1200	C	HUNTER AUTO CONTROLLER IN MOUNTABLE LOCKING BOX		
ICV SERIES		HUNTER AUTO CONTROL VALVE		
ICZ-101 LF	D	DRIP CONTROL KIT		
SCH 40		PVC SOLVENT WELD MAINLINE, SIZE AS SHOWN		
CL-200		PVC SOLVENT WELD LATERAL LINE, SIZE AS SHOWN		
SCH-40		PVC SOLVENT WELD SLEEVING, USE 3" UNLESS SHOWN		
14.1 UF		DIRECT BURY CONTROL WIRE, USE WHITE AS COMMON RED FOR SIGNAL AND YELLOW AS SPARES		
NONE		PENTEK BACKFLOW BOX W/ LOCKING LID #195103, 17"X30"X18"		
NONE		PENTEK CONTROL VALVE BOX W/ GREEN LOCKING LID, #190106, 14"X20"X12"		
NONE		PENTEK MANUAL DRAIN VALVE BOX W/ GREEN LCOKING LID, #181104, 9"X10"		
NONE		PENTEK QUICK COUPLER, ISOLATION VALVE, #181104, 9"X10"		
		TREE GATOR BAGS - AT STREET TREES (NEW TREES ONLY)		

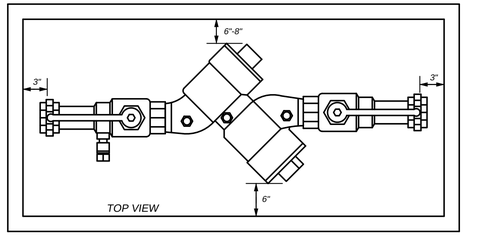


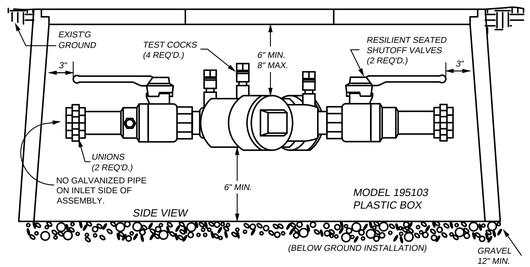
A ICV AUTO CONTROL VALVE

N.T.S.

IRRIGATION NOTES

1. Irrigation system engineering based on a 3" water meter connection. The installer to verify adequate static water pressure at time of installation. System designed to run at 40 PSI
2. Irrigation lines are that are shown within hard surface areas for clarity, shall be located within landscape planting areas or underground sleeves. All valves shall be installed within protective boxes installed flush and level with finished grade.
3. Install all equipment per state and local codes. Call Line Locaters prior to digging at 811. The installer shall be responsible for all permits, tests and inspections as required.
4. See civil drawings to verify all utility locations.
5. Coordinate with the general contractor for the required power and installation of sleeving,
6. Install manual drains at all low points and record all locations on the "Record Drawings".
7. Adjust radius on all sprinkler heads to maximize the coverage and minimize overspray on all hard surfaces. Add anti-drain check valves to low heads to eliminate drainage and run-off.
8. Install the Controller as per detail, coordinate with the General Contractor for 110 volt power required. Provide and install rain sensors on an eight foor post near each controller.
9. Main line & wiring to have a minimum cover of 18" and all lateral piping 12".
10. Use select "rock free" materials to backfill all trenches and compact to 85% density for landscape areas and 95% for areas under concrete or asphalt.
11. As part of the contract, the landscape contractor is to winterize in the fall and activate the system in the spring for one year.
12. From the controller, draw two (2) spare yellow wires to valve boxes no. 7, 10, 11. All valve boxes to have yellow wires visible inside. Do not splice the red signal wire between the valve & controller.



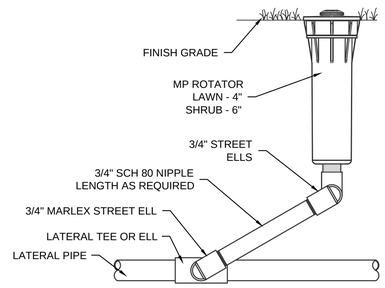


DOUBLE CHECK VALVE ASSEMBLY 2" & SMALLER

NOTE: ALL ITEMS SHALL COMPLY WITH THE FOLLLOWING:
APPROVED DOUBLE CHECK VALVE ASSEMBLY SHALL LAY HORIZONTAL WITH THE GROUND.
DESIGNED FOR BACK SIPHONAGE AND BACK RESSURE.
THOROUGHLY FLUSH LINES PRIOR TO INSTALLATION F BACK FLOW PREVENTER.
NO GALVANIZED PIPE BEFORE ASSEMBLY.
THE DCVA MAY BE INSTALLED ABOVE OR BELOW THE GROUND PROVIDED ALL CLEARANCES ARE MET.
DO NOT INSTALL IN AN AREA SUBJECT TO FLOODING.
VALVE SHALL E PROTECTED FROM FREEZING CONDITIONS.
THE BACK FLOW ASSEMBLY SHALL BE CURRENT WASHINGTON STATE DEPARTMENT OF HEALTH APPROVED MODEL.

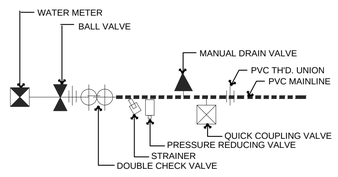
C DOUBLE CHECK VAVLE ASSEMBLY

N.T.S.



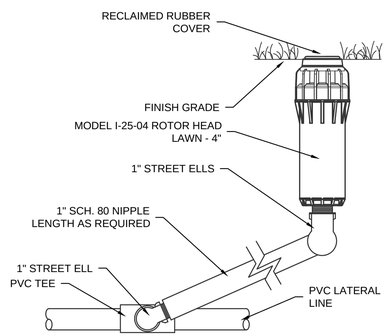
D HUNTER MP ROTATOR NOZZLE

N.T.S.



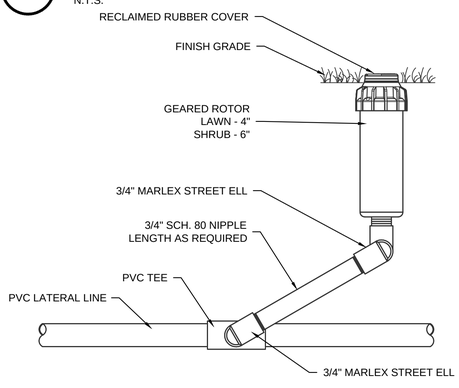
H P.O.C. PLAN VIEW

N.T.S.



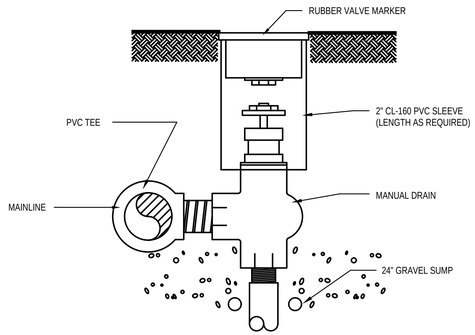
E HUNTER ROTARY DETAIL I-25 (FIELD)

N.T.S.



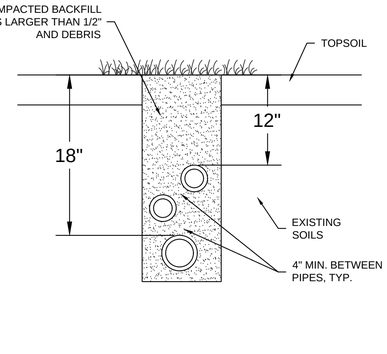
F HUNTER ROTARY DETAIL I-20-04

N.T.S.



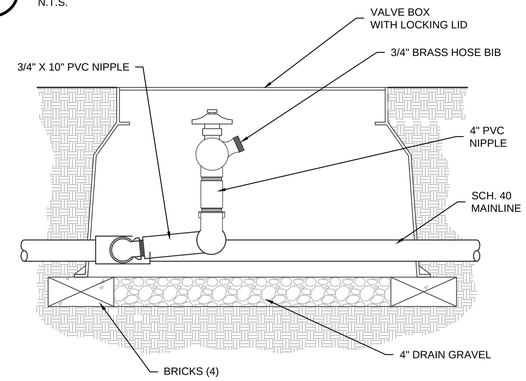
G MANUAL DRAIN ASSEMBLY

N.T.S.



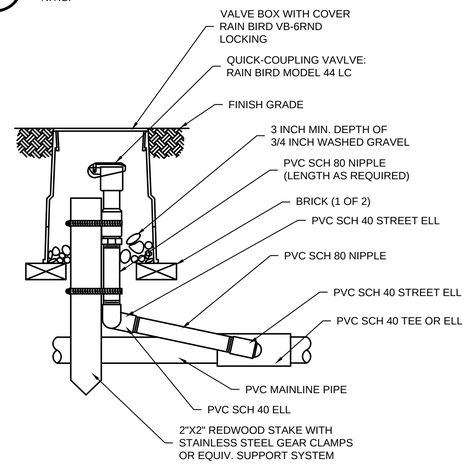
I TRENCHING DETAIL

N.T.S.



J HOSE BIB DETAIL

N.T.S.



NOTE:
FURNISH FITTINGS AND PIPING NOMINALLY SIZED IDENTICAL TO NOMINAL QUICK COUPLING VALVE INLET SIZE.

K QUICK COUPLER VALVE - 5RC

N.T.S.

GIG HARBOR
"THE MARITIME CITY"

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J. REVISED PER UPDATED SITE PLAN
K. REVISED PER UPDATED SITE PLAN (3.11.21)

Nature By Design Landscape Architecture

NATURE BY DESIGN
LANDSCAPE ARCHITECTURE
1320 ALAMEDA AVE SUITE B
FIRCREST, WA 98466
253.460.6067
WWW.NATUREBYDESIGN.COM

DESIGNED BY:	KLO
DRAWN BY:	SR
CHECKED BY:	KLO
APPROVED BY:	KLO
SCALE:	
OTHER:	

BURNHAM DR APTS
XXX BURNHAM DR
GIG HARBOR, WA 98332

1724LSK

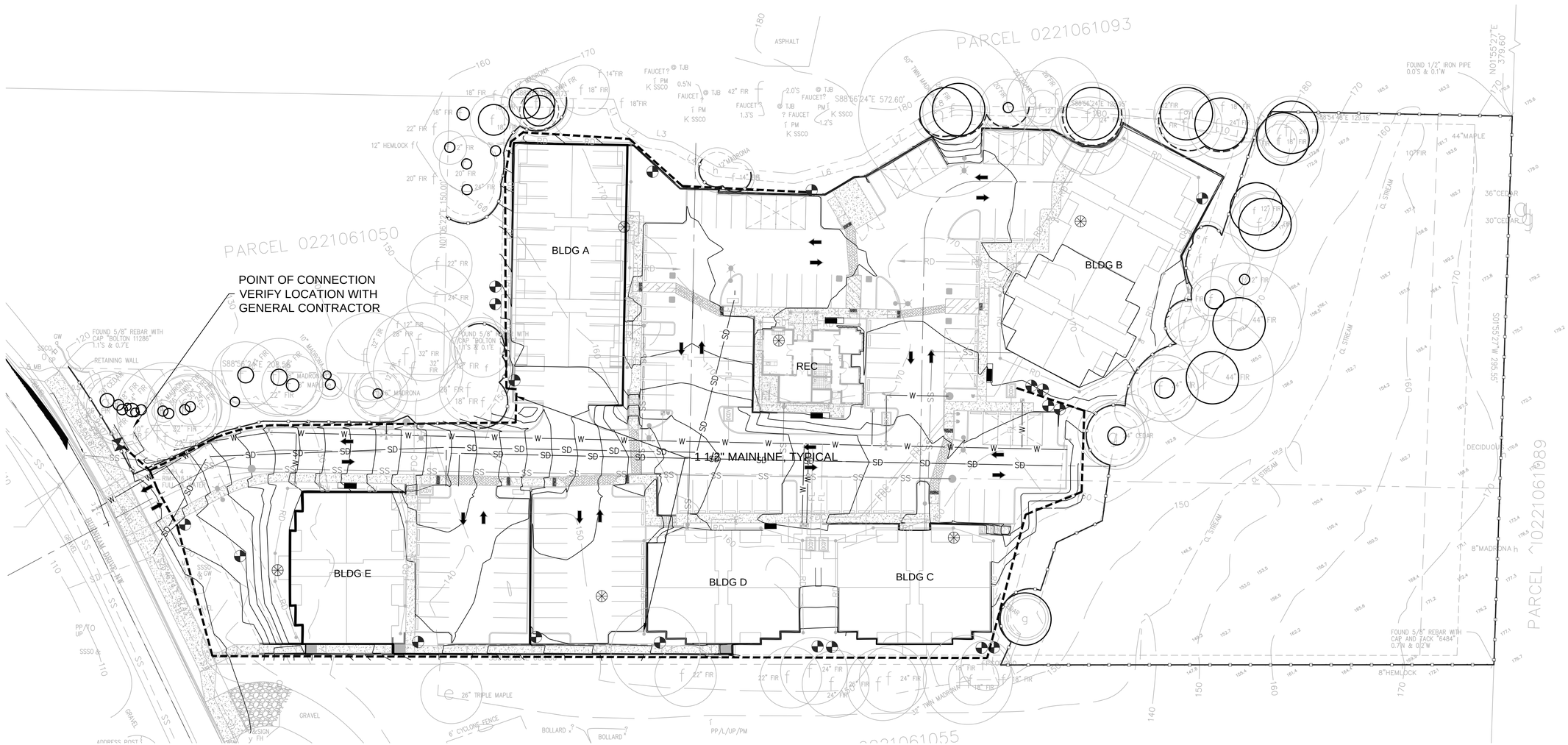
CONCEPTUAL
IRRIGATION NOTES & DETAILS

PERMIT NO. --

DRAWING NO. 1724

SHEET OF **8 OF 9**

STATE OF WASHINGTON KATHERINE LOUISE DAVIES NO. 641 - EXP. 4/05/21 LICENSED LANDSCAPE ARCHITECT



OVERALL CONCEPTUAL IRRIGATION PLAN

GIG HARBOR
"THE MARITIME CITY"

KATRINA KNUTSON, AICP
COMMUNITY DEVELOPMENT DIRECTOR

DATE: _____

REVISIONS
G. REVISED PER AGENCY
H. REVISED PER UPDATED SITE PLAN
I. REVISED PER UPDATED SITE PLAN
J. REVISED PER UPDATED SITE PLAN
K. REVISED PER UPDATED SITE PLAN (3.11.21)

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XXX BURNHAM DR
GIG HARBOR, WA 98332

1724LSK

OVERALL CONCEPTUAL IRRIGATION PLAN

PERMIT NO.	--
DRAWING NO.	1724
SHEET	OF 9 OF 9

STATE OF WASHINGTON
KATHERINE LOUISE
LANDSCAPE ARCHITECT
NO. 1141 - EXP. APRIL, 2021
LICENSED LANDSCAPE ARCHITECT

NOTE:

Some of the perimeter trees (existing) cannot be retained due to building foot prints or grading and retaining walls encroaching into the root zones creating unsafe trees. The proposed alternate landscape plan addresses the available options for compensating those loses.

17.78.100 Alternative landscaping plans -
The Burnham Drive Apartments are proposing an Alternate Landscape Plan. There are several areas requiring an Alternate Landscape Plan. The proposed plan exceeds the minimum requirements of the agency. Therefore, the proposed Alternate Landscape Plan is superior to the code minimum requirements as required by 17.78.100.

1. The parking lot at the West side of Building D
   Response: The plan proposes to add pedestrian Benches with ADA pads adjacent to the benches along the sidewalks near the fronts of the buildings and at the Recreation building. In addition, vertical screening on the buildings will be planted with vines to soften the buildings.

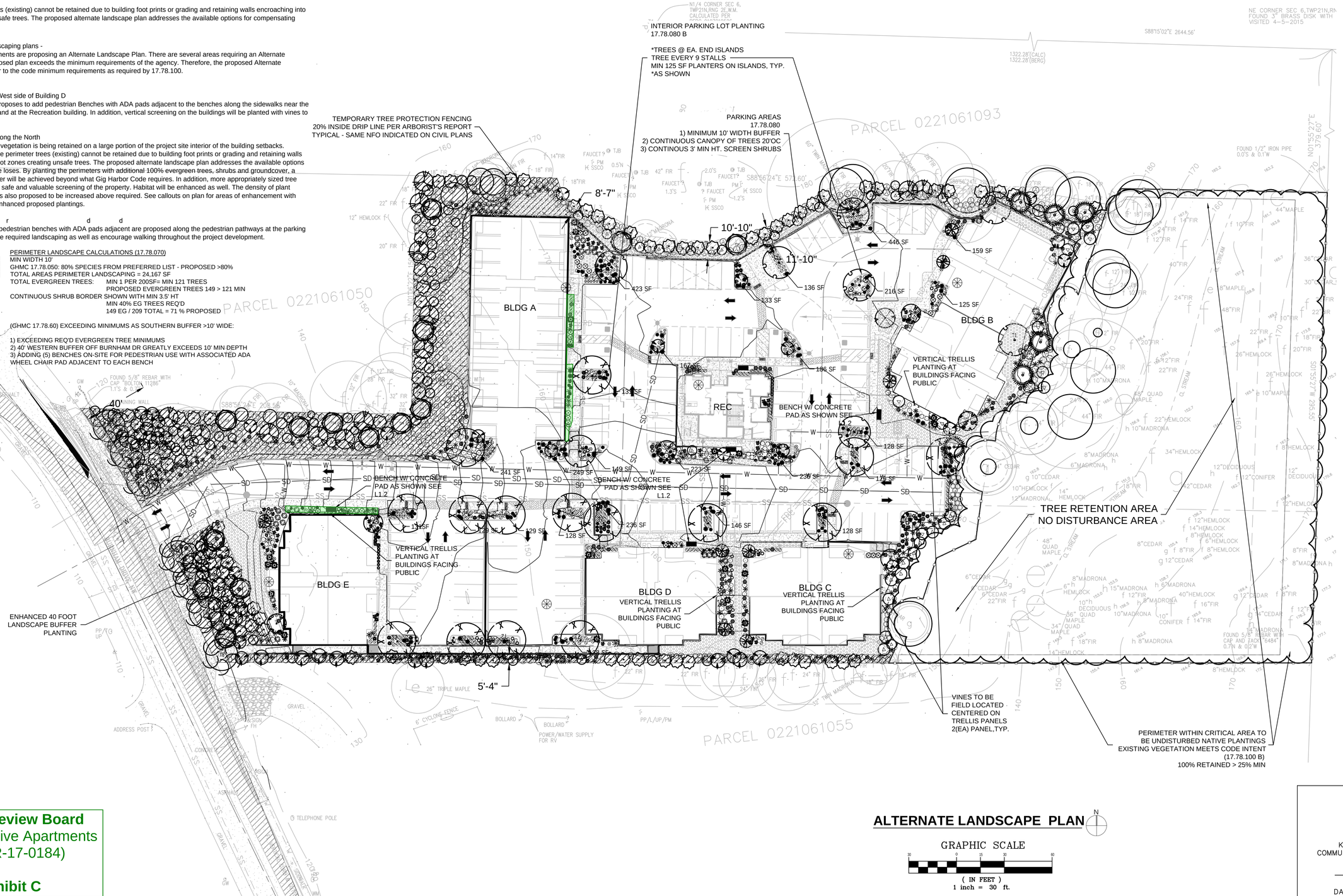
2. The perimeter buffer along the North
   Response: Significant vegetation is being retained on a large portion of the project site interior of the building setbacks.
   Response: Some of the perimeter trees (existing) cannot be retained due to building foot prints or grading and retaining walls encroaching into the root zones creating unsafe trees. The proposed alternate landscape plan addresses the available options for compensating those loses. By planting the perimeters with additional 100% evergreen trees, shrubs and groundcover, a superior perimeter buffer will be achieved beyond what Gig Harbor Code requires. In addition, more appropriately sized tree selections will allow for safe and valuable screening of the property. Habitat will be enhanced as well. The density of plant material in the buffers is also proposed to be increased above required. See callouts on plan for areas of enhancement with required plantings vs enhanced proposed plantings.

3. r r r d d
   Response: Additional pedestrian benches with ADA pads adjacent are proposed along the pedestrian pathways at the parking lot areas to enhance the required landscaping as well as encourage walking throughout the project development.

PERIMETER LANDSCAPE CALCULATIONS (17.78.070)
MIN WIDTH 10'
GHMC 17.78.050: 80% SPECIES FROM PREFERRED LIST - PROPOSED >80%
TOTAL AREAS PERIMETER LANDSCAPING = 24,167 SF
TOTAL EVERGREEN TREES: MIN 1 PER 200SF= MIN 121 TREES
PROPOSED EVERGREEN TREES 149 > 121 MIN
CONTINUOUS SHRUB BORDER SHOWN WITH MIN 3.5' HT
MIN 40% EG TREES REQ'D
149 EG / 209 TOTAL = 71 % PROPOSED

(GHMC 17.78.60) EXCEEDING MINIMUMS AS SOUTHERN BUFFER >10' WIDE:

1) EXCEEDING REQ'D EVERGREEN TREE MINIMUMS
2) 40' WESTERN BUFFER OFF BURNHAM DR GREATLY EXCEEDS 10' MIN DEPTH
3) ADDING (5) BENCHES ON-SITE FOR PEDESTRIAN USE WITH ASSOCIATED ADA WHEEL CHAIR PAD ADJACENT TO EACH BENCH



ALTERNATE LANDSCAPE PLAN

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit C

GIG HARBOR
"THE MARITIME CITY"

KATRINA KNUTSON, AICP
COMMUNITY DEVELOPMENT DIRECTOR

DATE:

REVISIONS
G. REVISED PER AGENCY
H. REVISED PER UPDATED SITE PLAN
I. REVISED PER UPDATED SITE PLAN
J. REVISED PER UPDATED SITE PLAN
K. REVISED PER UPDATED SITE PLAN (3.11.21)

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XXX BURNHAM DR
GIG HARBOR, WA 98332

1724LSK

ALTERNATE LANDSCAPE PLAN

PERMIT NO. --
DRAWING NO. 1724
SHEET OF **2 OF 9**

STATE OF WASHINGTON KATHERINE OWENS 24040 EXP: 4/5/22 LICENSED LANDSCAPE ARCHITECT

GENERAL LANDSCAPE NOTES

1. Contractor is responsible for obtaining all necessary permits from the appropriate agency prior to commencing work. Contractor shall contact Line Locators (811) a min. of 48 hours prior to any digging or trenching. If there are any discrepancies with existing lines and landscaping, it is the contractor's responsibility to contact the landscape architect and request a site visit to address the conflicts. Contractor shall comply and conform to any and all local and state codes for work, schedules and any other project related requirements.

2. Contractor shall coordinate directly with the landscape architect for all landscape related issues, concerns, inspections and approvals. Contractor shall provide the landscape architect with a written request for a site visit to address any related items.

3. Scope of work shall include any and all specified and unspecified but related incidental work to achieve the design indicated on the landscape plans. All labor, materials, subcontractors, equipment, and related incidental items shall be supplied and installed to achieve a complete project, unless directed otherwise by the general contractor or landscape architect.

4. Contractor to verify all sub grades are set below required amendments to insure the finished grade will match what is intended by civil or drainage design. All sub grades and finished or final grades shall be graded to drain to the designed drainage system with positive drainage away from all structures.

5. **Grade Preparation:**
All planting areas shall be cleaned of all construction and native debris, rocks 1" and larger, and any other objects considered harmful to plant life. The debris shall be hauled off site. All planting bed areas shall have the soil rototilled to a depth of 6 inches prior to topsoil installation.
Lawn Areas to receive a min. 4" layer of sandy loam topsoil (3 -way mix or equivalent) free of weeds, sticks, rocks, and other debris. Care under existing Oak trees shall taken to not disturb the soils or roots of the trees minimal topsoil shall be placed to establish new lawn areas.
Planting bed Areas to receive a min. 6" layer of sandy loam topsoil (3-way mix or equivalent) free of weeds, sticks, rocks, and other debris. Contractor responsible for ensuring appropriate sub grade exists in all parking area planters. If sub grade is inadequate, it is contractor's responsibility to coordinate costs and work required to prep beds for planting.

6. **Mulching:** All planting beds at building foundations to receive a minimum of 3" of Organic Black Bark Mulch (Cedar Grove or Sim.). Top of all
M " r r d r " r d r d
adjacent to any building faces measured from the bottom of siding to the top of landscape surface. Parking islands to receive 3" min. depth of clean river rock 2"-4" size placed on top of landscape fabric.

7. Contractor shall field layout all plant material and contact the landscape architect for a site visit to approve the layout. Any field modifications shall be done by the landscape architect prior to planting.

8. Contractor shall immediately notify the landscape architect of any poor drainage condition in landscape areas. No standing water shall be permitted in any landscape areas - either on the surface or below the topsoil. The landscape architect shall coordinate the drainage solution with the general contractor and civil engineer. Once the concerns have been remedied planting shall commence.

9. All groundcover to be planted in a triangular spacing formation, equal in all directions to the centers of the groundcovers in distances indicated in the legend. Contractor shall verify all quantities of groundcovers by area calculations and spacing requirements.

10. Landscaping is to be per plan. Plant substitutions due to availability or otherwise will be allowed only with landscape architect, owner and agency approval. Any substitutions will be with material of similar size, growth characteristics, and quality.

11. All trees must be staked as necessary so as to maintain material in a healthy, vigorous growing condition.

12. Landscaping shall be installed in a professional workmanlike manner that is consistent and accepted throughout the industry. All landscape and irrigation work shall be performed by experienced persons familiar with scope of project.

13. All landscape material and labor is to be guaranteed for a period of one full year from the time of completion.

14. When planting 'Balled and Burlapped' product, gently place root ball in prepared hole with burlap still on the root ball. Remove all wire from any B&B plant material, cut jute strings and roll burlap off top of root ball. If burlap is green in color, carefully remove the entire burlap bag and all binding from the root ball.

15. An irrigation system is to be installed per plan.

16. Street trees shall have caliper size of at least 2" measure per American Association of Nurserymen Standards.

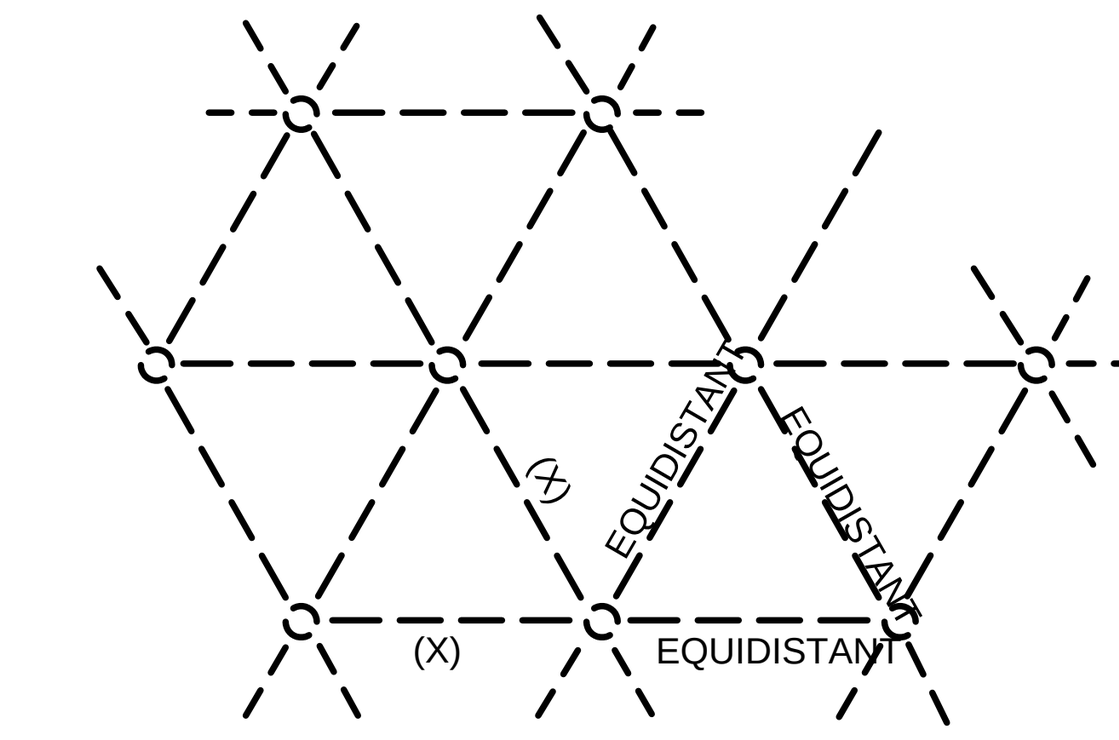
17. Street trees shall be high branching with canopy that starts at least 6' above finish grade.

18. All plant I.D. tags are to remain on the plant material until final inspection has been completed. Once approved all plant I.D. tags shall be removed and discarded appropriately.

19. Trees shall be cared for in accordance with the American National Standards Institute (ANSI) standard practices for trees, shrubs and other woody plant maintenance (ANSI 300) in order to allow them to reach there mature height and form.

20. Pruning of street trees shall be performed per the ANSI 300 standards so as to maintain the natural form of the tree, encourage vigorous growth to a mature spread and height, and avoid weakening the tree to create a hazard. Street trees shall not be topped pollarded, or otherwise pruned in a manner contrary to these goals, unless there is no practicable alternative that would preserve essential utility services.

21. See Irrigation Plans for irrigation layout - at Final Landscape Plan submittal.



DISTANCE (X) PER PLANT LEGEND

NOTES:

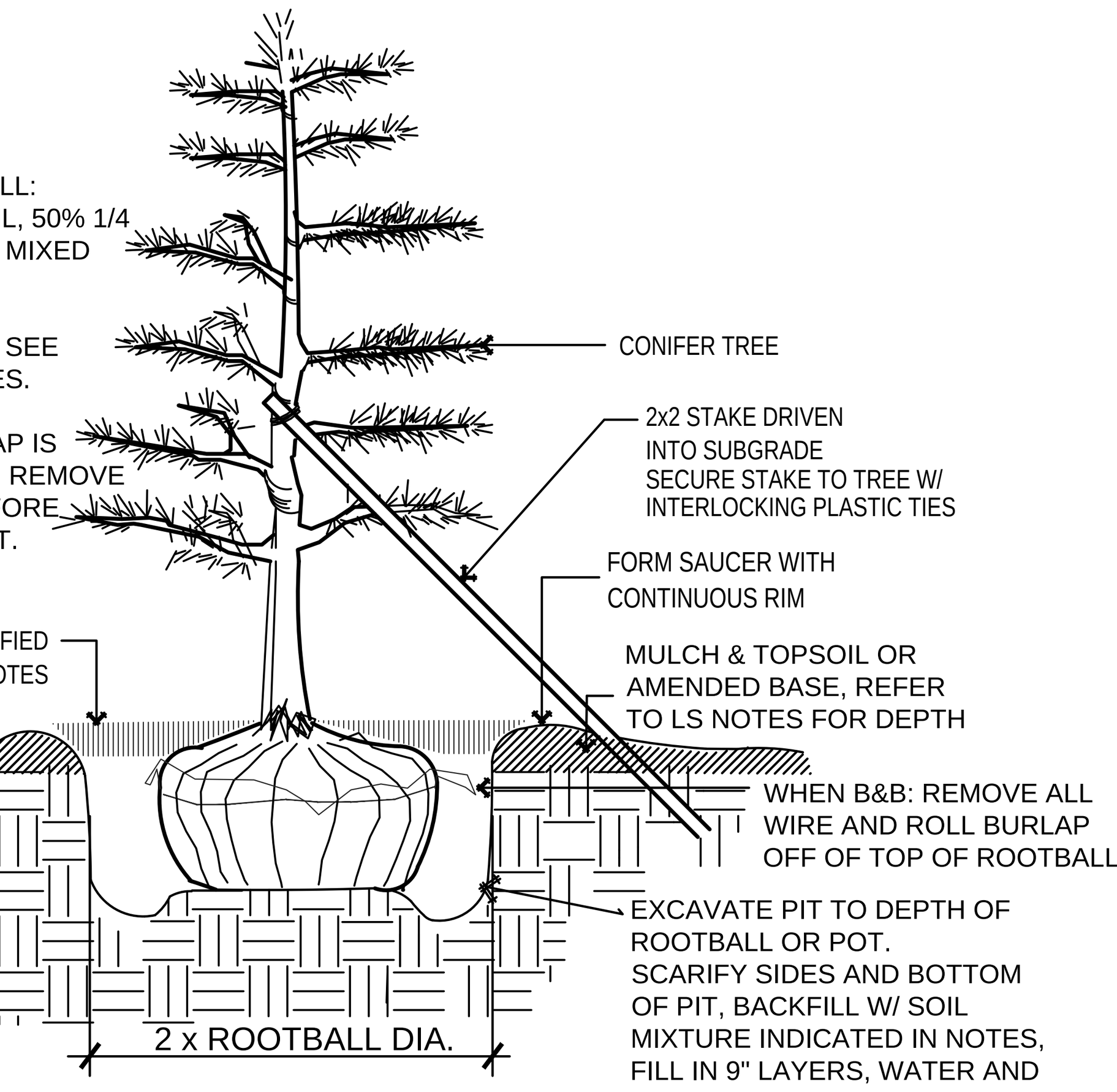
ALL GROUNDCOVER SHALL BE PLANTED AT EQUAL TRIANGULAR SPACING AS SPECIFIED IN THE PLANT LEGEND.

LOCATE GROUNDCOVER ONE-HALF OF SPECIFIED ON-CENTER SPACING FROM ANY CURB, SIDEWALK OR OTHER HARD SURFACE.

GROUNDCOVER PLANTING DETAIL

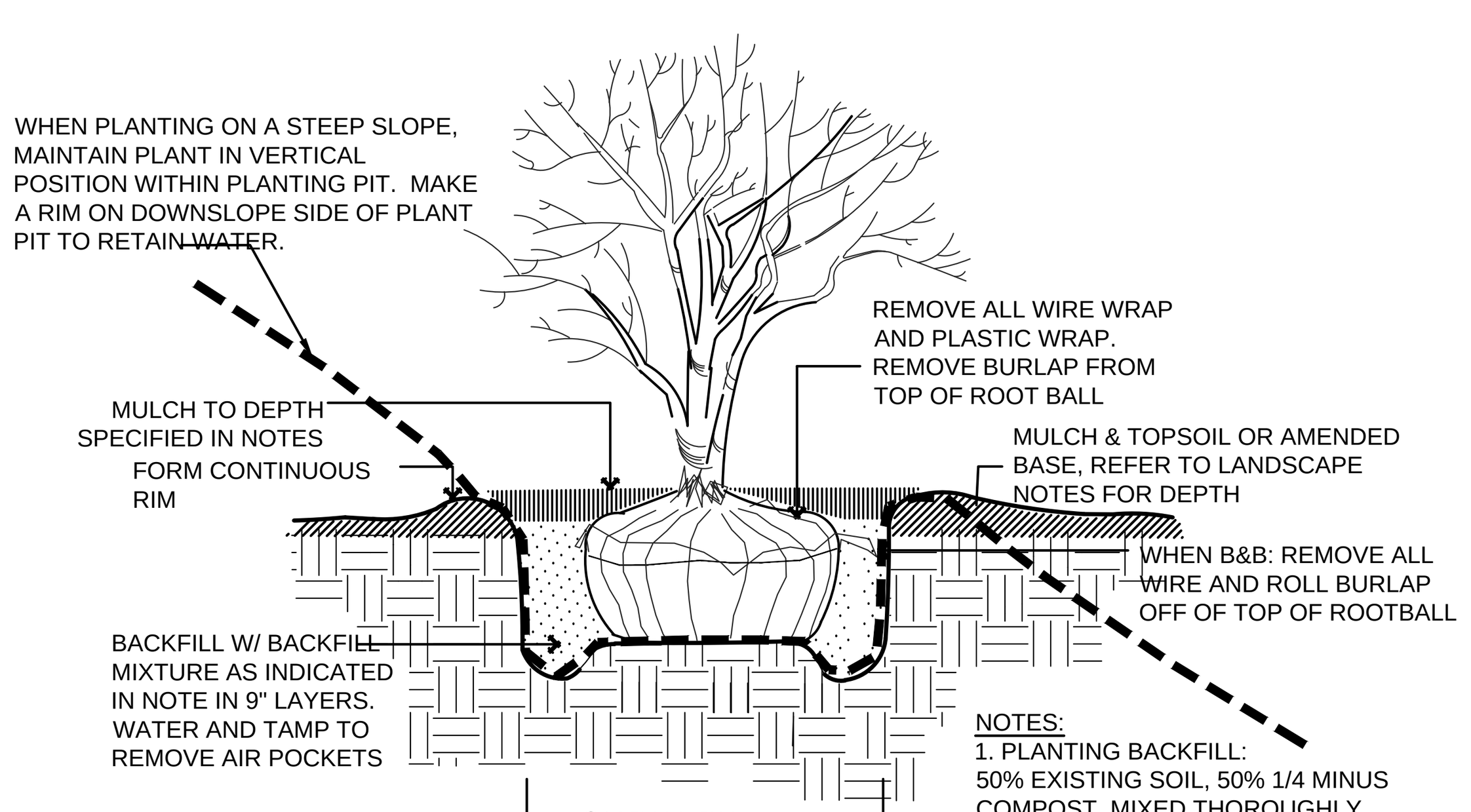
No Scale

NOTES:
1. PLANTING BACKFILL: 50% EXISTING SOIL, 50% 1/4 MINUS COMPOST, MIXED THOROUGHLY
2. FOR MULCH TYPE SEE LANDSCAPE NOTES.
3. IF B&B AND BURLAP IS GREEN IN COLOR. REMOVE COMPLETELY BEFORE INSTALLING PLANT.



EVERGREEN TREE PLANTING & STAKING DETAIL

N.T.S.



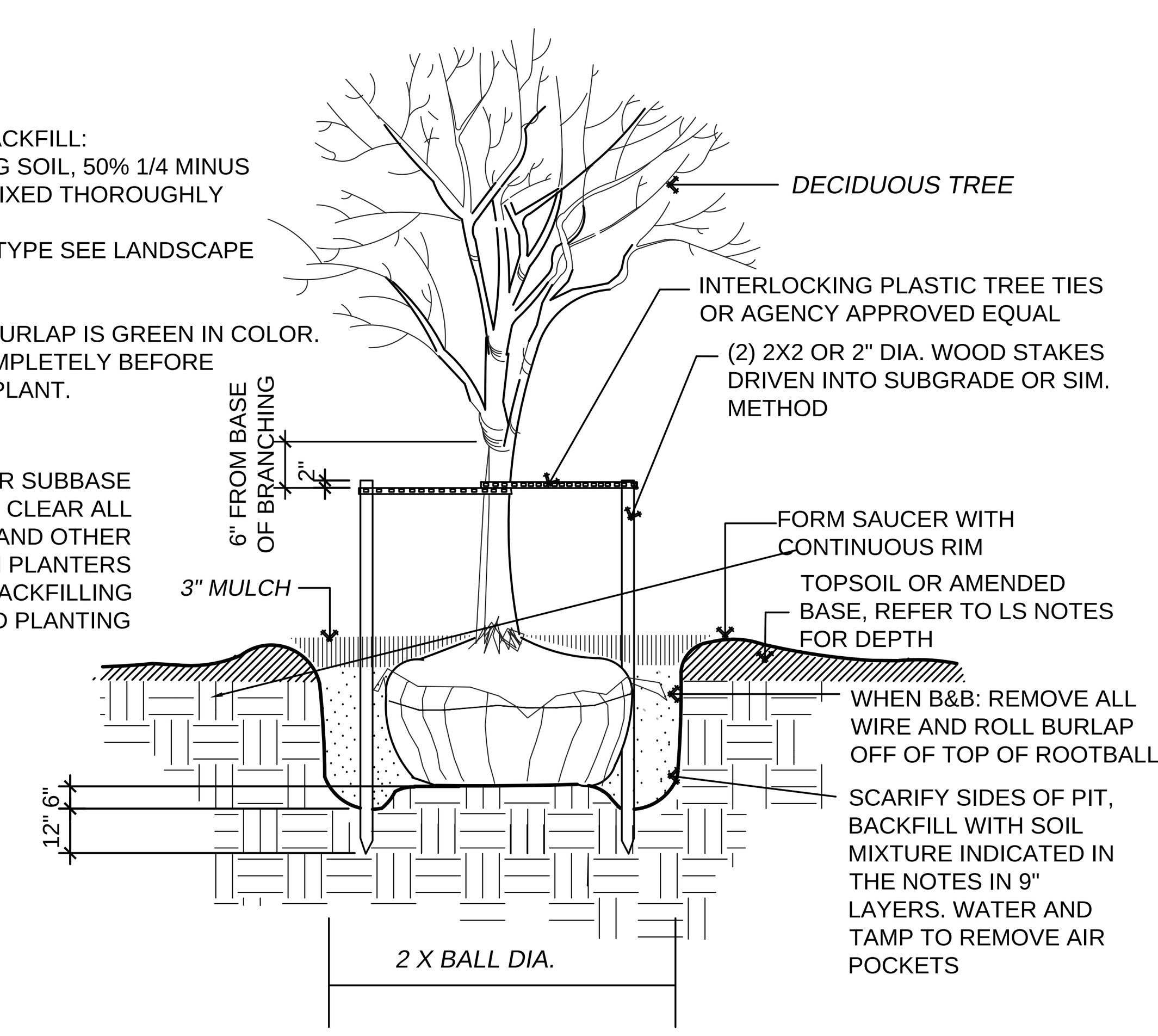
NOTES:
1. PLANTING BACKFILL: 50% EXISTING SOIL, 50% 1/4 MINUS COMPOST, MIXED THOROUGHLY
2. FOR MULCH TYPE SEE LANDSCAPE NOTES.
3. IF B&B AND BURLAP IS GREEN IN COLOR. REMOVE COMPLETELY BEFORE INSTALLING PLANT.

SHRUB PLANTING DETAIL

No Scale

NOTES:
1. PLANTING BACKFILL: 50% EXISTING SOIL, 50% 1/4 MINUS COMPOST, MIXED THOROUGHLY
2. FOR MULCH TYPE SEE LANDSCAPE NOTES.
3. IF B&B AND BURLAP IS GREEN IN COLOR. REMOVE COMPLETELY BEFORE INSTALLING PLANT.

ENSURE PROPER SUBBASE EXISTS; CLEAR ALL CONCRETE AND OTHER DEBRIS FROM PLANTERS PRIOR TO BACKFILLING AND PLANTING



DECIDUOUS TREE PLANTING & STAKING DETAIL

N.T.S.

LANDSCAPE LEGEND

TREES & GROUND COVERS

SYMBOL	QTY	DESCRIPTION	SIZE
T3	5	Acer palmatum RED Varieties Japanese Maple Varieties - RED Leafed	8' Ht Min Multi Trunk Ok
T2	15	Pinus contorta Shore Pine*	6' Ht Min. Well Formed
T5	3	Stewartia japonica Japanese Stewartia	2" Cal. Min. Well Formed
T13	47	Chamaecyparis nootkantensis 'Pendula' Weeping Alaska Cedar*	8' Ht. Full / Compact
T6	8	Malus fusca (Pyrus fusca) Flowering Crab Apple *	2" CAL. Well Formed
T16	83	Abies grandis Grand Fir *	6' Ht. Min. Full / Compact
T14	14	Picea sitchensis Sitka Spruce *	12' Ht. Min. Full / Compact
T9	6	Thuja plicata Western Red Cedar *	12' Ht. Min. Full / Compact
T1	8	Acer grisseum Paper Bark Maple	2" CAL. Well Formed
	19	Cupressus sempervirens 'Stricta' or sim. Columnar Italian Cypress	6' Ht. Min. Well formed
	15	Tsuga heterophylla Mountain Hemlock*	6' Ht. Min. Well Formed
T8	7	Cornus nuttallii* Pacific Dogwood	2" Cal. Min.

TOTAL PROPOSED TREES: 230 TREES
PERCENTAGE NATIVE: 195/230 = 85% APPVD LIST

Landscape Boulder - Columbia Basalt
OR Granite (Owner's Choice)
10 1 man rocks
36 2 man rocks
7 3 man rocks

NOTE: FRONTAGE DENSE VEGETATIVE BUFFER REQUIRES AT MINIMUM 50% OF EVERGREEN TREES BE 12' HT. AT TIME F PLANTING AND 50% = 6' HT. MIN. DECIDUOUS TREES SHALL BE A MINIMUM OF 2" CAL. AT FRONTAGE

TREE REPLACEMENT IN PERIMETER BUFFERS 6' HT. INCENSE CEDAR, CANADIAN HEMLOCK AND EXCELSA CEDAR

* PLANTS INDICATED WITH ASTERIKS ARE ON CITY OF GIG HARBOR APPROVED PLANT LIST - 80% OF PLANT MATERIAL SHALL BE ON APPROVED LIST. 80% OF THE PLANT MATERIAL IS ON THE APPROVED LIST.

TOTAL SHRUBS: 2280
NATIVE SHRUBS: 1824 (80%)

SHRUBS & GROUND COVERS

SYMBOL	QTY	DESCRIPTION	SIZE
S1	9	Euphorbia 'Ruby Glow' & Martinii 'Ascot' Ruby Glow & Ascot Euphorbia & other varieties	1 Gal. 24" HT MATURE
S2	48	Carex testeca Orange Sedge	1 Gal. 24" HT MATURE
S3	38	Azalea 'Hino Crimson' Hino Crimson Azalea	2 Gal. 36" HT MATURE
S11	16	Clematis armandii Evergreen Clematis	1 gal. 15' CLIMBING
S15	48	Bergenia cordifolia Bergenia	1 Gal. 24" HT MATURE
	13	Liriope muscari Big Blue Big Blue Lilyturf	1 Gal. 24" HT MATURE
S7	74	Nandina domestica c. 'Gulf Stream' or 'Moonbay' Gulf Stream Heavenly Bamboo	2 Gal. 36" HT MATURE
S4	45	Small Rhododendron Varieties or sim. Evergreen Shrub Anna Rose Whitney, Black Satin, Cherry Cheesecake, Pearce's American Beauty	2 gal. 24" HT MATURE
S5	28	Pinus mugo & Dwf. Mugo Pine Standard Mugo Pine	5 Gal. / 2 Gal. 60" HT MATURE (STD) / 36" HT MATURE (DWF)
	25	Pennisetum alopecuroides 'Little Bunny' Little Bunny Fountain Grass	1 Gal. 24" HT MATURE
	112	Carex oshimensis 'Everillo' Everillo Yellow Sedge	1 Gal. 12" HT MATURE
	12	Croscosmia 'Lucifer' and other varieites Lucifer Croscosmia	1 Gal. 36" HT MATURE

NATIVE SHRUBS & GROUND COVERS (80%)

SYMBOL	QTY	DESCRIPTION	SIZE
	64	Ameria maritima* Seathrift	1 Gal. 15" HT MATURE
	74	Cornus canadensis* Bunchberry	1 Gal. 12" HT MATURE
	58	Deschampsia cespitosa* Tufted Hair Grass	1 Gal. 24" HT MATURE
S13	315	Asarum caudatum* Wild Ginger	1 Gal. 12" HT MATURE
	77	Acer circinatum * Vine Maple	1 GAL. 20' HT MATURE
	211	Mahonia aquifolium * Tall Oregon Grape	1 GAL. 6' HT MATURE
	307	Mahonia nervosa * Oregon Grape	1 GAL. 30" HT MATURE
	239	Gautheria shallon * Salal	1 GAL. 60" HT MATURE
	86	Symphoricarpos albus * snowberry	1 GAL. 48" HT MATURE
	233	Polystichum munitum * Sword Fern	1 GAL. 36" HT MATURE
	160	Blechnum spicant * Deer Fern	1 GAL. 24" HT MATURE

Groundcover:
Mahonia repens *
Low Oregon Grape
4" @18" OC or 1 Gal @ 24" OC

Groundcover:
Gautheria shallon * & Mahonia nervosa*
Salal and Low Oregon Grape
1 Gal. @ 36" OC Triangular Spacing

Groundcover:
Cornus canadensis *
Bunchberry
4" @18" OC or 1 Gal @ 24" OC

Groundcover:
Arctostophyllus uva ursi 'Massachusetts' *
Kinnickinnick
4" @18" OC or 1 Gal @ 24" OC

SITE FURNISHINGS

SYMBOL	QTY	DESCRIPTION
	5	TOURNESOL BENCH 'PLAZA' PZ-0200-72 with PZ-02A arms SURFACE MOUNT

GIG HARBOR
"THE MARITIME CITY"

KATRINA KNUTSON, AICP
COMMUNITY DEVELOPMENT DIRECTOR

DATE: ____________

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1724LSK

LANDSCAPE NOTES
LEGEND & DETAILS

PERMIT NO. – –
DRAWING NO. 1724
SHEET OF **3 OF 9**

STATE OF WASHINGTON
KATHERINE OWENS
NO. 692 • EXP. APRIL 2021
LICENSED LANDSCAPE ARCHITECT

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
STAFF REPORT

Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit D

TO: Design Review Board
FROM: Planning Staff
DATE: May 6, 2021

RE: PL-DR-17-0184 Burnham Drive Apartments
Public Meeting Date: May 13, 2021

I. GENERAL INFORMATION

A. Applicant: Paul Conan, 9004 Franklin Avenue
Gig Harbor, WA 98332

B. Agent: Contour Engineering, LLC, c/o Jeremy Haug
PO Box 949, Gig Harbor, WA 98335

II. PROJECT DESCRIPTION

The proposal includes the short subdivision of one parcel (Assessor's Parcel Number 0221061028) of approximately 4.4 acres into two lots of approximately 1.6 and 2.8 acres. The proposal also includes the development of a mixed-use multi-family complex consisting of 78 apartment units, a recreation building, and professional offices for lease, with associated parking and utility infrastructure. The use of the site will be encompassed in 6 new structures. An existing structure located on the site will be removed as part of the project's development. Direct access to the site is provided from Burnham Drive abutting on the west via an ingress/egress and public utility easement.

The applicant is seeking a recommendation from the Design Review Board (DRB) related to specific requirements of Article III: Site Design and Article IV: Architecture. The requests are listed in Section VII of this staff report.

III. SITE DESCRIPTION

A. Location: 9411 Burnham Drive, the site is located on the east side of Burnham Drive, approximately 650 feet north of the intersection of Burnham Drive and Harborview Drive. Sec 06, Tw 21, R 02, QTR 12. Assessor's Parcel Number: 0221061028

B. Site Area/Acreage: 4.4 acres

C. Existing Site Characteristics:

1. **Topography:** The undeveloped site has rolling slopes ranging across the site. Slopes are as steep as 45%. A steep ravine is located on the eastern half of the site, which is bisected by a Type 4 stream.

2. **Vegetation**: The undeveloped site is densely vegetated with shrubs, grasses, and significant trees.

3. **Wetlands and Critical Areas:** An on-site Type 4 stream enters the site from the north and flows south through a ravine, eventually flowing offsite to the south and discharging into Donkey Creek approximately 1,100 linear feet southwest of the site. The stream is a non-fish bearing stream and is subject to a 25-foot buffer with an additional 15-foot building setback. The ravine on either side of the stream is also a regulated critical area via GHMC Chapter 18.08. No other critical areas or habitat have been identified on site. An off-site Category III wetland is bisected by Burnham Drive; therefore, its buffer does not extend onto the subject site and is not impacted by the proposed development.

D. Zoning:

1. **Subject Parcel:** General Business Zoning Designation (B-2) with Mixed-Use District Overlay (MUD)

2. **Adjacent zoning and current uses:**
   i. **North:** Residential and Business District (RB-2) – RV Park (Gig Harbor RV Resort)
   ii. **East:** Planned Residential Development (PRD) – single-family residential
   iii. **South:** B-2 – Club (Fraternal Order of the Eagles)
   iv. **West:** Single-Family Residential District (R-1) – single-family residence

E. Road Access: The project proposes access off Burnham Drive (public right-of-way).

IV. PERTINENT DESIGN REVIEW POLICIES

A. Comprehensive Plan: See the Community Design Element of the Gig Harbor Comprehensive Plan: Pages 4-1 through 4-19.

B. Gig Harbor Municipal Code: The Design Review process is outlined in GHMC Chapter 17.98. GHMC Subsection 17.98.055 outlines the process for review of projects 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.

The Design Review Board shall review an application which does not strictly conform to the specific requirements of the Design Manual under the following criteria: a) whether the alternative design represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying specific requirements; and b) whether the alternative design meets the intent of the general requirements of GHMC Chapter 17.99, Design Manual.

To best determine the general requirement's intent, the DRB shall consider the specific requirements as appropriate examples of compliance. General requirements include all bold and underlined text in the Design Manual. Specific standards include the more detailed text, which immediately follows general requirements.

V. PUBLIC NOTICE:

Notice of the public meeting was mailed to all owners of property within 300-feet of the site on April 29, 2021. Public notice was also published in The News Tribune newspaper and a notice board posted on the site on May 6, 2021. As of the date of this report, staff received no public comments in response to the public meeting notice.

VI. BACKGROUND INFORMATION

This project was preliminarily reviewed by staff during a pre-application meeting with the applicant on November 18, 2015 (see permit file no. PL-PREAPP-15-0018). The applicant formally submitted for Site Plan Review, Condition Use Permit, Alternative Landscape Plan, Design Review, and SEPA permit applications on August 8, 2017. The applicant later applied for a Preliminary Short Plat on February 6, 2018. The applicant withdrew their application for Site Plan Review on November 16, 2020.

The applicant has submitted an alternative design review proposal to the city; a narrative describing the proposed alternative design, the preliminary

site plans, and the proposed landscape plans are included with this staff report as Exhibits A, B, and C, respectively. Please see Section VII of this staff report for staff's analysis of the applicant's proposed alternative design and its consistency with the review criteria set forth in GHMC 17.98.055(A).

VII. REQUESTED DRB REVIEW AND STAFF ANALYSIS:

The applicant has requested that the following items be reviewed by the DRB. Planning staff has reviewed the applicant's design review narrative, preliminary site plan, and landscape plans (Exhibits A, B, and C, respectively) and offers the following analyses on the specified Design Manual requirements.

Article III. Site Design

A. GHMC Section 17.99.240(C) and GHMC Section 17.99.370(A): Natural Site Conditions – Maintain natural topography.

The Design Manual states that site development should be designed to reflect the natural conditions of the site, including topography and existing vegetation. Buildings and parking lots shall be designed to fit natural slopes rather than re-grading the slope to fit a particular building or parking lot design. Cuts and fills on a site shall be balanced and finished grades shall not include any retaining walls that exceed six feet. Instead, designs shall complement and take advantage of natural topography. Sloped lots may require multileveled buildings, terraced parking lots and/or lower level parking garages.

1. **Applicant's Request**: The applicant is requesting that the DRB review and recommend approval of its proposal to incorporate walls in excess of 6-feet for the accommodation of an ADA-compliant walkway connecting the site to the fronting public right-of-way. In particular, the applicant is proposing five (5) walls in excess of 6', one (1) as tall as 10.23', in addition to two (2) lifts of 12.5' and 13' to support the accessibility of the walkway. The applicant is also requesting the DRB review and recommend approval of its proposal to grade the site in excess of staff's typical regard of a "balanced" site, which is achieved when cut and fill quantities are within 10% of each other. At present, the applicant is indicating a 14% difference in proposed cut and fill and is requesting the DRB to preemptively recommend approval of a 20% difference in grading quantities in anticipation of nominal changes throughout the civil permitting

and development process. Please see Sheet C3 of Exhibit B for the applicant's proposed Grading Plan.

2. **Staff Analysis:** In the Narrative prepared for the requested alternative design proposal (Exhibit A), the applicant describes the effort that has been afforded to the retention of the site's natural topography despite the considerable topographic change across the site. The applicant has incorporated a lower-level parking garage and "stepped" buildings to fit the natural slope of the site, and has also expressed in its grading quantities (sheet C3, Exhibit B) that much of the difference in cut and fill activity is inherent to the proposed underground stormwater infrastructure design. The applicant has also taken care to design the site in a manner consistent with other local and state grade requirements; please see further discussion of this matter on pages 1-2 of Exhibit A.

   In an attempt to comply with the Federal Fair Housing Act and provide an accessible route from the site's proposed buildings to the fronting public right-of-way (Burnham Drive), and in effort to maintain the buffering effect of the site's Zone Transition landscape buffer along Burnham Drive, the applicant has elected to design the accessible walkway using lifts between ramps and landings. The incorporation of lifts into the project's design has resulted in designed walls which exceed 6' in height; the only walls proposed to exceed 6' are in support of the accessible walkway design exhibited on Sheet C3 of Exhibit B.

   The DRB may wish to consider that, due to the accessible route's design which limits development and grading within the Zone Transition Buffer, the natural conditions of the site are reflected in the proposed alternative design in a manner which is equivalent to strict adherence with GHMC 17.99.240(C). Furthermore, the DRB may wish to consider the applicant's proposed grading quantities as "balanced" given that the applicant's design makes use of the site's natural topography in its proposed "stepped" building and lower-level parking garage, and otherwise requires additional cut quantities to accommodate the site's underground stormwater infrastructure design, which in itself respects the natural topography of the site. With regard to the applicant's request for a preemptive increase in the site's difference in grading quantities of up to 20%, the DRB might note the suggested provisional language offered below in the "Recommendation" section when considering the alternative design's consistency with the criteria set forth in GHMC 17.98.055(A).

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

3. **Findings:** The DRB finds that the proposed design alternative meets the intent of the general requirements of GHMC 17.99.240(C) and GHMC 17.99.370(A) and represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying the specific requirements of GHMC 17.99.240(C) and GHMC 17.99.370(A).

4. **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), related to the following specified elements of the applicant's design proposal:

    - Five (5) walls in excess of 6', one (1) as tall as 10.23', in addition to two (2) lifts of 12.5' and 13' to support the accessible route traversing the southern property line;
    - A 14% difference in cut and fill quantities, as represented on sheet C3 of Exhibit B;
    - An increased difference in cut and fill quantities of up to 20%, provided that the current site design incorporating a "stepped" building (Building B) and lower-level parking garage is maintained, and further provided that the increase in grading does not result in a change to the finish floor elevations presently designed in Exhibit B.

B. GHMC 17.99.260(D): Primary Walkway Standards – Accent walkways with significant landscaping.

A primary walkway is the main pedestrian walkway which connects a building's entrance to the public right-of-way. The Design Manual states that one side of all primary walkways must be landscaped except where they cross driveways. The width of the landscaping shall be a minimum of five feet.

1. **Applicant's Request:** The applicant is requesting that the DRB review and recommend approval of its proposal to install two (2) additional pedestrian benches along the site's primary walkway in lieu of the 5' minimum landscape width along certain areas of the site's primary walkway. The design of the site does not facilitate a 5' wide landscape area adjacent to the primary walkway at the following locations:

i. North of Building E; and,
ii. East of Building A, at the entrance to the building and adjacent to the stairs in front of the building.

These locations have been highlighted by staff in Exhibit C for the convenience of the DRB.

2. **Staff Analysis:** This provision of the Design Manual intends for landscaping to be used as an accent to primary walkways. The applicant's narrative offers the installation of two (2) additional pedestrian benches to supplement the slight reduction in the width of landscaping areas in the highlighted areas of Exhibit C. While seating along primary walkways is required and is an important element of a primary walkways design, staff notes that seating is an otherwise regulated standard of GHMC 17.99.260(E); it is unclear how additional seating may be considered by the DRB as an equivalent or superior solution to the specific landscaping requirement of GHMC 17.99.260(D).

   As it relates to the landscaping area north of Building E, the applicant's landscape plans indicate the incorporation of a vertical trellis planting adjacent to that portion of the walkway's landscape area which is less than 5' wide; please see Exhibit C. A similar feature is not incorporated on the eastern façade of Building A adjacent to those portions of the walkway's landscape area which is less than 5' wide, nor are either of the two (2) additional benches proposed by the applicant to supplement the required landscaping in this area.

   The DRB may wish to consider the addition of a vertical trellis planted on the north façade of Building E as achieving an equivalent or superior solution to the specific requirement of GHMC 17.99.260(D) and as meeting the intent of the provision's general requirement. As it relates to the alternative design adjacent to Building A, staff encourages the applicant to come to the DRB prepared to discuss how the proposed addition of seating might be considered as consistent with the review criteria of GHMC 17.98.055(A), and further encourages the applicant to come prepared to discuss alternative design ideas which may be more in keeping with the intent of GHMC 17.99.260(D).

Article IV. Architecture

C. **GHMC 17.99.470(C): Parking Garages** – Acquire DRB recommendation/hearing examiner approval for all parking garages over one story or which enclose 20 cars or more.

The Design Manual states that, in making its determination of compliance, the DRB and hearing examiner shall consider the design criteria under subsections (B)(1) and (B)(2) of this section, and may also determine how much screening or architectural embellishment is required based upon projected lines of sight from the pedestrian's perspective.

GHMC 17.99.470(B)(1) and (2) of this section discuss methods for screening parking garage facades. Parking garage facades which are visible from the street shall conform to one, or a combination, of the following options:

1. A Landscaped Screen. Screening may be trees and shrubs or climbing plantings on a trellis.
2. Storefronts. The parking garage may be faced with storefronts or display windows.

1. **Applicant's Request:** The applicant is requesting that the DRB review and recommend approval of its proposed parking garage design which encloses more than 20 vehicles.

2. **Staff Analysis:** This provision of the Design Manual requires all parking garages which enclose 20 cars or more to acquire a recommendation by the DRB. To determine compliance of the garage's design, the DRB shall consider the design criteria of GHMC 17.99.470(B)(1) and (2). In this instance, the parking garage encloses 30 vehicles and is designed beneath Building A, a multi-family residential structure; therefore, the design criteria of GHMC 17.99.470(B)(2) which incorporate storefronts is inapplicable. The DRB shall consider the criteria set forth in GHMC 17.99.470(B)(1), A Landscaped Screen, in its determination of the parking garage's screening, and may also determine the degree of screening or architectural embellishments necessary to screen the garage.

   Referring to sheets 2 and 3 of the applicant's landscape plans (Exhibit C), staff notes the following plantings on either side of the entrance to the parking garage located beneath Building A:
   - One (1) *Chamaecyparis nootkantensis 'Pendula'* (Weeping Alaska Cedar), 8' in height
   - Two (2) *Pinus contorta* (Shore pine), 6' in height
   - Variety of shrubbery: bunchberry, wild ginger, seathrift, standard mugo pine, and euphorbia, among other shrubs.

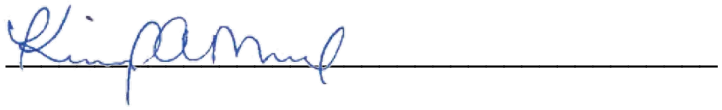
In addition to these plantings at the entrance of the parking garage, staff notes that the parking garage is inherently screened from all other facades due to its positioning underground. Therefore, the DRB may wish to consider the applicant's design of the parking garage as compliant with the screening requirements set forth in GHMC 17.99.470.

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

3. **Findings:** The DRB finds that the applicant's proposed parking garage has been designed in a manner which screens the garage from projected lines of site from the pedestrian perspective, and is therefore designed consistent with GHMC 17.99.470(C).

4. **Recommendation:** The Design Review Board recommends the decision maker accept the proposed parking garage design as compliant with GHMC 17.99.470(C).

Project Planner: Kim Mahoney, Associate Planner



Date: May 6, 2021

The following documents pertinent to your review are enclosed:

Exhibit A – DRB Alternative Design Narrative, prepared by Countour Engineering, LLC, dated March 15, 2021
Exhibit B – Architecture and Civil Site Plans, submitted by Countour Engineering, LLC, date stamped "Received" on March 17, 2021
Exhibit C – Sheets 2 and 3 of the Alternative Landscape Plan, prepared by Nature by Design, Inc., revised March 11, 2021

CONTOUR ENGINEERING • LLC

CIVIL ENGINEERING ◊ SURVEYING ◊ LAND PLANNING

P.O. Box 949, Gig Harbor, WA 98335
4706 97th St. NW, Suite 100
Gig Harbor, WA 98332

Phone: 253-857-5454
Fax: 253-509-0044
Email: info@contourpllc.com

March 15, 2021
Revised June 3, 2021

Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit E

Request for Design Review Board (DRB), Review of Alternative Design Elements
Burnham Drive Apartments

(PL-SPP-18-0001, PL-CUP-17-0001, PL-DR-17-0184, PL-SEPA-17-0013)

Dear Design Review Board Members,

The Burnham Drive Apartment project is requested review and approval recommendations of several alternative designs solutions from the requirements specified within Chapter 17.99, Design Manual, of the GHMC.

We have provided more information to the Design Review Board to supplement the original submittal.

This written narrative and statement discusses each specific requirement of Chapter 17.99 that the project is proposing an alternative design solution. These requirements include:

GHMC 17.99.240.C *Buildings and parking lots shall be designed to fit natural slopes rather than regrading the slope to fit a particular building or parking lot design. Cuts and fills on a site shall be balanced and finished grades shall not include any retaining walls that exceed six feet. Instead, designs shall complement and take advantage of natural topography. Sloped lots may require multileveled buildings, terraced parking lots and/or lower level parking garages.*

and

GHMC 17.99.370.A. *Respect natural topography. Buildings shall be designed to fit natural slopes rather than regrading the slope to fit a particular building design. Minimize cuts and fills by developing designs which complement and take advantage of natural topography. Sloped lots may require terraced parking lots and multilevel buildings designed to follow the slope.*

> The existing grades of the site slope up from Burnham Drive into the site ranging from approximately 10-20% with an average slope into the site of 16%. There are moderate slopes in the interior of the site before sloping back down to the east. There are multiple

regulations and requirements that must be considered in the design of the on-site grading. In addition to that of GHMC 17.99.240.C and 17.99.250.A, this includes:

- Per International Building Code (IBC) Section 1104.1, an accessible route from the public right-of-way through the site to the accessible building entrances and to the projects Recreation/Office Building.
- Per City of Gig Harbor Public Works Standards Figure 2.1, maximum grade of 'private' access or roadway is 15%.
- State Department of Ecology and the City of Gig Harbor have requirements for stormwater mitigation, and installation of appropriate facilities typically requires significant excavation.

The proposed site and grading plan provide a design to best meet the aforementioned regulations and requirements. This includes buildings designed to fit better within the site, such as Building A utilizing an underground parking structure, Building B being stepped, and Buildings C and D separated as smaller buildings to allow grade transition between. Parking areas have been terraced and sloped to the extent feasible. The drive aisle from Burnham Drive into the site was designed at 14.5%, which provides a minimum construction tolerance.

There is a section of retaining wall located outside the entrance to the underground parking structure above the maximum 6-foot height. As such, we are requesting approval for walls over 6-feet high. This wall is 10.87 feet at its highest where it connects to the Building A foundation. The wall transition from 10-feet to 8-feet before grading out to 2-feet. Portions of this wall will be screened from view by grading and landscaping. The wall can be finished with architectural elements like texture or cladding to soften the visual impacts.

Finally, in an extraordinary measure to provide accessibility into the site from the public right-of-way, a route is proposed along the southern property line to Building D meeting the design requirements of the Americans with Disabilities Act. As the natural site topography into the site is generally between 10-20% grade meeting the ADA slope requirements of 8.33% or less is challenging. To provide this accessible path, a series of three (3) pedestrian lifts between runs of ramps and landings will be required. These lifts have the capacity to serve 2-3 people but also limited by weight capacity. As a result, there will need to be walls over 6-feet in height with the current preliminary grading having the tallest wall at 10.23-feet. It should be noted that these walls are only needed to provide an accessible route to meet the requirements of the Americans with Disabilities Act.

The proposed accessibility route discussed above seems to best utilize the natural topography of the site, but there were several other accessibility options explored prior to determining that the aforementioned design and access direction was best for this site. For discussion sake, these other options are designated below but not with any particular order:

- **Option 2** - A switchback series of ramps and landings with walls between from the public sidewalk to the rear of Building E. This is shown on an Option 2 exhibit submitted with this additional information. Besides this basically encompassing the entirety of the Transition Buffer and Corridor Enhancement Buffer between

Burnham Dr and Building E, it would still require walls over 6-ft tall between the switchback ramps and landings and along the south, still require two pedestrian lifts (one at the west side of Building E and at one at the south side of Building D), and would not be the most aesthetically pleasing look from along Burnham Dr.

- **Option 3** – A more direct connection from the sidewalk of Burnham Dr to the rear of Building E via a two ramps and landings. This would create a more pronounced 'tunnel' effect as walls over 6-ft would be needed on both the north and south sides of this route. This would still require the need for two pedestrian lifts, same locations as Option 2 above. However, the lift on the rear of Building E would need to be 25.80-ft tall which is higher than the maximum height of lifts which is around 14-ft. Two lifts could be utilized to make up this grade but would then be more like the proposed option but would now route people through a second buildings breezeway.
- **Option 4** – Grading the sidewalk along the drive aisle into a series of ramps and landings. This would require the slope of the drive aisle to also be lowered accordingly which would result in mass grading into and on the upper area of the site resulting in extensive export of material, and many more walls over 6-ft tall. This option would not respect the natural topography.

Additionally, City Staff has indicated that a balanced site is one where the cut and fill quantities are within 10%. Currently, the preliminary cut and fill quantities are approximately 14%. As many factors contribute to the final cut and fill quantities that do not get determined until the time of construction documents, and that this site has topographic challenges, <u>we would like to request approval of a cut and fill quantity of up to 20%.</u>

17.99.260.D Accent walkways with significant landscaping. *One side of all primary walkways must be landscaped except where they cross driveways. The width of the landscaping shall be a minimum of five feet.*

The primary walkway is required to be from Burnham Drive to the Recreation/Office Building which also includes Professional Office space. Along this path, there are areas where the 5-feet landscape buffer is unable to be provided. Along the northern face of Building E, the landscape buffer measures 4.9-feet to 4-feet from west to east. An Area adjacent to the stairs in front of Building A and at the entrance to Building A is also under 5-feet. As mitigation, two (2) additional benches will be provided on-site.

17.99.470 C. Acquire DRB recommendation/hearing examiner approval for all parking garages over one story or which enclose 20 cars or more. *In making its determination of compliance, the DRB and hearing examiner shall consider the design criteria under subsections (B)(1) and (B)(2) of this section, and may also determine how much screening or architectural embellishment is required based upon projected lines of sight from the pedestrian's perspective.*

We are requesting Design Review Board review of the parking garage associated with Building A.

GRAPHIC SCALE

0 30 60

1 INCH = 30 FEET (22"x34")

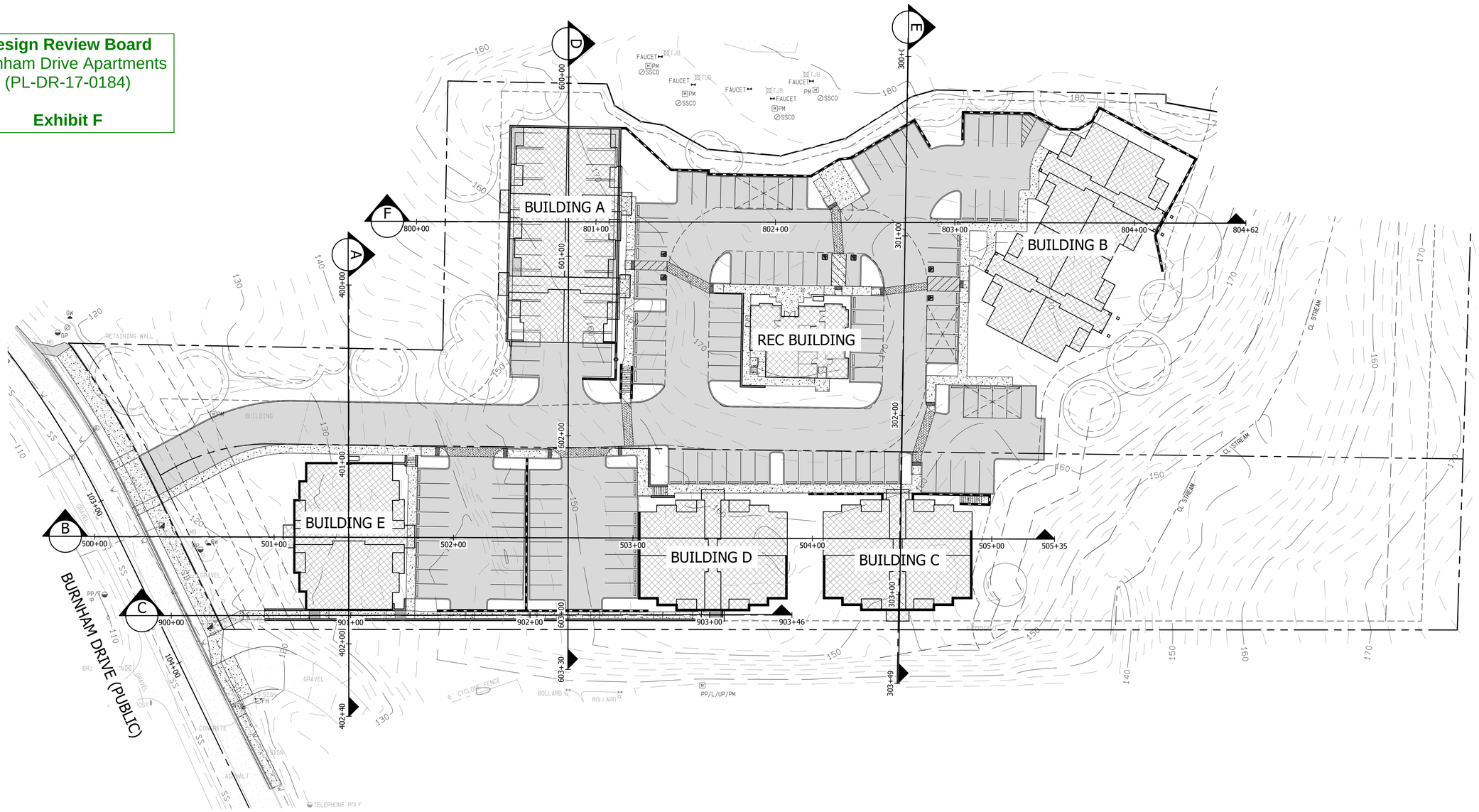
1 INCH = 60 FEET (11"x17")

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

RECEIVED
By Michelle Thomas at 4:41 pm, Jun 01, 2021

Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit F



REVISIONS

CONTOUR ENGINEERING • LLC
CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

DESIGNED BY:	KJR
DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

OVERALL SITE MAP

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET DRB 1

GRAPHIC SCALE

0 30 60

1 INCH = 30 FEET (22"x34")

1 INCH = 60 FEET (11"x17")

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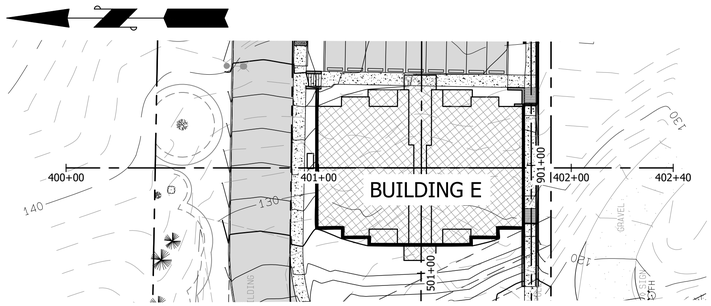
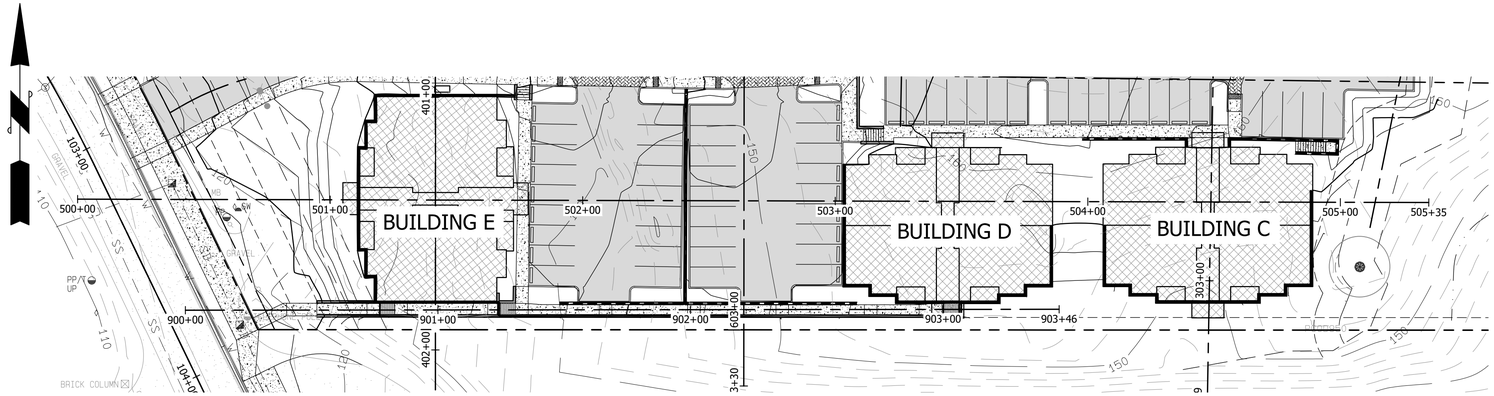
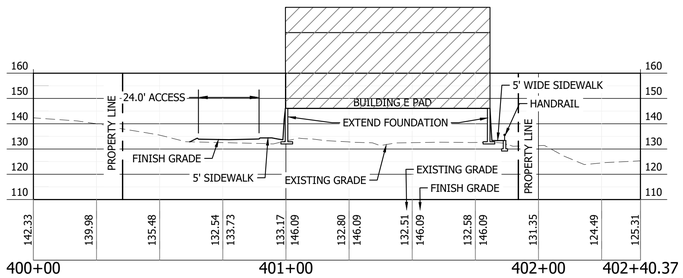
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

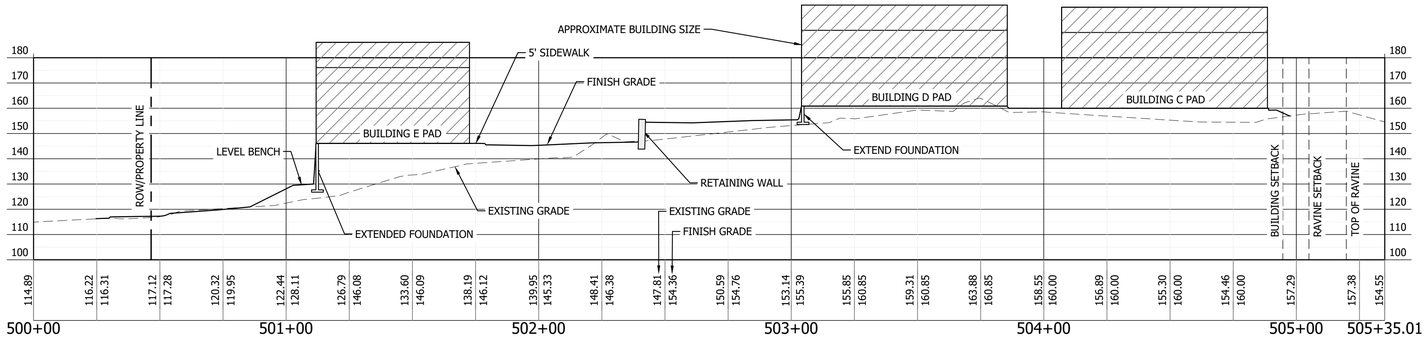






A NORTH-SOUTH SITE SECTION VIEW

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=30'



B WEST-EAST SITE SECTION VIEW

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=30'

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CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

DESIGNED BY:	KJR
DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

BUILDING E
SECTION VIEW

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET DRB2

GRAPHIC SCALE

0 30 60

1 INCH = 30 FEET (22"x34")

1 INCH = 60 FEET (11"x17")

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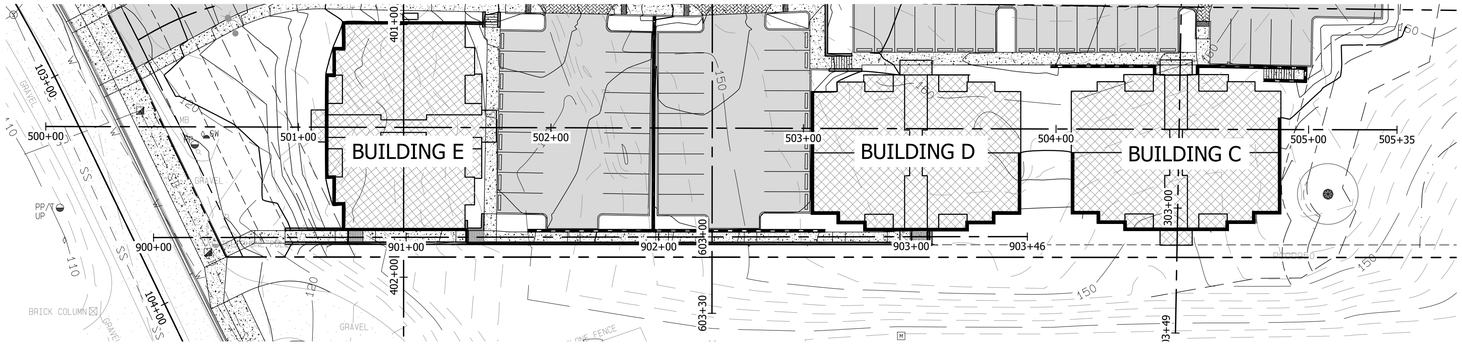
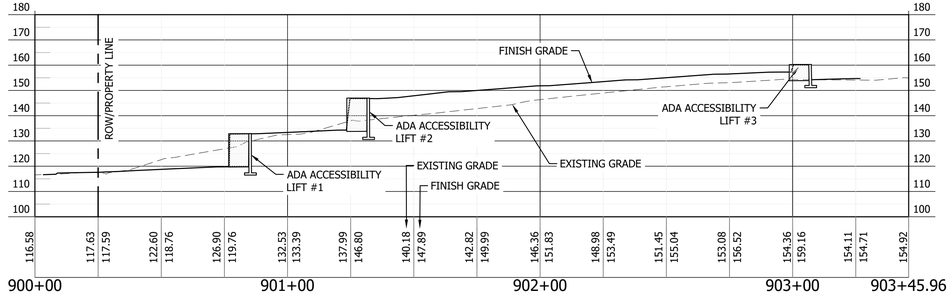
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON





C WALKWAY SECTION VIEW

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=30'

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CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

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APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

WALKWAY SECTION VIEW

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET DRB3

GRAPHIC SCALE

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1 INCH = 60 FEET (11"x17")

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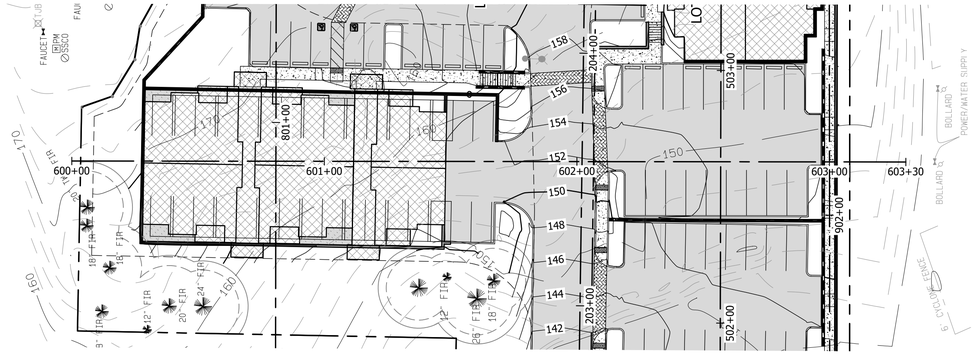
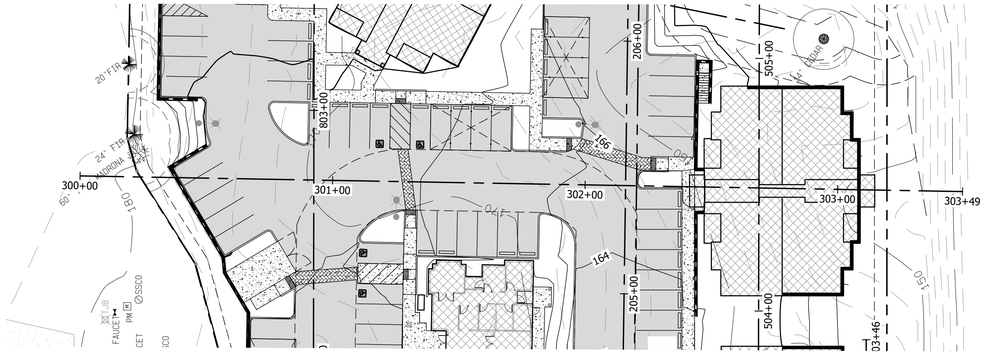
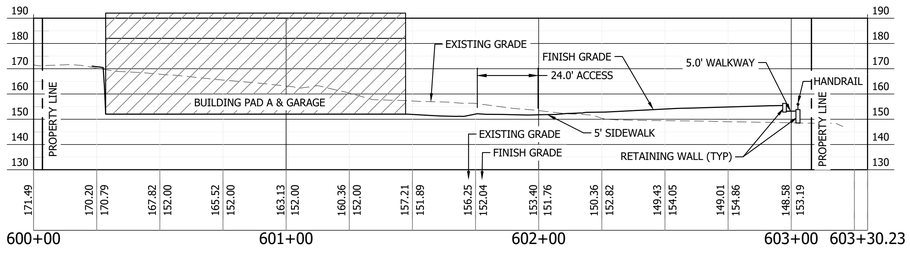
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON







D NORTH-SOUTH SITE SECTION

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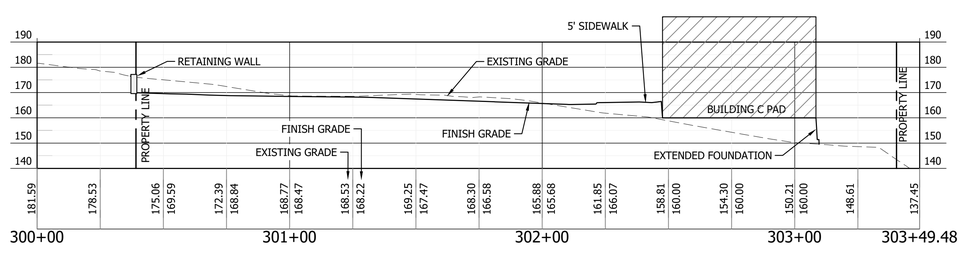
VERTICAL SCALE: 1"=30'



E NORTH-SOUTH SITE SECTION

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=30'

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CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

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DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

NORTH-SOUTH SECTION VIEW

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET DRB4

GRAPHIC SCALE

0 30 60

1 INCH = 30 FEET (22"x34")

1 INCH = 60 FEET (11"x17")

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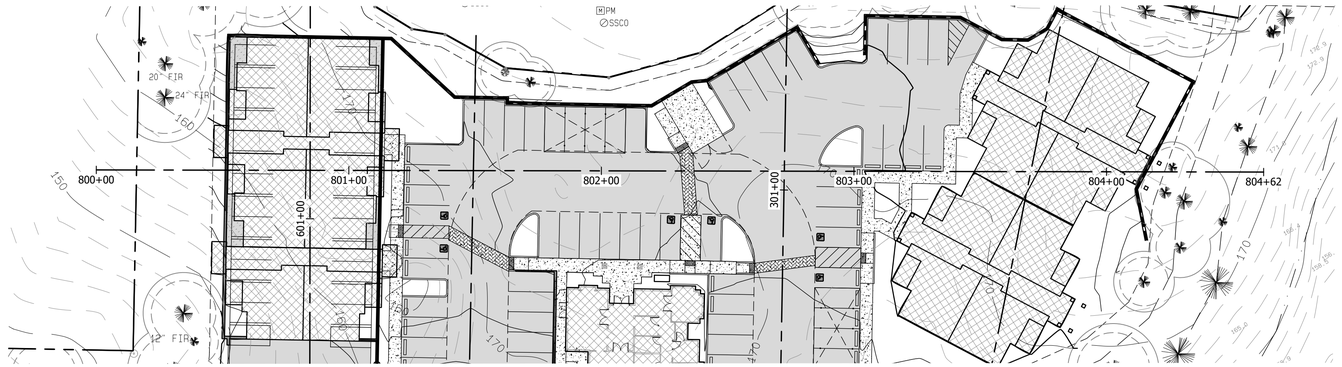
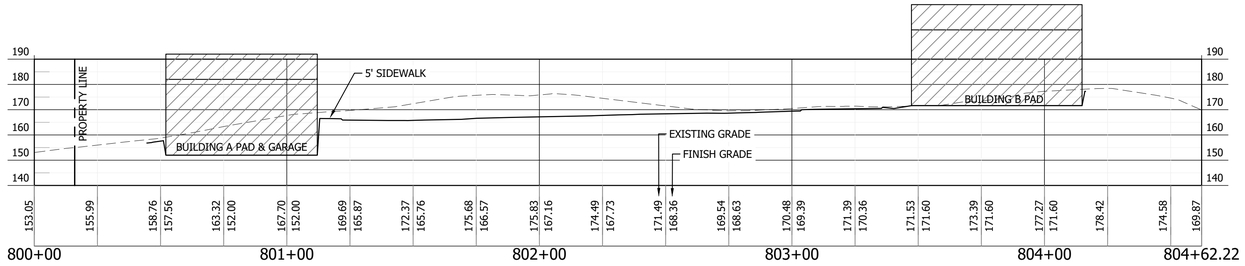
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON





F WEST-EAST SITE SECTION

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=30'

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CONTOUR ENGINEERING • LLC
CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

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DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

WEST-EAST SECTION VIEW

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET DRB5

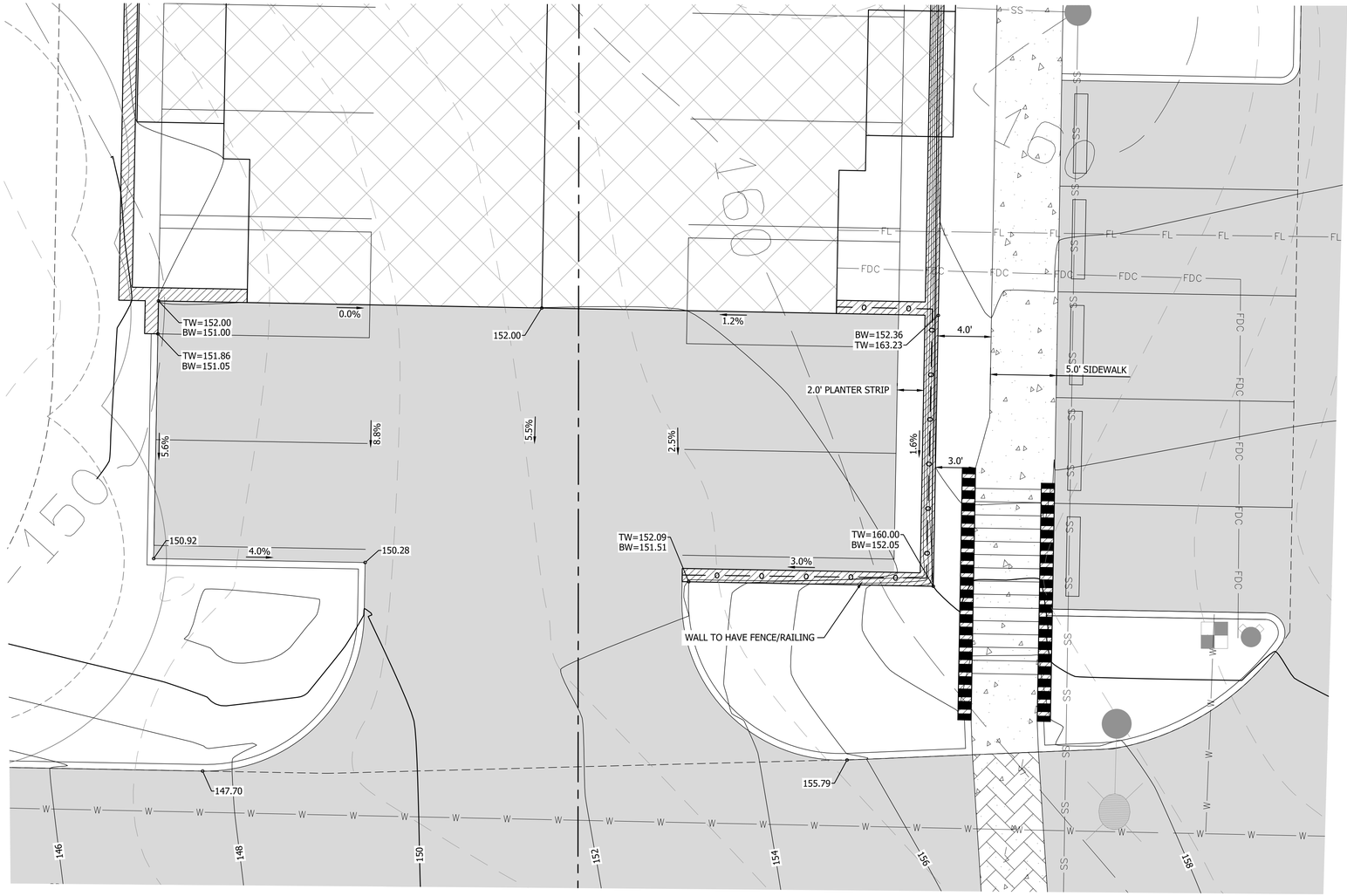
GRAPHIC SCALE

0 5 10

1 INCH = 5 FEET (22"x34")

1 INCH = 10 FEET (11"x17")

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON



REVISIONS

CONTOUR ENGINEERING • L L C
CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

DESIGNED BY:	KJR
DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

GARAGE GRADING

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET OF DRB6

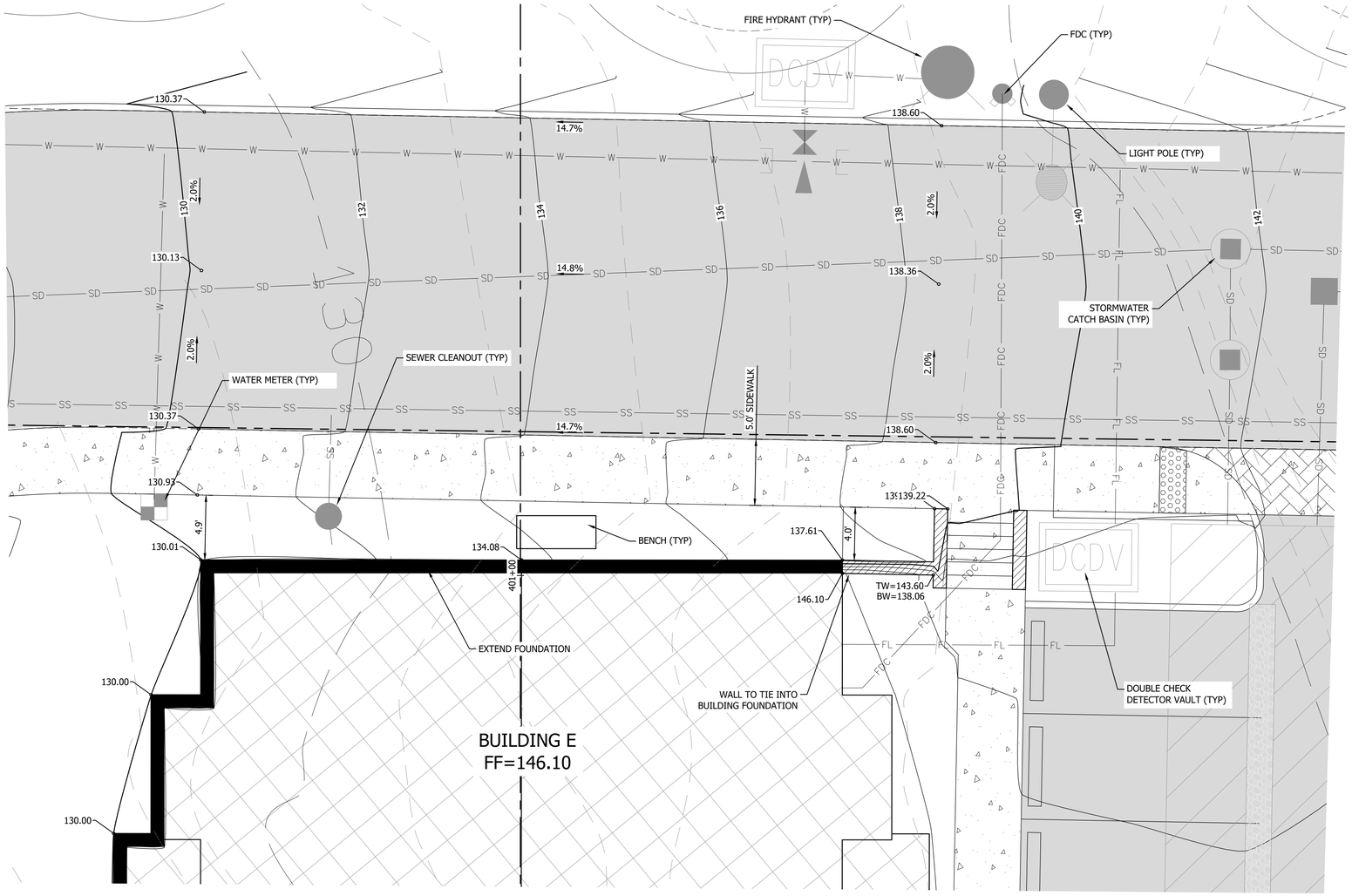
GRAPHIC SCALE

0 5 10

1 INCH = 5 FEET (22"x34")

1 INCH = 10 FEET (11"x17")

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON



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CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

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DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

ACCESS GRADING

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET OF DRB7

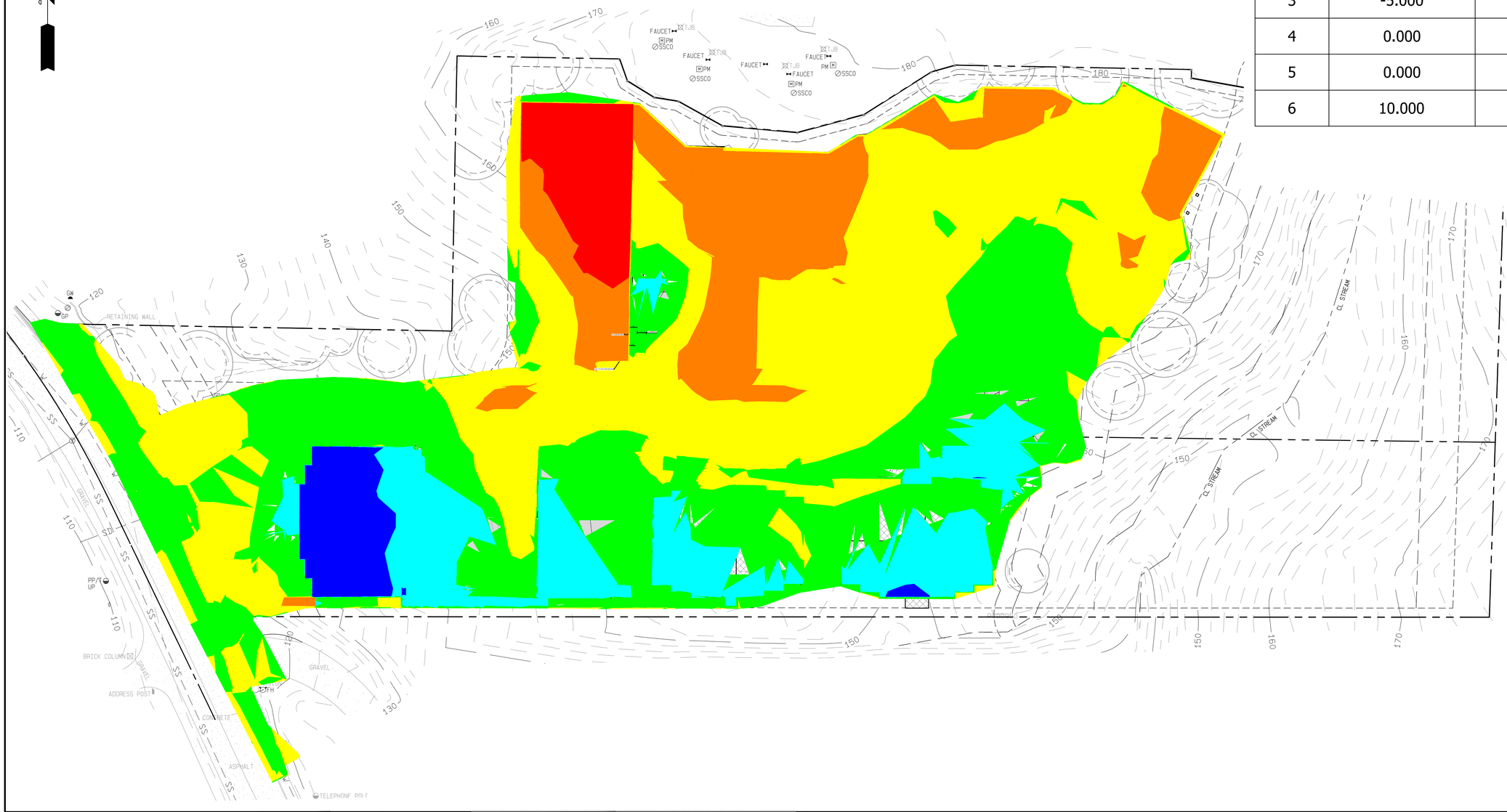
GRAPHIC SCALE

0 30 60

1 INCH = 30 FEET (22"x34")

1 INCH = 60 FEET (11"x17")

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON



Elevations Table				
Number	Minimum Elevation	Maximum Elevation	Color	AREA (SQ FT)
1	-25.000	-10.000		4,396
2	-10.000	-5.000		15,898
3	-5.000	0.000		43,259
4	0.000	5.000		36,343
5	0.000	10.000		48,972
6	10.000	25.000		3,764

GRADING QUANTITIES

TOTAL CUT = 13,850 CU. YD.± *
TOTAL FILL = 11,950 CU. YD.± **

NET = 1,900 CU. YD.± (CUT)

1,900/13,850 = 14% - CUT/FILL QUANTITY PER CURRENT PLAN
3,050/15,000 = 20% - CUT/FILL PROJECTION, FOR REQUESTED RANGE

* INCLUDES TOTAL CUT FROM DETENTION SYSTEM (2,224 CU. YD.) AND PAVEMENT SECTION (1,700 CU. YD.)
** INCLUDES TOTAL FILL OF DETENTION SYSTEM ROCK (1,035 CU. YD.) AND PAVEMENT SECTION (1,700 CU. YD.)

THIS CALCULATION IS FOR REVIEW AND PERMITTING PURPOSES ONLY. THE NUMBERS SHOWN ARE GENERATED FROM THE FINISHED GROUND SURFACE TO THE EXISTING GROUND PROVIDED BY THE SURVEY. CONTRACTOR SHALL DO THEIR OWN CALCULATION BASED ON THE INFORMATION PROVIDED WITHIN THESE PLANS.

THE QUANTITIES MAY VARY BASED ON THE FOLLOWING FACTORS:
1. SHRINK/SWELL OF EXISTING SOILS
2. VARIANCE OF VEGETATION THICKNESS AND UNSUITABLE TOPSOIL
3. SUBBASE REQUIREMENTS FOR THE BUILDING FOUNDATION BASED ON THE FINAL STRUCTURAL DESIGN
4. TRENCHING EXCAVATION FOR PROPOSED UTILITIES
5. ADDITIONAL CUT/FILL MAY BE REQUIRED FOR FUTURE UTILIZATION OF THE SITE

REVISIONS

CONTOUR ENGINEERING • LLC
CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

DESIGNED BY:	KJR
DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

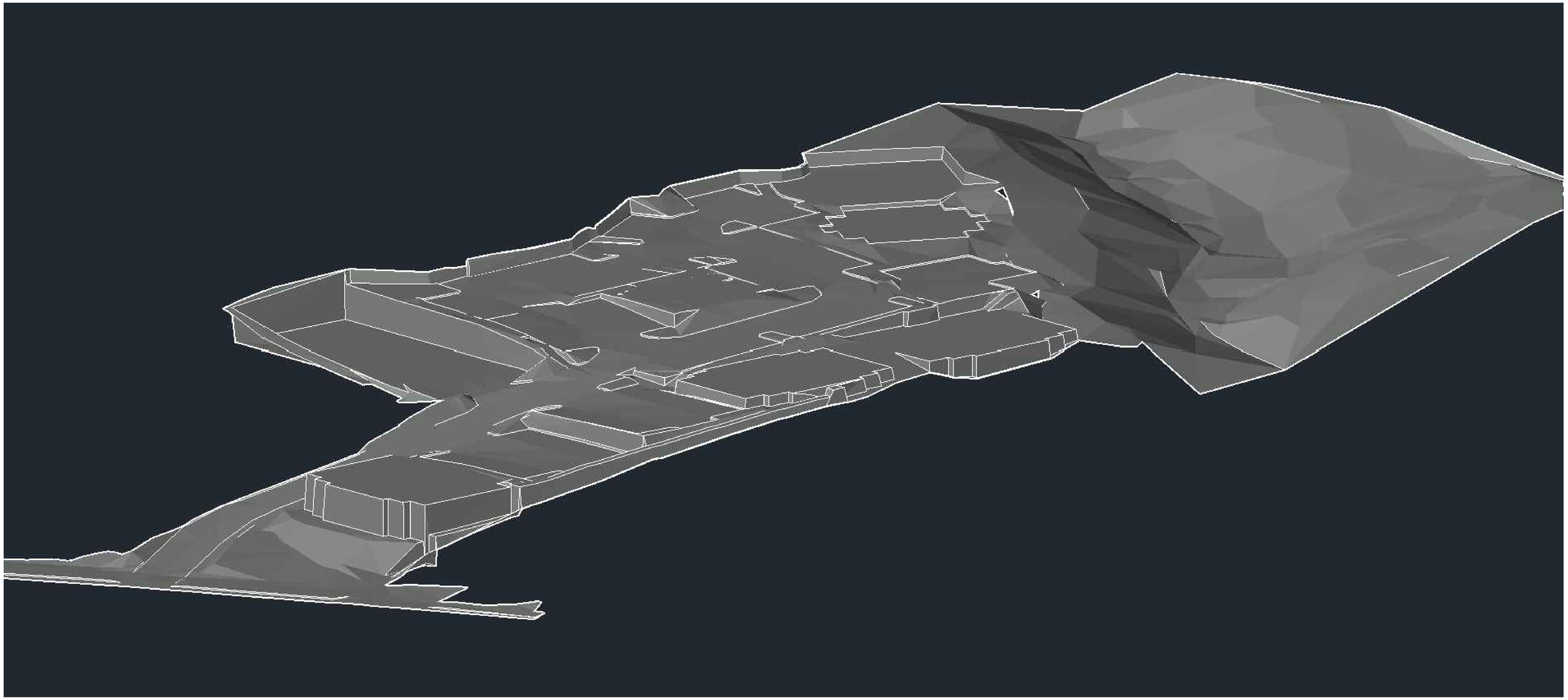
CUT-FILL MAP

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET DRB 8

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON



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CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

DESIGNED BY:	KJR
DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

GRADING MODEL

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET DRB 9

RECEIVED
By Michelle Thomas at 7:04 am, Jun 02, 2021



Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit G

BURNHAM DRIVE APARTMENTS

PR-CONCEPTUAL RENDERING

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

-

6/1/2021 4:29:02 PM

PR0.10

R D + A
ROSS DECKMAN & ASSOCIATES INC.
207 4th AVENUE SOUTHEAST,
PUYALLUP, WASHINGTON 98372
P. 253.840.9405
F. 253.840.9503

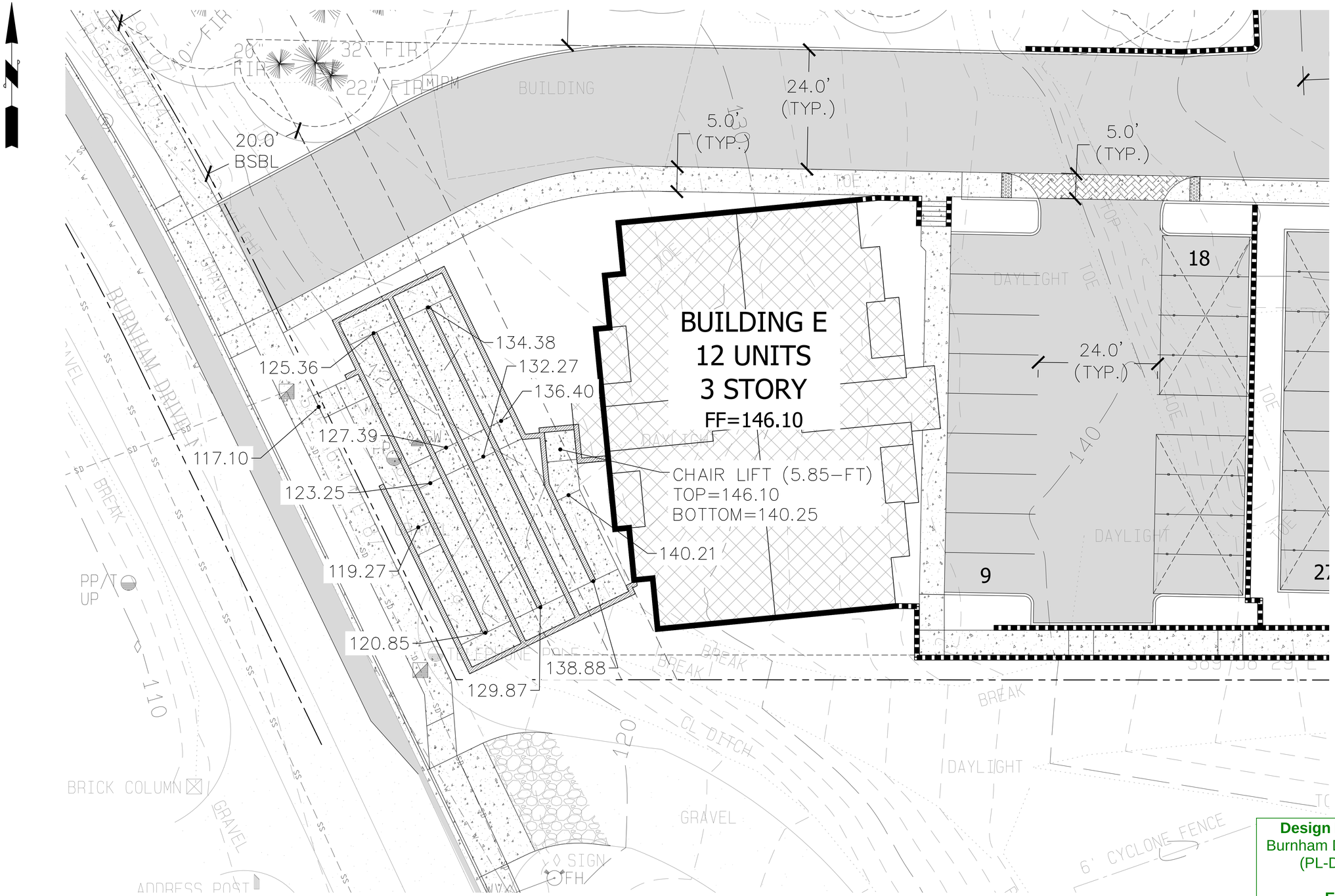
C:\LOCAL Files\1610 Burnham Drive Apartments - CENTRAL_dda_byron.rvt

RECEIVED
By Michelle Thomas at 12:07 pm, Jun 03, 2021

GRAPHIC SCALE
0 10 20
1 INCH = 10 FEET (22"x34")
1 INCH = 20 FEET (11"x17")

BURNHAM DRIVE APARTMENTS

A PORTION OF THE NE 1/4 OF SECTION 06, TOWNSHIP 21 N, RANGE 02 E, W.M.,
CITY OF GIG HARBOR, PIERCE COUNTY, WASHINGTON
ACCESSIBILITY FROM ROW OPTION 2



Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit H

REVISION	DESCRIPTION	DATE	BY

CONTOUR ENGINEERING • LLC
CIVIL ENGINEERS ~ SURVEYORS ~ LAND PLANNERS
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com
Mailing Address: P.O. Box 949, Gig Harbor, WA 98335
Physical Address: 4706 97th Street NW, Suite 100, Gig Harbor, WA 98332

SHEET TITLE: ACCESSIBILITY FROM ROW OPTION 2 BURNHAM DRIVE APARTMENTS
CLIENT:
CONTACT:
PHONE:

DESIGNER: S. BRIDGEFORD
ENGINEER: J. HAUG
DRAWN: J. HAUG
SX TXN R0XE WM
DATE: 2021.06.01
REVISED:

PROJECT: 15-204
DWG NAME: 15-204-A

SHEET	REV.
EXHIBIT	△
1 OF 1	

Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit I

From: jeff job
To: Kimberly Mahoney; Michelle Thomas
Subject: Re: apartment development/feedback
Date: Wednesday, May 12, 2021 12:34:00 PM
Attachments: image001.png

Thank you... not knowing these would go into the official record, please allow me to submit a more focused, refined comment.

**
Gig Harbor is this vertical "sliver" that benefits from hwy 16 running right down the middle. Once you are off 16, the roads are tight and curvy, which isn't the best for running large amounts of traffic though each day. In fact, the exit where these proposed apartments would be is already very difficult to navigate due to existing high traffic volumes.

Adding more apartment units doesn't just add traffic. It means the city has to expand all the other services that come with increased population and that costs far more money than the tax revenue those apartments would bring in.

Utilities expansion and maintenance
Road expansion and maintenance
More schools (or more crowded classrooms)
More police to support more people and I'm going to guess that police are called to apartments far more often than homes.

And having seen this in Seattle and expanding to towns outside Seattle, as more people move into an area, the homeless migrate there as well as it's much easier to blend into larger populations.

I would ask my fellow residents and the Gig Harbor city planners this... Other than a real estate developer making money of building this complex, how does this benefit the rest of us? And if you let this developer build this complex, what's stopping that developer from buying another plot of land and doing the exact same thing next quarter?

I'm one resident with one opinion and my opinion is I want Gig Harbor to not grow into some deeply crowded, hard to get around city.

Respectfully

Jeff Job

On Tuesday, May 11, 2021, 07:53:40 AM PDT, Michelle Thomas <mthomas@gigharborwa.gov> wrote:

Thank you Kim he has been added to the interested party roster and his comments have been added to the record.

Best Regards,

Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit J

GIG HARBOR
"THE MARITIME CITY"

Staff Memorandum

June 3, 2021

TO: Design Review Board

FROM: Kimberly Mahoney, Associate Planner
Planning Division

SUBJECT: Burnham Drive Apartments (PL-DR-17-0184)
Public Meeting Date: June 10, 2021

At the upcoming Design Review Board (DRB) Meeting of June 10, 2021, the DRB will be continuing a review of the Subject proposal specifically related to a design alternative request from the applicant: Paul Conan, and his agent, Contour Engineering, LLC. The specific requests, staff's initial review and analysis, general information, project and site descriptions, pertinent design review policies, and background information are described in the staff report provided for the previous meeting where this design alternative was first reviewed by the DRB at its meeting of May 13, 2021. The staff report is provided here as Exhibit D and this memo shall be added to the record as a supplement to that report. This meeting was officially noticed in accordance with GHMC 17.98.055(C) whereby notice was mailed to property owners within 300 feet on April 29, 2021 and posted on site and published in the City's official newspaper on May 6, 2021.

As noted, the DRB reviewed three design alternatives on May 13, 2021. The DRB voted to have the applicant expand upon the information provided in its application materials and come back for another public meeting and DRB review. The requested alternative design proposal and the DRB's feedback provided at the May 13th meeting is as follows:

Article III. Site Design

1. **17.99.240(C) and GHMC 17.99.370(A): Natural Site Conditions –** Maintain natural topography.

   The applicant is requesting that the DRB review and recommend approval of its proposal to incorporate walls in excess of 6-feet for the accommodation of an ADA-compliant walkway connecting the site to the fronting public right-of-way. In particular, the applicant is proposing numerous walls in excess of 6', one (1) as

tall as 10.87', in addition to three (3) lifts to support the accessibility of the walkway. The applicant is also requesting the DRB review and recommend approval of its proposal to grade the site in excess of staff's typical regard of a "balanced" site, which is achieved when cut and fill quantities are within 10% of each other. At present, the applicant is indicating a 14% difference in proposed cut and fill and is requesting the DRB to preemptively recommend approval of a 20% difference in grading quantities in anticipation of nominal changes throughout the civil permitting and development process.

2. **17.99.260(D): Primary Walkway Standards –** Accent walkways with significant landscaping.

   The applicant is requesting that the DRB review and recommend approval of its proposal to install two (2) additional pedestrian benches along the site's primary walkway in lieu of the 5' minimum landscape width along certain areas of the site's primary walkway. The design of the site does not facilitate a 5' wide landscape area adjacent to the primary walkway at the following locations:

   i. North of Building E; and,
   ii. East of Building A, at the entrance to the building and adjacent to the stairs in front of the building.

   These locations have been highlighted by staff in Exhibit C for the convenience of the DRB.

Article IV. Architecture

3. **17.99.470(C) – Parking Garages –** Acquire DRB recommendation/hearing examiner approval for all parking garages over one story or which enclose 20 cars or more.

   The applicant is requesting that the DRB review and recommend approval of its proposed parking garage design which encloses more than 20 vehicles. The DRB shall consider the criteria set forth in GHMC 17.99.470(B)(1), A Landscaped Screen, in its determination of the parking garage's screening, and may also determine the degree of screening or architectural embellishments necessary to screen the garage.

At its meeting on May 13th, the DRB expressed concern that the alternative design proposed for Item #1 was not supported by sufficient detail so as to inform the DRB of the equivalence or superiority of the alternative. Specifically, the DRB asked for the applicant to prepare existing and proposed site sections for a better understanding of the change in the site's grade. Furthermore, the DRB expressed a similar desire for additional information conveying the breadth of possible alternative designs related to Item #1 as it relates to the retaining walls necessary to support the accessible path design; while conversation at the May 13th meeting led to an understanding for the purpose of an accessible path connecting the site to the right-of-way, the DRB asked the applicant to analyze all potential designs and better describe how the elected accessible path design is the most equivalent or superior option. Finally, related to Item #3, the DRB sought additional information to better inform their understanding of how the

parking garage is being screened. The DRB encouraged the applicant to prepare a modelled rendering or "true elevation" of the developed site to convey this screening. The DRB did not request additional information related to the applicant's proposed alternative to Item #2 as it relates to the incorporation of additional benches in place of a 5-foot landscaping strip along all portions of the primary walkway; the applicant has not amended this element of their proposal, but noting the lack of discussion at the May 13th meeting that specifically considered the proposed benches as a superior or equivalent alternative, this item will need to be discussed between the applicant and the DRB at the June 10th meeting.

In response to the feedback provided by the DRB, the applicant has provided several documents in support of their proposed design alternative as it relates to the design elements listed above. The submitted documents are included as Exhibits E-H to this memo; a complete exhibit list is provided as follows:

A. Narrative
B. Preliminary Site Plan
C. Landscape Plans, Sheets 2 and 3
D. Staff Report, dated May 6, 2021
E. Narrative (Revised June 3, 2021)
F. Preliminary Site Plan (Revised June 1, 2021)
G. Conceptual Rendering, Parking Garage
H. Option No. 2, Accessible Route from ROW (dated June 3, 2021)
I. Public Comment (Jeff Job, May 12, 2021)

Exhibit E is a revised version of the narrative provided for the May 13th meeting. The revised narrative describes the grading challenges specific to the site, particularly in the need to accommodate multi-jurisdictional regulatory requirements for accessibility. The narrative addresses the regulatory maximum grade associated with accessible path standards and its conflict with the natural grade of the site and its further conflict with the maximum grade of private accessways consistent with Gig Harbor Public Works Standards. The narrative also describes that the proposed walls in excess of 6', in large part, support a series of lifts intended to serve the accessible walkway requirements of the site; the lifts are designed to accommodate multiple people. The applicant also acknowledges a retaining wall of approximately 10.87' associated with Building A located adjacent to the entrance to the underground parking garage which is intended to be included in the DRB's recommendation on the alternative proposal to Item #1, particularly as the applicant offers amenability to potential architectural suggestions the DRB may wish to consider, such as texture or cladding of the wall. Exhibit E also includes an alternatives analysis of the options considered by the applicant related to the design of the accessible route connecting the right-of-way to the site; please see this discussion on pages 2-4 of Exhibit E, as well as a depiction of design options included in Exhibit H.

Exhibit F is a revised site plan that includes site sections and modeled grading plans for the site to better inform the DRB of the changes to the site's topography in the DRB's consideration of Item #1 described above on pages 1-2.

Exhibit G is a conceptual rendering of the site; the rendering particularly attempts to convey the perspective of the parking garage beneath Building A and how effectively it has been screened.

At the May 13th meeting, public testimony was provided related to the density of the proposed development and the impacts that the development will have on the traffic network in the immediate vicinity. Public testimony was also submitted via written comment prior to the May 13th meeting which was read into the record by staff and is included with this supplemental staff report as Exhibit I. Each of the comments provided address use, traffic, infrastructure, community service, and density impacts; these items are not among the scope of the Design Manual and are to be considered in staff's review of the site plan review and conditional use permit applications, not the design review permit or the alternative design proposal.

In conclusion, staff finds that the applicant has provided responses to all of the DRB's requests for additional information from the May 13th meeting. Staff maintains the suggested findings and recommendations included in the staff report (see Exhibit D), which includes a recommendation for the applicant and the DRB to further discuss the sufficiency of the applicant's alternative design proposal to the strict adherence of GHMC 17.99.260(D).

Received July 15, 2021
KM

CONTOUR ENGINEERING • LLC
CIVIL ENGINEERING ǧ SURVEYING ǧ LAND PLANNING

P.O. Box 949, Gig Harbor, WA 98335
4706 97th St. NW, Suite 100
Gig Harbor, WA 98332

Phone: 253-857-5454
Fax: 253-509-0044
Email: info@contourpllc.com

March 15, 2021
Revised June 3, 2021
Revised July 7, 2021

Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit K

Request for Design Review Board (DRB), Review of Alternative Design Elements Burnham Drive Apartments

(PL-SPP-18-0001, PL-CUP-17-0001, PL-DR-17-0184, PL-SEPA-17-0013)

Dear Design Review Board Members,

The Burnham Drive Apartment project is requested review and approval recommendations of several alternative designs solutions from the requirements specified within Chapter 17.99, Design Manual, of the GHMC.

We have provided more information to the Design Review Board to supplement the original submittal.

This written narrative and statement discuss each specific requirement of Chapter 17.99 that the project is proposing an alternative design solution. These requirements include:

GHMC 17.99.240.C *Buildings and parking lots shall be designed to fit natural slopes rather than regrading the slope to fit a particular building or parking lot design. Cuts and fills on a site shall be balanced and finished grades shall not include any retaining walls that exceed six feet. Instead, designs shall complement and take advantage of natural topography. Sloped lots may require multileveled buildings, terraced parking lots and/or lower level parking garages.*

and

GHMC 17.99.370.A. *Respect natural topography. Buildings shall be designed to fit natural slopes rather than regrading the slope to fit a particular building design. Minimize cuts and fills by developing designs which complement and take advantage of natural topography. Sloped lots may require terraced parking lots and multilevel buildings designed to follow the slope.*

The existing grades of the site slope up from Burnham Drive into the site ranging from approximately 10-20% with an average slope into the site of 16%. There are moderate

slopes in the interior of the site before sloping back down to the east. There are multiple regulations and requirements that must be considered in the design of the on-site grading. In addition to that of GHMC 17.99.240.C and 17.99.250.A, this includes:

- Per International Building Code (IBC) Section 1104.1, an accessible route from the public right-of-way through the site to the accessible building entrances and to the projects Recreation/Office Building.
- Per City of Gig Harbor Public Works Standards Figure 2.1, the maximum grade of 'private' access or roadway is 15%.
- State Department of Ecology and the City of Gig Harbor have requirements for stormwater mitigation, and installation of appropriate facilities typically requires significant excavation.

The proposed site and grading plan provide a design to best meet the aforementioned regulations and requirements. This includes buildings designed to fit better within the site, such as Building A utilizing an underground parking structure, Building B being stepped, and Buildings C and D separated as smaller buildings to allow grade transition between. Parking areas have been terraced and sloped to the extent feasible. The drive aisle from Burnham Drive into the site was designed at 14.5%, which provides a minimum construction tolerance.

Building A has been modified with 2 additional units extending the building floor plat further to the south and eliminating the need for a retaining wall exceeding the 6-foot maximum as requested on the June 3, 2021, DRB letter.

As the natural site topography into the property is generally between 10-20% grade meeting the ADA slope requirements of 8.33% or less is challenging. The accessible route from Burnham Drive NW into the site has been rerouted from previous proposals. The entrance along Burnham has been relocated closer to the driveway entrance. An elevator has been provided in building E to take individuals up to the 2nd floor. From there the accessible route will continue along the southern property line to a 5-foot man lift at building D. The man lift has a capacity for between 2-3 people. This solution will not require any walls over 6-feet.

There is a second option that will eliminate the need for man lifts at Building D. The route follows the same path described above with the elevator at Building E and the accessible path following the south property line to Building D. However, with grading along this path including walls tall er than 6 ft the remaining man lift at Building D can be eliminated. Based on the current preliminary grading the tallest wall is 10.23-feet. An exhibit of this option has been provided with the resubmittal.

Additionally, Staff has indicated that a balanced site is one where the cut and fill quantities are within 10% of each other. The project has previously requested an increase to 14% with the option to provide up to 20% for flexibility during the civil construction permitting. As proposed, this increase would be for additional minor cut quantities. However, after re-examining the earthwork numbers through the current site changes for Building A and E, a

miscalculation in the quantities was discovered. The plan previously submitted for review by the DRB was closer to the 20% difference between cut and fill- driven by the additional cut required for the parking garage under Building A.

The current site plan with changes to Building A and E as proposed will require a total cut of 13,950 CY and a total fill of 8,735 CY with a net earthwork quantity of 5,215 CY cut. This increase in cut volume is primarily due to dropping the south half of Building E a floor to better match the natural topography of the site, and from lowering the parking areas between Buildings E and D to lower the wall heights. With the increased cut volume, the percentage between Cut and Fill is 37%. This is an increase of approximately 2,165 CY from the previous request at 20%. It is important to note that 72% of the disturbed area will be within 5-ft of the existing grade and only 5% of the site will be more than 10 ft different from the existing grade. Also, it should be noted that approximately 9,789 CY of the total proposed earthwork is for the stormwater facilities, road sections, and the parking garage.

The current request is to increase the allowed earthwork quantities to 37% with an option to increase to 40%, which is an additional 365 CY. This increase allows for flexibility with Civil Construction Plans.

17.99.260.D Accent walkways with significant landscaping. *One side of all primary walkways must be landscaped except where they cross driveways. The width of the landscaping shall be a minimum of five feet.*

This matter was resolved at the June 10, 2021, Design Review Board Meeting.

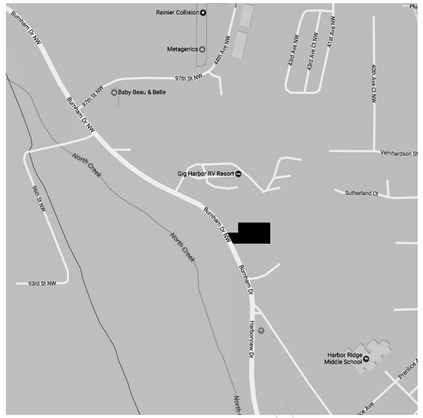
The primary walkway is required to be from Burnham Drive to the Recreation/Office Building which also includes Professional Office space. Along this path, there are areas where the 5-feet landscape buffer is unable to be provided. Along the northern face of Building E, the landscape buffer measures 4.9-feet to 4-feet from west to east. An Area adjacent to the stairs in front of Building A and at the entrance to Building A is also under 5-feet. As mitigation, two (2) additional benches will be provided on-site.

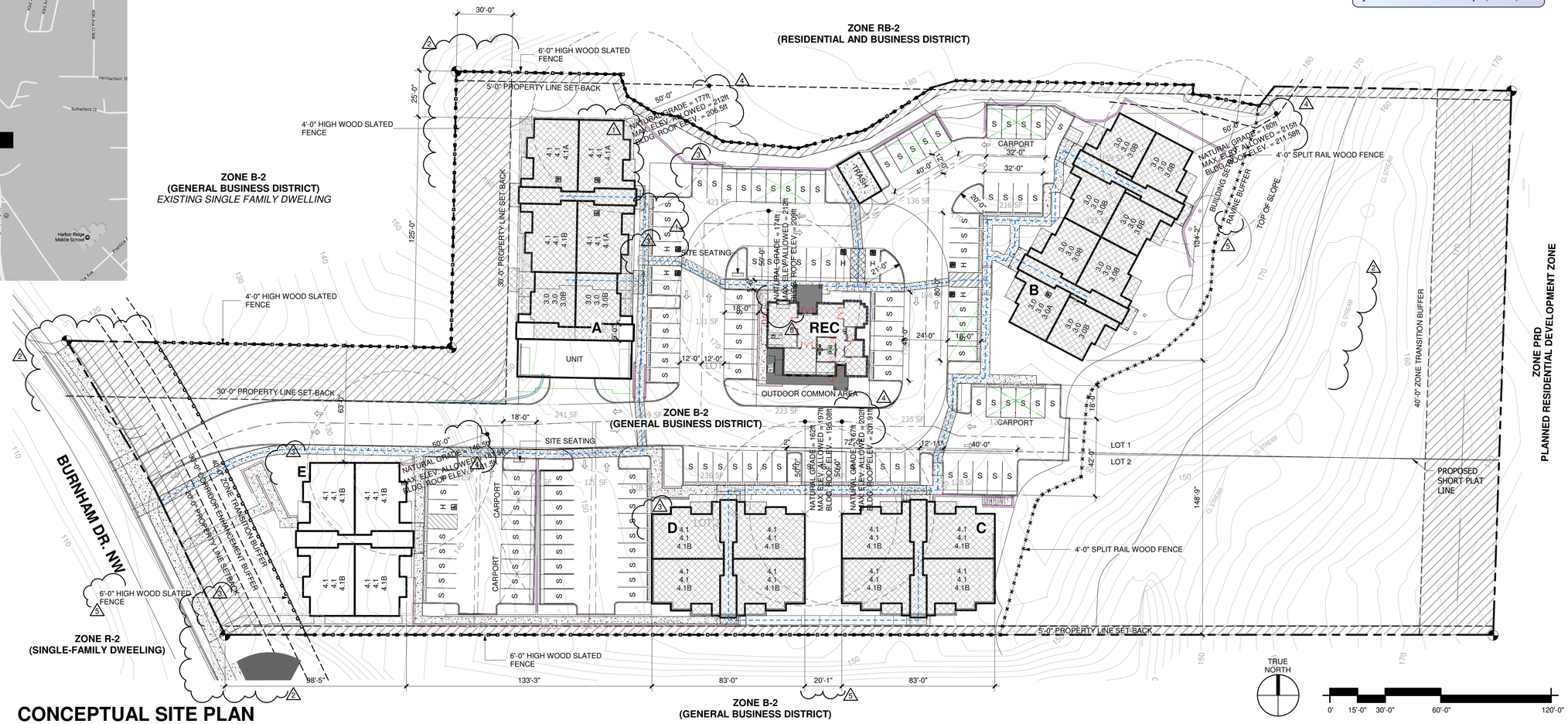
17.99.470 C. Acquire DRB recommendation/hearing examiner approval for all parking garages over one story or which enclose 20 cars or more. *In making its determination of compliance, the DRB and hearing examiner shall consider the design criteria under subsections (B)(1) and (B)(2) of this section, and may also determine how much screening or architectural embellishment is required based upon projected lines of sight from the pedestrian's perspective.*

We are requesting the Design Review Board review of the parking garage associated with Building A. Please note that Building A has changed. 2 units have been added to the building to offset units lost in Building E. Revised building elevations and revised building rendering have been provided with this submittal. With the changes to Building A, the tall retaining wall is no longer needed outside the garage. The elevated walkway patio has been retained to provide an additional outdoor amenity to future tenants.

7/8/2021 10:07:54 AM

RECEIVED
By Michelle Thomas at 4:08 pm, Jul 08, 2021





Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit L

CONCEPTUAL SITE PLAN

1" = 30'-0"

PROJECT STATISTICS

PROJECT SCOPE	PROPOSED MULTI-FAMILY RESIDENCES
LEGAL DESCRIPTION	A PORTION OF THE NE 1/4 OF SECTION 06, TOWNSHIP 21 N, RANGE 02 E, W.M
PROJECT LOCATION	9411 BURNHAM DR. GIG HABOR, WASHINGTON
ZONING JURISDICTION	CITY OF GIG HABOR
SITE ZONING	B-2
SET BACK - FRONT YARD:	20'-0"
SET BACK - REAR YARD:	20'-0"
SET BACK - SIDE YARD:	5'-0"
SET BACK - FLANKING STREET:	10'-0"
SET BACK - ZONE TRANSITION:	40'-0"
SET BACK - SIDE YARD:	30'-0" (SINGLE-FAMILY DWELLING)
UNIT DENSITY / PER ACRE:	27.9 UNITS PER ACRE 27.9 X 2.797 ACRES = 78 78 UNITS ALLOWED
BUILDING HEIGHT LIMIT	35'-0" (GHMC 17.36.080)
LOT COVERAGE TOTAL:	2.797 ACRES / 104,532 sq.ft.

SITE AREA

PROPERTY	AREA	ACCESS ROAD LOOP	AREA (SF)
SITE AREA	2.797 acres	-17,305 SF	104,532 SF

NOTES:
THIS PROJECT WILL PLEA FOR EXEMPTION FOR THE ROUTE OF TRAVEL REQUIREMENT DUE TO "SITE STEEP SLOPES"

CODE ANALYSIS

CODE:	2015 IBC 2015 WSEC 2009 ICC A117.1-2009
OCCUPANCY:	R-2 (RESIDENTIAL) B (RECREATIONAL) U (PRIVATE GARAGE)
CONSTRUCTION TYPE:	VB - APARTMENTS VB - RECREATIONAL
BUILDING TYPE:	3 STORY (APARTMENTS)
FIRE SPRINKLERS:	NFPA 13R
BASE ALLOWABLE AREA (APARTMENTS):	7,000 S.F. (TABLE 506.2)
ALLOWABLE HEIGHT (APARTMENTS):	3 STORIES PER 2015 IBC SECTION 504.2)

STRUCTURES ON SITE

STRUCTURES	FIRE SPRINKLERS	OCCUPANCY	CONSTRUCTION TYPE	BUILDING TYPE	COUNT
APARTMENT BUILDINGS	N/A	R-2	VB	3-STORY	5
CARPORTS	N/A	U	VB	1-STORY	7
RECREATIONAL BUILDING	N/A	A-3, B	VB	1-STORY	1
TRASH ENCLOSURE	N/A	U	VB	1-STORY	1
TOTAL STRUCTURES ON SITE:					14

UNIT MATRIX - NET AREAS

UNIT #	UNIT NAME	AREA
3.0		
3.0	LIVING SPACE	620 SF
3.0	PATIO	80 SF
3.0	STORAGE	20 SF
		720 SF
4.1		
4.1	LIVING SPACE	900 SF
4.1	PATIO	70 SF
4.1	STORAGE	20 SF
		990 SF
		1,710 SF

NOTE:
NO MINIMUM DENSITY IS SPECIFIED WITHIN THE B-2 ZONE.

APARTMENT GLAZING %

STRUCTURE	GLAZING AREA	WALL AREA	GLAZING AREA %
SIDE	165 SF	1,353 SF	12.20%
SIDE	165 SF	1,353 SF	12.20%
FRONT	370 SF	2,920 SF	12.67%
			37.06%

BUILDING AREA (GROSS)

BUILDING	LEVEL	AREA
BUILDING A		
BUILDING A	L0	7,470 SF
BUILDING A	L1	6,230 SF
BUILDING A	L2	5,790 SF
BUILDING A	L3	5,800 SF
		25,290 SF
BUILDING B		
BUILDING B	L1	6,540 SF
BUILDING B	L2	5,920 SF
BUILDING B	L3	5,890 SF
		18,360 SF
BUILDING C		
BUILDING C	L1	4,470 SF
BUILDING C	L2	4,200 SF
BUILDING C	L3	4,200 SF
		12,860 SF
BUILDING D		
BUILDING D	L1	4,470 SF
BUILDING D	L2	4,190 SF
BUILDING D	L3	4,190 SF
		12,850 SF
BUILDING E		
BUILDING E	L1	4,470 SF
BUILDING E	L2	4,190 SF
BUILDING E	L3	4,080 SF
		12,740 SF
RECREATION		
RECREATION	L1	1,910 SF
RECREATION	L2	1,730 SF
		3,630 SF
TRASH ENCLOSURE		
TRASH ENCLOSURE	L1	220 SF
		220 SF
TOTAL AREA		85,950 SF

BUILDING MATRIX

BUILDING #	UNIT COUNTS
BUILDING A	18
BUILDING B	24
BUILDING C	12
BUILDING D	12
BUILDING E	12
TOTAL UNITS	78

UNIT / PARKING MATRIX (APT.)

UNIT #	BED COUNT	UNIT COUNT	PARKING/DU	STALLS REQUIRED
3.0	1	20	1.5	30
3.0A	1	1	1.5	1.5
3.0B	1	9	1.5	13.5
4.1	2	28	2	56
4.1A	2	3	2	6
4.1B	2	15	2	30
		76		137

UNIT / PARKING MATRIX (REC)

UNIT #	COUNT	1/300S.F.	STALLS REQUIRED
RECREATION (LEASING OFFICE)	1	12	12
	1		12

PARKING STATISTICS

DESCRIPTION	TYPE	STALLS PROVIDED
GARAGE (8'-0" x 18'-0")	G	24
HANDICAP (8'-0" x 18'-0")	H	7
STANDARD (8'-0" x 18'-0")	S	122
STALLS REQUIRED: 153		**153**

BURNHAM DRIVE APARTMENTS

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

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PR-CONCEPTUAL SITE PLAN

PR0.1

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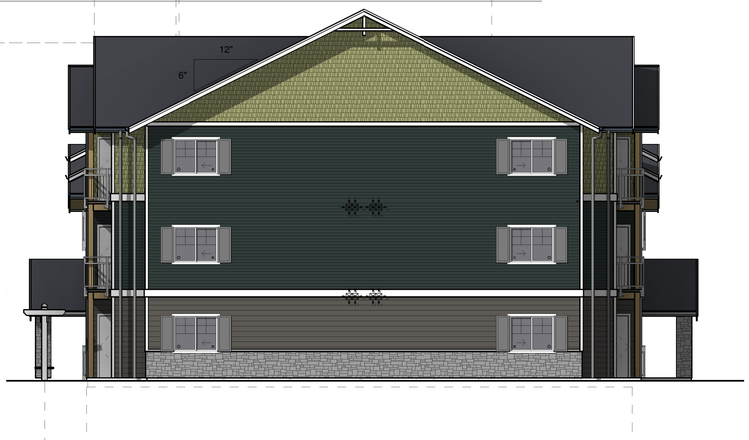
BUILDING 'A' - FRONT ELEVATION - EAST -

1/8" = 1'-0"



BUILDING 'A' - LEFT ELEVATION - SOUTH -

1/8" = 1'-0"



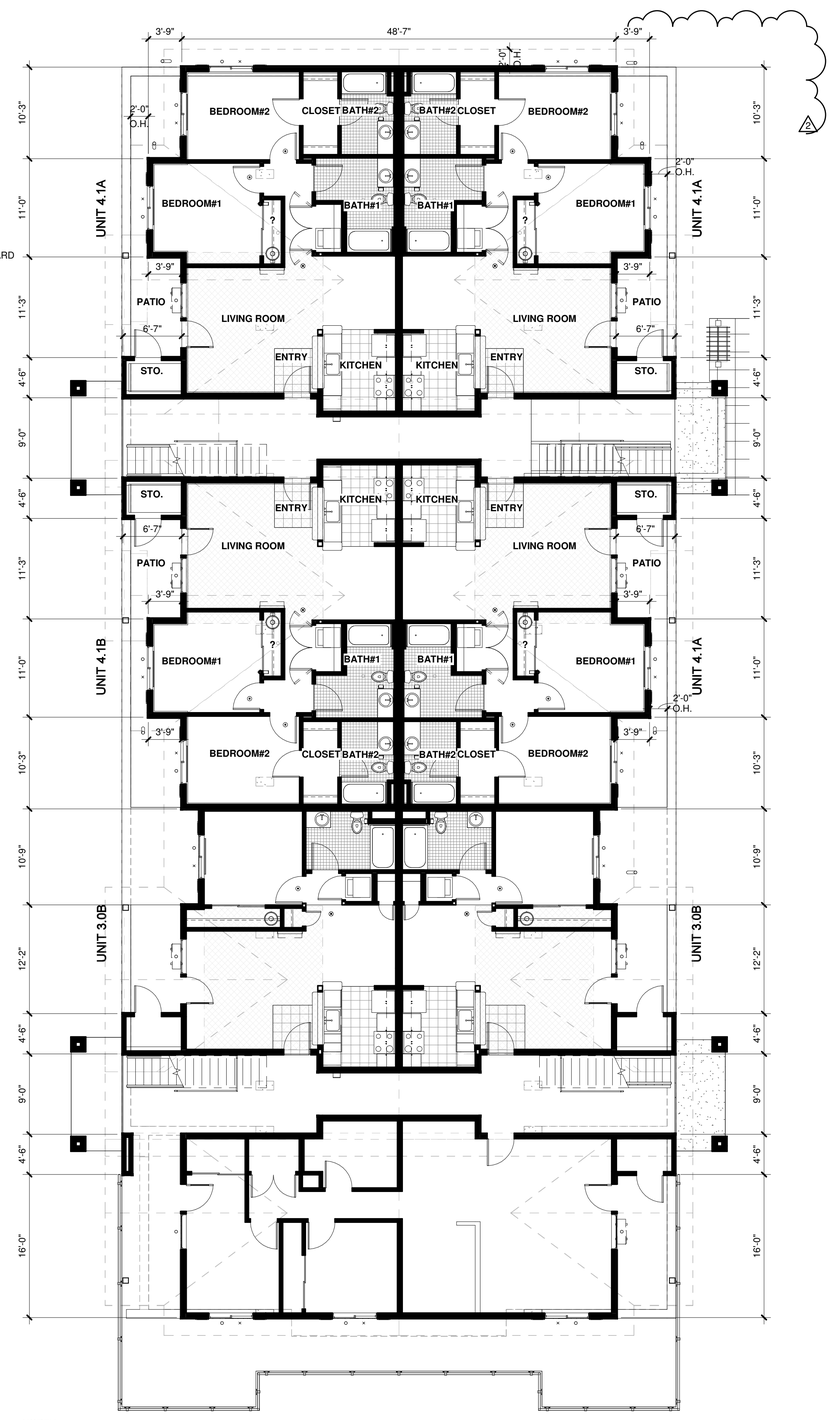
BUILDING 'A' - RIGHT ELEVATION - NORTH -

1/8" = 1'-0"



BUILDING 'A' - REAR ELEVATION - WEST -

1/8" = 1'-0"



BUILDING 'A' - FLOOR PLAN

1/8" = 1'-0"

NORTH

0' 4'-0" 8'-0" 16'-0" 32'-0"

BUILDING 'A' SOUTH WALL FENESTRATION %:

WALL AREA:	1,086 SF	**GLAZING AREA:**	345 SF
FENESTRATION:	345 SF / 1,086 SF = 31.77%		

BUILDING 'A' EAST WALL FENESTRATION %:

WALL AREA:	2,949 SF	**GLAZING AREA:**	1,095 SF
FENESTRATION:	1,095 SF / 2,949 SF = 37.13%		

BURNHAM DRIVE APARTMENTS

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PR-CONCEPTUAL PLANS & ELEVATIONS

-

PR0.2

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BUILDING 'B' - FRONT ELEVATION - WEST

1/8" = 1'-0"



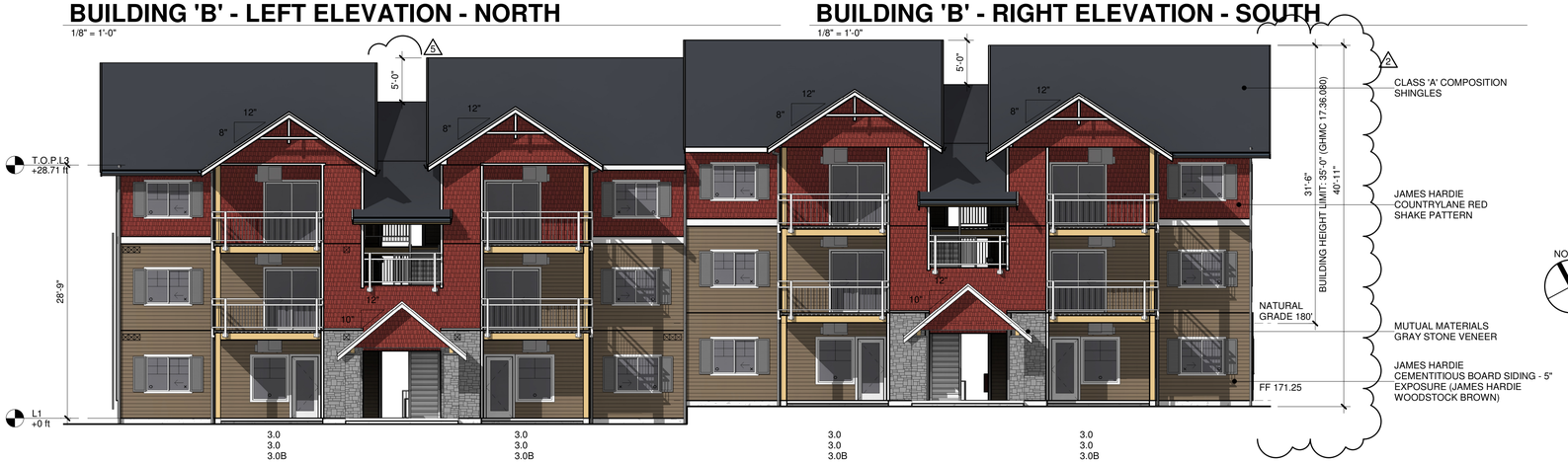
BUILDING 'B' - RIGHT ELEVATION - SOUTH

1/8" = 1'-0"



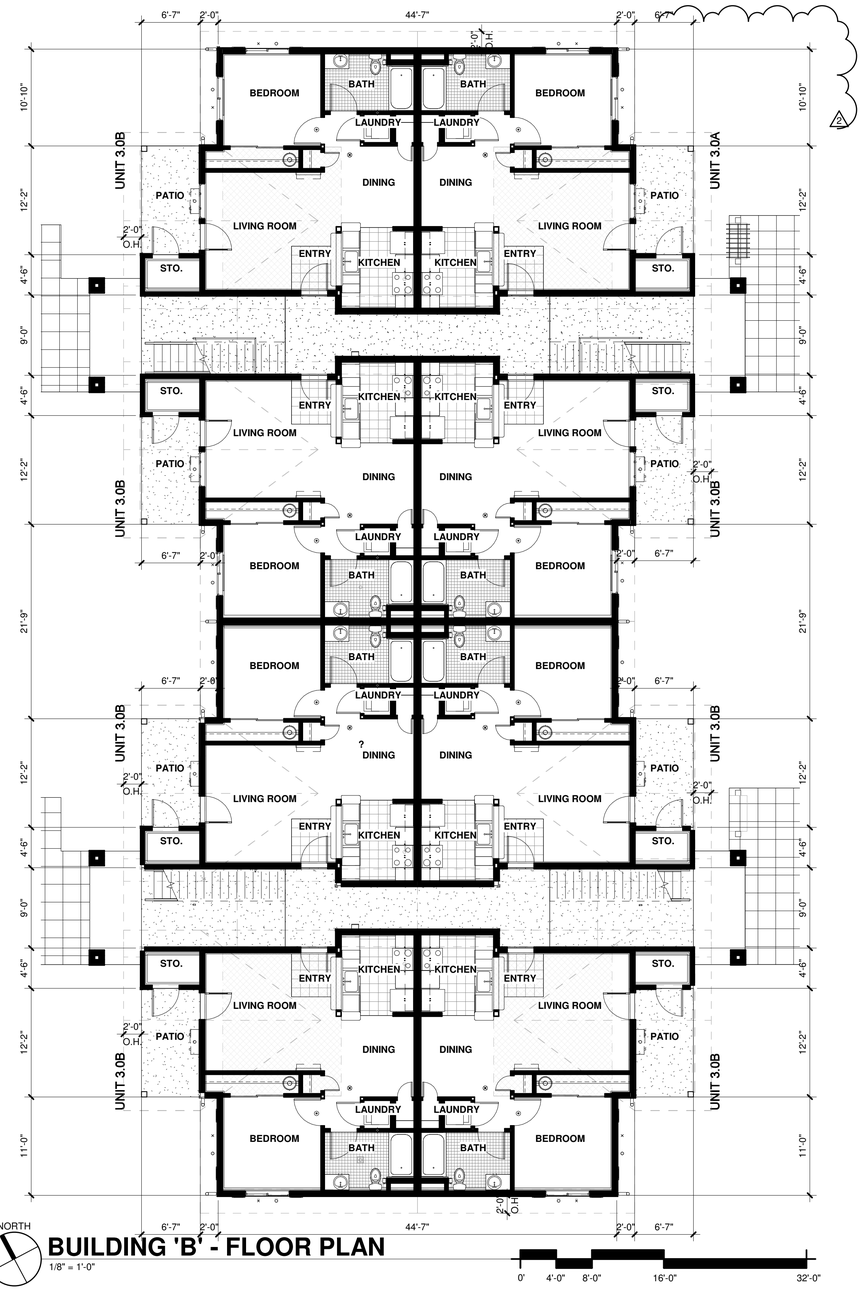
BUILDING 'B' - LEFT ELEVATION - NORTH

1/8" = 1'-0"



BUILDING 'B' - REAR ELEVATION - EAST

1/8" = 1'-0"



BUILDING 'B' - FLOOR PLAN

1/8" = 1'-0"

BUILDING 'B' NORTH WALL FENESTRATION %:

WALL AREA: 1,086 SF **GLAZING AREA:** 280 SF
FENESTRATION: 280 SF / 1,086 SF = 25.78%

BUILDING 'B' EAST WALL FENESTRATION %:

WALL AREA: 3,439 SF **GLAZING AREA:** 1,197 SF
FENESTRATION: 1,197 SF / 3,439 SF = 34.81%

BUILDING 'B' SOUTH WALL FENESTRATION %:

WALL AREA: 1,086 SF **GLAZING AREA:** 280 SF
FENESTRATION: 280 SF / 1,086 SF = 25.78%

BURNHAM DRIVE APARTMENTS

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PR-CONCEPTUAL PLANS & ELEVATIONS

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PR0.3

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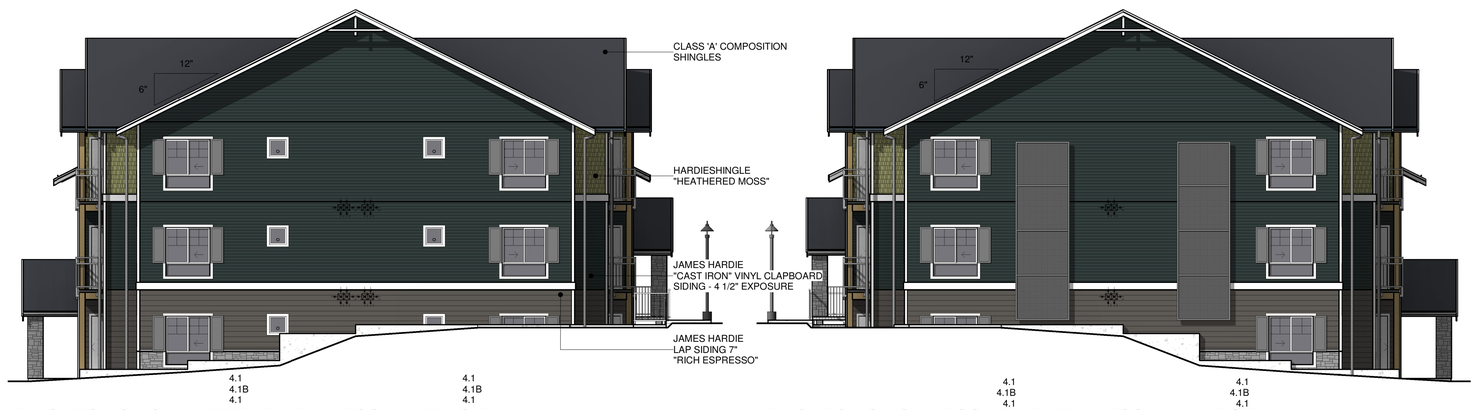
BUILDING 'C' - FRONT ELEVATION - NORTH

1/8" = 1'-0"

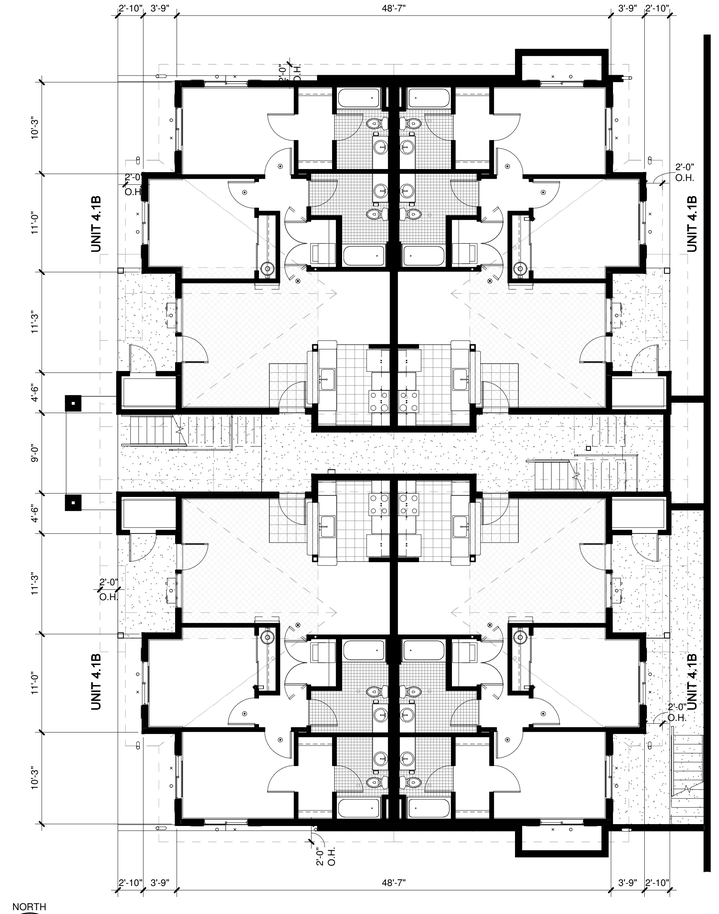


BUILDING 'C' - LEFT ELEVATION - EAST

1/8" = 1'-0"

BUILDING 'C' - RIGHT ELEVATION - WEST

1/8" = 1'-0"

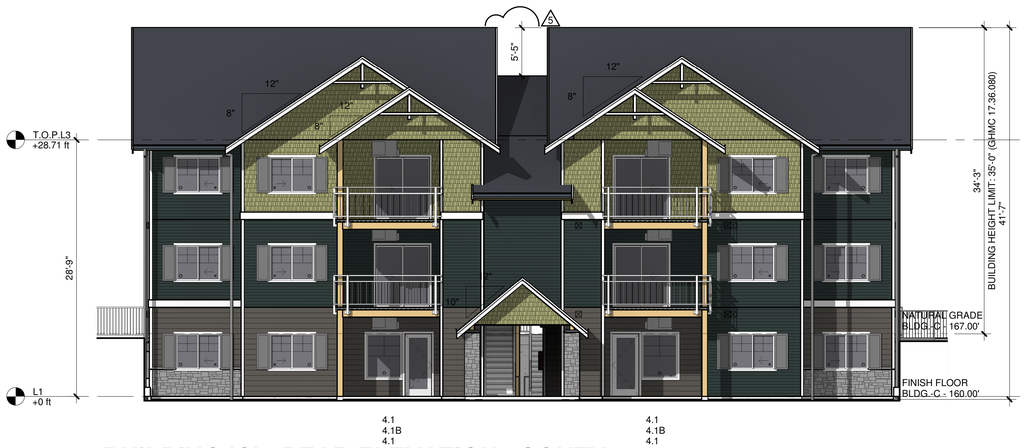


NORTH

BUILDING 'C' - FLOOR PLAN

1/8" = 1'-0"

0' 4'-0" 8'-0" 16'-0" 32'-0"



BUILDING 'C' - REAR ELEVATION - SOUTH

1/8" = 1'-0"

BUILDING 'C' NORTH WALL FENESTRATION %:

WALL AREA: 2,021 SF **GLAZING AREA:** 795 SF
FENESTRATION: 795 SF / 2,021 SF = 39.34%

BUILDING 'C' EAST WALL FENESTRATION %:

WALL AREA: 1,218 SF **GLAZING AREA:** 354 SF
FENESTRATION: 354 SF / 1,218 SF = 29.06%

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BURNHAM DRIVE APARTMENTS

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PR-CONCEPTUAL PLANS & ELEVATIONS

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PR0.4

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BUILDING 'D' - FRONT ELEVATION - NORTH

1/8" = 1'-0"



BUILDING 'D' - LEFT ELEVATION - EAST

1/8" = 1'-0"

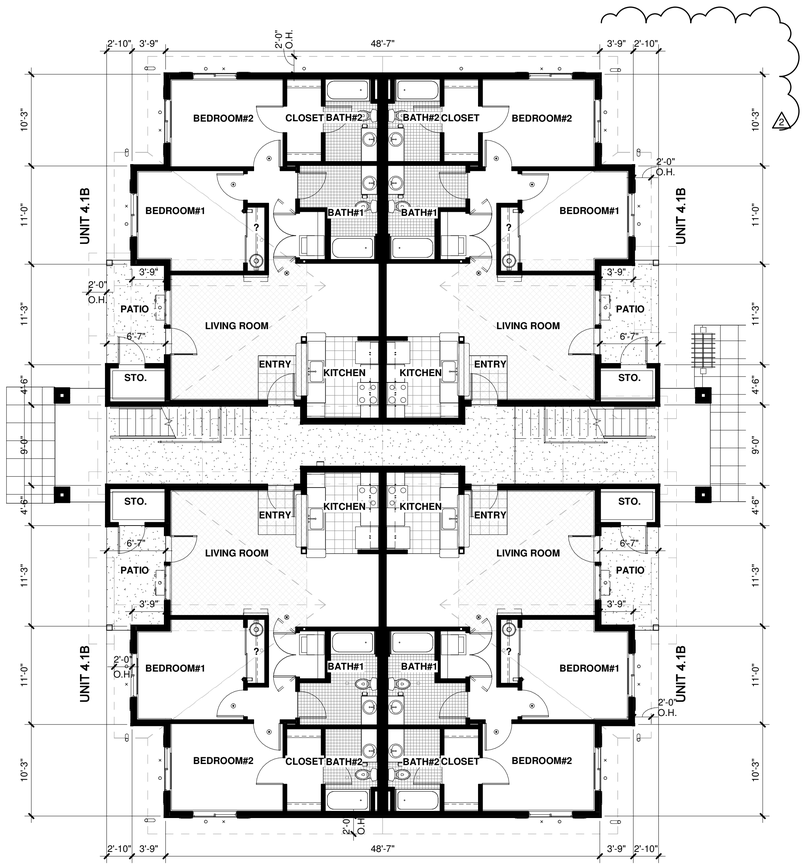
BUILDING 'D' - RIGHT ELEVATION - WEST

1/8" = 1'-0"



BUILDING 'D' - REAR ELEVATION - SOUTH

1/8" = 1'-0"



BUILDING 'D' - FLOOR PLAN

1/8" = 1'-0"

0' 4'-0" 8'-0" 16'-0" 32'-0"

BUILDING 'D' NORTH WALL FENESTRATION %:

WALL AREA:	2,021 SF	**GLAZING AREA:**	795 SF
FENESTRATION:	795 SF / 2,021 SF = 39.34%		

BUILDING 'D' WEST WALL FENESTRATION %:

WALL AREA:	1,218 SF	**GLAZING AREA:**	354 SF
FENESTRATION:	354 SF / 1,218 SF = 29.06%		

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PR-CONCEPTUAL PLANS & ELEVATIONS

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PR0.5

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BUILDING 'E' - FRONT ELEVATION - EAST

1/8" = 1'-0"



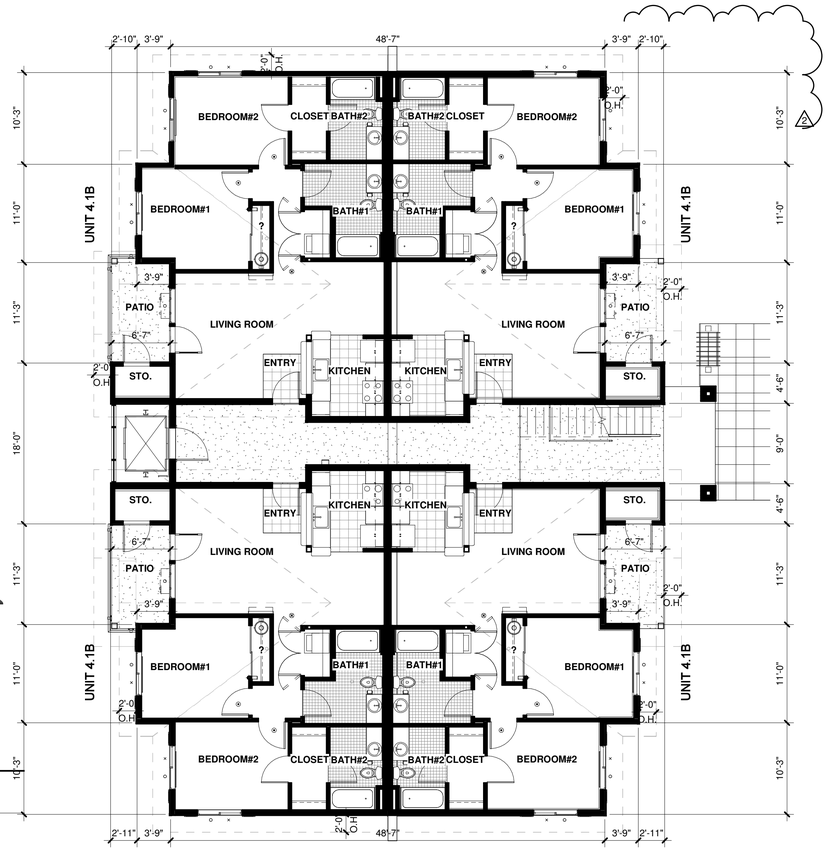
BUILDING 'E' - LEFT ELEVATION - NORTH

1/8" = 1'-0"



BUILDING 'E' - RIGHT ELEVATION - SOUTH

1/8" = 1'-0"



NORTH

BUILDING 'E' - FLOOR PLAN

1/8" = 1'-0"

0' 4'-0" 8'-0" 16'-0" 32'-0"



BUILDING 'E' - REAR ELEVATION - WEST

1/8" = 1'-0"

BUILDING 'E' NORTH WALL FENESTRATION %:

WALL AREA: 1,296 SF **GLAZING AREA:** 433 SF
FENESTRATION: 433 SF / 1,296 SF = 33.41%

BUILDING 'E' WEST WALL FENESTRATION %:

WALL AREA: 1,793 SF **GLAZING AREA:** 961 SF
FENESTRATION: 961 SF / 1,793 SF = 53.6%

BUILDING 'E' EAST WALL FENESTRATION %:

WALL AREA: 1,852 SF **GLAZING AREA:** 795 SF
FENESTRATION: 795 SF / 1,852 SF = 42.93%

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PR-CONCEPTUAL PLANS & ELEVATIONS

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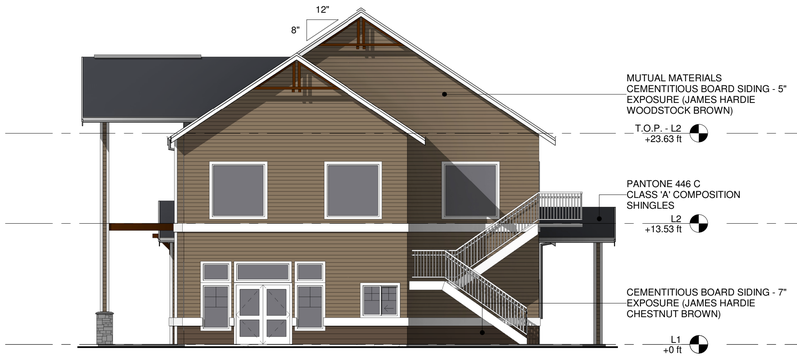
REC NORTH WALL FENESTRATION %:

WALL AREA: 1,140 SF **GLAZING AREA:** 312 SF
FENESTRATION: 312 SF / 1,140 SF = 27.37%

REC WEST WALL FENESTRATION %:

WALL AREA: 786 SF **GLAZING AREA:** 206.5 SF
FENESTRATION: 206.5 SF / 786 SF = 26.27%



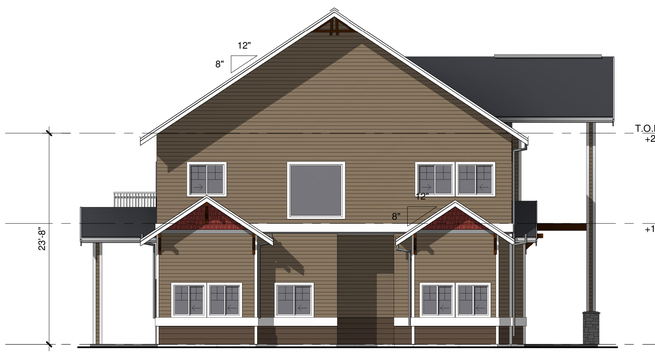
RECREATIONAL BUILDING - RIGHT ELEVATION

1/8" = 1'-0"



RECREATIONAL BUILDING - BACK ELEVATION

1/8" = 1'-0"



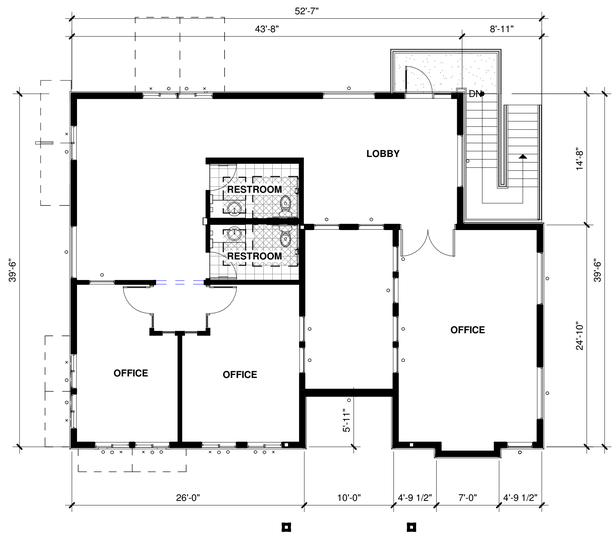
RECREATIONAL BUILDING - LEFT ELEVATION

1/8" = 1'-0"



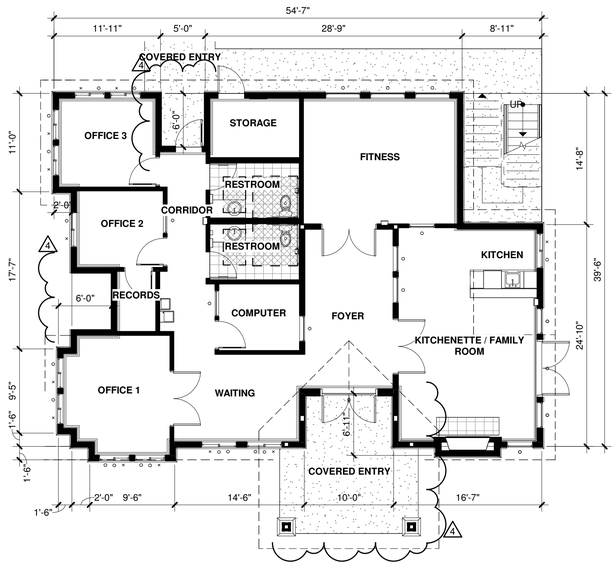
RECREATIONAL BUILDING - FRONT ELEVATION

1/8" = 1'-0"



RECREATIONAL - L2

1/8" = 1'-0"



RECREATIONAL - L1

1/8" = 1'-0"

0' 4'-0" 8'-0" 16'-0" 32'-0"

BURNHAM DRIVE APARTMENTS

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PR-CONCEPTUAL PLANS & ELEVATIONS

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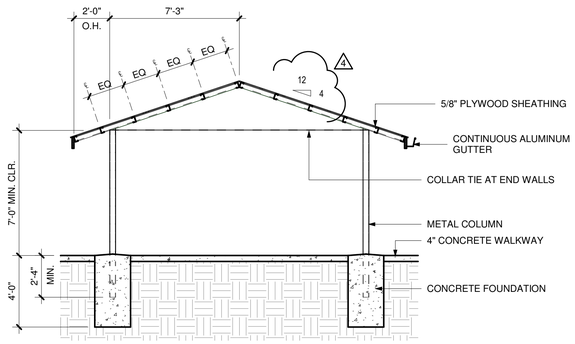
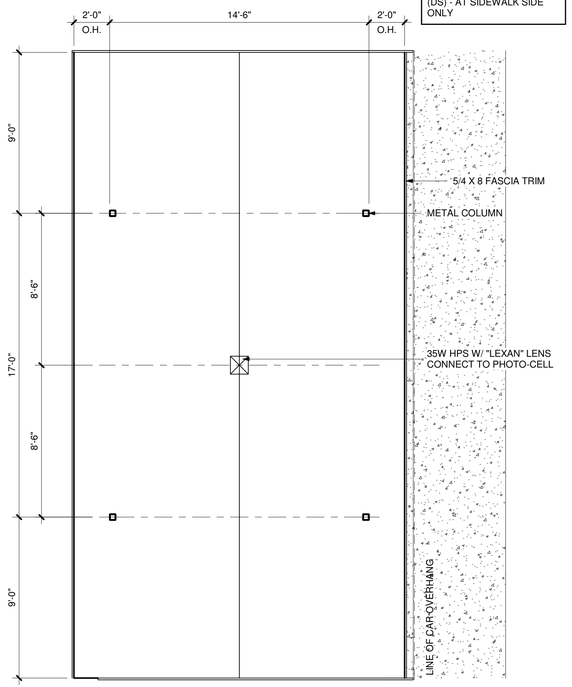
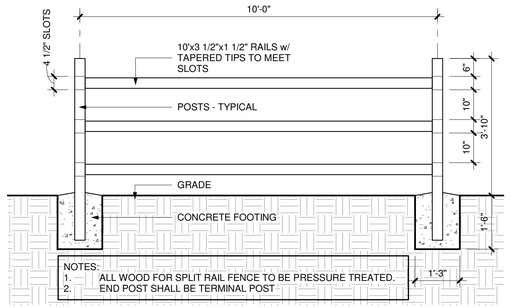


NOTE:
CONTINUOUS ALUMINUM GUTTER & DOWNSPOUT (DS) - AT SIDEWALK SIDE ONLY



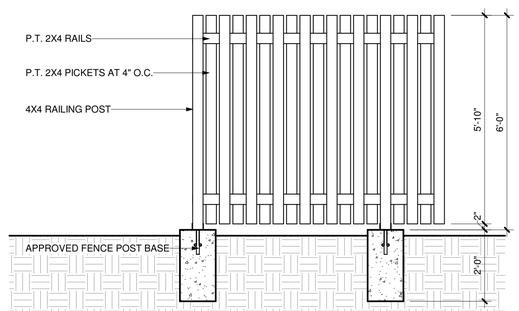
PREFABRICATED METAL CARPORT FRAMING PLANS

1/4" = 1'-0"



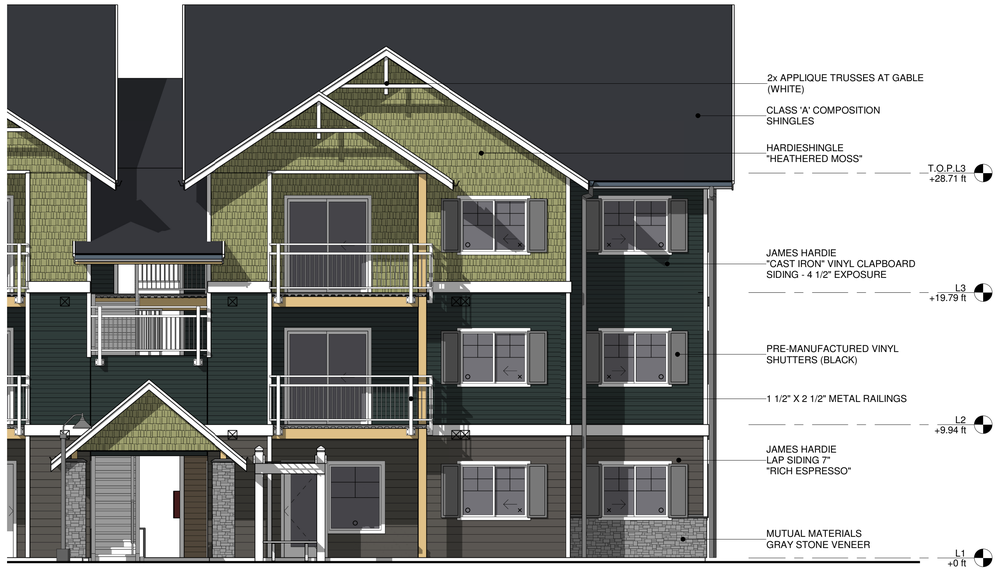
SPLIT RAIL FENCE ELEVATION - TYP.

1/2" = 1'-0"



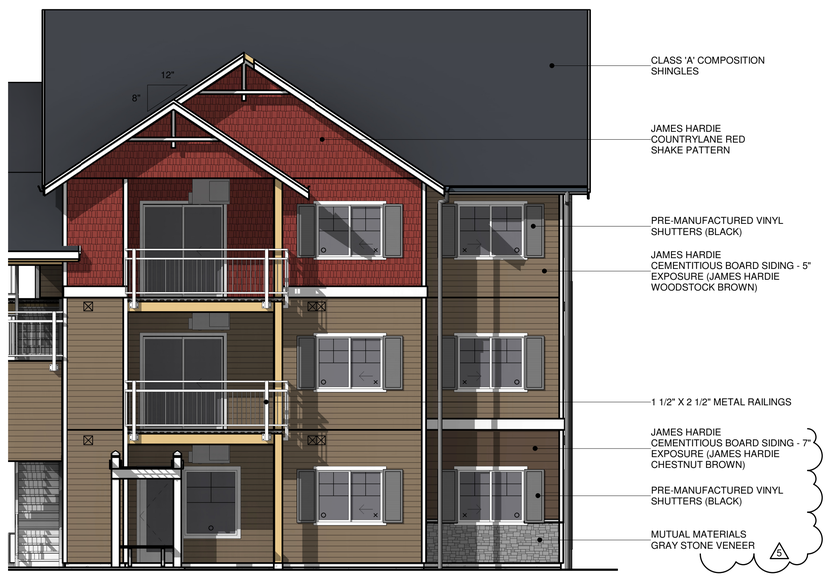
FENCE ELEVATION FROM INSIDE

1/2" = 1'-0"



ELEVATION - COLOR SCHEME

3/16" = 1'-0"



ELEVATION - COLOR SCHEME 2

3/16" = 1'-0"

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PR-CONCEPTUAL ELEVATION - COLOR SCHEME

-

PR0.8

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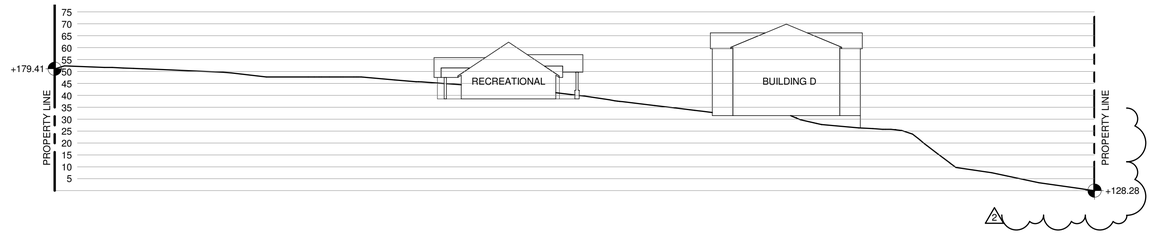
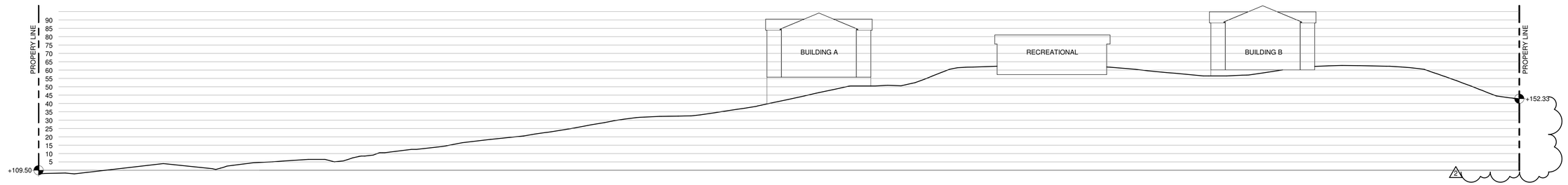


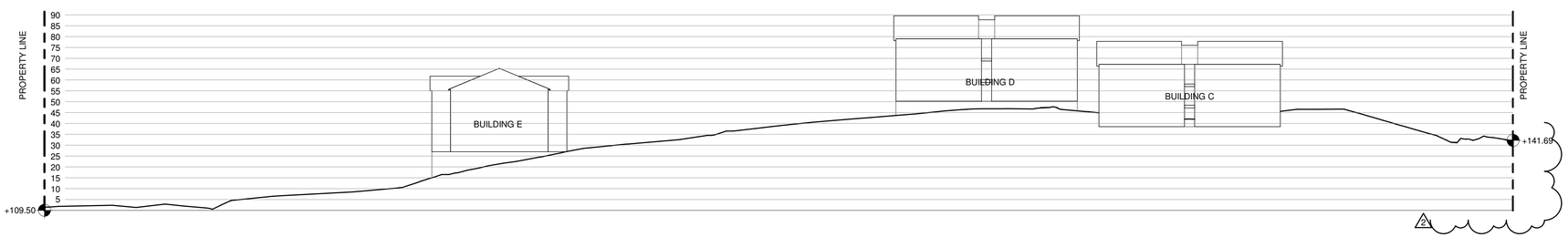
SITE SECTION C

1" = 30'-0"



SITE SECTION B

1" = 30'-0"



SITE SECTION A

1" = 30'-0"

0' 15'-0" 30'-0" 60'-0" 120'-0"

BURNHAM DRIVE APARTMENTS

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PR-CONCEPTUAL SITE SECTIONS

-

PR0.9

R D + A

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PR-CONCEPTUAL RENDERING - BUILDING E

-

PR0.10

R D + A

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BURNHAM DRIVE APARTMENTS

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PR-CONCEPTUAL RENDERING - BUILDING A

-

PR0.11

R D + A

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BURNHAM DRIVE APARTMENTS

PR-CONCEPTUAL RENDERING - BUILDING A

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PR0.12

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C:\LOCAL Files\1610 Burnham Drive Apartments - CENTRAL_Sinha.rvt

7/8/2021 10:10:40 AM



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BURNHAM DRIVE APARTMENTS

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

SHEET ISSUE DATE: 7/8/2021 10:10:40 AM

PR-CONCEPTUAL RENDERING - BUILDING A

-

PR0.13

R D + A
ROSS DECKMAN & ASSOCIATES INC.
207 4th AVENUE SOUTHEAST,
PUYALLUP, WASHINGTON 98372
P. 253.840.9405
F. 253.840.9503

7/8/2021 10:10:42 AM



BURNHAM DRIVE APARTMENTS

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

SHEET ISSUE DATE: 7/8/2021 10:10:42 AM

PR-CONCEPTUAL RENDERING - BUILDING A

-

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ROSS DECKMAN & ASSOCIATES INC.
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PUYALLUP, WASHINGTON 98372
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F. 253.840.9503

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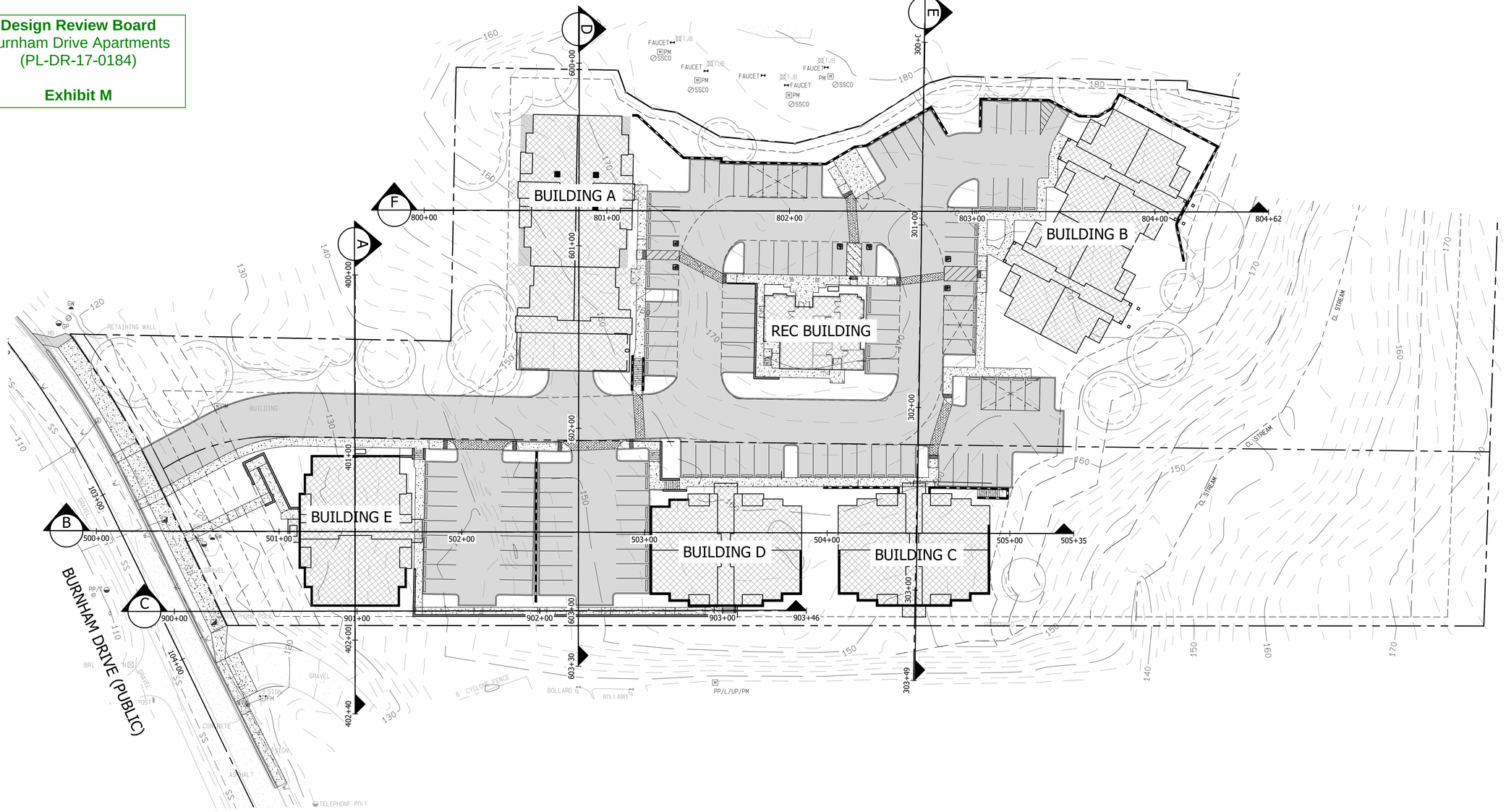
Received July 15, 2021
KM

GRAPHIC SCALE
0 30 60
1 INCH = 30 FEET (22"x34")
1 INCH = 60 FEET (11"x17")

Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit M

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON



REVISIONS

CONTOUR ENGINEERING • LLC
CIVIL ENGINEERS~SURVEYORS~LAND PLANNERS
PO Box 949 Gig Harbor, WA 98335
Phone: 253-857-5454 ~ Fax: 253-509-0044 ~ info@contourpllc.com

DESIGNED BY:	KJR
DRAWN BY:	KJR
CHECKED BY:	JFH
APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

OVERALL SITE MAP

PERMIT NO. PL-SPP-18-0001
DRAWING NO. 15-204
SHEET DRB 1

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

GRAPHIC SCALE

0 20 40

1 INCH = 20 FEET (22"x34")
1 INCH = 40 FEET (11"x17")

GRADING ACRONYMS

BC	= BOTTOM OF CURB
TC	= TOP OF CURB
EG	= EXISTING GRADE
FG	= FINISH GRADE
ME	= MATCH EXISTING GRADE
BW	= BOTTOM OF WALL
TW	= TOP OF WALL
LP	= LOW POINT
FF	= FINISH FLOOR
FL	= FLOW LINE
HP	= HIGH POINT
TS	= TOP OF STEP
EF	= EXTEND FOUNDATION

ROAD NOTE

AT THE TIME OF CIVIL PERMIT INTAKE ALL PUBLIC AND PRIVATE ROADWAYS DEPICTED IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAXIMUM SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE PUBLIC WORKS STANDARDS.

DRIVEWAY NOTE

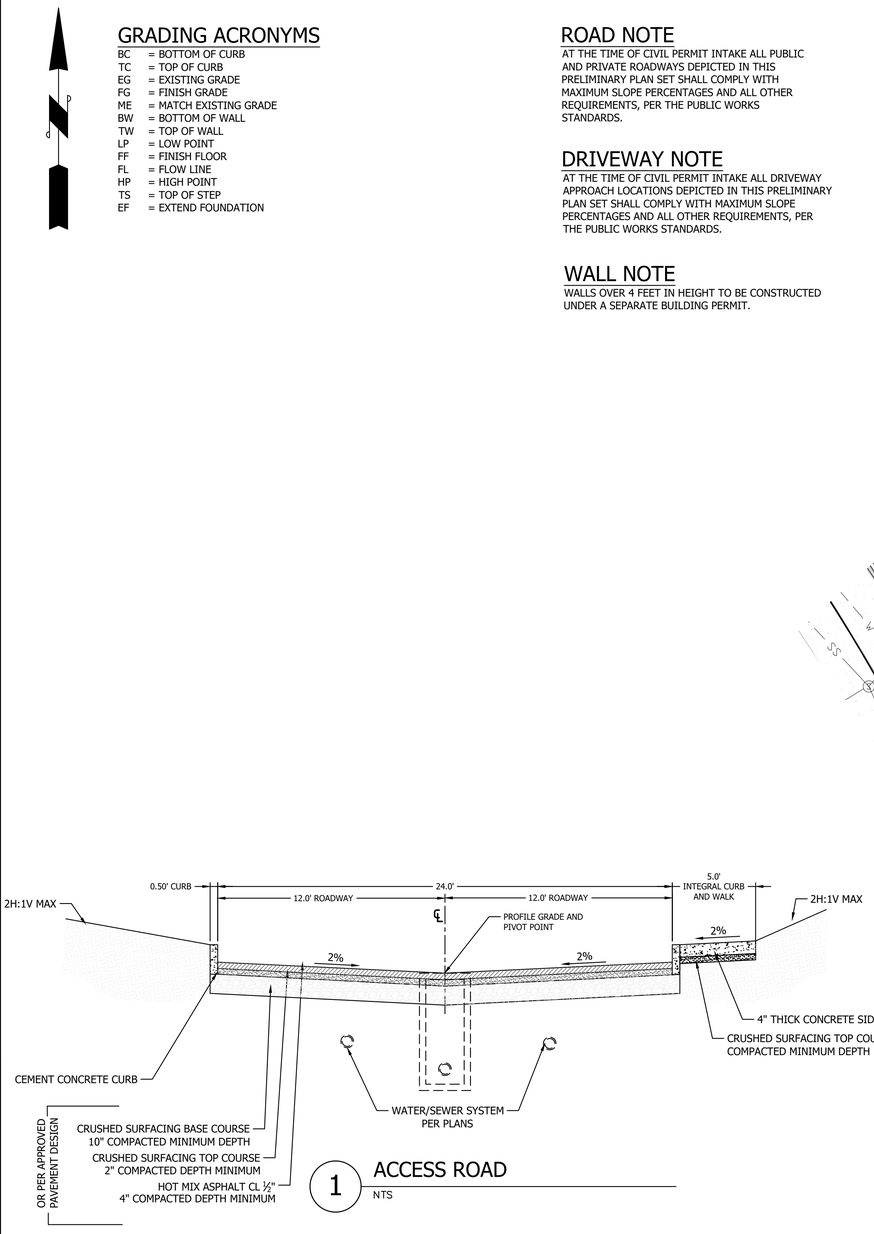
AT THE TIME OF CIVIL PERMIT INTAKE ALL DRIVEWAY APPROACH LOCATIONS DEPICTED IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAXIMUM SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE PUBLIC WORKS STANDARDS.

WALL NOTE

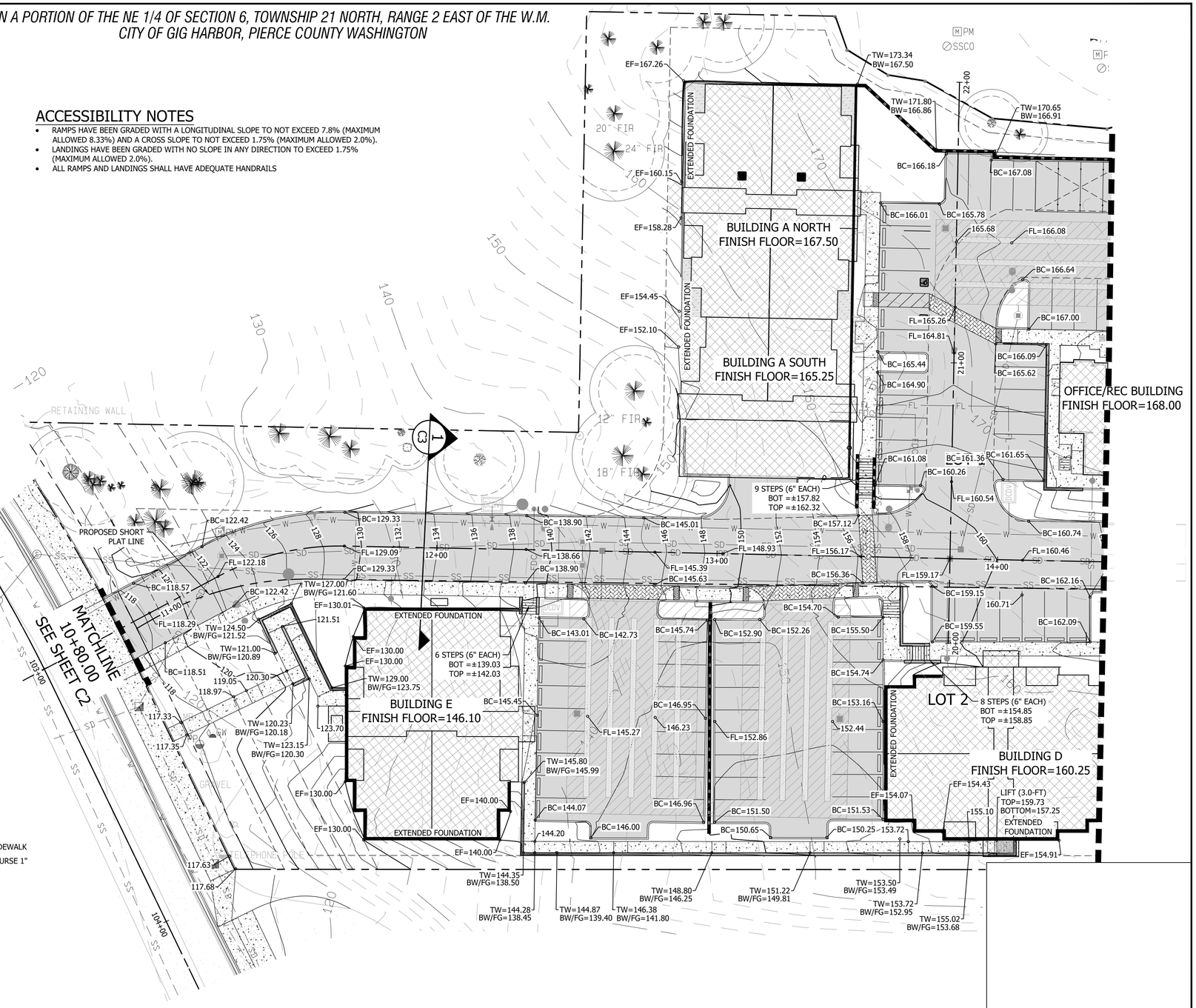
WALLS OVER 4 FEET IN HEIGHT TO BE CONSTRUCTED UNDER A SEPARATE BUILDING PERMIT.

ACCESSIBILITY NOTES

- RAMPS HAVE BEEN GRADED WITH A LONGITUDINAL SLOPE TO NOT EXCEED 7.8% (MAXIMUM ALLOWED 8.33%) AND A CROSS SLOPE TO NOT EXCEED 1.75% (MAXIMUM ALLOWED 2.0%).
- LANDINGS HAVE BEEN GRADED WITH NO SLOPE IN ANY DIRECTION TO EXCEED 1.75% (MAXIMUM ALLOWED 2.0%).
- ALL RAMPS AND LANDINGS SHALL HAVE ADEQUATE HANDRAILS



1 ACCESS ROAD
NTS



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SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

GRADING PLAN

PERMIT NO. PL-SPP-18-0001
DRAWING NO. 15-204
SHEET DRB 3 OF

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

GRAPHIC SCALE

0 20 40

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1 INCH = 40 FEET (11"x17")

GRADING ACRONYMS

BC	= BOTTOM OF CURB
TC	= TOP OF CURB
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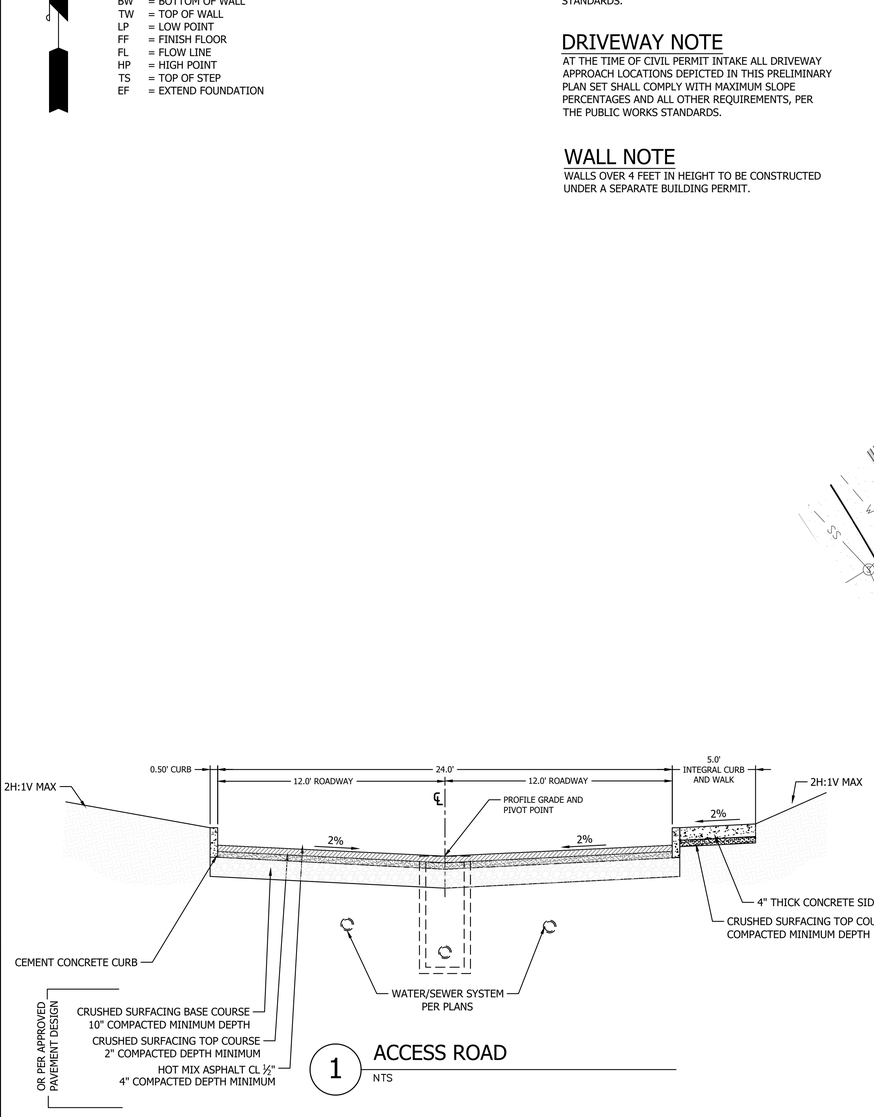
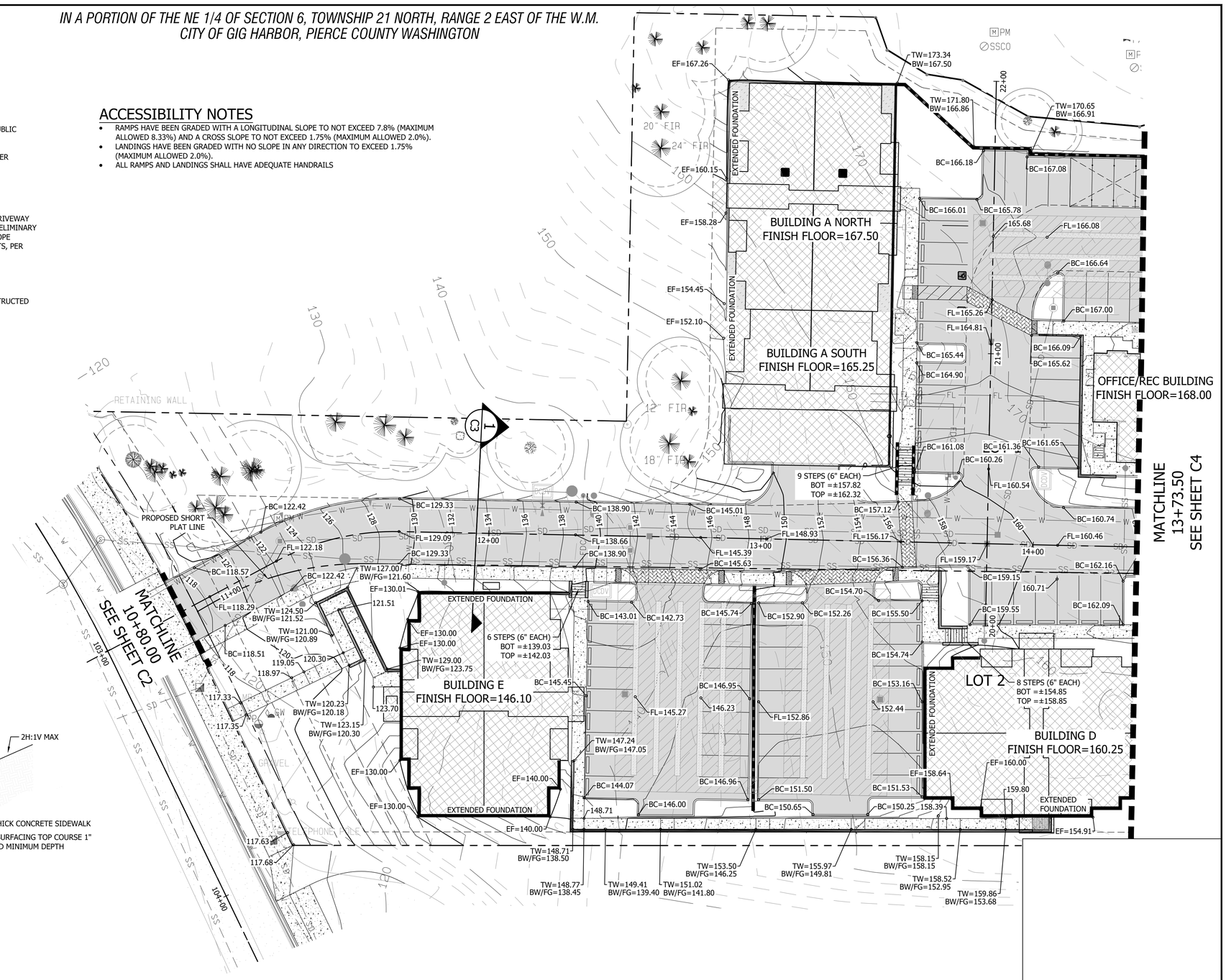


1 ACCESS ROAD
NTS



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APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

ALTERNATIVE WALKWAY
GRADING PLAN

PERMIT NO. PL-SPP-18-0001
DRAWING NO. 15-204
SHEET OF DRB 3

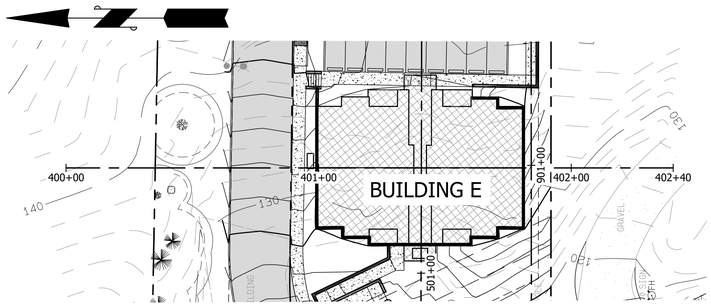
GRAPHIC SCALE

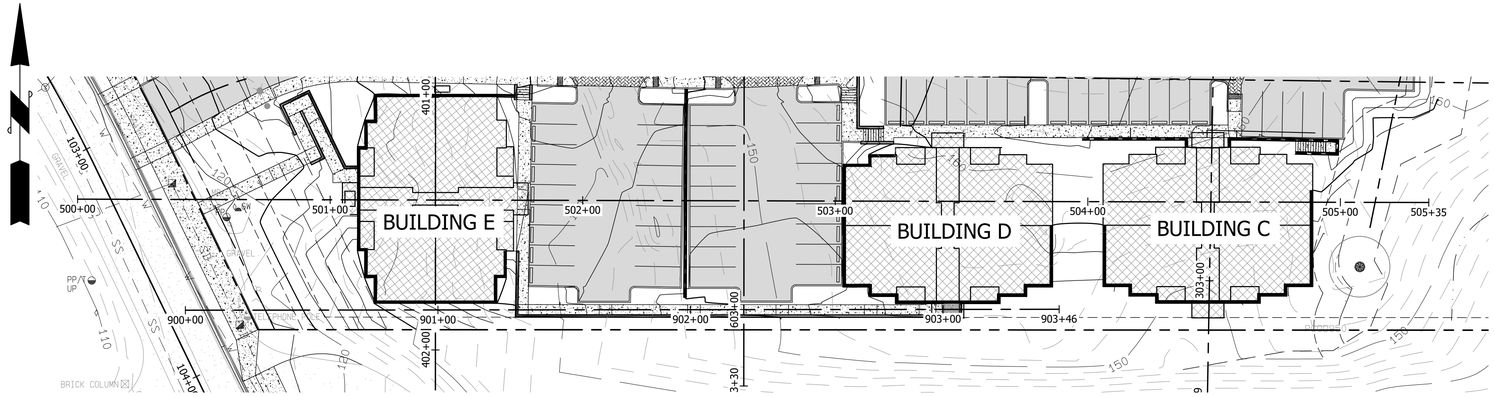
0 30 60

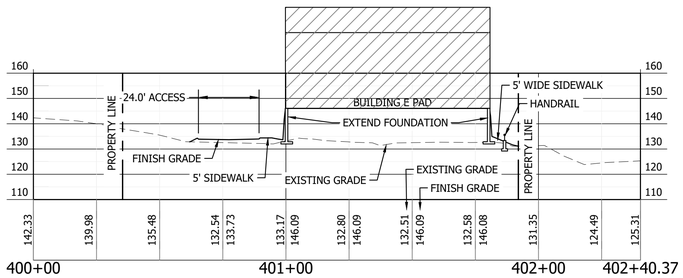
1 INCH = 30 FEET (22"x34")

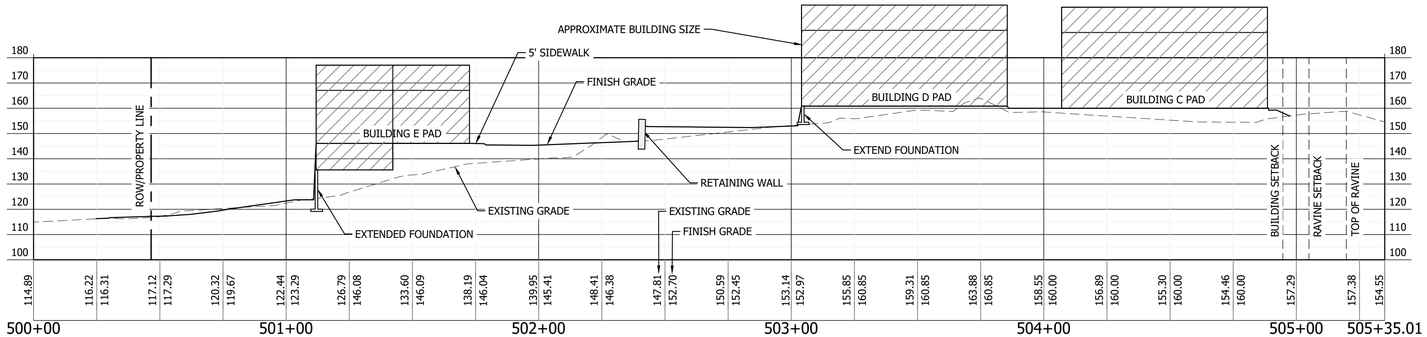
1 INCH = 60 FEET (11"x17")

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON









A NORTH-SOUTH SITE SECTION VIEW

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=30'

B WEST-EAST SITE SECTION VIEW

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=30'

REVISIONS

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SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

BUILDING E
SECTION VIEW

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET DRB 4

GRAPHIC SCALE

0 30 60

1 INCH = 30 FEET (22"x34")

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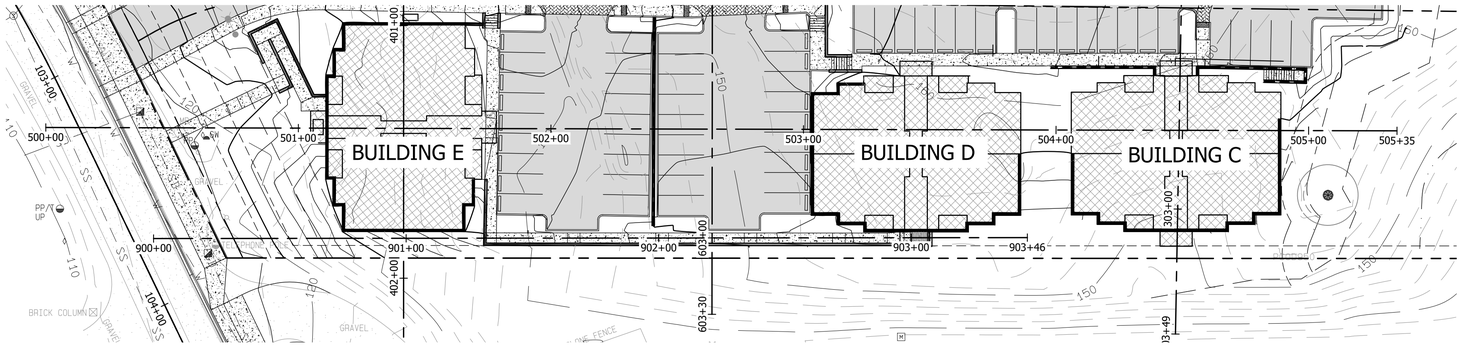
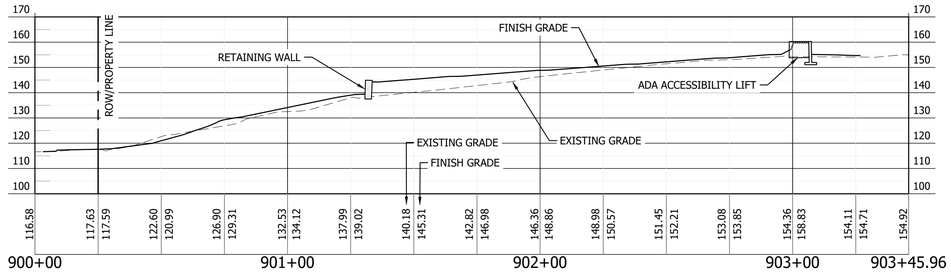
IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON





C WALKWAY SECTION VIEW

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=30'

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OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

WALKWAY SECTION VIEW

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET DRB 5

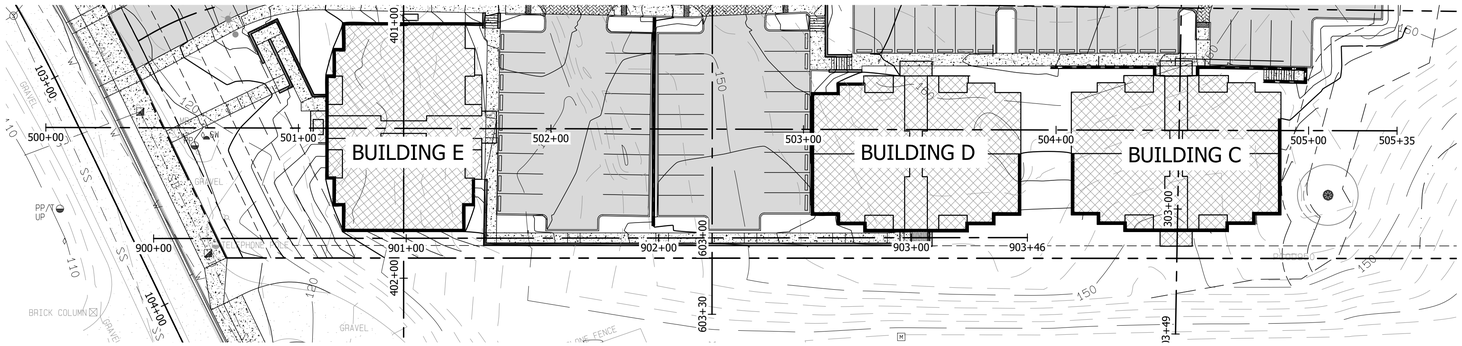
GRAPHIC SCALE

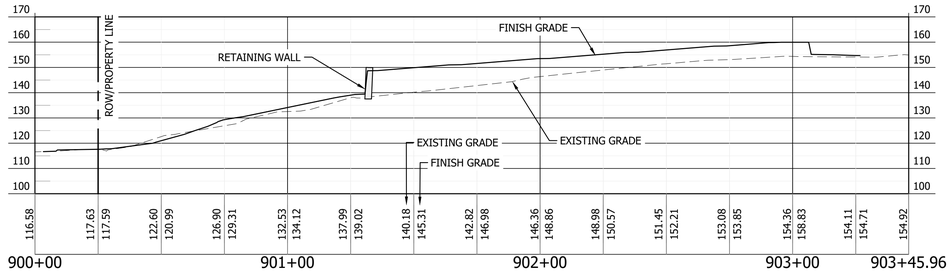
0 30 60

1 INCH = 30 FEET (22"x34")

1 INCH = 60 FEET (11"x17")

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON





C WALKWAY SECTION VIEW

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=30'

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APPROVED BY:	JFH
SCALE:	AS NOTED
OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

ALTERNATIVE WALKWAY SECTION VIEW

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET DRB 6

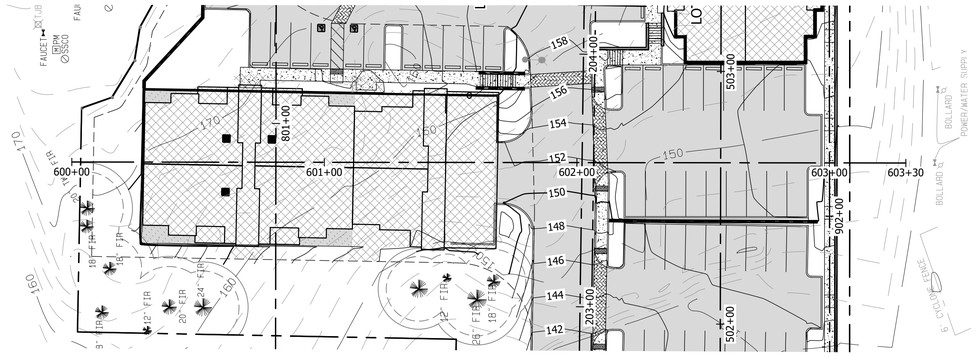
GRAPHIC SCALE

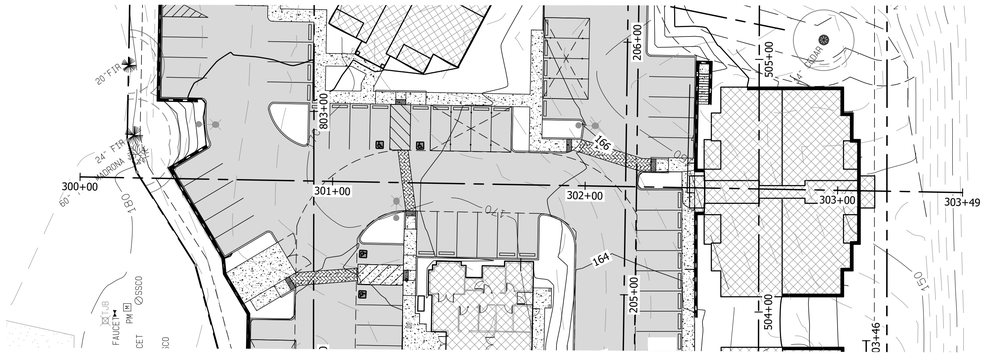
0 30 60

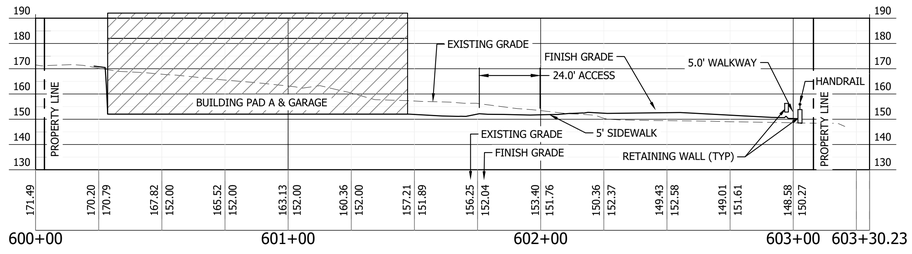
1 INCH = 30 FEET (22"x34")

1 INCH = 60 FEET (11"x17")

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

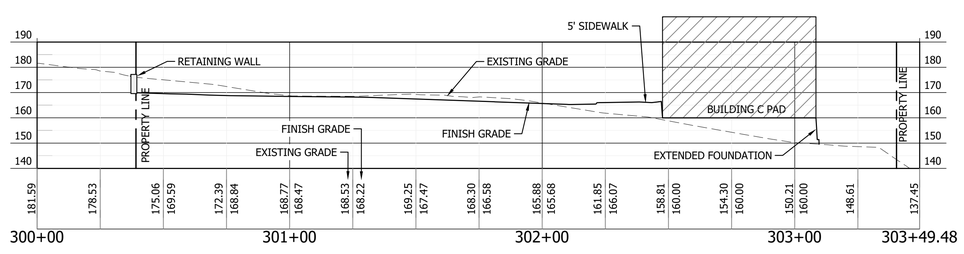






D NORTH-SOUTH SITE SECTION

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=30'



E NORTH-SOUTH SITE SECTION

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=30'

REVISIONS

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PO Box 949 Gig Harbor, WA 98335
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OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

NORTH-SOUTH SECTION VIEW

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET DRB 7

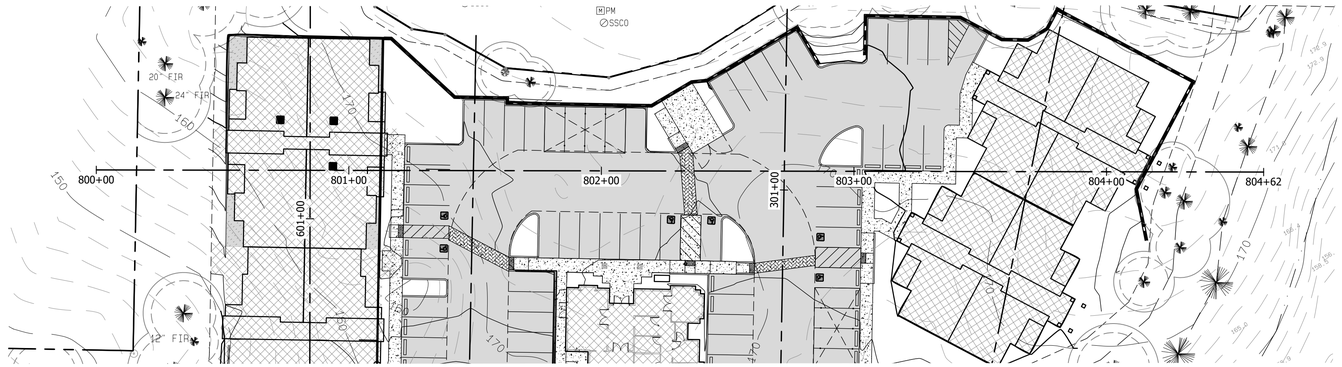
GRAPHIC SCALE

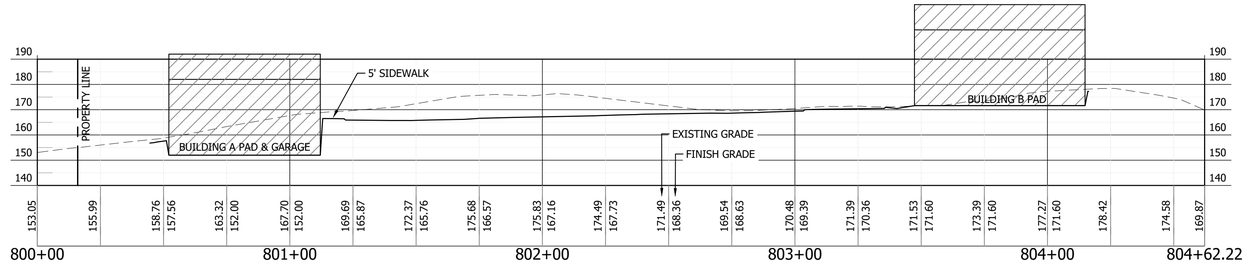
0 30 60

1 INCH = 30 FEET (22"x34")

1 INCH = 60 FEET (11"x17")

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON





F WEST-EAST SITE SECTION

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=30'

REVISIONS

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BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

WEST-EAST SECTION VIEW

PERMIT NO. PL-SPP-18-0001

DRAWING NO. 15-204

SHEET DRB 8

IN A PORTION OF THE NE 1/4 OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

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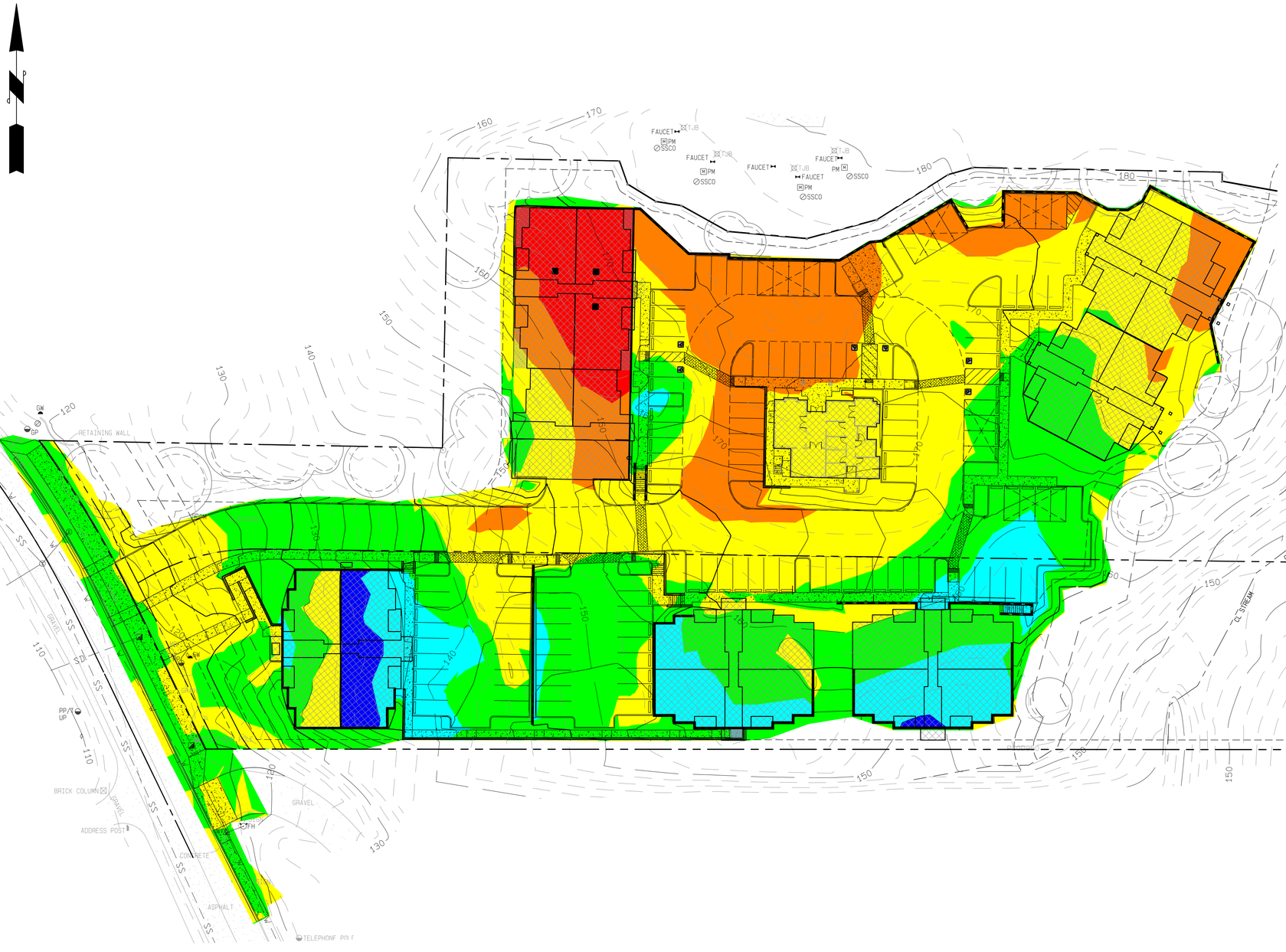

Elevations Table				
Number	Minimum Elevation	Maximum Elevation	Color	AREA (SQ FT)
1	-25.000	-10.000		4,396
2	-10.000	-5.000		15,850
3	-5.000	0.000		45,337
4	0.000	5.000		39,080
5	5.000	10.000		10,436
6	10.000	25.000		1,460

GRADING QUANTITIES

TOTAL CUT = 13,950 CU. YD.± *
TOTAL FILL = 8,735 CU. YD.± **

NET = 5,215 CU. YD.± (CUT)

5,215/13,950 = 37% - CUT/FILL DIFFERENCE PER CURRENT PLAN
5,580/13,950 = 40% - CUT/FILL PROJECTED DIFFERENCE, FOR REQUESTED RANGE

* INCLUDES TOTAL CUT FROM DETENTION SYSTEM (2,224 CU. YD.) AND PAVEMENT SECTION (1,700 CU. YD.)
** INCLUDES TOTAL FILL OF DETENTION SYSTEM ROCK (1,035 CU. YD.) AND PAVEMENT SECTION (1,700 CU. YD.)

THIS CALCULATION IS FOR REVIEW AND PERMITTING PURPOSES ONLY. THE NUMBERS SHOWN ARE GENERATED FROM THE FINISHED GROUND SURFACE TO THE EXISTING GROUND PROVIDED BY THE SURVEY. CONTRACTOR SHALL DO THEIR OWN CALCULATION BASED ON THE INFORMATION PROVIDED WITHIN THESE PLANS.

THE QUANTITIES MAY VARY BASED ON THE FOLLOWING FACTORS:
1. SHRINK/SWELL OF EXISTING SOILS
2. VARIANCE OF VEGETATION THICKNESS AND UNSUITABLE TOPSOIL
3. SUBBASE REQUIREMENTS FOR THE BUILDING FOUNDATION BASED ON THE FINAL STRUCTURAL DESIGN
4. TRENCHING EXCAVATION FOR PROPOSED UTILITIES
5. ADDITIONAL CUT/FILL MAY BE REQUIRED FOR FUTURE UTILIZATION OF THE SITE

REVISIONS

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OTHER:	

BURNHAM DRIVE APARTMENTS

PRELIMINARY SET

CUT-FILL MAP

PERMIT NO. PL-SPP-18-0001
DRAWING NO. 15-204
SHEET DRB 9

RECEIVED
By Michelle Thomas at 4:05 pm, Jul 08, 2021

Design Review Board
Burnham Drive Apartments
(PL-DR-17-0184)

Exhibit N



BURNHAM DRIVE APARTMENTS

PR-CONCEPTUAL RENDERING - BUILDING E

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

-

7/7/2021 2:27:30 PM

PR0.10

R D + A
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BURNHAM DRIVE APARTMENTS

PR-CONCEPTUAL RENDERING - BUILDING A

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

-

7/7/2021 2:27:30 PM

PR0.11

R D + A

ROSS DECKMAN & ASSOCIATES INC.

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PUYALLUP, WASHINGTON 98372

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BURNHAM DRIVE APARTMENTS

PR-CONCEPTUAL RENDERING - BUILDING A

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

-

7/7/2021 2:27:30 PM

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BURNHAM DRIVE APARTMENTS

PR-CONCEPTUAL RENDERING - BUILDING A

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

-

7/7/2021 2:27:30 PM

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BURNHAM DRIVE APARTMENTS

PR-CONCEPTUAL RENDERING - BUILDING A

9411 BURNHAM DRIVE, GIG HARBOR, WASHINGTON

-

7/7/2021 2:27:31 PM

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ROSS DECKMAN & ASSOCIATES INC.
207 4th AVENUE SOUTHEAST,
PUYALLUP, WASHINGTON 98372
P. 253.840.9405
F. 253.840.9503