



AGENDA

City of Gig Harbor Hearing Examiner Virtual Hearing of Thursday Oct 21, 2021 at 1:30 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/87181826732>
Call-in: (253) 215-8782 Meeting ID: 871 8182 6732

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 Hearing Examiner 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 October 20, 2021 by 5:00 pm**. 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: candrews@gigharborwa.gov. Written comments will be read during the appropriate agenda item.

I. Open Public Meeting

II. Public Hearing

Items on this agenda will be reviewed according to the following format:

1. Open public hearing
2. Staff Report
3. Applicant's presentation
4. Public Comment
5. Close public hearing

New Business

1. **WOLLOCHET MINISTORAGE, LLC, 6622 WOLLOCHET DR. NW., GIG HARBOR, WA 98335:**
WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY, (PL-SPR-20-0001, PL-DR-20-0004, PL-CUP-20-0001, PL-ALP-20-0001, PL-SEPA-20-0001). The proposal includes the construction of five buildings totaling approximately 102,371 gross square feet, (buildings A - E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. The applicant also proposes 11 off-street vehicle loading berths. Vehicular access is proposed via a new driveway off of Wollochet Dr. The site is located at 66XX Wollochet Dr. NW, located on the east side of Wollochet Dr, approximately 500 feet northeast of the intersection with Wagner Way, and approximately 300 ft south of the intersection with SR 16 off ramp. Sec 07, Tw 21, R 02 Qtr 44. Assessor's Parcel Number: 0221078007

III. Adjournment



DEVELOPMENT SERVICES

**COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
STAFF REPORT**

TO: Hearing Examiner
FROM: Planning Staff
DATE: October 14, 2021

RE: PL-SPR-20-0001, PL-CUP-20-0001, PL-DR-20-0004, PL-ALP-20-0001, PL-SEPA-20-0001 | Wollochet Interchange Self-Storage Facility
Public Hearing Date: October 21, 2021

I. GENERAL INFORMATION

- A. Owner/Applicant:** Wollochet Ministorage, LLC
6622 Wollochet Dr.
Gig Harbor, WA 98335
- B. Agent:** The Rush Companies
6622 Wollochet Dr.
Gig Harbor, WA 98335

II. APPLICANT'S REQUEST

The proposal includes the construction of five buildings totaling approximately 102,371 gross square feet, (buildings A – E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. The applicant also

proposes 11 off-street vehicle loading berths. Vehicular access is proposed via a new driveway off of Wollochet Dr.

This request is encompassed in the site plan review (PL-SPR-20-0001), conditional use permit (PL-CUP-20-0001), design review (PL-DR-20-0004), and alternative landscape plan (PL-ALP-20-0001) applications. A Determination of Nonsignificance (DNS) issued in staff's processing of PL-SEPA-20-0001 has been included with this staff report as Exhibit T and is further described in Section VII of this report. The proposed architectural site plan, exterior elevations, and architectural renderings are included as Exhibit B to this staff report. The proposed civil plan set is included as Exhibit C to this staff report, and a written statement of justification for granting the conditional use permit is included as Exhibit D to this report.

III. SITE DESCRIPTION

A. Location: 66XX Wollochet Dr. NW, located on the east side of Wollochet Dr, approximately 500 feet northeast of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR-16 off ramp. Sec 07, Tw 21, R 02 Qtr 44.
Assessor's Parcel Number: 0221078007

B. Site Area/Acreage: 3.69 acres

C. Existing Site Characteristics:

- 1. Topography:** The site generally slopes down from the northwest and the east to the center of the parcel. From Wollochet Drive, the site slopes steeply down toward the center of the site at approximately 50 percent. Slopes on the site otherwise range from approximately 15 to 50 percent. Total topographic relief across the site is approximately 18 feet.
- 2. Vegetation:** The vacant parcel consists of evergreen and deciduous trees, shrubs, Himalayan blackberry, and grasses.
- 3. Wetlands and Critical Areas:** The site is located approximately 250 feet southeast of an off-site, unnamed wetland within the City's Adam Tallman Park. No wetlands or critical areas exist on the subject parcel. Following site visits and a technical review of the applicant's Wetland and Fish and Wildlife Habitat Assessment Report (Exhibit E), staff issued a Determination of Nonsignificance (DNS) associated with permit file number PL-SEPA-20-0001. The DNS is included with this staff report as Exhibit T. The applicant's Wetland

Report and a Technical Memorandum prepared by the City's third-party environmental consultant, Grette Associates, addressing the Wetland's Report's consistency with the Gig Harbor Municipal Code are collectively included with this staff report as Exhibit E.

D. Zoning:

1. **Subject parcel:** Residential and Business District (RB-2)
2. **Adjacent zoning and current use:**
 - a. **North:** Single-Family Residential (R-1) – vacant, Department of Transportation
 - b. **East:** Residential and Business (RB-2) – office
 - c. **South:** Residential and Business (RB-2) – retail
 - d. **West:** Residential and Business (RB-2) – retail, landscaping business

- E. Utilities / Road Access:** The parcel is proposing access from Wollochet Drive, a public right-of-way. Water infrastructure will be provided by a private system. Sewer utilities will be provided by the City of Gig Harbor public infrastructure.

IV. APPLICABLE CODES AND POLICIES

A. Comprehensive Plan: The site is designated as Residential High Transition (RH) by the City's Land Use Map. The purpose of this land use category is to provide a transition between higher intensity commercial and residential low or medium uses. The RH land use category contains a mix of residential intensities from multifamily to single family residential and may include certain specified businesses, personal and professional services or businesses which would not significantly impact the character of residential neighborhoods. The intensity of the non-residential use should be compatible with the adjacent residential area.

The Community Design Element of the Gig Harbor Comprehensive Plan (Pages 4-1 through 4-19) describes goals which provide for the way in which people experience their community and interact with one another, as driven by the foundational principles of a community's design. Goal 4.6.2 of the Comprehensive Plan encourages building design to identify an appropriate form for structures. New structures should be characterized by interesting forms and roof lines. Boxy, single-mass buildings should be discouraged except as may be appropriate in a downtown streetscape. Furthermore, Goal 4.8 of the Comprehensive Plan advocates for the development of a hierarchy in building and site design. This goal further specifies that visual interest in the urban-scape can be achieved through a

hierarchical approach to design. For example, strategically located structures designed as focal points create a visual "draw" and suggest a point of activity. These serve also as a reference point for all subordinate structures.

B. Gig Harbor Municipal Code: The subject parcel is zoned RB-2, Residential and Business District. The following code chapters apply to this proposal:

- a. 17.14 Land Use Matrix
- b. 17.30 Residential and Business District (RB-2)
- c. 17.64 Conditional Uses
- d. 17.72 Off-Street Parking and Loading Requirements
- e. 17.78 Trees, Landscaping and Screening
- f. 17.96 Site Plans
- g. 17.98 and 17.99 Design Standards and Review and Design Manual
- h. 18.04 Environmental Review (SEPA)
- i. 18.08 Critical Areas

V. BACKGROUND INFORMATION:

The subject site is an undeveloped lot that was annexed into the City of Gig Harbor as a part of the Tallman Annexation in 1995 via Ordinance 690. The Tallman Annexation included 120 acres and subjected the land to the Concomitant Zoning Agreement for Tallman Annexation ("the Agreement," Exhibit H). The Agreement set forth conditions and restrictions applicable to land that was rezoned to the RB-2 zone as a result of the Annexation. The Agreement also restricts certain land uses, design, and lot coverage. The proposed development has introduced a use and a design which comply with the conditions and restrictions outlined in the Agreement.

Prior to annexation, the subject site was part of a 1997 Pierce County short plat (short plat no. 80-211, see Exhibit F); the short plat thereafter underwent a lot combination in 1999 (recording no. 9903100329, see Exhibit G) with the City of Gig Harbor to create the subject lot in its existing configuration.

This project has been the subject of three DRB preapplication meetings on April 26, 2018, September 27, 2018, and January 24, 2019 (see file #PL-DR-18-0068). This site has also been the subject of two preapplication meetings on June 28, 2016 (see file #PL-PREAPP-16-0016) and on March 13, 2019 (see file #PL-PREAPP-19-0005).

The applicant formally submitted for Site Plan Review, Alternative Design Review, Conditional Use Permit, SEPA, and an Alternative Landscape Plan on January 21, 2020. Staff reviewed the project and determined elements of the design that were not compliant with a number of specific requirements

of the Design Manual and provided feedback to the applicant on February 27, 2020. The applicant subsequently requested the Design Review Board (DRB) review those elements of its proposed design which did not strictly adhere to the Design Manual via an alternative design review permit application; this design review is described in more detail in Section VI of this staff report.

The applicant also formally submitted applications for four (4) variance permit applications with the City of Gig Harbor Public Works Department to deviate from various Public Works standards. The Public Works Department approved each of the pursued variances on March 24, 2021. The decisions issued by the Public Works Department are included as Exhibit I to this staff report.

VI. DESIGN REVIEW:

The Design Review process is outlined in Chapter 17.98 GHMC. Section 17.98.055 outlines the process for review of design alternatives by the Design Review Board (DRB). This section states that after a public meeting, the DRB will make a recommendation to the Community Development Director for approval or denial of the application.

The DRB 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;
- b) whether the alternative design meets the intent of the general requirements of 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.

The applicant has proposed several design alternatives before the DRB for review at public meetings held on September 10, 2020 and October 22, 2020. Having considered the materials presented at these meetings, the DRB issued recommendations of approval on September 24, 2020 and October 23, 2020 for each proposed design alternative. These recommendations are attached to this staff report jointly as Exhibit J. Staff has otherwise reviewed the proposed development against the applicable provisions of the Design Manual and finds that the proposal has been

designed consistent with the Design Manual, but for those alternative design requests which the DRB has recommended for approval.

VII. ENVIRONMENTAL REVIEW:

The City issued a Determination of Non-Significance (DNS) for the proposed action on September 23, 2021. The DNS is attached to this staff report as Exhibit T. The legal notice of the DNS was published in The News Tribune newspaper and mailed to all property owners within 300 feet of the subject site on September 23, 2021. Two comments were received in response to the DNS notice: one by the Washington Department of Ecology, and the second by the Squaxin Island Tribe of Indians; these comments are jointly included as Exhibit K to this staff report. Staff has recommended the Hearing Examiner adopt Condition No. 10 as described in Section XI of this staff report, which will require the applicant to comply with the comments submitted by the Department of Ecology in response to the DNS. No conditions of the Hearing Examiner's decision were requested in the response provided by the Squaxin Island Tribe of Indians. No appeals were timely filed on the SEPA threshold determination.

VIII. PUBLIC NOTICE & INPUT:

The legal notice of the proposed action and scheduled hearing (Notice of Public Hearing, "NOPH") was published in The News Tribune, posted on the subject site, and mailed to all property owners within 300 feet of the subject site and to all interested parties on October 7, 2021. As of the date of this report, no written comments have been received in response to the public notice. The Declarations of Mailing, Publishing, and Posting for the public hearing are attached to this staff report as Exhibit L.

Notices of public meeting (NOPM) for the applicant's participation in each previously mentioned meeting before the Design Review Board (DRB) were properly provided to the public. No comments were submitted to staff in response to either of the NOPMs. The Declarations of Mailing, Publishing, and Posting for these public meetings are attached to this staff report as Exhibit M.

A notice of application (NOA) was originally noticed to the public on January 30, 2020, and was appropriately re-noticed via mail to all property owners within 300 feet of the subject site on March 20, 2020 to correct an administrative error in the City's initial mailed notices. One comment was submitted to staff by the Department of Ecology in response to the NOAs; this comment is included as Exhibit N to this staff report. The Declarations of Mailing, Publishing, and Posting are included with this staff report as Exhibit O.

IX. STAFF ANALYSIS AND FINDINGS:

A. Planning Staff

1. Comprehensive Plan:

The site is designated as Residential High Transition (RH) by the City's Land Use Map. The purpose of this land use category is to provide a transition between higher intensity commercial and residential low or medium uses. The RH land use category contains a mix of residential intensities from multifamily to single family residential and may include certain specified businesses, personal and professional services or businesses which would not significantly impact the character of residential neighborhoods. The intensity of the non-residential use should be compatible with the adjacent residential area.

The Community Design Element of the Gig Harbor Comprehensive Plan (Pages 4-1 through 4-19) describes goals which provide for the way in which people experience their community and interact with one another, as driven by the foundational principles of a community's design. Goal 4.6.2 of the Comprehensive Plan encourages building design to identify an appropriate form for structures. New structures should be characterized by interesting forms and roof lines. Boxy, single-mass buildings should be discouraged except as may be appropriate in a downtown streetscape. Furthermore, Goal 4.8 of the Comprehensive Plan advocates for the development of a hierarchy in building and site design. This goal further specifies that visual interest in the urban-scape can be achieved through a hierarchical approach to design. For example, strategically located structures designed as focal points create a visual "draw" and suggest a point of activity. These serve also as a reference point for all subordinate structures.

The proposed Wollochet Interchange Self-Storage Facility supports the intent of the RH land use designation, in that the proposed ministorage business will not significantly impact the character of residential neighborhoods, particularly considering the density of commercial enterprises which surround the subject site and the general absence of residential development near the site. In this manner, the proposed storage complex perpetuates the existing transition between higher intensity commercial uses and lower or medium density residential uses. Additionally, the site has been thoughtfully designed with an appropriate form for the new structures proposed and a distinct hierarchy among the five proposed structures. As is evidenced in the applicant's architectural plans

(Exhibit B), and following consultation and recommendations offered by the DRB at their public meetings in September and October 2020, the applicant designed Building A prominently as a focal point to suggest a point of activity, taking care to avoid a boxy, single-mass structure. As such, the proposed development supports and is consistent with the goals described in the Comprehensive Plan.

2. Gig Harbor Municipal Code (GHMC):

a. 17.14.020 Land Use Matrix:

Consistent with the Land Use Matrix set forth in GHMC 17.14.020, “ministorage” is a conditionally permitted use in the subject site’s RB-2 zone. As such, the applicant has submitted a Conditional Use Permit for the Hearing Examiner’s consideration to permit the site’s proposed ministorage complex; see Exhibit D for the applicant’s discussion justifying its requested conditional use.

b. 17.30 Residential and Business District (RB-2) Zoning District and 17.78 Trees, Landscaping and Screening:

The purpose of the RB-2 district is to provide a mix of medium density residential uses with certain specified business, personal and professional services. It is intended to serve as a transitional buffer between high intensity commercial areas and lower intensity residential areas. The RB-2 zone is similar in construction to the RB-1 zone while allowing a higher percentage of hard surface coverage and multifamily residential development. Furthermore, the RB-2 zone would serve to minimize impacts to adjacent residential uses by limiting general operational impacts of a use to that portion of the site between the structure(s) and the fronting road.

The proposed self-storage facility effectively transitions the city’s high intensity commercial areas to the lower intensity residential areas. Referencing Exhibit P, it is clear that the RB-2 zoning district with which the site is subject is bordered to the northeast by the City’s B-2 General Business District, and to the southwest by the City’s R-1 Low-Density Residential District. The subject site is located at the northeast extent of its RB-2 zone, bordering SR-16 which is further bordered by higher intensity commercial tenants in the B-2 zone. The subject site is then bordered to the southwest by lower intensity commercial uses until the RB-2 zone transitions to the R-1 zone, wherein existing low-density residential development is located. In this manner, the proposed ministorage development at the subject site transitions high intensity commercial areas to lower intensity

residential area, and is consistent with the stated intent of the RB-2 zone.

GHMC 17.30.050 through GHMC 17.30.070 sets forth the development standards, hard surface coverage, and height standards applicable to development in the RB-2 zone. Staff has reviewed the applicant's architectural and civil plan sets (Exhibits B and C, respectively) and has confirmed that the applicant has designed its proposed self-storage facility consistent with each requirement described in the aforementioned zoning ordinances.

GHMC Subsection 17.30.110(B) requires compliance with the requirements of GHMC Chapter 17.78, Trees, Landscaping and Screening. The applicant has acknowledged a need to deviate from prescriptive adherence to two (2) provisions of GHMC Chapter 17.78, and has therefore applied for an Alternative Landscape Plan (ALP) as part of its consolidated permit package. In instances wherein an applicant requests an ALP, the applicant must demonstrate how its proposed landscaping plan is consistent with one of the criteria set forth in GHMC 17.78.100, Alternative Landscape Plans, as follows:

A. The proposed landscaping represents a superior result than that which would be achieved by strictly following requirements of this chapter; or

B. Incorporates the increased retention of significant trees and naturally occurring undergrowth; or

C. Incorporates unique, historic or architectural features such as fountains, sculptures, structures and the like; or

D. The proposed landscaping provides additional waterview and/or harbor access opportunities in a waterfront commercial zone.

In the case of the subject request, the applicant has prepared an ALP Narrative (Exhibit Q) describing that its proposed ALP is consistent with GHMC 17.78.100(A), and as such proposes landscaping representing a superior result that that which would be achieved by strictly following the requirements of GHMC Chapter 17.78. Namely, the applicant proposes to deviate from strict adherence to GHMC 17.78.070(A)(2)(a) and GHMC 17.78.070(A)(2)(b)(i).

Per GHMC 17.78.070(A)(2)(a), the applicant is required to retain all significant trees as defined in GHMC 17.99.590; however, the applicant proposes to remove one (1) 13" deciduous perimeter tree

(Tree #27, see sheet L-2 of Exhibit R), citing a need to grade the area of the significant tree to accommodate a required fire accessway along the north façade of Building A. As an alternative, the applicant proposes to install an additional 10 2"-caliper deciduous trees or 6'-tall conifer trees within the northwestern and northeastern perimeter buffers; these 10 trees would be in excess of the required new plantings otherwise required of GHMC Chapter 17.78 and are exhibited on sheets L-4 and L-5 of Exhibit R. In general, the City requires that trees intended for retention shall be replaced by at least one and one-half times the tree diameter removed; the trees removed shall be replaced with trees of the same type, evergreen or deciduous. Specific to the proposal to remove Tree #27, to conform with the GHMC, the applicant's landscape plan would need to indicate planting 19.5" of deciduous trees to replace the 13" existing deciduous tree. However, the applicant proposes to replace Tree #27 with 20" total diameter of deciduous trees or 10 6'-tall conifer trees, offering additional screening and buffering along the site's northern SR-16 frontage. Because the applicant's proposed landscaping plan would introduce either an increase in deciduous tree planting than would be required by adherence with the Code, or would otherwise increase the site's buffering and screening from the SR-16 right-of-way through the planting of conifer trees, staff concurs that the applicant has proposed a landscape plan superior to that which would be achieved by strictly following GHMC 17.78.070(A)(2)(a).

Per GHMC 17.78.070(A)(2)(b)(i), in perimeter landscape areas, at least 80 percent of all trees, shrubs, and groundcover shall be from the preferred species list referenced in GHMC 17.78.050. Along the southern and southwestern side property lines which border the site's storm vault, the applicant is proposing to install *Pinus Contorta* (Shore pine) trees. Shore pine is a listed species on the preferred species list for installation in the Height Restriction Area or under power lines; however, the preferred species list does not discuss Shore pine as being preferred when planted near utility infrastructure. In its ALP Narrative (Exhibit Q), the applicant addresses the location of the site's stormwater vault and associated storm utility lines, and describes a benefit of Shore pine as a species which does not have an extensive root system that will interfere with utilities, nor is Shore pine a water-seeking species that can be destructive when planted in proximity to stormwater pipes. Based on these characteristics, the applicant posits that Shore pine is a superior species to be planted in these limited perimeter landscape areas, as compared to those species otherwise listed as preferred species which have more complex root systems and can seek water from storm lines with potentially destructive consequences. In

addition to selecting a species which may aid in ensuring the success of the stormwater lines, the applicant proposes to install an excess of conifer trees within the perimeter landscaping areas bordering the storm vault; whereas GHMC 17.78.070 requires a minimum of 40 percent of required perimeter trees to be evergreen trees, the applicant proposes 80 percent of trees planted in these perimeter areas to be Shore pine evergreen trees, further screening the developed site from the neighboring southerly commercial property. Based on the described characteristics of Shore pine, and considering its proximity to stormwater infrastructure, staff concurs that the installation of Shore pine in the perimeter landscape areas bordering the proposed storm vault introduce a superior result that that which would be achieved by strictly adhering to GHMC Chapter 17.78. Furthermore, the applicant's proposal to install 80 percent of required trees in these perimeter areas as evergreen species a minimum of 6-feet at planting suggests an increase in the site's screening from neighboring parcels, and in this manner also suggests that the applicant has designed a landscape plan which achieves a superior result than would be achieve through the strict application of GHMC Chapter 17.78.

Based on the preceding analysis, the applicant has designed its proposed self-storage facility consistent with the landscape requirements set forth in GHMC Chapter 17.78, save for its proposal to deviate from strict adherence to GHMC 17.78.070(A)(2)(a) and GHMC 17.78.070(A)(2)(b)(i), for which the applicant has applied for an ALP and has successfully demonstrated consistency with GHMC 17.78.100(A).

c. 17.64 Conditional Uses:

Certain uses, because of their unusual size, infrequent occurrence, special requirements, possible safety hazards or detrimental effect on surrounding properties, are classified as conditional uses. These uses may be allowed in certain use districts by a conditional use permit granted by the hearing examiner, subject to the procedures established in Chapter 2.25 GHMC.

In order for a conditional use permit to be granted, it must be found consistent with all criteria set forth in GHMC Subsection 17.64.040. The applicant has submitted an analysis of this criteria as it relates to the proposed ministorage use proposed for the subject site; this written justification has been included with this staff report as Exhibit D. The following is staff's analysis of the proposed project's consistency with these criteria:

GHMC 17.64.040, Review criteria:

1. That the use which the conditional use permit is applied for is specified by this title as being conditionally permitted within, and is consistent with the description and purpose of the zone district in which the property is located;

Staff Analysis:

As is stated earlier in this staff report, the proposed “ministorage” use for the subject site is specified by Title 17, GHMC as being conditionally permitted within the site’s RB-2 zoning district and is consistent with the description and purpose of the RB-2 zone, particularly as the ministorage use contributes to the RB-2 zone’s inherent transition from higher intensity commercial areas to lower intensity residential areas. Please see further discussion of the ministorage use’s consistency with the purpose of the RB-2 zone in Section IX.A.2.b of this staff report.

2. That the granting of such conditional use permit will not be detrimental to the public health, safety, comfort, convenience and general welfare, will not adversely affect the established character of the surrounding neighborhood, and will not be injurious to the property or improvements in such vicinity and/or zone in which the property is located;

Staff Analysis:

If appropriately conditioned, the proposed development has been designed in a manner which is not detrimental to the public health, safety, comfort, convenience, or general welfare, as has been ensured through the project’s consistency with applicable Public Works Standards and Gig Harbor Municipal Code provisions. Evident in the City’s issued Determination of Nonsignificance (DNS) associated with PL-SEPA-20-0001 (Exhibit T), staff’s review of the proposed ministorage development has been found to require no mitigation or conditions for impacts to the City’s water, wastewater, stormwater, and transportation infrastructure, as the applicant has designed its proposal consistent with relevant ordinances and regulations. Furthermore, considering the ministorage’s lower-intensity commercial operation compared to neighboring higher-intensity commercial areas, the comfort, convenience, and general welfare of the established character in the surrounding neighborhood will suffer no detriment as a result of the approval of the proposed ministorage.

3. That the proposed use is properly located in relation to the other land uses and to transportation and service facilities in the vicinity; and further, that the use can be adequately served by such public facilities and street capacities without placing an undue burden on such facilities and streets;

Staff Analysis:

If properly conditioned, the proposed development has been designed in a manner which is adequately served by public facilities and street capacities without placing an undue burden on such facilities and streets, as has been ensured via the review of the proposal from the Gig Harbor Public Works Department. To this end, the Public Works Department has provided a written memorandum accompanying the City's Determination of Nonsignificance associated with PL-SEPA-20-0001 (Exhibit T) which addresses the sufficiency of the proposal's ability to be served adequately by street capacities and public facilities. No mitigation measures or conditions were deemed necessary by the Public Works Department to ensure the applicant's compliance with such public facilities and street capacities.

4. That the site is of sufficient size to accommodate the proposed use and all yards, open spaces, walls and fences, parking, loading, landscaping and other such features as are required by this title or as needed in the opinion of the examiner.

Staff Analysis:

As is described in Section IX.A.2.b in this staff report, the site is of sufficient size to accommodate the proposed use and all yards, walls and fences, parking, loading, landscaping, and other applicable features as required by GHMC, Title 17, as the site has been designed in a manner consistent with the development standards codified for each of these features. In the limited instances where the applicant's proposed landscaping deviates from strict adherence with relevant Code provisions, the applicant has appropriately applied for an Alternative Landscape Plan (ALP) and has demonstrated consistency with the ALP approval criteria set forth in GHMC 17.78.100(A).

d. 17.72 Off-Street Parking and Loading Requirements

"Off-street parking" is defined as parking on privately owned property. The number of off-street parking spaces required of a

development proposal is use-dependent; applicants shall provide the number of off-street parking spaces required of their site's use in a manner consistent with GHMC 17.72.030.

As per GHMC 17.72.030, "ministorage" use requires "two off-street parking spaces located near the office." The applicant is proposing a total of six (6) off-street parking stalls located near the proposed office in Building A to serve the site's ministorage use; each parking stall is designed in a manner consistent with the off-street parking design standards set forth in GHMC 17.72.020.

Specific to the loading berth requirements for the proposed development, GHMC 17.72.050(B) requires the proposed commercial use to provide "one berth...for each 10,000 square feet of wholesale commercial gross floor area." Based on the applicant's proposed 102,371 square feet of commercial gross floor area, the applicant is required to provide 11 off-street loading berths. The applicant is proposing to provide 11 off-street loading berths, each of which is designed consistent with the loading berth design standards set forth in GHMC 17.72.040.

Based on the preceding analysis, the applicant has designed its site consistent with the off-street parking and loading requirements set forth in GHMC Chapter 17.72. Please see sheet A-1 of Exhibit B for the applicant's rendering of its off-street parking and loading design, conveying consistency with GHMC Chapter 17.72 standards.

e. 17.96 Site Plans

GHMC 17.96.035 sets forth the criteria for approval of major site plan review applications. The criteria are as follows:

- A. The site plan is compatible with the surrounding uses; and
- B. The site plan is compliant with all relevant statutory codes, regulations, and ordinances.

As is described in this staff report, the site plan is compatible with the surrounding mix of commercial uses, particularly given the transition from higher intensity commercial uses to lower intensity commercial uses and, eventually, low-density residential areas. The site plan is also compliant with all relevant statutory codes, regulations, and ordinances based on the analysis included in this staff report.

As such, the major site plan included with this subject request is compliant with the criteria for approval set forth in GHMC 17.96.035.

f. 17.98 & 17.99 Design Standards and Review & Design Manual

GHMC Chapter 17.98 sets forth the City Design Review process. Consistent with GHMC 17.98.055, an applicant may request review by the Design Review Board (DRB) of an application or portions thereof which do not strictly conform to the specific requirements of Chapter 17.99 GHMC, Design Manual. The applicant has requested the DRB to review several portions of its proposed design which do not strictly conform with GHMC 17.99.

The applicant proposed several design alternatives before the DRB for review and consideration at their September 10, 2020 and October 22, 2020 public meetings. Having considered the applicant's design alternatives in September 2020, the DRB issued a Recommendation of Approval for the applicant's proposed alternatives to GHMC 17.99.240(C), 17.99.270(A), and 17.99.330(B). At the September 10, 2020 public meeting, the DRB also made findings that additional requested design alternatives proposed by the applicant were inconsistent with the criteria for a recommendation of approval and asked the applicant to return with a revised alternative design which considered their feedback. On October 22, 2020, the applicant returned to the DRB with a revised proposal; having considered these revisions, the DRB issued a Recommendation of Approval for the applicant's proposed alternatives to GHMC 17.99.380(B) and (D), 17.99.400, 17.99.410(B), and 17.99.420(A). Specifically, the DRB issued a provisional recommendation of approval with regard to the applicant's design alternative to GHMC 17.99.420(A), which reads:

The DRB recommends the decision maker accept the design alternative to GHMC 17.99.420(A) as consistent with the criteria required to recommend approval of an alternative design solution set forth in GHMC 17.98.055(A), provided the applicant chooses a subtle earth-tone shade of yellow or ochre colors for its siding for review and acceptance by the City of Gig Harbor Planning staff.

As such, staff has recommended the Hearing Examiner adopt Condition No. 2 in his decision on the requested Design Review Permit application. The DRB's recommendations to the

applicant's design alternatives have been jointly included as Exhibit J to this staff report. The applicant's proposed design has otherwise been reviewed by staff administratively and has been found consistent with the relevant provisions of GHMC Chapter 17.99.

If properly conditioned, the subject request is generally consistent with the specific requirements of GHMC 17.98, Design Standards and Review, and GHMC 17.99, Design Manual.

g. 18.08 Critical Areas

GHMC 18.08.090 stipulates that a wetland analysis report shall be prepared by a qualified wetland specialist and submitted to the City of Gig Harbor as part of the SEPA review process established by the city of Gig Harbor environmental policy ordinance, Chapter 18.04 GHMC. The wetland analysis report shall be submitted to the department for review for any proposals that are within 300 feet of a wetland.

The applicant submitted the required critical area analysis in its Wetland and Fish and Wildlife Habitat Assessment Report ("the report," Exhibit E), which identified one (1) off-site Category II wetland located approximately 250' northwest of the subject site and across Wollochet Drive, an established transecting roadway. The report discussed the location of the off-site wetland and the scope of the project, concluding that no adverse impact to the functions of the wetland or its buffer would result from the proposed development activity. The City's third-party environmental consultant reviewed the report and conducted a site visit to verify the findings described in the report, issuing a subsequent Technical Memorandum that concurred with the findings and conclusions of the report. Following this consultation, the City issued a Determination of Nonsignificance (Exhibit T) acknowledging that the proposed activity does not have a probable significant adverse impact on the environment.

Based on the preceding analysis, the applicant has designed its proposed development consistent with the relevant provisions of the City of Gig Harbor's Critical Areas Ordinance, GHMC Chapter 18.08.

B. Operations and Engineering

The Public Works Department has reviewed the subject request and has found the request to be generally consistent with the applicable provisions of the Code.

C. Fire Marshal/Building Official

The Building Official/Fire Marshal has reviewed the subject request and has found the request to be generally consistent with the applicable provisions of the Code.

X. CONCLUSIONS:

Based on the submitted information, site inspection and the analysis contained above, staff concludes the following:

A. Conditional Use Permit:

Based upon the findings previously addressed in Section IX of this staff report, the proposed use of the subject site is consistent with the criteria for approval set forth in GHMC 17.64.040, if appropriately conditioned.

B. Site Plan Review:

Based upon the findings previously addressed in Section IX of this staff report, the proposed site improvements are consistent with the criteria for site plan approval set forth in GHMC 17.96.035, if appropriately conditioned.

C. Design Review:

Based upon the findings previously addressed in Section IX of this staff report, and considering the proposal's consistency with the Recommendations of Approval provided by the Design Review Board, the proposal is generally consistent with the applicable provisions of GHMC Chapter 17.99, Design Manual, if appropriately conditioned.

D. Alternative Landscape Plan Review:

Based upon the findings previously addressed in Section IX of this staff report, the proposed site improvements are consistent with the criteria for alternative landscape plan approval set forth in GHMC 17.78.100(A), if appropriately conditioned.

XI. RECOMMENDATIONS:

Should the requested Conditional Use Permit, Site Plan Review, Alternative Landscape Plan, and Design Review Permit be approved, staff recommends the imposition of the following special conditions of approval:

Land Use Special Conditions:

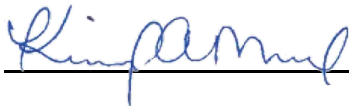
1. The applicant shall obtain all necessary land use, civil, and building permits from the city prior to commencing construction on the site.
2. The applicant shall adhere to all recommendations provided in the Geotechnical Engineering Report (Exhibit S).
3. The applicant shall develop the site consistent with the site plan, renderings, and exterior elevations included with this staff report as Exhibits B and C, or as otherwise revised in staff's processing of subsequent civil and building permits. To this end, prior to its application for civil permitting, the applicant shall amend Exhibit C in a manner which accurately conveys the 40' zone transition buffer located along the northern property lines of the subject site.
4. The applicant shall design the site consistent with the Notices of Recommendation issued by the Design Review Board (DRB), to include the provisional recommendation contained therein, jointly included with this staff report as Exhibit J. The provisional recommendation is as follows and will be verified by City of Gig Harbor Planning staff during its review of the applicant's building permit application:

The applicant shall choose a subtle earth-tone shade of yellow or ochre colors for its siding for review and acceptance by the City of Gig Harbor Planning staff.

5. Prior to issuance of building permitting necessary for the site's improvements, the applicant shall demonstrate that any outdoor lighting proposed is consistent with the applicable provisions of GHMC 17.99.350 and GHMC 17.99.460. Determination of consistency shall be made by the City of Gig Harbor Planning staff during its review of the applicant's building permit application.
6. Prior to issuance of building permitting necessary for the site's improvements, the applicant shall demonstrate that its proposed roofing material is consistent with GHMC 17.99.430. Determination of consistency shall be made by the City of Gig Harbor Planning staff during its review of the applicant's building permit application.

7. The applicant shall landscape the site consistent with the landscape plan included with this staff report as Exhibit R. All landscaping shall be installed prior to the issuance of certificate of occupancy or final inspection, unless the property owner submits a performance assurance equal to not less than 110 percent of a contractor's bid and which commits to install the landscaping within one year.
8. Buffer vegetation shall be maintained for the life of the project. Dead, diseased or dying vegetation may be removed; provided, that replanting of vegetation of a like or similar species in size and area coverage shall be accomplished within six months from removal.
9. For proper tree removal to occur, the contractor shall implement the following steps for clearing activities:
 - i. Surveyor shall stake the clearing limits;
 - ii. A rubber-tracked backhoe removes the understory and brush to allow visual and physical access for the review of trees to be removed and/or tree protection alternatives by owner and city planning staff.
 - iii. Owner representative, owner's arborist and City Planner to review trees scheduled for removal or protection within tree retention areas;
 - iv. Contractor shall place tree protection fencing as directed by planning staff;
 - v. Planning staff shall inspect fence prior to commencement of clearing activity; and,
 - vi. Prior to Planning Division approval of Occupancy Permits for the development, the owner's arborist shall revisit the site to inspect all retained trees to assess any impacts to them from the development.
10. The applicant shall comply with the comments provided in response to the Notice of Determination of Nonsignificance by the Department of Ecology included as Exhibit K to this decision.
11. Should archeological materials or human remains be observed during project activities, all work in the immediate vicinity shall stop. The State Department of Archeology and Historic Preservation, the City of Gig Harbor Planning Division, any affected Tribe, and the local coroner (as applicable) shall be contacted immediately to help assess the findings and determine how to preserve the resource(s). Compliance with all applicable laws pertaining to archeological resources (RCW 27.53, RCW 27.44, and WAC 25-48) is required.

Project Planner: Kimberly Mahoney, Senior Planner



Date: October 14, 2021

cc: Planning File

The following exhibits are included for your review of the development application:

- Exhibit A – Staff report, prepared by Kimberly Mahoney, Senior Planner, for the Wollochet Interchange Self-Storage Facility proposal (PL-SPR-20-0001 et al), dated October 14, 2021
- Exhibit B – Architectural Plan Set, prepared by Site+Plan+Mix, LLC, revised July 7, 2021
- Exhibit C – Civil Plan Set, prepared by Jorgenson Engineering Services, LLC, revised September 7, 2021
- Exhibit D – Conditional Use Permit Narrative, prepared by Applicant, revised April 13, 2021
- Exhibit E – Technical Memorandum, prepared by Grette Associates, LLC, dated June 29, 2021, together with Wetland and Fish and Wildlife Habitat Assessment Report, prepared by Soundview Consultants, LLC, revised July 17, 2020
- Exhibit F – Pierce County Short Plat 80-211
- Exhibit G – Lot Combination, Recording Number 9903100329
- Exhibit H – Concomitant Zoning Agreement for Tallman Annexation (ANX 91-07)
- Exhibit I – City of Gig Harbor Public Works Department Findings, Conclusions and Decision, EN-20-0085, EN-20-0086, EN-20-0087, and EN-20-0088
- Exhibit J – Notices of Recommendation, issued by the Gig Harbor Design Review Board (DRB) for permit no. PL-DR-20-0004, dated September 18, 2020 and October 23, 2020
- Exhibit K – Public Comments in Response to Determination of Nonsignificance (DNS)
- Exhibit L – Declarations, Notice of Public Hearing
- Exhibit M – Declarations, Notice of Public Meeting
- Exhibit N – Public Comments in Response to Notice of Application
- Exhibit O – Declarations, Notice of Application
- Exhibit P – ArcGIS Web Map of Project Site, prepared by Staff on October 13, 2021
- Exhibit Q – Alternative Landscape Plan (ALP) Narrative, prepared by Bradley Design Group, Inc., dated July 6, 2021, together with Wollochet Storage Tree Retention Assessment, prepared by Sound Urban Forestry, LLC, dated January 21, 2021

- Exhibit R – Landscape Plan Set, prepared by Bradley Design Group, Inc., revised July 6, 2021
- Exhibit S – Geotechnical Engineering Report, prepared by GeoResources, LLC, revised April 1, 2021
- Exhibit T – Determination of Nonsignificance (DNS), issued by the City of Gig Harbor for PL-SEPA-20-0001 on September 23, 2021

Duration of Permit Approval: The permits included in this decision shall expire three (3) years from the date of approval, unless a complete application for subsequent building permit or civil permit has been submitted and remained active, pursuant to GHMC 19.02.008. Upon written request by the property owner, prior to the date of land use permit expiration, the director may grant an extension of time up to but not exceeding one (1) year pursuant to GHMC 19.02.008(F). If a use or activity authorized by a conditional use permit is abandoned or discontinued for a continuous period of two years, the conditional use permit shall expire, and the use or activity may not be reestablished unless authorized by a new conditional use permit. See GHMC 19.02.008 for complete regulations on the duration of permit approvals and expiration of permits.

Administrative Appeal: There is no administrative appeal for this decision. Any appeal of this decision shall be in accordance with RCW 36.70C.

Property Tax Valuation: Affected property owners may request a change in property tax valuation notwithstanding any program of revaluation by contacting the Pierce County Assessor-Treasurer.

Permit Documents: The complete project permit file, including official decision, findings, conclusions and conditions of approval, if any, is available for review at the City of Gig Harbor Community Development Department, 3510 Grandview Street, Gig Harbor, WA 98335, during normal business hours, Monday through Friday. Additional permit information can also be found at <https://ci-gigharbor-wa.smartgovcommunity.com/Parcels/ParcelHome> by entering the above permit numbers. Questions regarding the above stated decision should be made to Kim Mahoney, Senior Planner at kmahoney@gigharborwa.gov or 253-851-6170.



COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

ADDENDUM

October 21, 2021

Office of the Hearing Examiner
Attn: Stephen K. Causseaux, Jr.
902 S. 10th Street
Tacoma, WA 98405

RE: Addendum to Staff Report, Wollochet Interchange Self-Storage Facility (PL-SPR-20-0001 et al)

Dear Mr. Causseaux,

This addendum is being prepared to revise a recommended condition of approval as stated in the staff report for the above-mentioned application file currently under review at the City of Gig Harbor. The addendum also requests to supplement the list of exhibits as it was communicated to your office on October 14, 2021, and requests that this addendum and its corresponding documentation be included as "Exhibit U" to your decision on this matter. Presently, Condition 10 included in Section XI of the staff report reads as follows:

The applicant shall comply with the comments provided in response to the Notice of Determination of Nonsignificance by the Department of Ecology included as Exhibit K to this decision.

Following the date of the staff report for this proposed development, City staff engaged in communications with the project agent who expressed concern with the limitations of Condition 10 as it was prepared. Namely, the applicant recognized the need to sample the soil at the subject site for arsenic and lead contamination, as was recommended by the Department of Ecology's Toxic Cleanup Program ("Ecology") in their response to this proposal's Determination of Nonsignificance (see Exhibit K included with the staff report). However, the applicant communicated hesitation in the restrictions imposed by the strict incorporation of Ecology's comments. It was the applicant's position that particular remediation plans may be inherently at odds with the stipulation that a "No Further Action" determination from Ecology be made "prior to finalizing site development

permits.” The City concurred with much of the concern communicated by the applicant, and coordinated with Ecology to ensure that a revised condition of approval would satisfy the recommendations introduced by Ecology in Exhibit K. Please see correspondence shared among the City, Ecology, and the applicant appended to this addendum.

As a result of this coordinated effort, staff requests that Condition 10 recommended for imposition in your decision be revised to read as follows:

The applicant shall comply with the comments provided in response to the Notice of Determination of Nonsignificance by the Department of Ecology included as Exhibit K to this decision, with the notable exception that, should remediation of the subject site be necessary, the applicant shall not be precluded from obtaining necessary local permits as are required to institute the soil remediation plan. As necessary, the applicant shall obtain all required permits from the City of Gig Harbor to institute the soil remediation plan, should one be required based on direction from the Department of Ecology after review of the soil sampling required of Exhibit K. Should a soil remediation plan be required at the subject site, the applicant shall provide the City of Gig Harbor with a “No Further Action” determination issued by the Department of Ecology prior to approval of civil permits necessary for the site’s development, or shall otherwise remediate the site in a process met agreeably by the City of Gig Harbor and the Department of Ecology. In no case shall a Certificate of Occupancy be issued prior to the Department of Ecology’s issuance of a “No Further Action” determination, should a soil remediation plan be required at the subject site.

As is evidenced in the documents which accompany this addendum, this revised language has been met agreeably by all parties involved.

Staff requests your consideration of the content of this addendum and its accompanying documents in your review and decision of PL-SPR-20-0001, PL-CUP-20-0001, PL-DR-20-0004, and PL-ALP-20-0001.

Sincerely,



Kim Mahoney, Senior Planner

Cc: Cindy Andrews, Planning Technician
Planning file

From: [Steve Yester](#)
To: [Kimberly Mahoney](#)
Subject: RE: Staff Report, Wollochet Storage Public Hearing (PL-SPR-20-0001 et al)
Date: Wednesday, October 20, 2021 3:40:47 PM
Attachments: [image001.png](#)
[image006.png](#)
[image002.png](#)

Thanks, Kim, I really appreciate it!

I will be ready for Examiner Causseaux's question and to say 'yes'.

Thanks again,

Steve

STEVE YESTER

Development Manager

e: syester@therushcompanies.com

d: (253) 432-7064 / c: (360) 280-5051

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(253) 858-3636

6622 Wollochet Dr. Gig Harbor, WA 98335

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From: Kimberly Mahoney <KMahoney@gigharborwa.gov>
Sent: Wednesday, October 20, 2021 3:35 PM
To: Steve Yester <syester@therushcompanies.com>
Subject: RE: Staff Report, Wollochet Storage Public Hearing (PL-SPR-20-0001 et al)

Hi Steve,

I've taken another attempt at Condition 10 in an effort to address your concern that a potential need for remediation may be limited to the perimeters of the site, which will be fenced to demarcate the clearing limits of the site prior to ground disturbance. The italicized represents added language:

The applicant shall comply with the comments provided in response to the Notice of Determination of Nonsignificance by the Department of Ecology included as Exhibit K to this decision, with the notable exception that, should remediation of the subject site be necessary, the applicant shall not be precluded from obtaining necessary local permits as are required to institute the soil remediation plan. As necessary, the applicant shall obtain all required permits from the City of Gig Harbor to institute the soil remediation plan, should one be required based on direction from the Department of Ecology after review of the soil sampling required of Exhibit K. Should a soil remediation plan be required at the subject site,

the applicant shall provide the City of Gig Harbor with a “No Further Action” determination issued by the Department of Ecology prior to approval of civil permits necessary for the site’s development, *or shall otherwise remediate the site in a process met agreeably by the City of Gig Harbor and the Department of Ecology. In no case shall a Certificate of Occupancy be issued prior to the Department of Ecology’s issuance of a “No Further Action” determination, should a soil remediation plan be required at the subject site.*

Does this quell your concerns? If so, I am comfortable with this language and will recommend it to the Hearing Examiner.

Best regards,

Kim Mahoney, Senior Planner

Planning Division, Community Development Department
City of Gig Harbor
3510 Grandview St., Gig Harbor, Washington 98335
P: 253.853.7615
www.cityofgigharbor.net

From: Steve Yester <syester@therushcompanies.com>

Sent: Wednesday, October 20, 2021 3:04 PM

To: Barber, Eva (ECY) <evba461@ECY.WA.GOV>; Kimberly Mahoney <KMahoney@gigharborwa.gov>

Subject: RE: Staff Report, Wollochet Storage Public Hearing (PL-SPR-20-0001 et al)

Thank you, Eva.

Best,

STEVE YESTER

Development Manager
e: syester@therushcompanies.com
d: (253) 432-7064 / c: (360) 280-5051

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From: Barber, Eva (ECY) <evba461@ECY.WA.GOV>

Sent: Wednesday, October 20, 2021 11:17 AM

To: Kimberly Mahoney <KMahoney@gigharborwa.gov>; Steve Yester

<syester@therushcompanies.com>

Subject: RE: Staff Report, Wollochet Storage Public Hearing (PL-SPR-20-0001 et al)

Kimberly and Steve,

Ecology agrees with the changes to Condition 10 allowing the issuance of necessary permits to implement the soil remediation. It makes a lot of sense. Ecology will incorporate your input in future SEPA comment in respect to the Tacoma Smelter Plume contamination. Thank you!

Steve, thank you for your thoughtful comments.

Best regards,

Eva Barber

Technical Assistance Coordinator

[Toxics Cleanup Program](#), Southwest Regional Office

Washington State Department of Ecology

Cell: 360-999-9593

✉ eva.barber@ecy.wa.gov

From: Kimberly Mahoney <KMahoney@gigharborwa.gov>

Sent: Wednesday, October 20, 2021 9:24 AM

To: Steve Yester <syester@therushcompanies.com>; Barber, Eva (ECY) <evba461@ECY.WA.GOV>

Subject: RE: Staff Report, Wollochet Storage Public Hearing (PL-SPR-20-0001 et al)

THIS EMAIL ORIGINATED FROM OUTSIDE THE WASHINGTON STATE EMAIL SYSTEM - Take caution not to open attachments or links unless you know the sender AND were expecting the attachment or the link

Hi Steve,

Thank you for reaching out to Eva with your thoughts. I spoke with her this morning so that she and I are aligned with your concerns and agree to an appropriate management of the potential for remediation on this site. Please see below the revised Condition 10 that I will be recommending to the Hearing Examiner tomorrow:

The applicant shall comply with the comments provided in response to the Notice of Determination of Nonsignificance by the Department of Ecology included as Exhibit K to this decision, *with the notable exception that, should remediation of the subject site be necessary, the applicant shall not be precluded from obtaining necessary local permits as are*

required to institute the soil remediation plan. As necessary, the applicant shall obtain all required permits from the City of Gig Harbor to institute the soil remediation plan, should one be required based on direction from the Department of Ecology after review of the soil sampling required of Exhibit K. Should a soil remediation plan be required at the subject site, the applicant shall provide the City of Gig Harbor with a "No Further Action" determination issued by the Department of Ecology prior to approval of civil permits necessary for the site's development.

This revised recommendation reflects the conversation that I had with Eva confirming that Ecology takes no issue with the potential that the remediation plan applicable to this site may inherently require issued permits from the local jurisdiction, and that the need for those permits should not conflict with the condition recommended to the Hearing Examiner. The above condition accomplishes that.

Specific to the points you introduce in your email this morning, I spoke at length with Eva about your hope to contract a private environmental consultant to determine an appropriate remediation plan and submit new soil samples to Ecology for her determination of No Action Needed; that is not a practice instituted by Ecology and will not be applied to this development. Eva was clear that the mechanism by which developers are to remediate their sites when initial soil samples indicate that cleanup under MTCA is necessary is via the Voluntary Cleanup Program (VCP), which will yield a No Further Action letter indicating successful implementation of the remediation plan, once accomplished. If soil samples for arsenic and lead come back above cleanup standards, Rush will need to enter the VCP and remediate the site through that means.

If you have any additional questions or wish to speak more on this, I'm always happy to make the time. Please review the recommended condition in this email and let me know if you have any questions. If none, I will see you at tomorrow's hearing.

Very best regards,

Kim Mahoney, Senior Planner

Planning Division, Community Development Department
City of Gig Harbor
3510 Grandview St., Gig Harbor, Washington 98335
P: 253.853.7615
www.cityofgigharbor.net

From: Steve Yester <syester@therushcompanies.com>

Sent: Wednesday, October 20, 2021 7:46 AM

To: Eva.Barber@ecy.wa.gov

Cc: Kimberly Mahoney <KMahoney@gigharborwa.gov>

Subject: RE: Staff Report, Wollochet Storage Public Hearing (PL-SPR-20-0001 et al)

Hi Eva,

Thanks for the time in discussion yesterday. It does seem your program may be getting an undeserved 'bad rep on the street' or is being confused with other programs or different circumstances. In any event, I'm glad to hear the Voluntary Cleanup Program for the Tacoma Smelter Plume has remained consistently funded and I'm truly impressed you have been able to keep up largely by yourself – the plume is a very large area with A LOT of projects going on!

I also talked to Kim Mahoney today and understand the local jurisdiction's perspective in adopting Ecology's specific recommendations to a project as rigid conditions of approval: as State Agency responsible for SEPA, DOE comments to a DNS carry considerable weight and receives substantial deference.

With that in mind, may I respectfully offer a caution as to the specific wording of comment number 3) under the third bullet point in the comment letter in the section related to the Tacoma Smelter Plume:

Prior to finalizing site development permits, provide to the local land use permitting agency "No Further Action" determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.

The 'prior to finalizing site development permits' may be problematic depending on the terminology and permit sequencing of many local jurisdictions. Especially where capping in place or consolidation and capping were the elected model remedies, these may require additional permits (such as a building permit) which are normally dependent upon a site development permit having been 'finalized'. This depends on the interpretation of finalized (e.g. issued or approved upon completion of work).

Even for the mixing or excavation and removal remedies, which are themselves site development (or site disturbing in some jurisdictions) activities the recommendation as written could be problematic if applied strictly. Must a permit specific to the cleanup be issued and finalized prior to the 'project' site development permit? If so, how does that impact efficient construction sequencing and overall project timeline? A mixing remedy may be appropriate for a preserved open space area where mulch would be applied as the perimeter clearing limit fence is removed and landscape completed across the site at the conclusion of the project. That typical and efficient sequencing shouldn't pose an interim public health risk and would still accomplish the desired result but may not be allowed to the detriment of the project and applicant.

While I've discussed the question with Kim and confident of being able to work through this with the City in the case of this project, I am reminded of experiences where an easily agreed solution has required considerable extra process, even to the point of reopening a hearing examiner decision to amend language to allow the resolution, which can be a time consuming and fraught process. These kind of potential interpretation 'gotchas', where it is not what is allowed or required that is at issue merely how to document approval, are all too commonplace. It would feel too presumptuous to propose specific replacement language but I do feel it warrants consideration and discussion with

local jurisdiction partners to avoid unintended complications.

Finally, as to comment numbers 1) and 2) under the same third bullet point, even if the VCP program is and has been functioning well I still personally feel that the official DOE recommendation to local officials, which can generally be expected to become requirements, should distinguish between the “shall” appropriate to bullet points 1,2 and 4 addressing regulations which must be complied with and the more appropriate “should/may” of participating in the VCP in order to access helpful resources such as yourself or to obtain formal documentation of compliance from DOE in the form of an NFA. Certainly it may be stressed that an applicant “shall” comply with the guidance in order to satisfy MTCA; however, that guidance itself (and program’s name) indicates participation in the Voluntary Cleanup Program is elective and that a local jurisdiction need not require an NFA (from page 3 of Washington Department of Ecology Tacoma Smelter Plume Model Remedies Guidance 19-09-101):

I need a No Further Action determination from Ecology

If a local government permit office or lender requires Ecology’s written approval of your cleanup, you should enter the Voluntary Cleanup Program (VCP). In addition, a future buyer might want to see Ecology’s written approval of your cleanup. The VCP provides technical assistance and a written opinion.

The guidance was developed to facilitate compliance and even enable property owners to largely “self-perform” in their compliance efforts then simply maintain documentation on file. If Ecology believes the scale of a proposed project subject to SEPA is such that professional guidance and formal documentation is warranted, reliance on qualified, licensed professionals is common throughout regulatory compliance regimes and could be acknowledged as an alternative to an NFA from Ecology. A signed, stamped letter from an environmental professional that the characterization sampling and any cleanup and compliance testing required was planned, supervised and completed per the guidance should be acknowledged by DOE as a satisfactory alternative to technical assistance and compliance documentation through the VCP.

Let me reiterate that I do feel considerably more comfortable about the prospect of participating in the program having spoken with you and in my experience have found you to be very responsive and helpful. I appreciate your consideration of another perspective on those couple of points above.

Best,

STEVE YESTER

Development Manager

e: syester@therushcompanies.com

d: (253) 432-7064 / c: (360) 280-5051

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From: Kimberly Mahoney <KMahoney@gigharborwa.gov>

Sent: Tuesday, October 19, 2021 9:03 AM

To: Steve Yester <syester@therushcompanies.com>

Subject: FW: Staff Report, Wollochet Storage Public Hearing (PL-SPR-20-0001 et al)

Hi Steve,

Please see below the response that I have received from Eva Barber with the Department of Ecology. Eva explains that "Ecology is the only entity that is mandated by the legislature to have decision-making responsibility to evaluate sampling and cleanup of properties and certify them as meeting the MTCA cleanup standards." As such, I disagree that it would be appropriate for an external consultant to attempt this evaluation and remediation plan under contract with your firm. My recommended condition of approval will remain as stated for the Hearing Examiner's consideration.

As a note: Eva indicated that she provided you with a sampling plan with reduced sampling in the disturbed areas to ease your sampling effort. It may be of interest to you to continue working with her on this effort, what with your concern of a burdensome or timely process. I'll again remind you that I have worked with Eva recently on a project in Gig Harbor that was similarly conditioned; I learned through that effort that Eva carries out her role in a timely and complete manner, which I also believe should quell your concern of a robust, timely endeavor.

If you still would like to discuss this in more detail, let's plan for a call this afternoon.

My very best,

-Kim

Kim Mahoney, Senior Planner

Planning Division, Community Development Department

City of Gig Harbor

3510 Grandview St., Gig Harbor, Washington 98335

P: 253.853.7615

www.cityofgigharbor.net

From: Barber, Eva (ECY) <evba461@ECY.WA.GOV>

Sent: Tuesday, October 19, 2021 8:29 AM

To: Kimberly Mahoney <KMahoney@gigharborwa.gov>

Subject: RE: Staff Report, Wollochet Storage Public Hearing (PL-SPR-20-0001 et al)

Hi Kimberly,

Thank you for reaching out to me about this. The VCP program has never been closed for the Tacoma Smelter Plume (TS) properties. We have a dedicated staff person (me) to issue opinion

letters and NFA determinations as soon as they enter the VCP program. There is no backlog for the TSP properties and never has been. The fees to enter the VCP and to obtain technical assistance are also waived for the TSP contamination.

Ecology is the only entity that is mandated by the legislature to have decision-making responsibility to evaluate sampling and cleanup of properties and certify them as meeting the MTCA cleanup standards. Ecology has the dedicated staff, the legal authority, and the resources to make that determination. Not all the consultants have the expertise to adequately characterize the properties for contamination or design a cleanup action plan that would lead to meeting MTCA requirements.

The VCP process has been working well for the TSP contamination. The process is well-designed and follows standard rules. The VCP process increases the chances of successful remediation. Joining the VCP may actually speed remediation. Shortfalls in the sampling or cleanup action plans through the technical assistance can be addressed early on in the process, saving time and resources. We have a TSP Model Remedies Guidance, which streamlines sampling and cleanup. In addition, we also work with the applicants to help them design sampling and cleanup plans that are specific to their property.

It is not unlikely that there is contamination on this property. Previous development on the property does not preclude remaining contamination. There are also areas in the perimeter of the property that have not been disturbed. This applicant contacted me, asking to waive the testing requirements. Many properties that are mapped in the 20 ppm areas tested as having arsenic or lead above the state cleanup levels. This property is not very big or complex and does not require many samples to be collected. I evaluated this property and proposed a sampling plan with reduced sampling in the disturbed areas. I have not heard back.

If the applicant follows my sampling guidelines and if the sampling shows that arsenic and lead are below MTCA cleanup levels, I will issue a memo that will summarize the sampling and recommend No Action for the TSP contamination (which is what I typically do). If arsenic or lead exceed MTCA cleanup levels, I will help the applicant through the VCP process and make sure that they have all the information and technical assistance they need.

Let me know if you have any questions. You can call me at any time at the number listed below.

Eva Barber

Technical Assistance Coordinator

[Toxics Cleanup Program](#), Southwest Regional Office

Washington State Department of Ecology

Cell: 360-999-9593

 eva.barber@ecy.wa.gov

From: Kimberly Mahoney <KMahoney@gigharborwa.gov>
Sent: Tuesday, October 19, 2021 7:43 AM
To: Barber, Eva (ECY) <evba461@ECY.WA.GOV>
Subject: FW: Staff Report, Wollochet Storage Public Hearing (PL-SPR-20-0001 et al)
Importance: High

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Hi Eva – do you have a few minutes to consider the comment I received from the applicant of the Wollochet Storage project that is scheduled for hearing this week in Gig Harbor? Per ECY's letter (attached), I included a recommended condition of approval for the Hearing Examiner's adoption that will require the applicant to test the soils at their site and submit the results to ECY, and follow ECY's process (VCP program until NFA is determined appropriate, if exceeding MTCA cleanup levels). The applicant has some concern that the VCP program is sometimes closed due to lack of funding and that some unexpected timelines may inhibit the project's schedule if, in the unlikely event, samples reveal levels in exceedance of cleanup levels. The applicant is suggesting instead that if soil samples are taken that require cleanup, that the applicant be permitted to hire their own environmental consultant to conduct the cleanup and submit the consultant's certification to the City and to ECY for verification of NFA.

Is that something that ECY would be amenable to? Or does your comment requiring an applicant follow the typical practice still apply? If the applicant's idea sounds acceptable to you, I can revise my recommendation to the Hearing Examiner accordingly.

I appreciate your thoughts and time on this, Eva! I hope to hear from you soon!
All my best,
-Kim

Kim Mahoney, Senior Planner
Planning Division, Community Development Department
City of Gig Harbor
3510 Grandview St., Gig Harbor, Washington 98335
P: 253.853.7615
www.cityofgigharbor.net

From: Steve Yester <syester@therushcompanies.com>
Sent: Monday, October 18, 2021 4:02 PM
To: Kimberly Mahoney <KMahoney@gigharborwa.gov>
Cc: Cindy Andrews <candrews@gigharborwa.gov>
Subject: RE: Staff Report, Wollochet Storage Public Hearing (PL-SPR-20-0001 et al)

Hi Kim,

Thanks again for sending the report. Nice work! We reviewed the analysis and recommended conditions of approval and thought they were generally fine.

The only one I would like to discuss a detail of is that related to Ecology's comment letter; specifically, the Tacoma Smelter Plume recommendations for what is required should testing indicate MTCA threshold exceedance. Ecology's recommendations in that event requires participation in the Voluntary Cleanup Program (is that still 'voluntary'?). There can be problems with that program, including that it is sometimes closed for lack of funding, but lacks clear procedure and timeframes for receiving a "No Further Action" determination even when operating. Strict compliance with Ecology's recommendation could hold up the project indefinitely waiting on an NFA letter.

I think the likelihood of an exceedance at this property is de minimis given not only its location at the edge of the modeled plume but the significant excavation of the development area which occurred post-smelter operations. But knowing my luck I'll pull a sample with a cancer pill somebody dropped or spilled rat poison...

Again going back to the word "Voluntary" in the name of Ecology's program they are recommending that you require, in the unlikely event of an exceedance, I would rather volunteer to work with a qualified environmental consultant to certify cleanup to MTCA levels and submit that certification to the City and Ecology to satisfy the condition of approval. It would be the same consultant Ecology would be relying on in issuing an NFA anyway.

Maybe I could take you up on your offer of a short phone call to discuss this nuance and a brief discussion of the hearing formalities. I'm pretty open tomorrow if you have a 15 – 30 minute window available I would appreciate it.

Best,

STEVE YESTER

Development Manager

e: syester@therushcompanies.com

d: (253) 432-7064 / c: (360) 280-5051

RUSH DEVELOPMENT

(253) 858-3636

6622 Wollochet Dr. Gig Harbor, WA 98335

www.therushcompanies.com

BUILDING AN EXCEPTIONAL FUTURE, TOGETHER.

From: Kimberly Mahoney <KMahoney@gigharborwa.gov>

Sent: Thursday, October 14, 2021 12:59 PM

To: Steve Yester <syester@therushcompanies.com>

Cc: Cindy Andrews <candrews@gigharborwa.gov>

Subject: Staff Report, Wollochet Storage Public Hearing (PL-SPR-20-0001 et al)

Importance: High

Good afternoon Steve,

Please find [linked here](#) my staff report and exhibits for the Hearing Examiner's consideration of the Wollochet Interchange Self-Storage Facility (PL-SPR-20-0001 et al). I encourage you to carefully review the report, specifically the recommended conditions of approval, and let me know if you have any questions. I'll again offer that if you wish to meet with me in advance of the hearing to discuss the project or formalities during the hearing, please just let me know and I'll absolutely make the time!

We are still within the public comment periods for the DNS and the Notice of Public Hearing, so if any comments are submitted to staff, I will transmit them to you and you will have an opportunity to prepare an address of their content. As a reminder – the earlier you're able to test the soils per ECY's comment, the better, as that will be required prior to my approval of your EN permit intake.

Very best regards,

-Kim

Kim Mahoney, Senior Planner

Planning Division, Community Development Department

City of Gig Harbor

3510 Grandview St., Gig Harbor, Washington 98335

P: 253.853.7615

www.cityofgigharbor.net

WOLLOCHET INTERCHANGE SELF-STORAGE

6600 WOLLOCHET DRIVE, GIG HARBOR, WA

DEVELOPER

WOLLOCHET INTERCHANGE, LLC
6622 WOLLOCHET DRIVE
GIG HARBOR, WA 98335
(253) 858-3636
CONTACT: STEVE YESTER

DESIGN ARCHITECT

SITE+PLAN+MIX, LLC
11012 SAND POINT WAY NE
SEATTLE, WA 98125
(206) 310-7770
CONTACT: STEPHEN BOURNE
WA LICENSE: 7219

CIVIL ENGINEER

RUSH DEVELOPMENT
6622 WOLLOCHET DRIVE
GIG HARBOR, WA 98335
(253) 858-3636
CONTACT: THAIR JORGENSEN

LANDSCAPE DESIGN

BRADLEY DESIGN GROUP
4330 N. LEXINGTON ST
TACOMA, WA 98407
(253) 272-4848
CONTACT: MICHELLE FRANKLIN-WILSON

ARCHITECTURAL SHEET INDEX

T-1	TITLE SHEET, PROJECT DATA
A-1	ARCHITECTURAL SITE PLAN
A-2.1	BUILDING INTERIOR FLOOR PLANS
A-3.1	EXTERIOR ELEVATIONS - BLDG A
A-3.2	EXTERIOR ELEVATIONS - BLDGS B & C
A-3.3	EXTERIOR ELEVATIONS - BLDGS D & E

PROJECT INFORMATION

EXISTING SITE:
ADDRESS: 6600 WOLLOCHET DRIVE
GIG HARBOR, WA
0221078007
PARCEL NUMBER: 0221078007
ZONING DISTRICT: RB-2 (REGIONAL BUSINESS)
SITE AREA: 3.69 ACRES

PROPOSED BUILDINGS:
USE: MINI-STORAGE WAREHOUSE
NO. OF BLDGS: 5
BLDG AREA: 101,566 GSF
BLDG HEIGHT: 35/ 3-STORIES
CONSTR. TYPE: II-B
TOTAL UNITS: 664
FIRE: FULLY SPRINKLED
OCCUPANCY: S-1 (PRIMARY USE)
B (ACCESSORY USE)

SCOPE OF WORK

SITE IS CURRENTLY VACANT. NEW CONSTRUCTION WILL BE A MINI-STORAGE WAREHOUSE FACILITY WITH ONE (1) NEW 3-STORY BUILDING, ONE (1) NEW 2-STORY BUILDING AND THREE (3) 1-STORY BUILDINGS. ALL NEW BUILDING AREA TO BE SPRINKLED. PERIMETER OF SITE WILL BE SECURED WITH A COMBINATION OF "IRON" FENCE AND CMU SCREEN WALL. EIGHT (8) PARKING SPACES ARE PROVIDED ON-SITE, PLUS FOUR (4) TRUCK LOADING SPACES. A NEW SHARED CURB CUT LOCATION IS PROPOSED TO BE INSTALLED ALONG THE WOLLOCHET STREET FRONTAGE.

AREA CALCULATIONS

3-STORY BUILDING A

LEVEL ONE:	
OFFICE:	909
STORAGE & SUPPORT:	21,360
COVERED LOADING:	2,075
SUB-TOTAL LEVEL ONE:	24,343

UPPER LEVELS:	
LEVEL 2:	22,989
LEVEL 3:	24,456
TOTAL 3-STORY GSF:	71,778

1-STORY BLDGS GSF: 30,581

TOTAL PROJECT GSF: 102,371

TOTAL NSF: 81,380

TOTAL PARKING REQUIRED: 2 (AT OFFICE)
TOTAL PARKING PROVIDED: 6

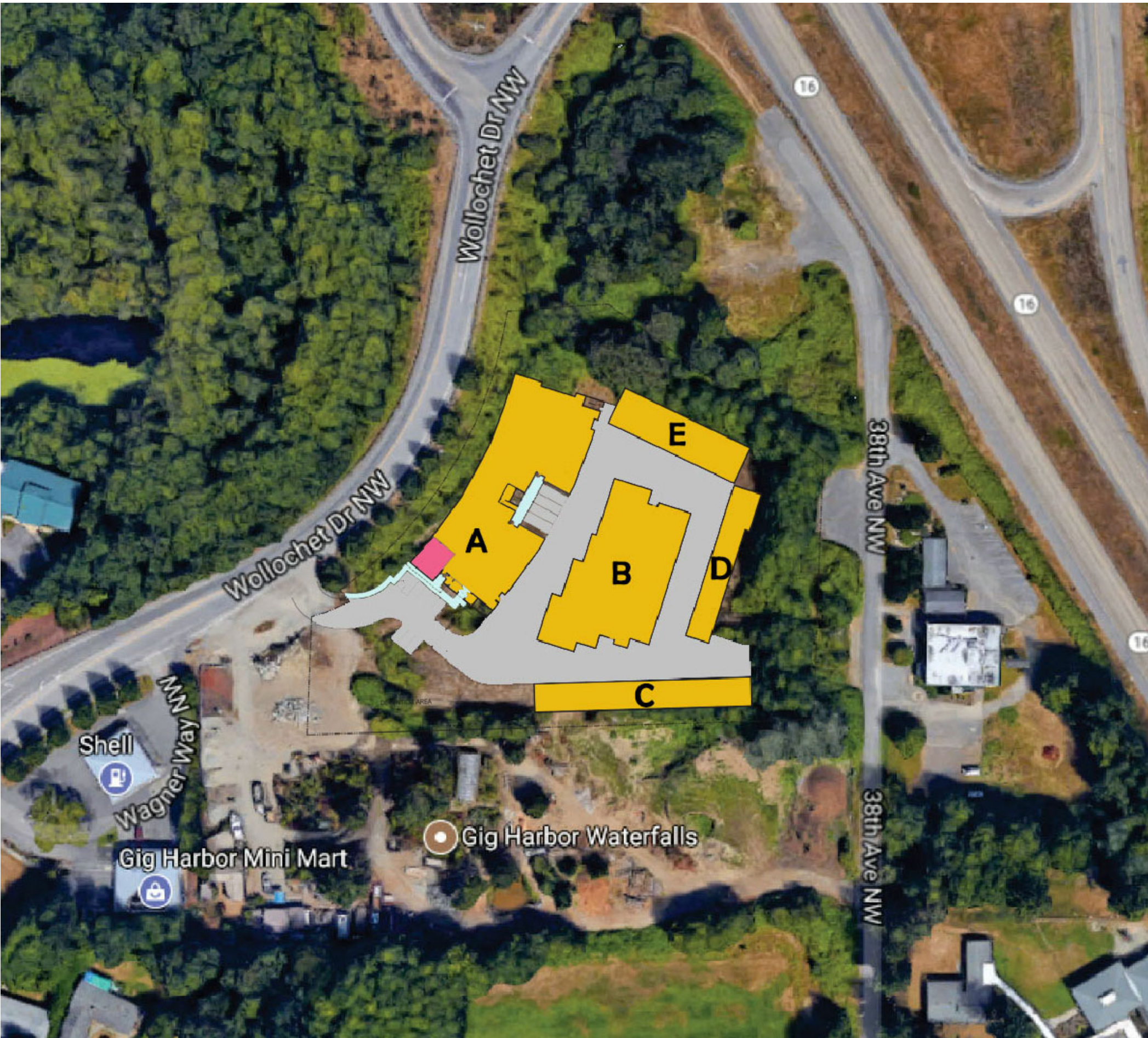
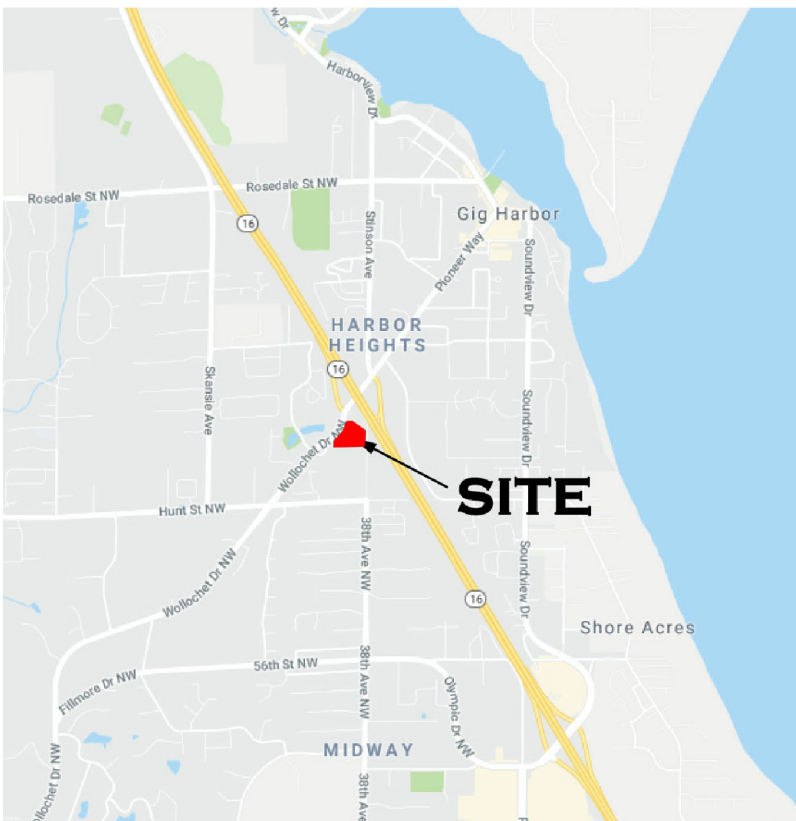
LOADING BERTHS REQUIRED: 11
LOADING BERTHS PROVIDED: 11

SITE CALCULATIONS

TOTA SITE AREA: 160,819 SF

MAX IMPERVIOUS ALLOWED: 60%

VICINITY MAP



1 PHOTO AERIAL COMPOSITE SITE PLAN
SCALE: N.T.S.



WOLLOCHET SELF-STORAGE A NEW SELF-STORAGE & RV FACILITY 6600 WOLLOCHET DRIVE GIG HARBOR, WA

NO.	DATE	REVISION
1	02.25.2021	SITE PLAN REVIEW RESPONSES
2	07.07.2021	SPR #2 REVIEW RESPONSES

PROJECT ARCHITECT	SAB
DRAWN BY	SAB
CHECKED BY	
STAMP	

TITLE	TITLE SHEET
SUBTITLE	PROJECT INFORMATION
PROJECT REP.	
DATE	25 FEBRUARY 2021
ISSUE	SITE PLAN REVIEW RESUBMITTAL

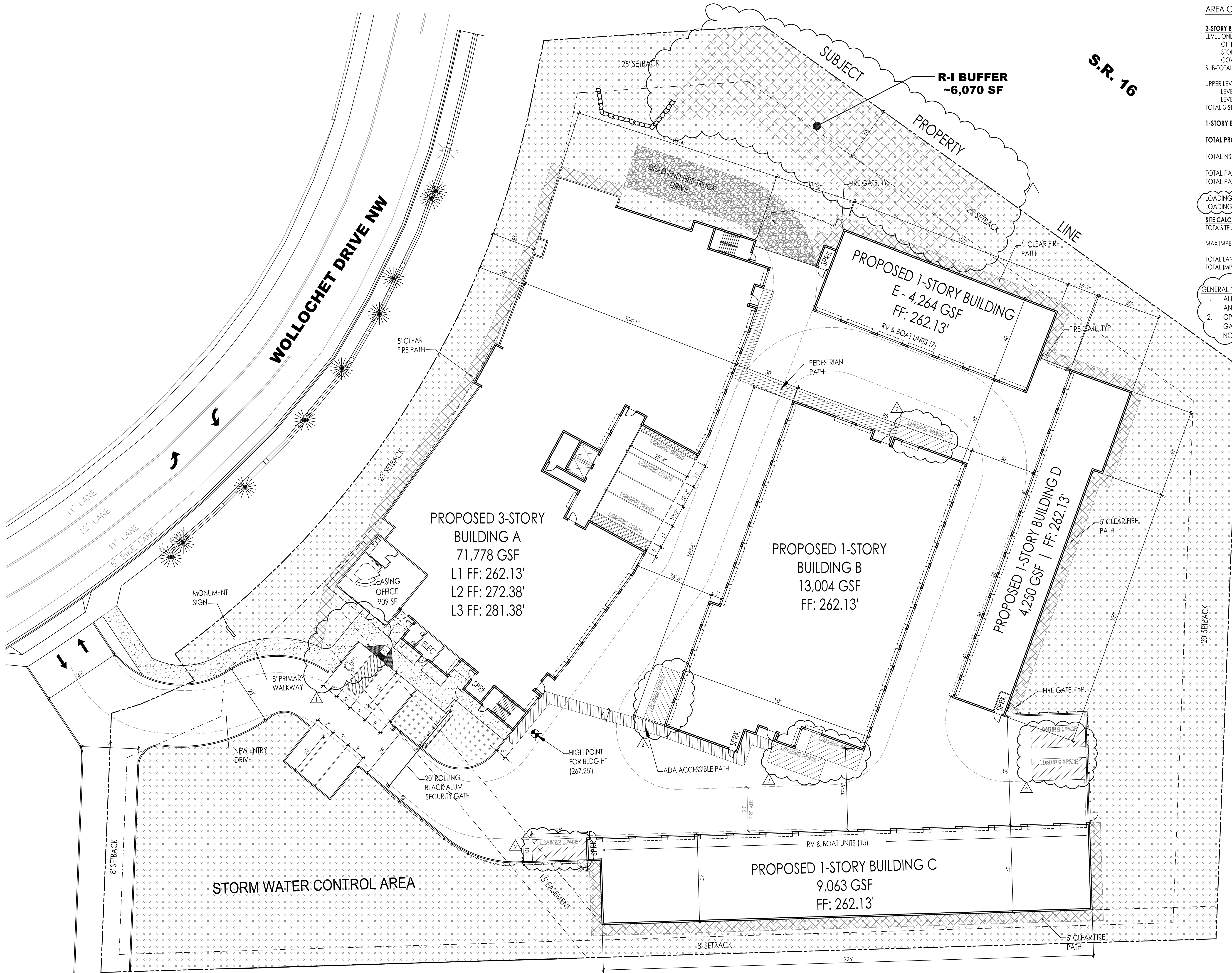
SHEET NUMBER	T-1
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AWARD-WINNING SELF-STORAGE ARCHITECTURE
206.310.7770
17030 174TH AVE NE
WOODINVILLE, WA 98072
stephen.bourne@comcast.net

SITE+PLAN+MIX, LLC

Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit B



AREA CALCULATIONS	
3-STORY BUILDING A	
LEVEL ONE:	
OFFICE:	909
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TOTAL NSF:	81,380
TOTAL PARKING REQUIRED:	2 (AT OFFICE)
TOTAL PARKING PROVIDED:	6
LOADING BERTHS REQUIRED:	11
LOADING BERTHS PROVIDED:	11
SITE CALCULATIONS	
TOTAL SITE AREA:	160,819 SF
MAX IMPERVIOUS ALLOWED:	60%
TOTAL LANDSCAPE AREA:	(40.6%) 65,251 SF
TOTAL IMPERVIOUS AREA:	(59.4%) 95,568 SF
GENERAL NOTES	
1. ALL GATES WILL BE APPROVED BY FIRE MARSHAL AND MEET GHMC 15.16.100 & 15.16.110.	
2. OPTICON SYSTEM REQUIRED AT ALL MOTORIZED GATES. KNOX SYSTEMS ARE REQUIRED AT ALL NON-MOTORIZED GATES.	

AWARD-WINNING SELF-STORAGE ARCHITECTURE
206.310.7770
17030 174TH AVE NE
WOODINVILLE, WA 98072
stephen.bourne@comcast.net

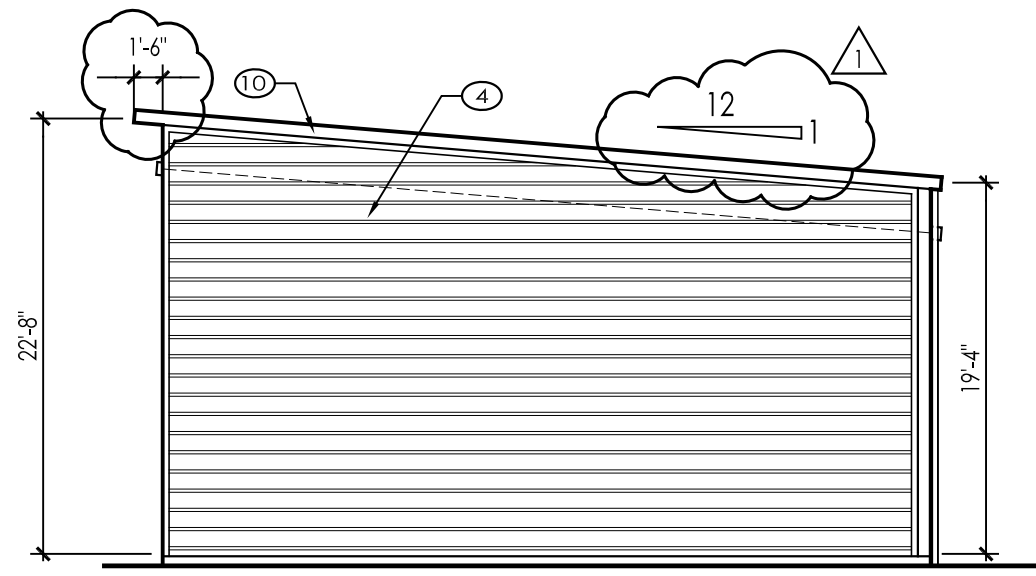
SUBMIT PLAN
ALLX LLC

WOLLOCHET SELF-STORAGE
A NEW SELF-STORAGE & RV FACILITY
6600 WOLLOCHET DRIVE
GIG HARBOR, WA

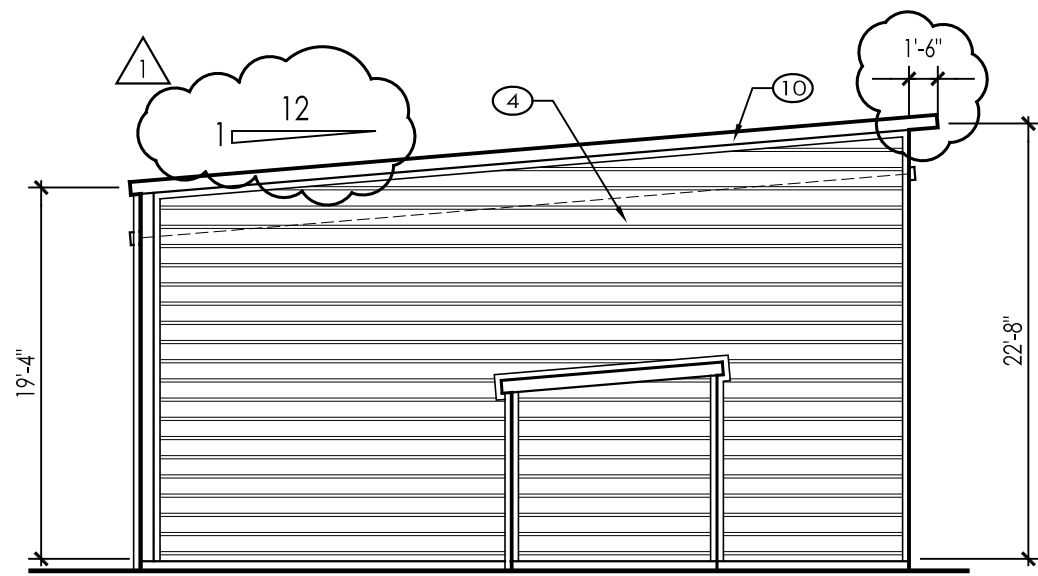
NO.	DATE	REVISION
1	02.25.2021	SITE PLAN REVIEW RESPONSES
2	07.07.2021	SPR #2 REVIEW RESPONSES
PROJECT ARCHITECT		
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DRAWN BY		
SAB		
CHECKED BY		
SEAL		
TITLE		
SITE PLAN		
SUBTITLE		
AREA CALCULATION		
PROJECT REP.		
DATE		
25 FEBRUARY 2021		
SHEET		
SITE PLAN REVIEW RESUBMITTAL		
SHEET NUMBER		
A-1		

MATERIAL KEY

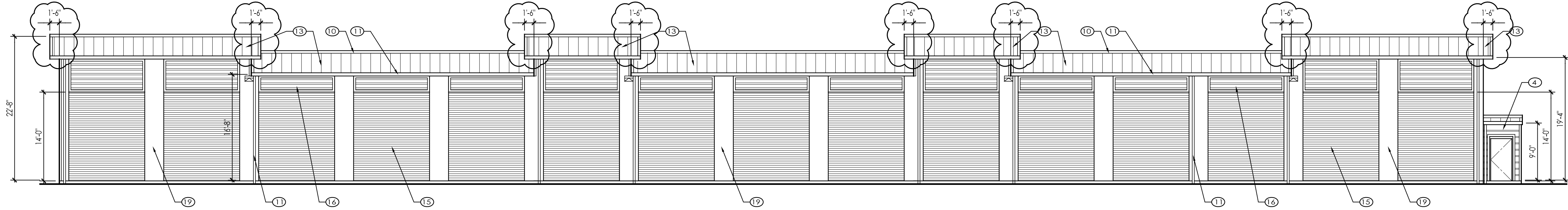
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- 2 INTEGRAL COLOR SMOOTH -FACE CMU (MOUNTAIN BROWN)
- 3 PAINTED HARD-PANEL REVEAL SYSTEM (p - SW 6655) (b - SW 6146)
- 4 HORIZ. "FLEX SERIES (1.2FX20-12") (WEATHERED COPPER)
- 5 VERT. "BOX RIB" METAL SIDING (SIERRA TAN)
- 6 VERT. "PRESTIGE SERIES 16" REVEAL FLAT PANEL" METAL SIDING (METALLIC COPPER)
- 7 18" DEEP METAL COPING (COOL DARK BRONZE)
- 8 8" HORIZ. BREAK METAL TRIM (WEATHERED COPPER)
- 9 4" TS STRUT/BRACE (WEATHERED COPPER)
- 10 8" METAL WALL COPING (WEATHERED COPPER)
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- 15 COILING UNIT DOOR (TAN)
- 16 METAL UNIT DOOR HEADER PANEL (TAN)
- 17 FIRE EXIT/UTILITY DOOR (UMBER)
- 18 "CUT-OFF" LED WALL-PAK LIGHT FIXTURE
- 19 METAL UNIT PIER (WEATHERED COPPER)



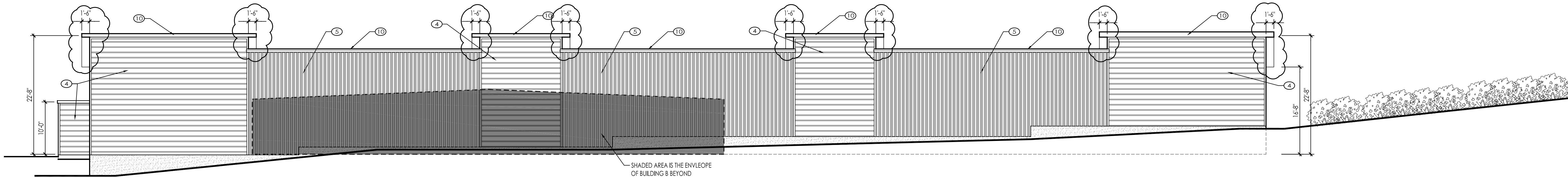
8 BUILDING C EAST ELEVATION
SCALE: 1" = 10'-0"



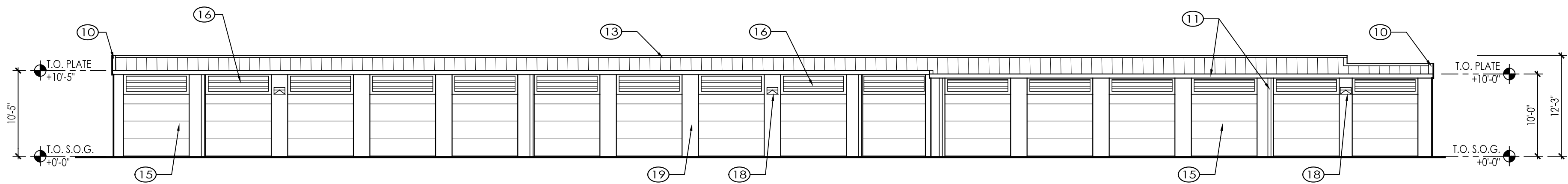
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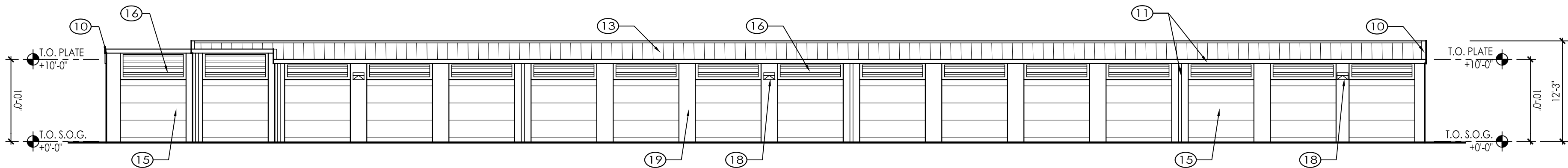
6 BUILDING C NORTH ELEVATION
SCALE: 1" = 10'-0"



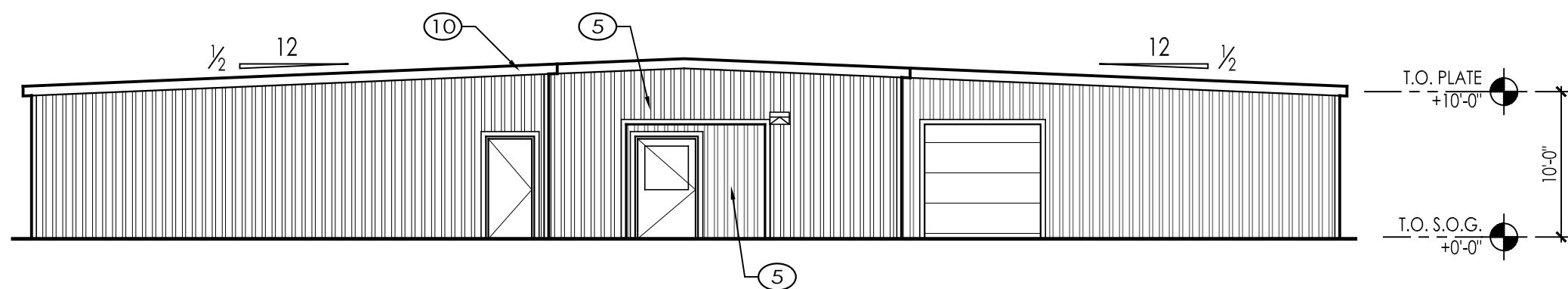
5 BUILDING C SOUTH ELEVATION & SITE ELEVATION SECTION
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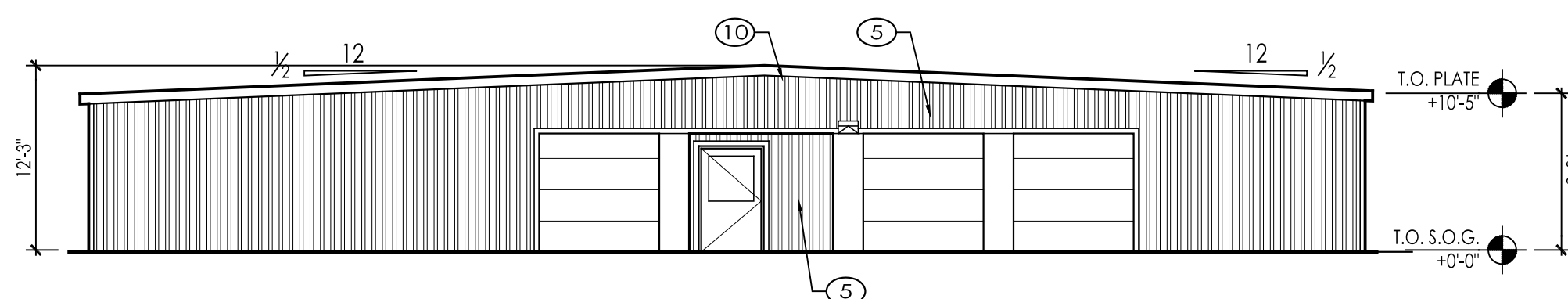
4 BUILDING B EAST ELEVATION
SCALE: 1" = 10'-0"



3 BUILDING B WEST ELEVATION
SCALE: 1" = 10'-0"



2 BUILDING B SOUTH ELEVATION
SCALE: 1" = 10'-0"



1 BUILDING B NORTH ELEVATION
SCALE: 1" = 10'-0"

NO.	DATE	REVISION
1	02.25.2021	SITE PLAN REVIEW RESPONSES

PROJECT ARCHITECT	SAB
DRAWN BY	SAB
CHECKED BY	
STAMP	

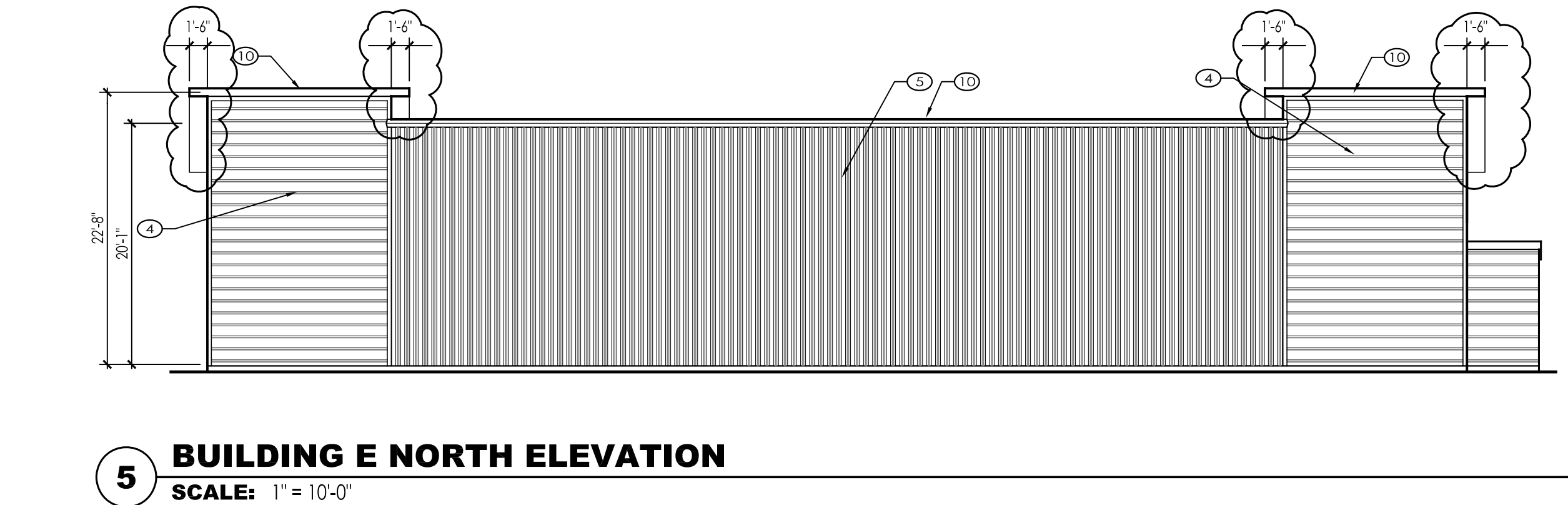
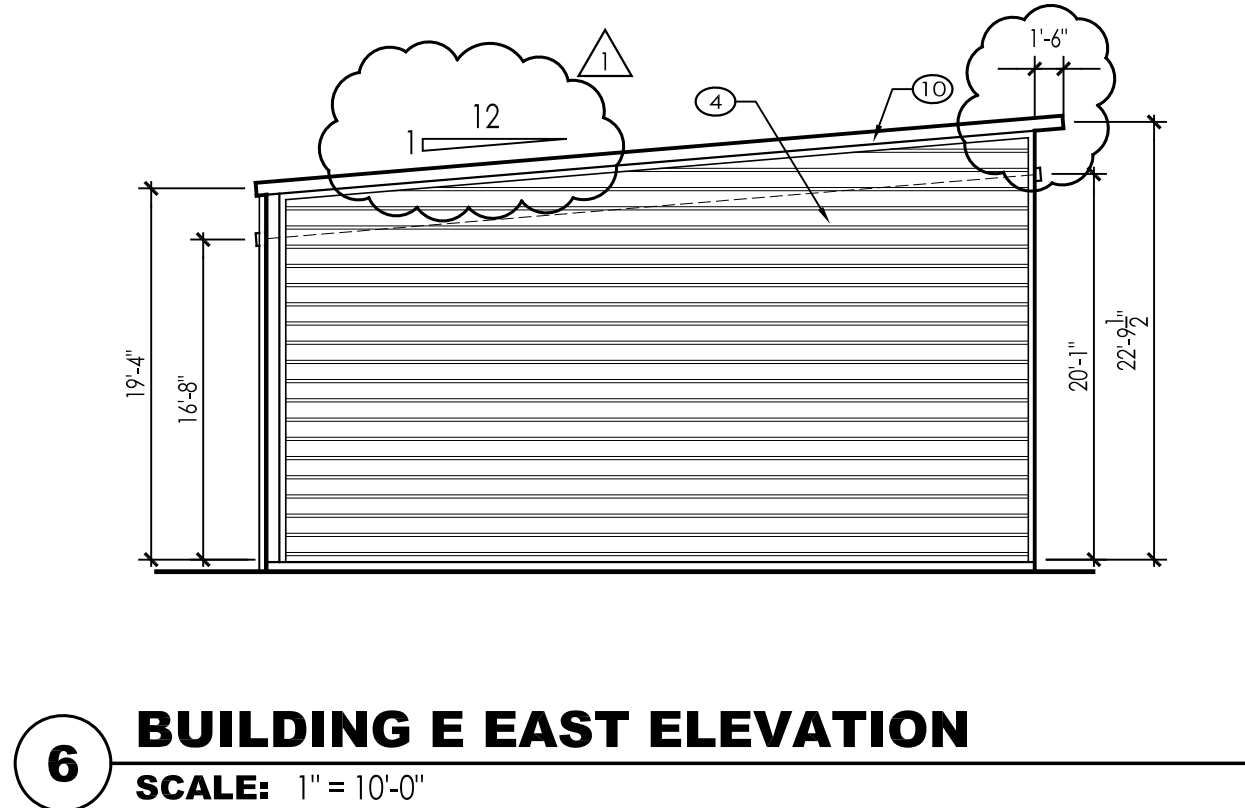
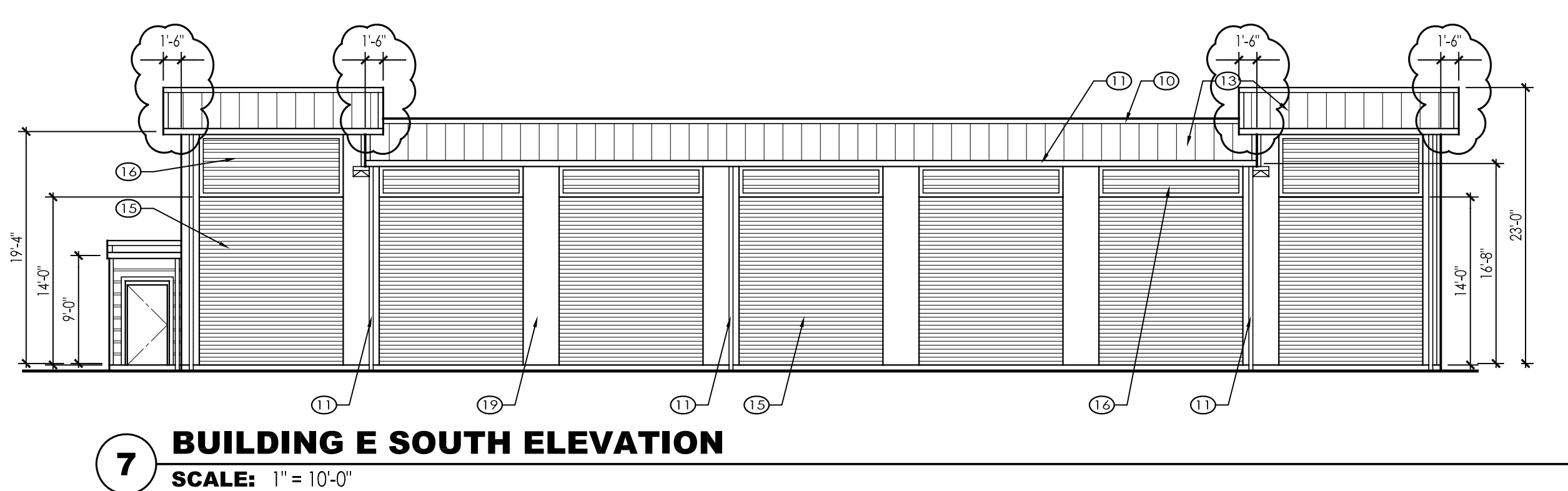
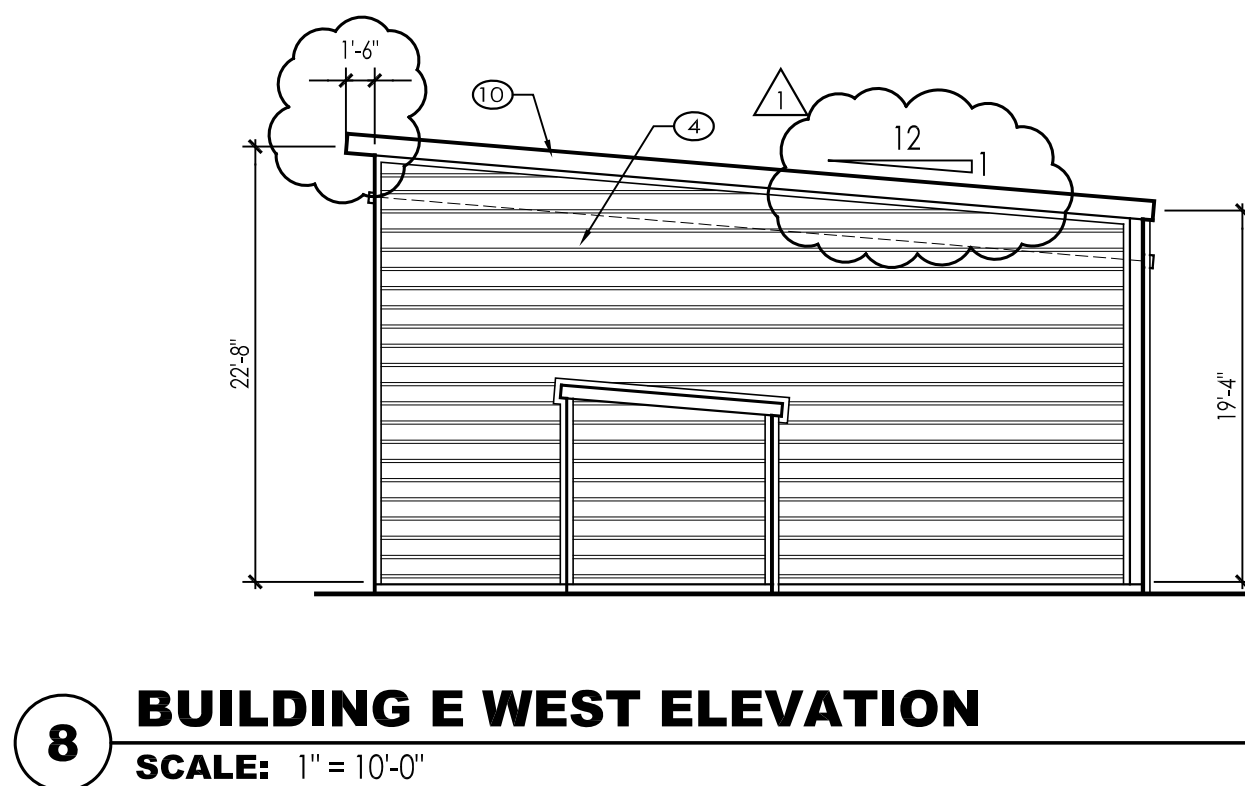
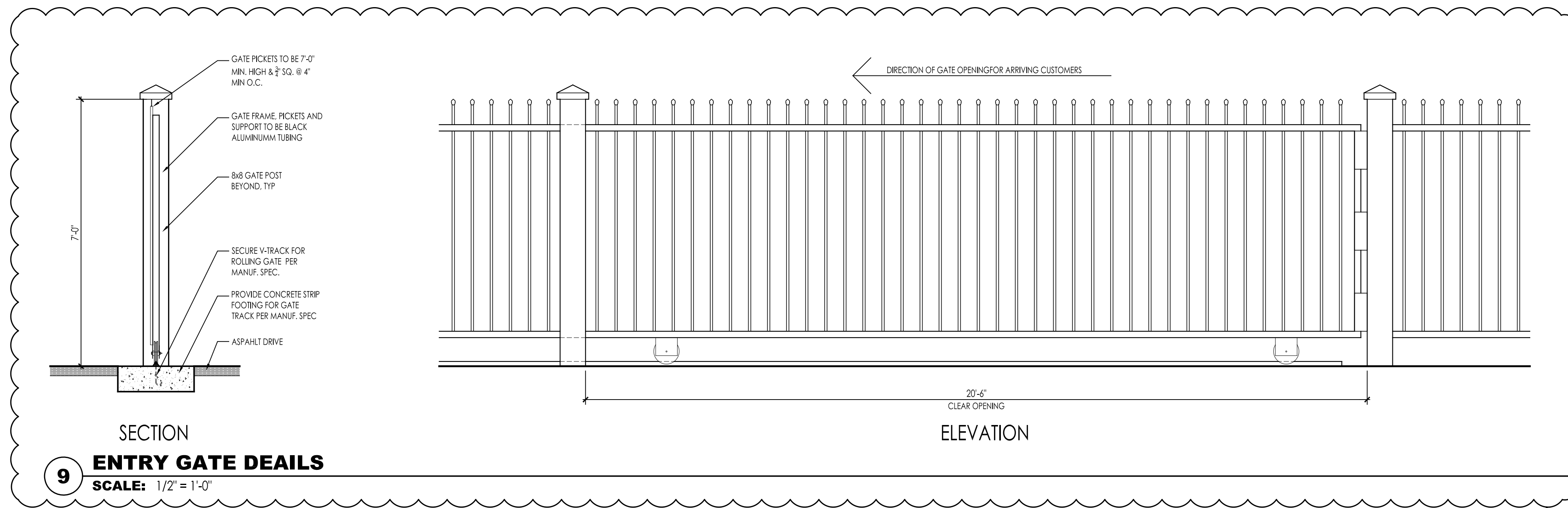
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SUBTITLE	SITE ELEVATION SECTION
PROJECT REF.	
DATE	25 FEBRUARY 2021
ISSUE	SITE PLAN REVIEW RESUBMITTAL
SHEET NUMBER	

A-3.2

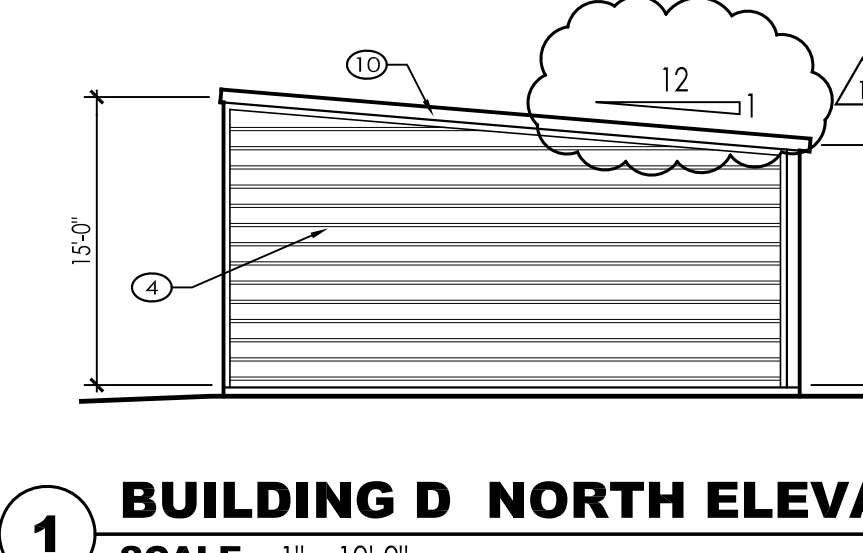
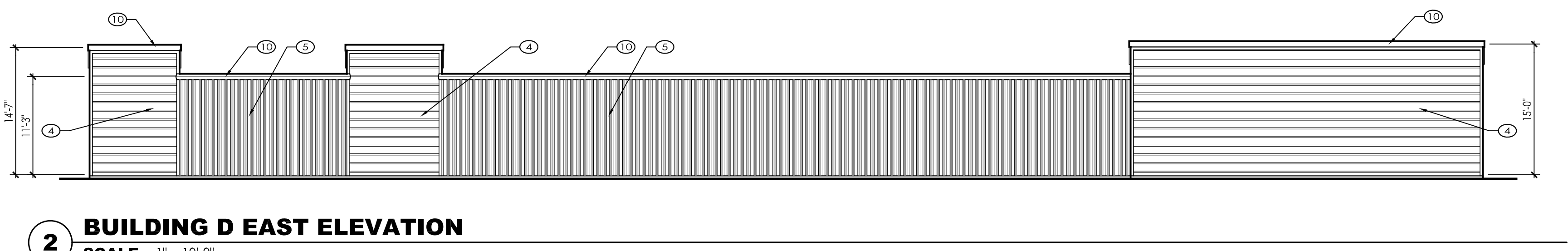
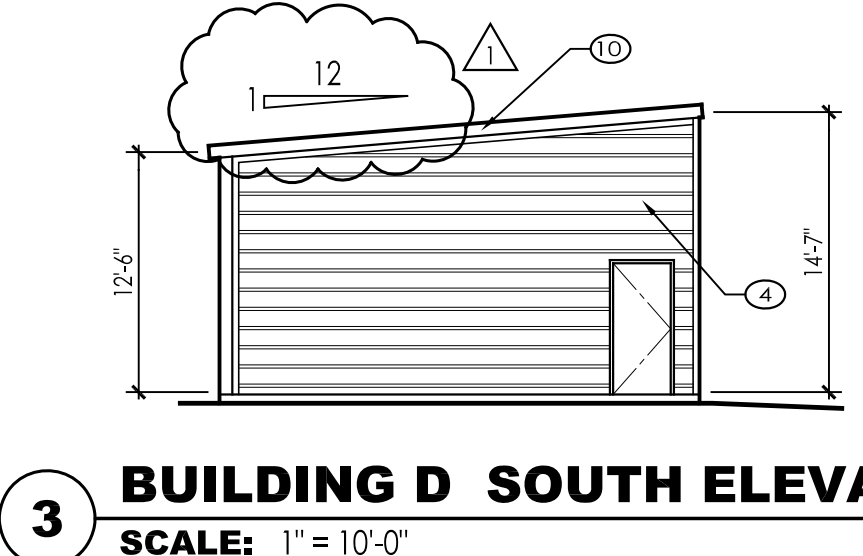
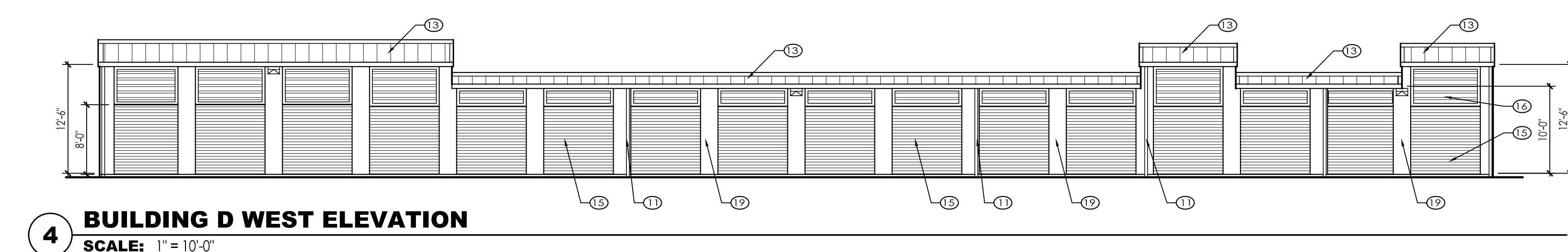
WOLLOCHET SELF-STORAGE
A NEW SELF-STORAGE & RV FACILITY
6600 WOLLOCHET DRIVE
GIG HARBOR, WA

AWARD-WINNING SELF-STORAGE ARCHITECTURE
206.310.7770
17030 174TH AVE NE
WOODINVILLE, WA 98072
stephen.bourne@comcast.net

SULLIVAN
PLAN
KILL



- MATERIAL KEY**
- 1 INTEGRAL COLOR SMOOTH-FACE CMU (SANDSTONE)
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NO.	DATE	REVISION
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2	07.07.2021	SPR #2 REVIEW RESPONSES

PROJECT ARCHITECT	SAB
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CHECKED BY	
STAMP	

TITLE	EXTERIOR ELEVATIONS
DATE	25 FEBRUARY 2021
DATE	SITE PLAN REVIEW RESUBMITTAL
SHEET NUMBER	A-3.3

SECTION 7, TOWNSHIP 21N, RANGE 02E, W.M.

WOLLOCHET HEATED STORAGE
A NEW SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN REVIEW
APPLICATIONS *

City PROJECT No. PL-SPR-20-0001
Firm's PROJECT No. 19-02

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

JORGENSEN ENGINEERING SERVICES, LLC
6904 FORD DR NW
GIG HARBOR, WA 98335
253.514.0264
P.O. BOX 100000 GIG HARBOR, WA 98335

Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al
Exhibit C

* THIS DRAWING SET IS INTENDED TO PROVIDE THE PRELIMINARY/CONCEPTUAL CIVIL SITE DESIGN FOR THE SUBJECT PROJECT. THE INFORMATION PROVIDED ON THESE DRAWINGS ARE INTENDED TO MEET THE MINIMUM DESIGN INFORMATION AND CHECKLIST REQUIREMENTS FOR THE PROJECT MAJOR SITE PLAN REVIEW AND DESIGN REVIEW APPLICATIONS FOR THE PROJECT. THE DRAWINGS ARE NOT INTENDED TO BE PERMIT CONSTRUCTION DRAWINGS NOR ARE THE INTENDED TO PROVIDE ALL DETAIL AND NOTES NECESSARY FOR PERMIT/CONSTRUCTION DRAWINGS AND SHOULD BE REVIEWED ACCORDINGLY.

IT SHOULD BE NOTED THAT FOUR (4) SEPARATE PUBLIC WORKS VARIANCES WERE SIMULTANEOUSLY REQUESTED TO SUPPORT THE CONCEPT FRONTAGE IMPROVEMENTS DESIGN AND DRIVEWAY LOCATION FOR THIS PROJECT. THE FOUR (4) PUBLIC WORKS VARIANCES INCLUDE:

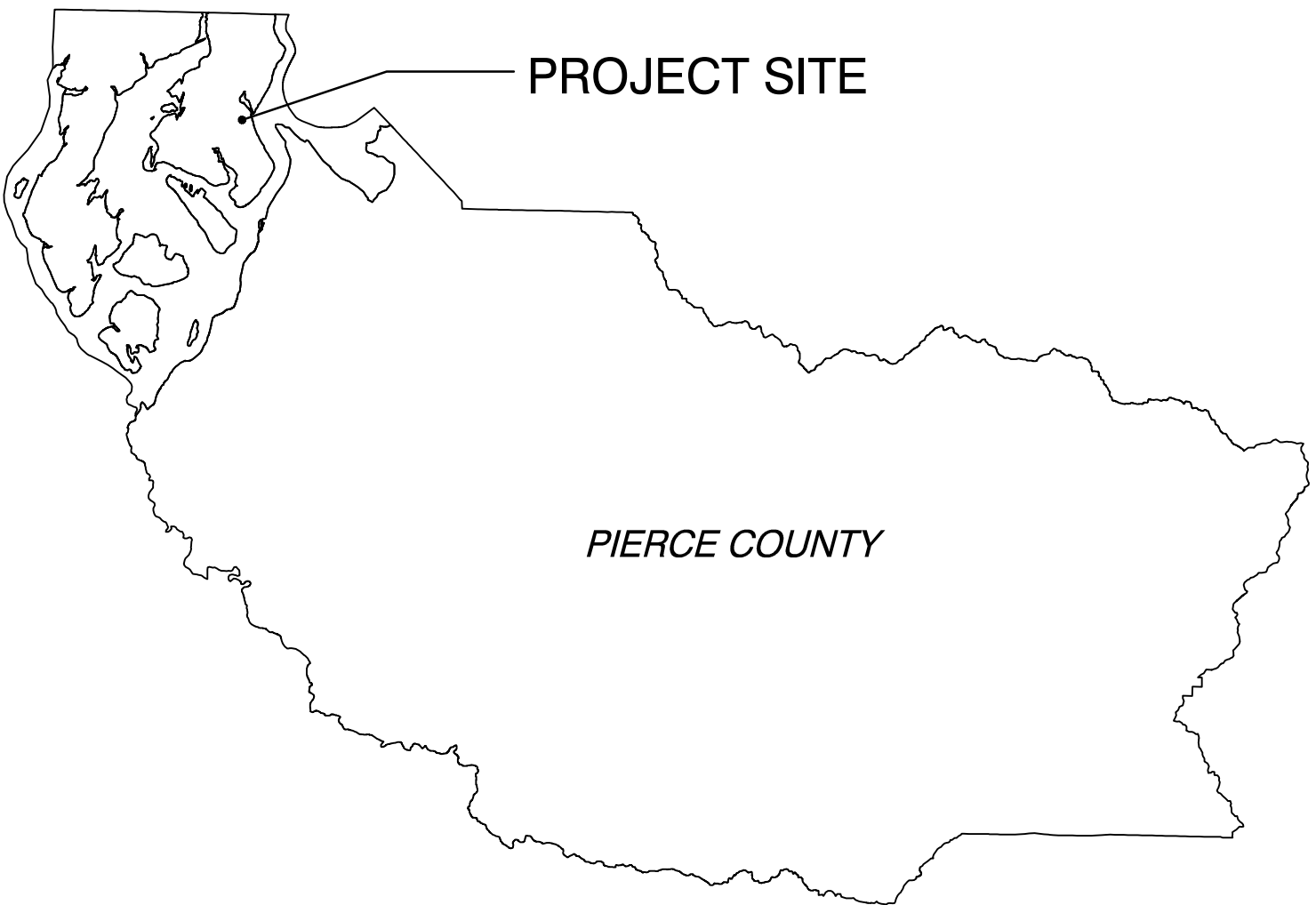
VARIANCE REQUEST #1 - FRONTAGE IMPROVEMENTS ROAD SECTION'
VARIANCE REQUEST #2 - WOLLOCHET DRIVE ACCESS
VARIANCE REQUEST #3 - WOLLOCHET DRIVE ACCESS DRIVEWAY SEPARATION
VARIANCE REQUEST #4 - 38TH STREET FRONTAGE IMPROVEMENTS

APPROVAL OF ALL FOUR VARIANCES WERE GRANTED ON 3/26/21 BY THE CITY ENGINEER. PUBLIC WORKS VARIANCE FILE/APPLICATION NUMBERS ARE:

VARIANCE REQUEST #1 - EN-20-0085
VARIANCE REQUEST #2 - EN-20-0086
VARIANCE REQUEST #3 - EN-20-0087
VARIANCE REQUEST #4 - EN-20-0088

THIS PROJECT IS DESIGNED TO THE CITY OF GIG HARBOR'S 2018 PUBLIC WORKS STANDARDS AND THE 2016 STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL

VICINITY MAP
SCALE: N.T.S.



VICINITY MAP

SHEET INDEX

- SHEET C1 - COVER SHEET
- SHEET C2 - GENERAL CIVIL SITE PLAN - 40 SCALE
- SHEET C3 - EXISTING CONDITIONS & DEMOLITION PLAN
- SHEET C4 - PROPOSED GRADING PLAN
- SHEET C5 - PROPOSED STORM DRAINAGE PLAN
- SHEET C6 - OVERALL UTILITY PLAN
- SHEET C7 - PROPOSED WATER PLAN
- SHEET C8 - PROPOSED SEWER PLAN
- SHEET C9 - PROPOSED FRONTAGE IMPROVEMENTS PLAN
- SHEET C10 - FRONTAGE IMPROVEMENTS CROSS SECTIONS
- SHEET C11 - FRONTAGE IMPROVEMENTS CROSS SECTIONS
- SHEET C12 - WOLLOCHET DRIVE DRIVEWAY SIGHT DISTANCE
- SHEET C13 - AUTOTURN FIGURES

OWNER/APPLICANT:
WOLLOCHET INTERCHANGE, LLC
% KIM ORR, OWNER'S AGENT
6622 WOLLOCHET DRIVE NW
GIG HARBOR, WA. 98335
(253) 858-3636 T
(253) 858-3188 F

STEPHEN A. BOURNE ARCHITECTURE
& DEVELOPMENT
STEPHEN BOURNE, ARCHITECT
11012 SANDPOINT WAY NE
SEATTLE, WA. 98125
(206) 310-7770 T

JORGENSEN ENGINEERING SERVICES, LLC
THAIR JORGENSEN P.E.
6904 FORD DR NW
GIG HARBOR, WA. 98335
(253) 514-0264 C

BRADLEY DESIGN GROUP, INC
MICHELLE FRANKLIN-WILSON
455 ST HELENS, SUITE B
TACOMA, WA. 98402
(253) 272-4848 T
(253) 276-0132 F

PROJECT NAME
WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY

7000+/- WOLLOCHET DR
GIG HARBOR, WASHINGTON 98335

TOTAL PARCEL AREA 160,819 ±SQ. FT. (3.69 AC)
TOTAL IMPERVIOUS AREA 95,568 ±SQ. FT (2.19 AC)
(BUILDING/ACCESS/SIDEWALKS/PARKING)

% IMPERVIOUS 59.4 %
ZONING RB-2

IT SHOULD BE NOTED THAT FOUR (4) SEPARATE PUBLIC WORKS VARIANCES WERE SIMULTANEOUSLY REQUESTED TO SUPPORT THE CONCEPT FRONTAGE IMPROVEMENTS DESIGN AND DRIVEWAY LOCATION FOR THIS PROJECT. THE FOUR (4) PUBLIC WORKS VARIANCES INCLUDE:

VARIANCE REQUEST #1 – FRONTAGE IMPROVEMENTS ROAD SECTION¹
 VARIANCE REQUEST #2 – WOLLOCHET DRIVE ACCESS
 VARIANCE REQUEST #3 – WOLLOCHET DRIVE ACCESS DRIVEWAY SEPARATION
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VARIANCE REQUEST #2 - EN-20-0086
VARIANCE REQUEST #3 - EN-20-0087
VARIANCE REQUEST #4 - EN-20-0088

AT TIME OF CIVIL PERMIT INTAKE ALL PROPOSED DRIVEWAY
APPROACH LOCATIONS DEPICTED IN THIS PRELIMINARY PLAN SET
SHALL COMPLY WITH MAX. SLOPE PERCENTAGES AND ALL OTHER
REQUIREMENTS, PER THE MOST CURRENT CITY OF GIG HARBOR
PUBLIC WORKS STANDARDS.

AT THE TIME OF CIVIL PERMIT INTAKE, P.E.—STAMPED AND SIGNED ROADWAY ILLUMINATION SHEET(S) SHALL BE PROVIDED AS WELL AS AN ILLUMINATION CALCULATION REPORT CREATED WITH A LIGHTING SOFTWARE PROGRAM, PER THE CITY OF GIG HARBOR PUBLIC WORKS STANDARDS.

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

WATER
CITY OF GIG HARBOR
PUBLIC WORKS DEPARTMENT
3510 GRANDVIEW ST
GIG HARBOR, WA 98335
(253) 851-6170

CENTURYLINK
3718 ROSEDALE ST
GIG HARBOR, WA 98335
(253) 851-8118

PENINSULA LIGHT COMPANY
13315 GOODNOUGH DR. NW
GIG HARBOR, WA 98335
(253) 857-5950

CITY OF GIG HARBOR
PUBLIC WORKS DEPARTMENT
3510 GRANDVIEW ST
GIG HARBOR, WA 98335
(253) 851-6170

PUGET SOUND ENERGY
TACOMA, WA (253)
476-6106

	<i>PERVIOUS AREA (NATIVE/LANDSCAPING)</i>
	<i>CONCRETE SIDEWALKS</i>
	<i>HMA PAVEMENT AROUND BUILDINGS</i>
	<i>20' WIDE GRAVEL EVA ACCESS TO REACH BACK OF BUILDING</i>
	<i>5' WIDE GRAVEL FIRE ACCESS PATH AROUND BUILDINGS</i>

- ① FOR SECURITY GATE INFORMATION, SEE ARCHITECTURAL PLANS.
- ② FOR ON-SITE EASEMENTS, SEE SHEET C-3
- ③ 5 FOOT WIDE GRAVEL PATH FOR FIRE ACCESS BEHIND EACH BUILDING
4. SEE SHEET C-3 FOR EXISTING EASEMENT INFORMATION.
5. SEE SHEET C-3 EXISTING SITE AND UTILITIES INFORMATION.
6. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORM DRAINAGE DESIGN INFO FOR THE SITE.
7. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
8. SEE SHEET C-8 FOR EXISTING AND PROPOSED SEWER SERVICE FOR THE SITE.
9. FOR PROPOSED FRONTAGE IMPROVEMENTS SEE SHEET C10

SCALE: 1"=40'

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 9/7/21

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C2	13

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 7, TOWNSHIP 21
NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, IN PIERCE COUNTY,
WASHINGTON;

THENCE ALONG THE EAST LINE OF SAID SECTION 7, NORTH 02°12'31" EAST FOR A DISTANCE OF 862.35 FEET; THENCE LEAVING SAID EAST LINE OF SECTION 7, SOUTH 88°15'27" WEST FOR A DISTANCE OF 30.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF 38TH AVENUE, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 4 OF PIERCE COUNTY SHORT PLAT NUMBER 80--211, AS RECORDED IN VOLUME 41 OF SHORT PLATS AT PAGE 74 AND ALSO BEING THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION;

THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE, NORTH 02°12'31" EAST FOR A DISTANCE OF 263.15 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF SR-16 (STATE HIGHWAY NO. 14 AS CONVEYED TO THE STATE OF WASHINGTON IN DEED RECORDED UNDER RECORDING NUMBER 1809901);

THENCE ALONG SAID RIGHT OF WAY LINE, NORTH 54°22'30" WEST FOR A DISTANCE OF 267.79 FEET TO A POINT ON THE TURN BACK LINE AS DEPICTED ON SHEET 9 OF THAT CERTAIN MAP OF DEFINITE LOCATION ENTITLED SR-16, NARROWS BRIDGE TO OLYMPIC DRIVE, PREPARED BY THE WASHINGTON STATE HIGHWAY COMMISSION MARCH 19, 1970 (SUPERIOR COURT CASE NO. 205305, FEBRUARY 1, 1972);

THENCE ALONG SAID TURN BACK LINE AND ITS EXTENSION, SOUTH 86°11' 19" WEST FOR A DISTANCE OF 100.98 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF WOLLOCHOE DRIVE AS PER CITY OF GIG HARBOR ORDINANCE NO. 777, SAID LINE BEING PARALLEL WITH AND 70.00 FEET SOUTHEASTERLY FROM THE CENTERLINE OF WOLLOCHOE DRIVE; THENCE ALONG SAID PARALLEL RIGHT OF WAY LINE, SOUTH 11°34'39" WEST FOR A DISTANCE OF 28.36 FEET TO A POINT OF CURVATURE;

THENCE CONTINUING ALONG SAID PARALLEL RIGHT OF WAY LINE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 420.00 FEET THROUGH A CENTRAL ANGLE OF 42°14'12" FOR AN ARC DISTANCE OF 309.61 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND LEAVING SAID PARALLEL LINE ON A LINE RADIAL TO SAID CURVE, SOUTH 36°11'09" EAST FOR A DISTANCE OF 12.93 FEET TO A POINT ON THE NORTHWESTERLY LINE OF LOT 1 OF SAID PIERCE COUNTY SHORT PLAT NUMBER 90-211;

THENCE ALONG THE SAID RIGHT OF WAY LINE AND SHORT PLAT BOUNDARY, SOUTH 60°36'08" WEST FOR A DISTANCE OF 26.67 FEET; THENCE ALONG THE SAID RIGHT OF WAY LINE AND SHORT PLAT BOUNDARY, SOUTH 74°43'47" WEST FOR A DISTANCE OF 14.35 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE AND CONTINUING ALONG SAID SHORT PLAT BOUNDARY, SOUTH 02°18'13" WEST FOR A DISTANCE OF 118.11 FEET TO THE SOUTHWEST CORNER OF SAID SHORT PLAT NO. 80-211;

THENCE ALONG THE SOUTH LINE OF SAID SHORT PLAT, NORTH 88°15'27" EAST FOR A DISTANCE OF 511.88 FEET, MORE OR LESS, TO THE SOUTHEAST CORNER OF SAID SHORT PLAT AND ALSO BEING THE TRUE POINT OF BEGINNING AND THE TERMINUS OF THIS DESCRIPTION.

(BEING REVISED LEGAL DESCRIPTION UNDER LOT COMBINATION RECORDED
MARCH 20, 1999 UNDER RECORDING NUMBER 9903100329).

SITUATE IN THE COUNTY OF PIERCE, STATE OF WASHINGTON.

- 1) THE MONUMENT CONTROL SHOWN FOR THIS SITE WAS ACCOMPLISHED BY FIELD TRAVERSE UTILIZING A TWO (2) SECOND THEODOLITE WITH INTEGRAL ELECTRONIC DISTANCE MEASURING METER (TRIMBLE 5-3) AND REAL TIME KINEMATIC (RTK) / STATIC GLOBAL POSITIONING SYSTEM (TRIMBLE R-8). LINEAR AND ANGULAR CLOSURE OF THE TRAVERSES MEET THE STANDARDS OF WAC 332-130-090.
- 2) UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE. ONLY THOSE WHICH ARE VISIBLE OR HAVING VISIBLE EVIDENCE OF THEIR INSTALLATION ARE SHOWN HEREON.
- 3) THIS SURVEY REPRESENTS PHYSICAL IMPROVEMENT CONDITIONS AS THEY EXISTED APRIL 12, 2018, THE DATE OF THIS FIELD SURVEY.
- 4) LEGAL DESCRIPTIONS PROVIDED BY CLIENT. NO ADDITIONAL RESEARCH HAS BEEN ATTENDED.
- 5) TOPOGRAPHIC BOUNDARY SHOWN PER THORNTON SURVEY AND PROVIDED BY CLIENT.

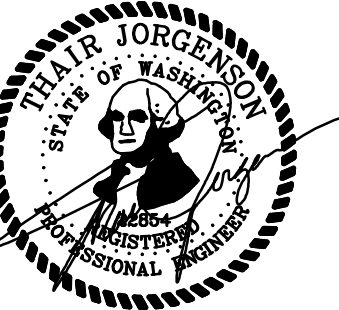
GRID NORTH, BASED UPON GLOBAL POSITIONING SYSTEM (GPS)
 LAMBERT GRID WASHINGTON STATE SOUTH ZONE COORDINATES, THE
 NORTH AMERICAN DATUM OF 1983/2011 (NAD 83/2011 EPOCH 2010.00)
 GRID COORDINATES WERE FOUND TO BE 729979.57 / 1122128.93
 AT A "BRASS DISK WITH "X" AT THE SOUTHEAST
 CORNER OF SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 EAST, W.M..
 THE INVERSE OF BOTH THE SEA LEVEL CORRECTION FACTOR OF
 0.99999900458 AND THE GRID SCALE FACTOR OF 9999961252 WAS
 APPLIED TO THE GRID COORDINATES FOR SHOWN GRID DISTANCES.

PIERCE COUNTY STATION "PRDY"
ELEVATION 345.46' (NAVD 88))

SITE: CONTOUR ENGINEERING, LLC
CONTOUR INTERVAL: 1 FOOT

LINE TABLE		
NO.	BEARING	DISTANCE
L1	S 11°34'39" W	28.36'
L2	S 36°11'09" E	12.93'
L3	S 60°36'08" W	26.67'
L4	S 74°43'47" W	14.35'

<u>NO</u>	<u>DELTA</u>	<u>RADIUS</u>	<u>LENGTH</u>
C1	42°14'12"	420.00	309.61



1. HISTORICALLY THE SITE WAS USED AS A BORROW SOURCE FOR THE WOLLOCHET/SR-16 OVERPASS. THIS SITE WAS ALSO A PROPOSED SITE FOR A NEW COMMUNITY BOWLING ALLEY THAT WAS TO BE CONSTRUCTED IN THE LATE 1990S. THIS BOWLING ALLEY/COMMUNITY ACTIVITY CENTER WAS TO BE CONSTRUCTED AS A REPLACEMENT TO THE GG HARBOR UDENBERG BOWLING ALLEY WHEN ITS ROOF FAILED IN THE MID 1990S UNDER SNOW LOADS. THE NEW BOWLING ALLEY WAS TO BE A JOINT VENTURE BETWEEN TALMO, INC AND THE UDENBERG FAMILY.

2. PORTION OF THE EXISTING DRAINAGE SYSTEM INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE REMOVED OR PLUGGED AND ABANDONED. (SEE SHEET C-5).

3. APPROXIMATELY 124' OF THE EXISTING DRAINAGE PIPE INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE REMOVED AND REPLACED. (SEE SHEET C-5).

4. EXISTING TEMPORARY SEDIMENT POND INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE ABANDONED AND FILLED.

5. EXISTING INITIAL PIER PADS INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE REMOVED.

6. STROHS WATER COMPANY WATER MAIN. THIS WATER MAIN ONLY SERVES THE ADJACENT SHELL GAS STATION (PARCEL #0221074048). A PORTION OF THE WATER MAIN CROSSING THE SITE, BETWEEN POINTS A TO B IS TO BE REMOVED AND RELOCATED/REPLACED AS SHOWN ON SHEET C-6. NOTE: NO EXISTING EASEMENT CAN BE FOUND UNDER TITLE SEARCH FOR THIS WATER MAIN TO CROSS SITE. A FORMAL EASEMENT WILL BE RECORDED FOR THE RELOCATED WATER MAIN LINE.

7. THIS PROJECT SITE IS CURRENTLY WITHIN THE CITY OF GIG HARBOR WATER SERVICE AREA. AS SUCH CITY WATER AND FIRE SERVICE WILL BE EXTENDED TO THE SITE FROM THE CITY'S WATER MAIN IN THE INTERSECTION OF WOLLOCHET DRIVE AND WAGNER WAY. (SEE SHEETS C-6 & C-8).

8. STORM DRAINAGE SYSTEM AGREEMENT AND RESTRICTIVE COVENANT, (AFN & 9901280341), WHICH GENERALLY ALLOWS THE CITY AND UPLAND PROPERTY OWNERS TO SEND STORMWATER THROUGH THE PREVIOUSLY INSTALLED PRIVATE STORM LINE ACROSS THE PROPERTY (INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT).

9. AGREEMENT FOR JOINT ACCESS (AFN# 9805010291) BENEFITING THE SUBJECT PROPERTY AND THE ADJOINING PROPERTIES, PARCELS 022104058 & 022104071 (GIG HARBOR WATERFALLS). IN GENERAL, THIS JOINT ACCESS AGREEMENT PROVIDES FOR THE CONSTRUCTION OF A JOINT PAVED ACCESS ROAD (12' ON EACH ADJOINING PROPERTY) WITH AN ADDITIONAL 5' OF LANDSCAPING AREA ON EACH PROPERTY, PROVIDING FOR A TOTAL EASEMENT WIDTH OF 36'. THE EASEMENT PROVIDES FOR THE SHARE ACCESS & LIMITED ACCESS TO WOLLOCHET DRIVE.

10. EXISTING TREES ON THE SITE ARE NOT SHOWN ON THIS DRAWING FOR CLARITY. EXISTING TREES ARE SHOWN ON THE LANDSCAPING PLAN SET.

11. PER GHMC 17.04.605 NATURAL GRADE, THE SITE, INCLUDING THE MOUND OF SOIL, IS CONSIDERED BY DEFINITION NATURAL GRADE AS IT HAS BEEN UNDISTURBED FOR MORE THAN 60 MONTHS. IN ADDITION, THE ALLOWED BUILDING HEIGHT, PER GHMC 17.99.370.070, MAY BE MEASURED FROM THE POINT OF MEASUREMENT TO THE POINT OF MEASUREMENT, THAT THE POINT OF MEASUREMENT IS WITHIN 50 FEET OF THE BUILDING FOOTPRINT. THAT POINT, FOR THIS PROJECT, IS LOCATED ON THE SOIL MOUND SHOWN AND AT AN ELEVATION OF 267'. THE MAXIMUM HEIGHT FOR THIS ZONING DISTRICT IS 35' THUS THE MAXIMUM ELEVATION OF EACH BUILDINGS IS ELEVATION 302. BUILDING A (3-STORY) IS PROPOSED TO BE MEASURED FROM THE POINT OF MEASUREMENT TO THE REMAINING FOUR BUILDINGS ARE SINGLE STORY AND BELOW THE HEIGHT LIMITATION.

12) THE EXISTING STORMWATER DISCHARGE FOR NEARLY THE ENTIRE SITE IS THROUGH THE EXISTING 44" Ø CMV CULVERT RUNNING UNDER WOLLOCHET DRIVE WHERE THERE IS A BREAK IN THE EXISTING STORMWATER SYSTEM. THIS WAS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT (NOTE #1). THE CURRENT SITE RUNOFF IS CHANNELLED ACROSS THE SLOPED SITE, AND WITHIN DRAINAGE SWALES, THAT DIRECT THE ON-SITE RUNOFF TO VARIOUS CATCH BASINS AND CONVEYANCE PIPING ON THE SITE. THIS CONVEYANCE SYSTEM DISCHARGES TO THE CULVERT INLET ON THE WESTERN SIDE OF THE PROPERTY AS SHOWN. THIS EXISTING ON-SITE STORM SYSTEM ALSO CONVEYS RUNOFF FROM THE PROPERTY TO THE SOUTH AS WELL AS RUNOFF FROM THE EASE & 38TH STREET UNDER THE STORMWATER AGREEMENT WITH THE CITY DESCRIBED IN NOTE #8 ABOVE.

13 THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.



EXISTING CONDITONS PLAN
SCALE: 1"=30'

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 9/7/21

EXISTING CONDITIONS & DEMOLITION PLAN

PERMIT NO.	
PL-SPR-20-0001	
DRAWING NO.	
JES-19-02	
SHEET	OF
C3	13



CB #1 TYPE 2 GE=265.20 IE=243.51 (12° NE) IE=243.51 (12° S) IE=245.64 (12° SW)	CB #11 TYPE 1 GE=262.28 IE=258.20 (12° NE) IE=258.20 (12° SW)
CB #2 TYPE 1 GE=260.80 IE=256.88 (12° E) IE=256.88 (12° N) IE=256.88 (12° S)	CB #12 TYPE 1 GE=262.28 IE=258.46 (12° NE) IE=258.46 (12° SW)
CB #3 TYPE 2 GE=262.02 IE=257.16 (12° NE) IE=257.16 (12° E) IE=257.16 (12° NW) IE=257.16 (12° SW)	CB #13 TYPE 1 GE=262.24 IE=258.72 (12° NE) IE=258.72 (12° SW)
CB #4 TYPE 1 GE=262.05 IE=257.53 (12° NE) IE=257.53 (12° S)	CB #14 TYPE 1 GE=261.00 IE=258.97 (12° SW)
CB #5 TYPE 1 GE=262.05 IE=257.88 (12° NE) IE=257.88 (12° SW)	CB #15 TYPE 1 GE=261.51 IE=258.20 (12° NE) IE=258.20 (12° SW)
CB #6 TYPE 1 GE=262.14 IE=258.30 (12° NE) IE=258.30 (12° SE) IE=258.30 (12° SW)	CB #16 TYPE 1 GE=261.00 IE=258.40 (12° SW)
CB #7 TYPE 1 GE=261.50 IE=258.63 (12° SW)	CB #17 TYPE 1 GE=262.11 IE=257.63 (12° NW) IE=257.63 (12° SE)
CB #8 TYPE 1 GE=262.24 IE=258.56 (12° NW)	CB #18 TYPE 1 GE=260.5 IE=257.91 (12° NE) IE=257.91 (12° SE)
CB #9 TYPE 1 GE=262.02 IE=257.54 (12° E) IE=257.54 (12° W)	CB #19 TYPE 1 GE=261.00 IE=258.75 (12° SW)
CB #10 TYPE 1 GE=262.04 IE=257.91 (12° E) IE=257.91 (12° E) IE=257.91 (12° NE)	CB #20 TYPE 1 GE=260.5 IE=256.90 (12° W) IE=256.90 (12° N)
	CB #21 TYPE 1 GE=260.00 IE=257.76 (12° E)

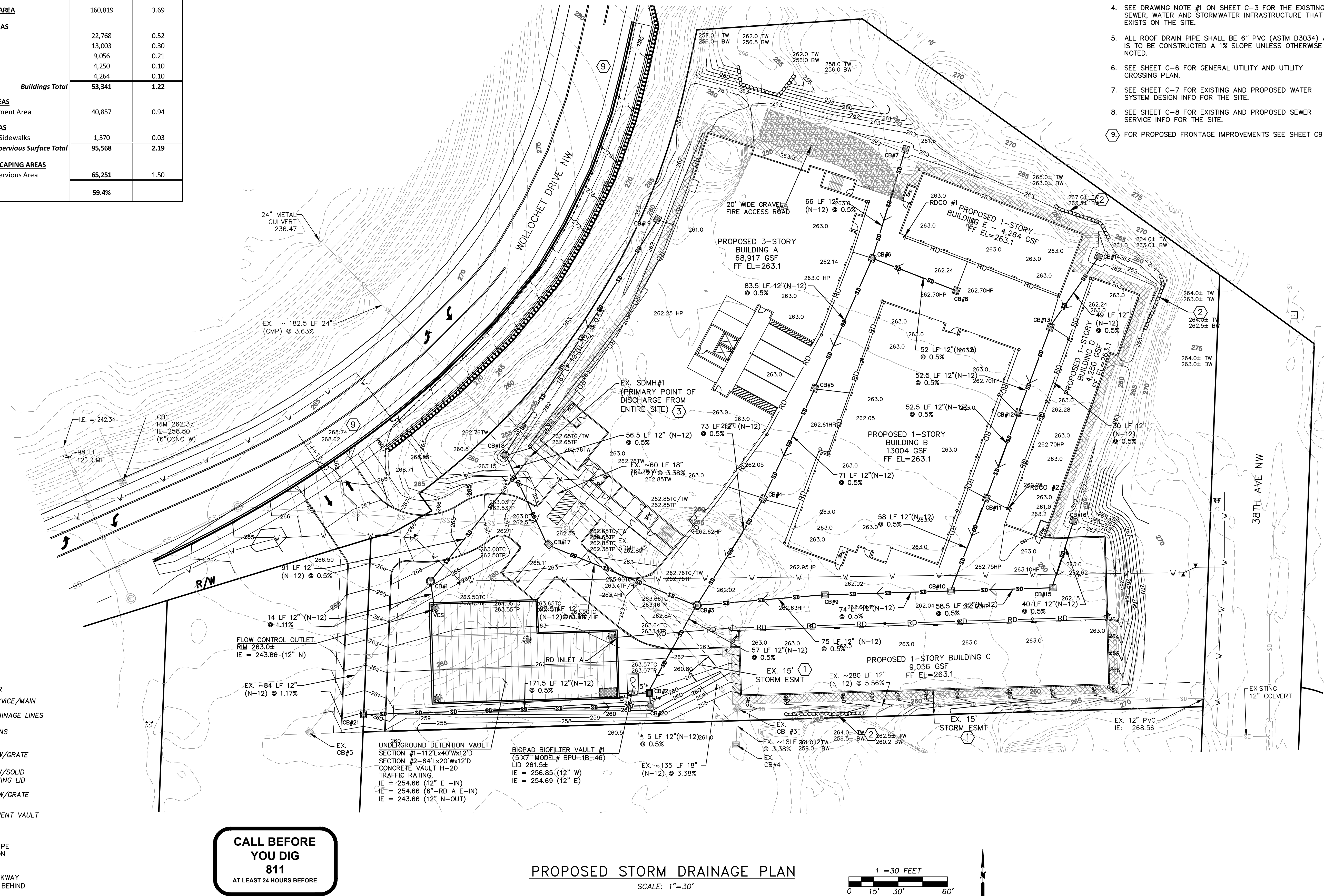
IMPERVIOUS/PERVIOUS SURFACE AREA SUMMARY		
AREA DESCRIPTION	TOTAL AREA (SF)	TOTAL AREA (AC)
<u>TOTAL PARCEL AREA</u>	160,819	3.69
<u>BUILDINGS AREAS</u>		
Building A	22,768	0.52
Building B	13,003	0.30
Building C	9,056	0.21
Building D	4,250	0.10
Building E	4,264	0.10
<i>Buildings Total</i>	53,341	1.22
<u>PAVEMENT AREAS</u>		
On-site Pavement Area	40,857	0.94
<u>SIDEWALK AREAS</u>		
Total On-site Sidewalks	1,370	0.03
<i>Impervious Surface Total</i>	95,568	2.19
<u>NATIVE/LANDSCAPING AREAS</u>		
Total On-site Pervious Area	65,251	1.50
% Impervious	59.4%	

EX. SDMH #1
 RIM=256.62 *
 IE=243.02 (24°CMP NW)
 IE=243.29 (18° SE)
 IE=243.61 (18° NE) ***
 IE=244.31 (12° SW) ***
 IE=250.77 (45° NW) ***
 IE=243.05 (12° SW) **
 EX. CB #2 TYPE 2-48"
 (W/SOLID LID)
 RIM=256.25
 IE=245.58 (18° ADS SE)
 IE=245.35 (18° ADS NW)
 IE=249.59 (6° PVE SW) ***
 EX. CB #3
 GRATE=256.46
 IE=250.19 (18° NW)
 IE=250.51 (6° NE) ***
 IE=253.01 (12° E)
 IE=253.01 (12° S)
 IE=253.52 (4° SW)
 EX. CB #4
 GRATE=256.51
 IE=253.01 (12° S)
 IE=252.96 (12° N)
 EX. CB #6
 RIM= 259.06
 IE=246.77 (12° NE)
 ADJUST RIM
 NEW PIPE IE
 EXISTING PIPE TO BE
 PLUGGED AND ABANDONED

	<u>SS</u>	NEW SIDE SEWER
	<u>W</u>	NEW WATER SERVICE/MAIN
	<u>SD</u>	NEW STORM DRAINAGE LINES
	<u>RD</u>	NEW ROOF DRAINS
		<u>CATCH BASINS</u>
		TYPE 1 CB - W/GRATE
		TYPE 1 CB - W/SOLID LOCKING LID
		TYPE 2 CB - W/GRATE
		BIOPOD TREATMENT VAULT
		STORMWATER PIPE SLOPE DIRECTION
		5' GRAVEL WALKWAY (FIRE ACCESS) BEHIND EACH BUILDING

DRAWING NOTES:

1. SEE DRAWING NOTE #7 ON SHEET C-3 FOR THE EXISTING STORMWATER UTILITY EASEMENT INFORMATION.
2. MINOR ROCKERY RETAINING WALL 2'-4.5' HIGH. DRAIN BEHIND WALL TO DAYLIGHT INTO DITCH.
3. SEE DRAWING NOTE #12 ON SHEET C-4.
4. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
5. ALL ROOF DRAIN PIPE SHALL BE 6" PVC (ASTM D3034) AND IS TO BE CONSTRUCTED A 1% SLOPE UNLESS OTHERWISE NOTED.
6. SEE SHEET C-6 FOR GENERAL UTILITY AND UTILITY CROSSING PLAN.
7. SEE SHEET C-7 FOR EXISTING AND PROPOSED SEWER SYSTEM DESIGN INFO FOR THE SITE.
8. SEE SHEET C-8 FOR EXISTING AND PROPOSED SEWER SERVICE INFO FOR THE SITE.
9. FOR PROPOSED FRONTAGE IMPROVEMENTS SEE SHEET C9

[illegible]

JES
 Jorgenson Engineering Services, LLC
 • Civil/Development Engineering
 • Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 9/7/21

PROPOSED STORM DRAINAGE PLAN

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C5	13



UTILITY CROSSING #	UTILITY	PIPE SIZE (IN)	SURFACE ELEV. ~	PIPE IE	PIPE SEPARATION	STORM PIPE COVER (FT)	WATER MAIN COVER (FT)
#1	NEW SD EX.SD	12 18	262.8	256.97 248.22	7.25	4.83	
#2	NEW SD WM	12 10	262.2	257.14 254.64	1.67	4.06	6.73
#3	NEW SD WM	12 10	262.4	258.33 255.83	1.67	3.07	5.74
#4	NEW SD WM	12 6	262.7	258.37 256.37	1.5	3.33	
#5	NEW SD WM	12 10	262.6	257.30 254.80	1.67	4.3	6.97
#6	NEW SD WM	12 6	262.3	257.59 255.49	1.6	3.71	6.31
#7	NEW SD WM	12 10	262.2	257.96 255.46	1.67	3.24	5.91
#8	NEW SD WM	12 10	262.2	258.24 255.74	1.50	2.96	5.46
#9	NEW SD WM	12 6	262.7	258.33 256.22	1.60	3.38	5.99
#10	NEW SD WM	12 12	262.2	257.94 255.44	1.50	3.26	5.76
#11	NEW SD WM	12 10	262.5	258.76 256.26	1.67	2.74	5.41
#12	WM EX.SD	10 18	262.7	254.82 246.10	7.54		7.22
#13	NEW SD EX.SD	12 18	263.0	257.39 246.43	9.15	4.61	
#14	NEW SD WM	12 6	263.0	257.53 255.43	1.60	4.95	7.55
#15	NEW SD EX.SS	12 8	262.2	257.69 250.89	6.13	3.51	
#16	NEW SD EX.SD	12 12	263.0	257.85 243.11	13.75	4.15	
#17	WM NEW SD EX.SS	10 12 8	264.0	259.97 251.42 243.29	7.89 7.12		3.50
#18	WM NEW SD	12 12	265.5	261.00 243.46	16.54		3.50

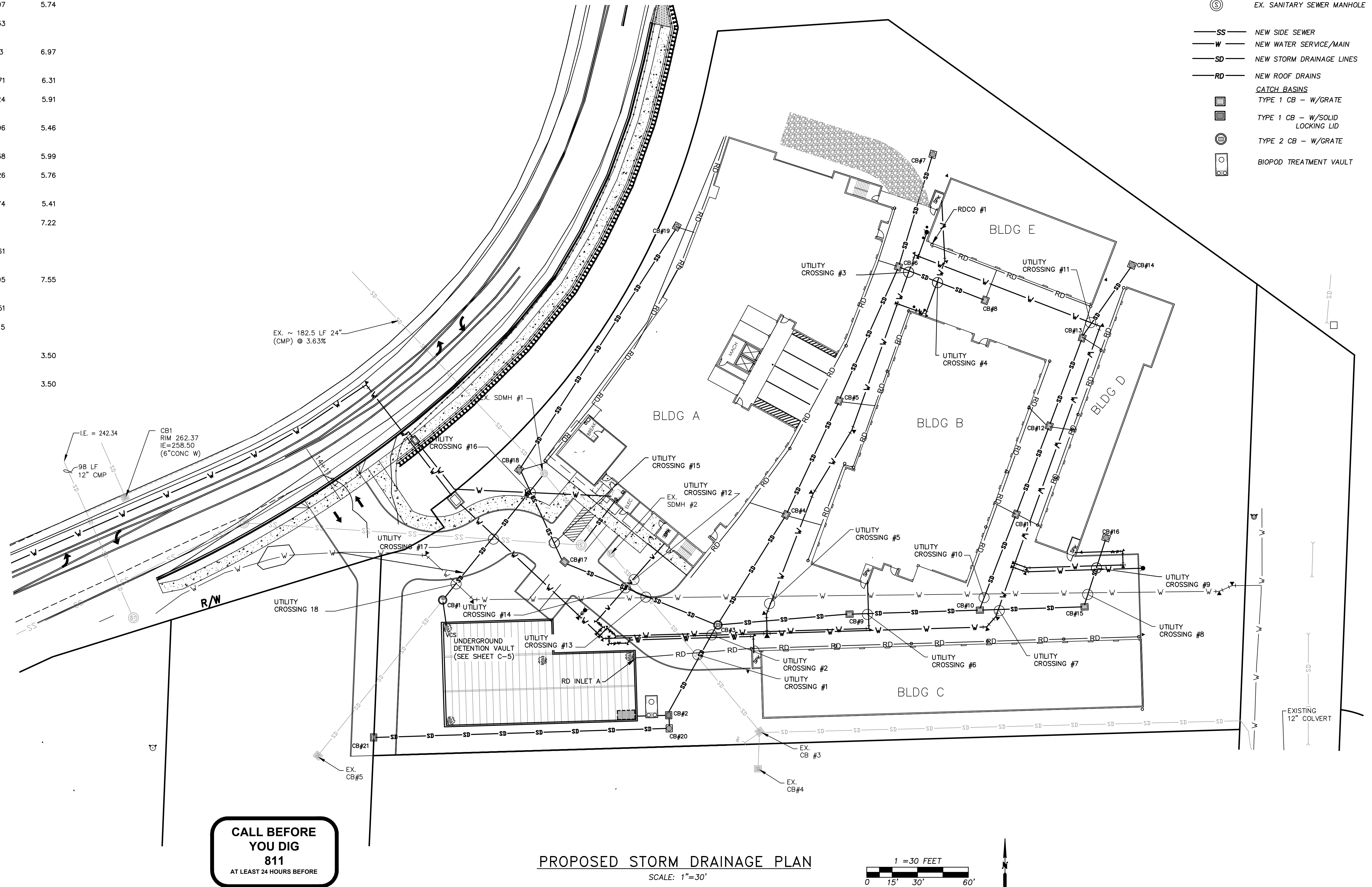
DRAWING NOTES:

1. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
2. SEE DRAWING NOTE #7 ON SHEET C-3 FOR THE EXISTING STORMWATER UTILITY EASEMENT (NOT SHOWN ON THIS SHEET FOR CLARITY).
3. ALL ROOF DRAIN PIPE SHALL BE 6" PVC (ASTM D3034) AND IS TO BE CONSTRUCTED A 1% SLOPE UNLESS OTHERWISE NOTED.
4. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
5. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
6. SEE SHEET C-8 FOR EXISTING AND PROPOSED SEWER SERVICE INFO FOR THE SITE.

1 = 30 FEET

0 15' 30' 60'

	EXISTING WATER LINES
	EXISTING SANITARY SEWER
	EXISTING STORM DRAIN LINE
	EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
	EX. TYPE 1 - W/GRATE
	EX. SANITARY SEWER MANHOLE
	NEW SIDE SEWER
	NEW WATER SEWER/MAIN
	NEW STORM DRAINAGE LINES
	NEW ROOF DRAINS
	<u>CATCH BASINS</u>
	TYPE 1 CB - W/GRATE
	TYPE 1 CB - W/SOLID LOCKING LID
	TYPE 2 CB - W/GRATE
	BIOPOD TREATMENT VAULT



DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE:	9/7/21
OVERALL UTILITY PLAN	

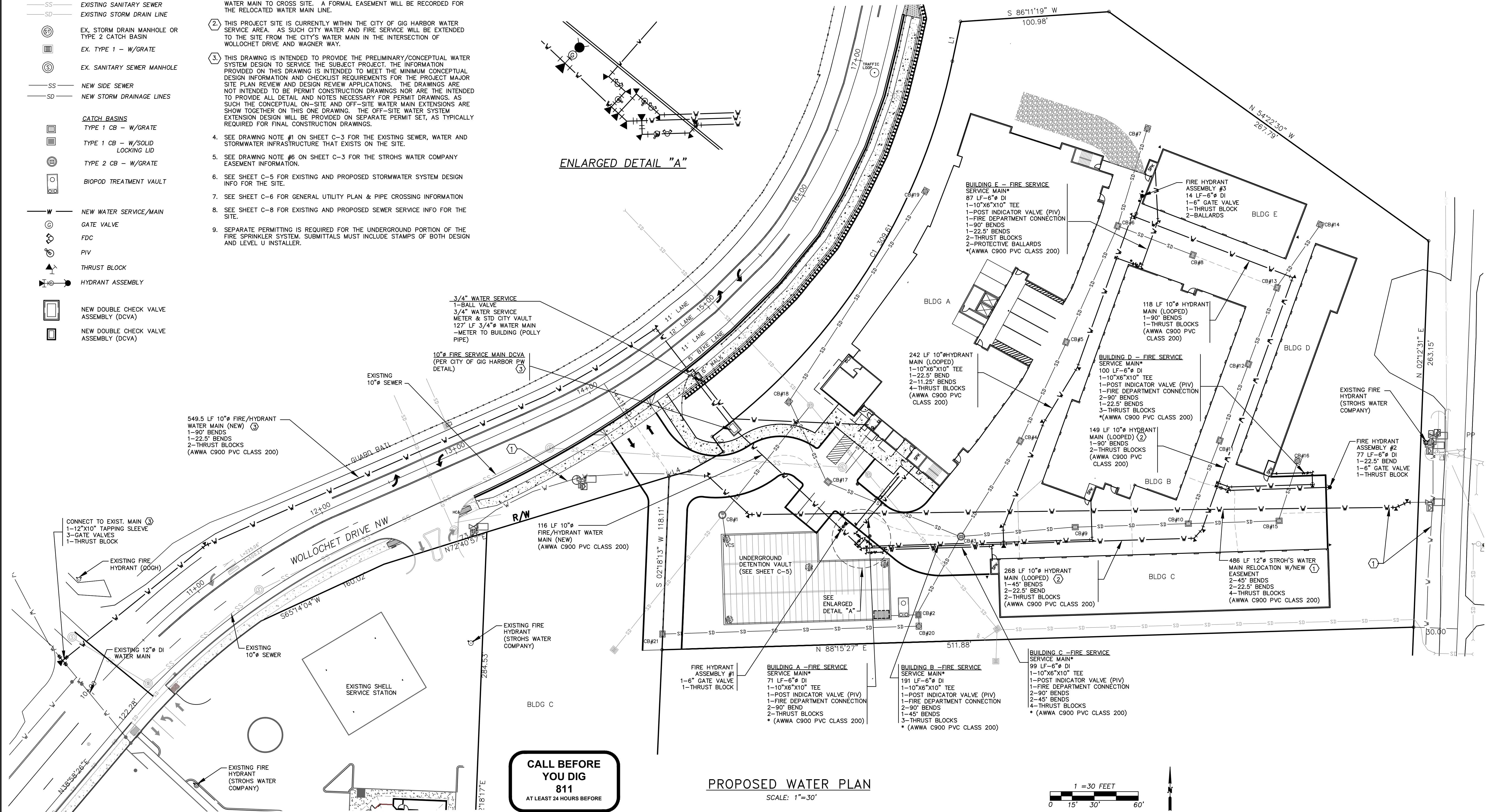
PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET OF	C6 13

	<u>EXISTING CONTOURS</u>
— 260 —	INDEX
— 262 —	INTERVAL
— W —	EXISTING WATER LINES
— SS —	EXISTING SANITARY SEWER
— SD —	EXISTING STORM DRAIN LINE
(S)	EX. STORM DRAIN MANHOLE TYPE 2 CATCH BASIN
[G]	EX. TYPE 1 — W/GRATE
(S)	EX. SANITARY SEWER MANHOLE
— SS —	NEW SIDE SEWER
— SD —	NEW STORM DRAINAGE LINES

1. STROHS WATER COMPANY WATER MAIN. THIS WATER MAIN ONLY SERVES THE ADJACENT SHELL GAS STATION (PARCEL #02210740048). A PORTION OF THIS WATER MAIN (-476± LF) IS TO BE MOVED/RELOCATED ACROSS SITE WHERE SHOWN ON SHEET C-3 AND RECONSTRUCTED WHERE SHOWN ON THIS SHEET. NOTE: NO EXISTING EASEMENT CAN BE FOUND UNDER TITLE SEARCH FOR THIS WATER MAIN TO CROSS SITE. A FORMAL EASEMENT WILL BE RECORDED FOR THE RELOCATED WATER MAIN LINE.
2. THIS PROJECT SITE IS CURRENTLY WITHIN THE CITY OF GIG HARBOR WATER SERVICE AREA. AS SUCH CITY WATER AND FIRE SERVICE WILL BE EXTENDED TO THE SITE FROM THE CITY'S WATER MAIN IN THE INTERSECTION OF WOLLOCHET DRIVE AND WAGNER WAY.
3. THIS DRAWING IS INTENDED TO PROVIDE THE PRELIMINARY/CONCEPTUAL WATER MAIN DESIGN TO SERVICE THE SUBJECT PROJECT. THE INFORMATION PROVIDED ON THIS DRAWING IS INTENDED TO MEET THE MINIMUM CONCEPTUAL DESIGN INFORMATION AND CHECKLIST REQUIREMENTS FOR THE PROJECT MAJOR SITE PLAN REVIEW AND DESIGN REVIEW APPLICATIONS. THE DRAWINGS ARE NOT INTENDED TO BE PERMIT CONSTRUCTION DRAWINGS NOR ARE THE INTENDED TO PROVIDE ALL DETAIL AND NOTES NECESSARY FOR PERMIT DRAWINGS. AS SUCH THE CONCEPTUAL ON-SITE AND OFF-SITE WATER MAIN EXTENSIONS ARE SHOWN TOGETHER ON THIS ONE DRAWING. THE OFF-SITE WATER SYSTEM EXTENSION DESIGN WILL BE PROVIDED ON SEPARATE PERMIT SET, AS TYPICALLY REQUIRED FOR FINAL CONSTRUCTION DRAWINGS.
4. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
5. SEE DRAWING NOTE #6 ON SHEET C-3 FOR THE STROHS WATER COMPANY EASEMENT INFORMATION.
6. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
7. SEE SHEET C-6 FOR GENERAL UTILITY PLAN & PIPE CROSSING INFORMATION
8. SEE SHEET C-8 FOR EXISTING AND PROPOSED WATER SERVICE INFO FOR THE SITE.
9. SEPARATE PERMITTING IS REQUIRED FOR THE UNDERGROUND PORTION OF THE FIRE SPRINKLER SYSTEM. SUBMITTALS MUST INCLUDE STAMPS OF BOTH DESIGN AND LEVEL U INSTALLER.

A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

ENLARGED DETAIL "A"

[illegible]

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 9/7/21

PROPOSED WATER PLAN

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C7	13



	<u>EXISTING CONTOURS</u>
	INDEX
	INTERVAL
	EXISTING WATER LINES
	EXISTING SANITARY SEWER
	EXISTING STORM DRAIN LINE
	EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
	EX. TYPE 1 - W/GRATE
	NEW STORM DRAINAGE LINES
	<u>CATCH BASINS</u>
	TYPE 1 CB - W/GRATE
	TYPE 1 CB - W/SOLID LOCKING LID
	TYPE 2 CB - W/GRATE
	BIOPOD TREATMENT VAULT
	NEW WATER SERVICE/MAIN
	GATE VALVE
	FDC
	PIV
	THRUST BLOCK
	HYDRANT ASSEMBLY
	NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
	NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
	NEW SIDE SEWER
	EX. SANITARY SEWER MANHOLE
	BUILDING SEWER CLEANOUT

1. AN EXISTING 8"Ø SANITARY SEWERS SEWER STUBOUT FROM SSMH #14-18, INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT, IS TO BE REMOVED OR PLUGGED AND ABANDONED.
2. A INSIDE DROP CONNECTION OF THE BUILDING SIDE SEWER IS BEING PROPOSED IN THE EXISTING SANITARY SEWER MANHOLE FOR CITY CONSIDERATION AT THIS CONCEPTUAL DESIGN STAGE. ALTHOUGH THE EXISTING SANITARY MANHOLE (#14-18) IS 48" Ø, A WAIVER FROM THE MINIMUM OF 60" Ø FOR DROP CONNECTIONS IS REQUESTED (FORMALLY REQUESTED IN FINAL DESIGN). THIS IS BEING PROPOSED IN CONSIDERATION OF THE FOLLOWING:
 - a) THE SANITARY SEWER MANHOLE IS AT THE END OF THE LINE, WITH NO ADDITIONAL UPSTREAM CONNECTION, NOR ARE THERE ANY ADDISON CONNECTION TO THE NEXT EXISTING DOWNSTREAM MANHOLE IN WOLOCHET DRIVE.
 - b) THE SEWER MANHOLE AND THE 8"Ø SEWER LINE ON THE PROPERTY TO THE NEXT EXISTING DOWNSTREAM MANHOLE IS /WAS CONSIDERED PRIVATE WHEN CONSTRUCTED UNDER THE BOWLING ALLEY PROJECT PERMIT.
 - c) THE BUILDING SEWER SERVES ONLY A SMALL GUEST BATHROOM AND ONE SMALL OFFICE BATHROOM.
3. IT IS ASSUME THAT THE EXISTING SANITARY SEWER LINE FROM SSMH #14-17 TO THE ONSITE SSMH#14-18, INCLUDING SSMH#14-18 IS TO REMAIN PRIVATE AS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT. IF REQUIRE TO BECOME PART OF THE CITY SEWER SYSTEM AN EASEMENT CAN BE PROVIDED AT TIME OF BUILDING PERMIT APPROVALS.
4. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
5. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
6. SEE SHEET C-6 FOR GENERAL UTILITY PLAN & PIPE CROSSING INFORMATION
7. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SERVICE INFO FOR THE SITE.

LEGEND

- EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
- EX. TYPE 1 - W/GRATE
- NEW STORM DRAINAGE LINES
- CATCH BASINS
- TYPE 1 CB - W/GRATE
- TYPE 1 CB - W/SOLID LOCKING LID
- TYPE 2 CB - W/GRATE
- BIOPOD TREATMENT VAULT
- NEW WATER SERVICE/MAIN
- GATE VALVE
- FDC
- PIV
- THRUST BLOCK
- HYDRANT ASSEMBLY
- NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
- NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
- NEW SIDE SEWER
- EX. SANITARY SEWER MANHOLE
- BUILDING SEWER CLEANOUT

NOTES

- IT IS ASSUME THAT THE EXISTING SANITARY SEWER LINE FROM SSMH #14-17 TO THE ONSITE SSMH#14-18, INCLUDING SSMH#14-18 IS TO REMAIN PRIVATE AS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT. IF REQUIRE TO BECOME PART OF THE CITY SEWER SYSTEM AN EASEMENT CAN BE PROVIDED AT TIME OF BUILDING PERMIT APPROVALS.
- SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
- SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
- SEE SHEET C-6 FOR GENERAL UTILITY PLAN & PIPE CROSSING INFORMATION
- SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SERVICE INFO FOR THE SITE.

EXISTING MANHOLE DATA:

- EX. SSMH #14-17 48"ø
RIM=264.79
IE = 248.08 (8" PVC S)
IE = 248.00 (8" PVC E)
IE = 247.96 (8" PVC SW)
- EX. SSMH #14-18 48"ø
RIM=259.20 262.35
IE = 250.98 (8" S)
IE = 250.65 (8" W)
IN SIDE DROP CONNECTION (2)
IE = 259.0 (4" N - OUTSIDE MH)
* ADJUST RIM

NEW PIPE DATA:

- NEW 16 LF 4" ø PVC SS @ 4.0%
- EX. 200 LF 8" ø PVC SS @ 1.5% (PRIVATE)

UNDERGROUND DETENTION VAULT (SEE SHEET C-5)

SCALE: 1"=30'

CALL BEFORE YOU DIG
811
AT LEAST 24 HOURS BEFORE

[illegible]

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

DRAWING DATE: 9/7/21 PROPOSED SEWER PLAN	PERMIT NO. PL-SPR-20-0001	
	DRAWING NO. JES-19-02	
	SHEET OF C8 13	



A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

— 260 — EXISTING CONTOURS
INDEX
INTERVAL

— 262 —

— 270 — FINAL CONTOURS
INDEX
INTERVAL

— 269 —

— W — EXISTING WATER LINES
— SS — EXISTING SANITARY SEWER
— SD — EXISTING STORM DRAIN LINE

1. WOLLOCHET DRIVE INTERCHANGE RAMP. CURRENTLY ASPHALT PAVEMENT WITH SHOULDER, & GUARDRAILS EACH SIDE.
2. ALL STREET SIGNS AFFECT BY FRONTAGE IMPROVEMENTS TO BE RELOCATED OR REPLACE AS REQUIRED IN (FINAL DESIGN DETAIL)
3. SEE SHEET C-3 FOR ADDITIONAL EXISTING CONDITIONAL INFORMATION.
4. SEE SHEET C-4 FOR PROPOSED SITE GRADING INFO.
5. SEE SHEET C-5 PROPOSED STORM DRAINAGE INFO FOR THE SITE.
6. SEE SHEET C-7 FOR PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
7. SEE SHEET C-8 FOR PROPOSED SEWER SERVICE INFO FOR THE SITE.

- (6) EXISTING STREET LIGHT STANDARD TO BE RELOCATED TO NEW PLANTING STRIP OR NEW SIDE WALK TO BE ADJUSTED AROUND EXISTING LIGHT STANDARD (TO BE DETERMINED IN FINAL CIVIL FRONTAGE IMPROVEMENT DESIGN).
- (9) EXISTING GUARDRAIL TO BE REMOVE AND NEW PEDESTRIAN GUARDRAIL TO BE CONSTRUCTED BEHIND NEW SIDEWALK AS SHOWN ON CROSS SECTIONS 1-4 ON SHEETS C-10 & C-11.
- (10) EXISTING STREET TREES WITHIN NEW FRONTAGE IMPROVEMENTS ALIGNMENT TO BE REMOVED AND REPLACED AS SHOWN IN LANDSCAPING PLANS (TYPICAL).

11. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

-  EX. STORM DRAIN MANHOLE OR
TYPE 2 CATCH BASIN
 EX. TYPE 1 - W/GRATE
 EX. SANITARY SEWER MANHOLE

- SS—— NEW SIDE SEWER
——SD—— NEW STORM DRAINAGE LINES

-
- EX. LIGHT STANDARD

- CATCH BASINS
TYPE 1 CB - W/GRATE

-  TYPE 1 CB - W/SOLID
LOCKING LID

-  TYPE 2 CB - W/GRATE

-
- BIPOD TREATMENT VAULT

- W— NEW WATER SERVICE/MAIN

- ⑥ GATE VALVE

- 
- FDC

- PIV

- 
- HYDRANT ASSEMBLY

- 
- NEW DOUBLE CHECK VALVE
ASSEMBLY (DCVA)

-  NEW DOUBLE CHECK VALVE
ASSEMBLY (DCVA)

**CALL BEFORE
YOU DIG**

811

AT LEAST 24 HOURS BEFORE

PROPOSED FRONTAGE IMPROVEMENTS PLAN

SCALE: 1"=30'

1 = 30 FEET

0 15' 30' 60'

[illegible]

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN

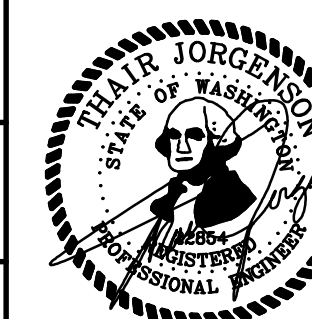
DRAWING DATE: 9/7/21

PERMIT NO.
PL-SPR-20-0001

DRAWING NO.

PROPOSED FRONTAGE IMPROVEMENTS PLAN

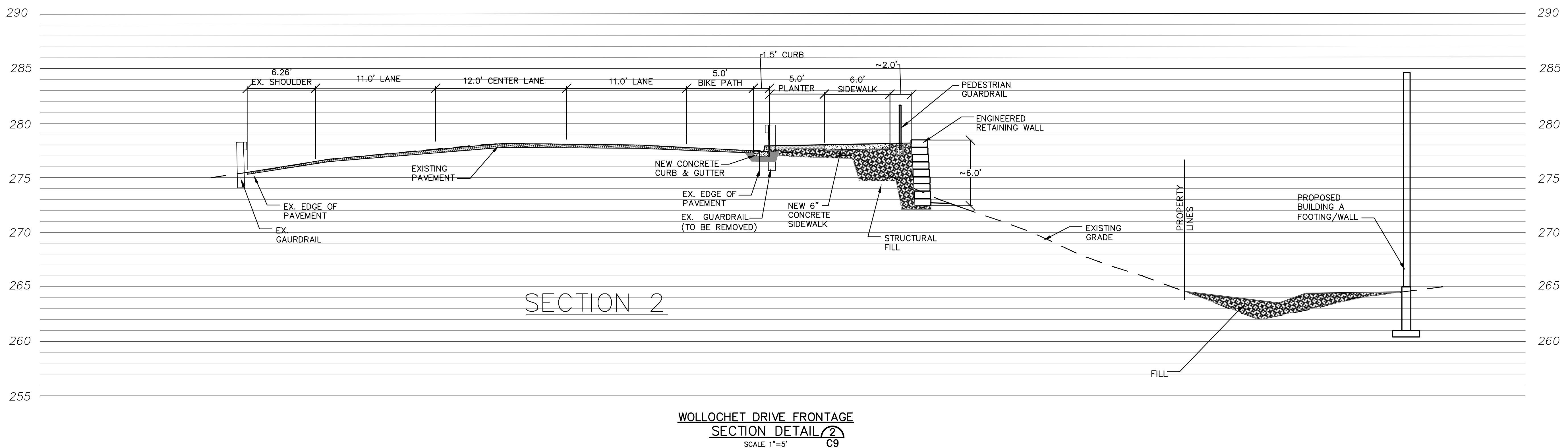
SHEET OF
C9 13



SECTION 1

SECTION DETAIL 1

SCALE 1"=5'



1 = 5 FEET



0 5' 10'

REVISIONS	JES Jorgenson Engineering Services, LLC - Civil/Development Engineering - Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 9/7/21	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		FRONTAGE IMPROVEMENTS CROSS SECTIONS	DRAWING NO. JES-19-02	
		CHECKED BY: TAJ			SHEET OF C10 13	
		APPROVED BY: TAJ				
		SCALE: AS NOTED				
		OTHER:				

SECTION 3

285

280

275

270

265

260

255

6.17' EX. SHOULDER

11.0' LANE

12.0' CENTER LANE

11.0' LANE

5.0' BIKE PATH

1.5' CURB

5.0' PLANTER

6.0' SIDEWALK

~2.0'

PEDESTRIAN GUARDRAIL

ENGINEERED RETAINING WALL

~6.6'

STRUCTURAL FILL

EXISTING GRADE

PROPERTY LINES

PROPOSED BUILDING A FOOTING/WALL

FILL

EX. EDGE OF PAVEMENT

EX. GAURDRAIL

EXISTING PAVEMENT

EX. EDGE OF PAVEMENT

EX. GUARDRAIL (TO BE REMOVED)

NEW 6" CONCRETE SIDEWALK

SECTION 4

Labels and Dimensions:

- 4.90' EX. SHOULDER
- 11.0' LANE
- 12.0' CENTER LANE
- 11.0' LANE
- 5.0' BIKE PATH
- 5.0' PLANTER
- 6.0' SIDEWALK
- 1.5' CURB
- ~2.0'
- PEDESTRIAN GUARDRAIL
- ENGINEERED RETAINING WALL
- ~3.7'
- EXISTING PAVEMENT
- EX. EDGE OF PAVEMENT
- EX. GUARDRAIL (TO BE REMOVED)
- NEW 6" CONCRETE SIDEWALK
- STRUCTURAL FILL
- EXISTING GRADE
- PROPERTY LINES
- PROPOSED BUILDING A FOOTING/WALL
- FILL

1 = 5 FEET

0 5' 10'

REVISIONS	JES Jorgenson Engineering Services, LLC - Civil/Development Engineering - Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 9/7/21	PERMIT NO. PL-SPR-20-0001		
		DRAWN BY: TAJ		FRONTAGE IMPROVEMENTS CROSS SECTIONS	DRAWING NO. JES-19-02		
		CHECKED BY: TAJ			SHEET OF C11 13		
		APPROVED BY: TAJ					
		SCALE: AS NOTED					
		OTHER:					

WOLLOCHET INTERCHANGE SELF-STORAGE
 A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
 CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

DRAWING NOTES:

SIGHT DISTANCE IS BASED UPON 35 MPH SPEED LIMIT, INTERSECTION SIGHT DISTANCE OF 390' AS PER ASSHTO TABLE 9-6 CASE B1 -LEFT TURN FROM STOP.

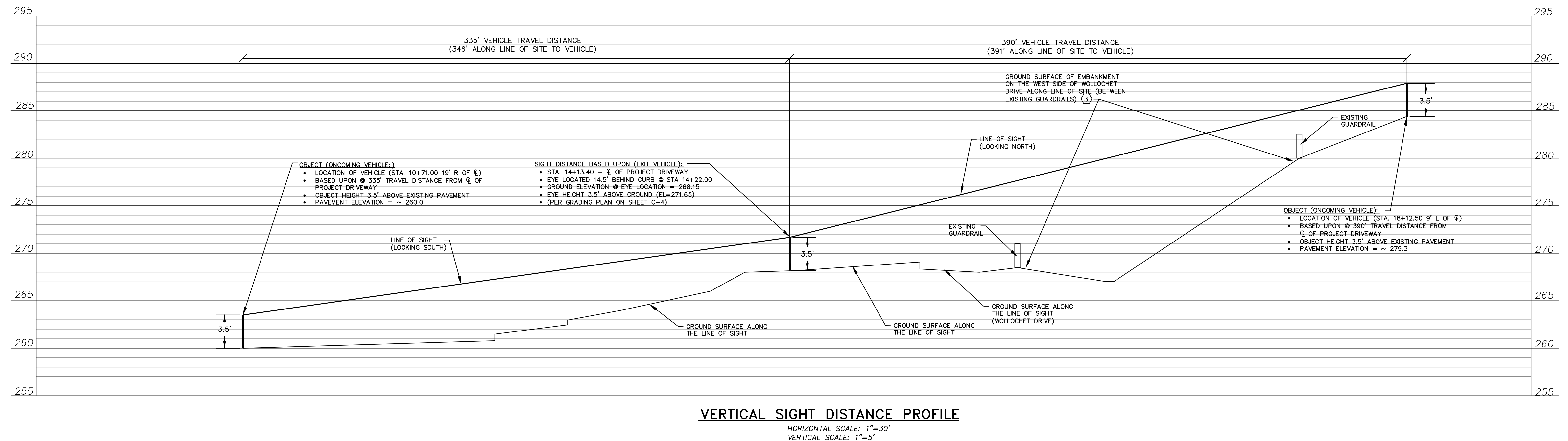
SIGHT DISTANCE IS BASED UPON 35 MPH SPEED LIMIT, INTERSECTION SIGHT DISTANCE OF 335' AS PER ASSHTO TABLE 9-8 CASE B2 -RIGHT TURN FROM STOP.

AREA OF MAINTAINED VEGETATION WITHIN SIGHT TRIANGLE. THIS SECTION OF THE EMBANKMENT OF THE WEST SIDE WOLLOCHET DRIVE HAS BEEN PERIODICALLY MAINTAINED IN THE PAST BY ROAD CREWS TO KEEP BRUSH AND SMALL TREES DOWN. CONTINUED MAINTENANCE OF BRUSH AND VEGETATION WITHIN AREA WILL MAINTAIN THE 390' SITE DISTANCE. SEE PROFILE.

HORIZONTAL SIGHT DISTANCE (WOLLOCHET DRIVE)
 HORIZONTAL SCALE: 1"=30'

1" = 30 FEET
 0 15' 30' 60'

- ① SIGHT DISTANCE IS BASED UPON 35 MPH SPEED LIMIT, INTERSECTION SIGHT DISTANCE OF 390' AS PER ASSHTO TABLE 9-6 CASE B1 -LEFT TURN FROM STOP.
- ② SIGHT DISTANCE IS BASED UPON 35 MPH SPEED LIMIT, INTERSECTION SIGHT DISTANCE OF 335' AS PER ASSHTO TABLE 9-8 CASE B2 -RIGHT TURN FROM STOP.
- ③ AREA OF MAINTAINED VEGETATION WITHIN SIGHT TRIANGLE. THIS SECTION OF THE EMBANKMENT OF THE WEST SIDE WOLLOCHET DRIVE HAS BEEN PERIODICALLY MAINTAINED IN THE PAST BY ROAD CREWS TO KEEP BRUSH AND SMALL TREES DOWN. CONTINUED MAINTENANCE OF BRUSH AND VEGETATION WITHIN AREA WILL MAINTAIN THE 390' SITE DISTANCE. SEE PROFILE.



REVISIONS	JES Jorgenson Engineering Services, LLC - Civil/Development Engineering - Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 9/7/21	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		WOLLOCHET DRIVE DRIVEWAY SIGHT DISTANCE	DRAWING NO. JES-19-02	
		CHECKED BY: TAJ			SHEET OF C12 13	
		APPROVED BY: TAJ				
		SCALE: AS NOTED				
		OTHER:				

AUTOTURN "IN/OUT" - SELF-STORAGE FACILITY
(VEHICLE: SU-40 TRUCK)

SCALE: 1"=40'

39.50

4.00 25.00

SU-40 feet

Width : 8.00
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 31.8

36'

R/W

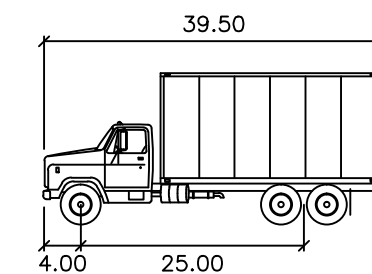
WOLLOCHET DRIVE (W)

PROPOSED 3-STORY BUILDING A
68,917 GSF
FF EL=263.1

PROPOSED 1-STORY BUILDING B
13,004 GSF
FF EL=263.1

PROPOSED 1-STORY BUILDING C
9,056 GSF
FF EL=263.1

PROPOSED 1-STORY BUILDING D
4,264 GSF
FF EL=263.1



SU-40	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

AUTOTURN "IN/OUT" – SELF-STORAGE FACILITY
(VEHICLE: PUMPER FIRE TRUCK)

44.00
8.00 24.00

Pumper Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

WOLLOCHET DRIVE NW

PROPOSED 3-STORY BUILDING A
68,917 GSF
FF EL=263.1

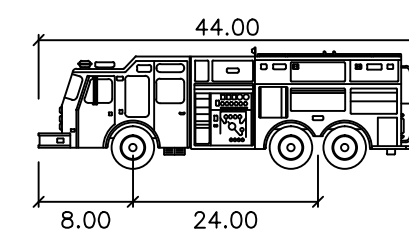
PROPOSED 1-STORY BUILDING E ~ 4,264 GSF
FF EL=263.1

PROPOSED 1-STORY BUILDING B
13,004 GSF
FF EL=263.1

PROPOSED 1-STORY BUILDING C
9,056 GSF
FF EL=263.1

36'

R/W



Pumper Fire Truck	
	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

[illegible]

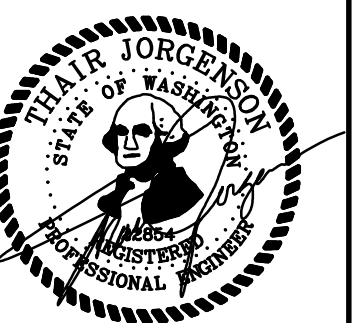
DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 9/7/21

VEHICLE AUTOTURN ANALYSIS

PERMIT NO. PL-SPR-20-0001
DRAWING NO. JES-19-02
SHEET OF C13 13



Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit D

CONDITIONAL USE PERMIT
Review Criteria (GHMC 17.64.040)

for the

Wollochet Ministorage Project

CITY OF GIG HARBOR, WASHINGTON

Project Number:	PL-SPR-20-0001 et al
Parcel No's:	0221078007
Property Owner:	<i>Wollochet Ministorage, LLC</i> 6622 Wollochet Dr Gig Harbor, Washington 98335 Phone No.: (253) 858-3636
Applicant:	Kim Orr Rush Development 6622 Wollochet Dr Gig Harbor, WA 98335 Phone No.: (253) 858-3636
Date:	December 31, 2019 <i>Revised April 13, 2021</i>

Table of Contents

Page

I. Project Narrative.....	2
A. <u>Introduction-Conditional Use Permit</u>	2
B. <u>Site Description</u>.....	3
C. <u>Project Description</u>.....	4
 II. Conditional Use Criteria	4

Exhibits:

Exhibit A	Legal Description
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Figures:

Figure 1	Vicinity map
Figure 2	Proposed Site plan

Wollochet Ministorage Project

I. PROJECT NARRATIVE

A. Introduction-Conditional Use Permit Request

The proposed project includes the construction of five (5) storage locker buildings available to the general public and used solely for the storage of personal property. The buildings are labeled on the site plan A through E and are described as follows:

- Building A – (3)-stories (partially heated)
- Building B – (1)-story (partially heated)
- Buildings C, D, E – (1)-story, ea. (not heated)

Vehicular access is proposed via a new driveway with access from Wollochet Drive, on the west side of the proposed project. Surface parking is proposed along the south side of proposed Building A, which is where the sales/administrative office is located. Six (6) surface parking stalls are provided.

The site is subject to an Annexation and Concomitant Zoning Agreement adopted by City Council Resolution No 398-ANX 91-07, originally recorded February 8, 1995 and amended, August 22, 2001. The underlying zoning is RB-2, which allows ministorage as a Conditional Use.

B. Site Description

The project site is approximately 3.69 acres and is located at the intersection of Wollochet Drive to the west and Highway 16 to the north. The site is surrounded by the following roadway and commercial uses:

- To the north - Highway 16
- To the west - Wollochet Drive
- To the east - office buildings
- To the south - commercial business (Gig Harbor Waterfalls Landscaping)

(See Figures 1 – Vicinity Map and Figure 2 – Site Plan)

Historically the project site was used as a soil borrow resource for the Wollochet/SR-16 overpass, followed by a bowling alley and is currently vacant. In the late 1990s, the Gig Harbor Community bowling alley's roof collapsed under a heavy snow load. Within the year following the collapse, the bowling alley owner, the Uddenberg family and Talmo, Inc., the owner of the subject property at that time, teamed up to build a replacement bowling alley and family center on the site. The City was helping the effort to rebuild by expediting permit reviews and issuance of the building permits with the support of Gig Harbor's City Council. Under the

permits, Talmo graded the site, installed some of the pier foundations, installed some storm drainage improvements and extended some of the utilities onto the site. However, shortly thereafter financial constraints prevented the project from moving forward and the project was cancelled. The site has remained vacant and undeveloped since that time.

The current site is generally vegetated with grasses, brush, Scots broom, dense growth of blackberries and some trees.

The project proposal (5-building, self-storage facility) is separated from any residential use by existing commercial businesses, Wollochet Drive and Highway 16. The existing site is a large, vacant area that is sunken well below Wollochet Drive and Highway 16 and is enclosed on three sides by steep, heavily vegetated slopes. Access to the future storage buildings will be from a shared driveway (driveway is shared with commercial landscaping business to the south) from Wollochet Drive.

Project Address:	6600 Block of Wollochet Drive
Site Parcel Number:	0221078007
Total Site Area:	3.69 acres
Zoning Designation:	RB-2
Adjacent Zones:	East/West/South – RB-2; North – R-1 **
ECA:	Slope
FAR:	None
Setbacks:	SR-16 = 25'; Wollochet Drive = 20'; Side = 8'; Rear = 15'
Base Height Limit:	35'
Max Impervious:	60% (see Concomitant Agreement)

The site includes surface parking for (6) vehicles, along with (4) covered loading spaces (Building A), associated site landscaping and pedestrian amenities as required by code. Total impervious area proposed is approximately 95,568 SF or ~60.0% (59.4%).

***Note the City's zoning map indicates a small, R-1 zone abutting the site's northern property line. This single 7,350 SF undeveloped parcel (0221074030) is owned by WSDOT and is surrounded by the Highway 16 Wollochet Interchange cloverleaf right-of-way.*

C. Project Description

The project site is located within a City of Gig Harbor's RB-2 zoning district. As such, a ministorage building is allowed as a Conditional Use Permit (CUP). In addition to submitting this CUP application for the project, the City of Gig Harbor project approval process requires the initial steps of submitting a Master Site Plan Review (MSPR), Design Review (DR) and SEPA applications for this type of project.

Upon completion of the CUP, MSPR, DR, & SEPA process, followed by the Hearing Examiner's decision, a Commercial Building permit, civil grading and utility construction permit, NPDES will submitted.

1.1. Project Overview

The proposed project will consist of heated and non-heated, self-storage lockers in five (5), buildings. The three-story building (Building A) and the largest, one-story building (Building B) are partially-heated with storage locker access from an interior corridor as well as standard, outside-accessed storage lockers with roll-up doors. All five buildings total approximately 102,371 of type II-B construction. All buildings will be fully-sprinklered with automatic fire sprinklers designed in accordance with the National Fire Protection Association (NFPA) code.

The facility will provide approximately 674, fully-enclosed, self-service storage lockers that range in size a variety of sizes from 25sf to 250+sf. The facility will be designed and operated in accordance with the definition of “Ministorage” as described in the Gig Harbor Municipal code as follows:

“Ministorage” means fully enclosed commercial storage facilities, available to the general public and used solely for the storage of personal property. (Ord. 1046 § 43, 2006; Ord. 703 § 13, 1996; Ord. 573 § 2, 1990).

II. CONDITIONAL USE CRITERIA

In considering whether to grant conditional uses, the hearing examiner shall be satisfied that the minimum standards set for uses specified in Title 17 of the zoning code will be met. In addition, the examiner shall consider the criteria listed in this section and the standards as set forth in this chapter.

The following identifies each of the criteria under which the application will be evaluated along with a specific response as to how each criterion is met by this proposal.

Conditional Use Evaluation Criteria

A. That the use which the conditional use permit is applied for is specified by this title as being conditionally permitted within, and is consistent with the description and purpose of the zone district in which the property is located;

Per the Concomitant Annexation Agreement Resolution No.398 ANX 91-07 Section 1D – Land Use Restrictions South of Wollochet Drive states:

In addition to any other applicable requirements of the Gig Harbor Municipal Code, the following land use restrictions shall apply to the area of the property south of Wollochet Drive:

1. Zoning Designation: RB-2
2. Permitted Uses: All uses otherwise permitted in the RB-2 zone shall be permitted on the Property, with the exception of multi-family dwellings.

3. Conditional Uses: All other conditional uses that may be applied for in the RB-2 zone may be permitted if the applicable criteria are met.

As the Concomitant Agreement affirms all conditional uses in the underlying RB-2 zone may be considered, reference is made to *Table 17.14.020 Land Use Matrix* in the Gig Harbor Municipal Code. In this table, under the RB-2 zone, Ministorage is in fact allowed as a Conditional Use. Therefore, this Conditional Use Application meets Criteria A of the Evaluation process as being conditionally permitted within the zoning district.

The second part condition A requires demonstration that the use is *consistent with the description and purpose of the zone district*.

Per section 17.30.010 of the GHMC, the RB-2 district is intended to provide a mix of medium density residential uses with certain specified business, personal and professional services. It is intended to serve as a transitional buffer between high intensity commercial areas and lower intensity residential areas. The RB-2 zone is similar in construction to the RB-1 zone while allowing a higher percentage of hard surface coverage and multifamily residential development. Furthermore, the RB-2 zone would serve to minimize impacts to adjacent residential uses by limiting general operational impacts of a use to that portion of the site between the structure(s) and the fronting road. (Ord. 1347 § 31, 2016; Ord. 554 § 1A, 1989).

The proposed ministorage facility is the ideal use at this location in that it is surrounded on all sides by either an existing commercial business city roadway or state highway. The commercial businesses and services to the south and east consist of a landscaping business and office buildings, respectively, and to the west and north Wollochet Drive and State Highway 16, respectively.

A self-service ministorage facility's entire operation is fully contained within the site and will have little to no impact on the surrounding businesses or greater, surrounding area or neighborhoods. There are no noisy outdoor activities or operations that will impact the surrounding commercial uses and further separated by these commercial uses, residential neighbors will not be affected by the ministorage use as they are already separated from the storage building site by the existing, surrounding businesses and roadways.

The new project will generate some additional vehicular trips to/from the new facility when fully-operational but will have no adverse impact on the surrounding streets or Level of Service (LOS). Among commercial uses, ministorage has relatively low trip generation rate in the PM Peak Hour. There is no change in LOS with or without the new ministorage building (Heath Traffic Report, dated December 2019).

Further, the majority of the site is sunken below the roadway and highway, further removing the activities of the use from the already distant and separated residential uses. Therefore, the ministorage project, allowed as a conditional use, is consistent with the description and purpose of the zone in which the property is located.

B. That the granting of such conditional use permit will not be detrimental to the public health, safety, comfort, convenience and general welfare, will not adversely affect the established character of the surrounding neighborhood, and will not be injurious to the property or improvements in such vicinity and/or zone in which the property is located;

Approval of a Conditional Use Permit to operate a ministorage facility on this site will not be detrimental health, safety, comfort, convenience or general welfare of the public. As mentioned above, the activities that occur within the site are limited to within the site and the storage buildings. After the initial lease-up of the storage lockers, vehicular trips will generally be sporadic throughout the day and evening. The building's 24-hour security cameras, fencing and access-controlled gate will limit access to the site. Following the Design Review Board's recommendations, received October 23, 2020, the building's architectural forms will be appropriate for buildings of this type with colors and materials appropriate for the use, surrounding area and that will compliment buildings in the larger community.

C. That the proposed use is properly located in relation to the other land uses and to transportation and service facilities in the vicinity; and further, that the use can be adequately served by such public facilities and street capacities without placing an undue burden on such facilities and streets;

With respect to the building being properly located in relation to other land uses, the location is ideal for a ministorage facility. It is a site suitable for development of this type, as it is sunken below Wollochet and Highway 16, where the majority of the buildings are hidden from street view and are surrounded by existing commercial operations. There is a limited view of the three-story building from Wollochet Drive.

With respect to impact to streets, the proposed ministorage facility creates minimal impact to surrounding streets. Use of storage facilities is generally limited to private vehicles with no change to LOS on the existing roadway. There will be little, or no use of public transportation facilities required as a result of the project. The project will not promote the use of, or in any way reduce existing public transportation capacity.

With respect to impact on other service facilities in the vicinity, service impacts could include the fire or police department services. It is reasonable to assert that there is very limited impact to the fire or police department (fire-sprinklered buildings and secured, access-controlled site). Further, if an emergency required, the proximity of the site to Gig Harbor Station 51 is 1 mile and 5 minutes away and the Gig Harbor police station is .9 miles and 5 minutes away.

D. That the site is of sufficient size to accommodate the proposed use and all yards, open spaces, walls and fences, parking, loading, landscaping and other such features as are required by this title or as needed in the opinion of the examiner.

The site plan, building plans, building elevations and landscape plans attached to this application demonstrate that the site is of sufficient size to accommodate all the necessary

program elements needed for a ministorage facility, while at the same time complying with all the requirements of the RB-2 zone for front yard setback, side yard setback, open space, parking, loading, impervious coverage and landscaping. This proposal substantially meets or exceeds the project requirements, affirming that the site is of sufficient size to accommodate the proposed use.

In closing, as the population of Gig Harbor grows and available land is limited for residential development, the ministorage use on this particular site is in direct support of a growing population's storage needs. The site is appropriate as it is already surrounded by commercial development, a major roadway and state highway. It is generally sunken from view and will not cause adverse impacts to the existing roadway LOS or the City's fire and police services.

Figure 1

VICINITY MAP

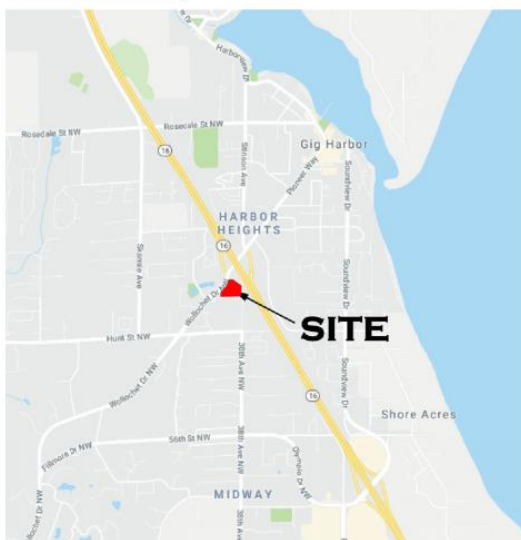


Figure 2



Exhibit A

Legal Description

Section 07 Township 21 Range 02 Quarter 44 : PARCEL "A" LOT COMBO 99-03-010-0329 DESC
AS FOLL COM SE COR TH ALG E LI N 02 DEG 12 MIN 31 SEC E 862.35 FT TH S 88 DEG 15 MIN 27
SEC W 30.00 FT TO PT ON WLY ROW 38TH AVE ALSO BEING SE COR L 4 S P 80-211 TH ALG SD
WLY ROW LI N 02 DEG 12 MIN 31 SEC E 263.15 FT TO PT ON SLY ROW LI OF SR-16 TH ALG SD LI
N 54 DEG 22 MIN 30 SEC W 267.79 FT TH S 86 DEG 11 MIN 19 SEC W 100.98 FT TO SELY ROW LI
OF WOLLOCHET DR AS PER ORD NO 777 TH ALG SD PAR ROW LI S 11 DEG 34 MIN 39 SEC W
28.36 FT TO PT OF CURVATURE TH ALG ROW LI ALG A CURVE TO RIGHT HAVING A RADIUS OF
420 FT THROUGH A CENTRAL ANGLE OF 42 DEG 14 MIN 12 SEC FOR ARC DISTANCE OF 309.61
FT TH ALG SD ROW LI S 36 DEG 11 MIN 09 SEC E 12.93 FT TO PT ON NWLY LI OF L 1 OF SP 80-
211 TH S 60 DEG 36 MIN 08 SEC W 26.67 FT TH S 74 DEG 43 MIN 47 SEC W 14.35 FT TH S 02
DEG 18 MIN 13 SEC W 118.11 FT TO SW COR SD S P TH ALG S LI OF SD S P N 88 DEG 15 MIN 27
SEC E 511.88 FT M/L TO SE COR SD S P AND TPOB SUBJ TO EASE & RESTRICTIONS OF REC COMB
8-001, 8-002 8-003, 8-004 & 4-052 SEG L-0109 MM08-06-99MM

TECHNICAL MEMORANDUM

Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit E

Prepared by: Grette Associates^{LLC}
2102 North 30th Street, Ste A
Tacoma, WA 98403

June 29, 2021

Prepared for: City of Gig Harbor
Attention: Kim Mahoney
3510 Grandview Street
Gig Harbor, WA 98335

File No.: 250.001.2076

Re: Wollochet Drive NW: Wetland and Fish and Wildlife Habitat Assessment Report – Third Party Review

1 INTRODUCTION

The City of Gig Harbor (City) has contracted with Grette Associates to assist in the review of the revised Wetland and Fish and Wildlife Habitat Assessment Report (the “Revised Report”, Revised July 17, 2020) that was prepared by Soundview Consultants, LLC in support of the proposed storage facility development project located at the subject property situated along Wollochet Drive NW (Pierce County parcel 0221078007).

The Revised Report was submitted to the City in response to Grette Associates’ comments that were summarized in their review of the Wetland and Fish and Wildlife Habitat Assessment Report (the “Report”; dated March 2017) that was submitted to the City in March 2017 (Grette Associates 2017). The purpose of this review is to ensure the Revised Report was updated for conformance with Chapter 18.08 of the Gig Harbor Municipal Code (GHMC).

2 REVIEW METHODS

2.1 Site Visit

Grette Associates completed a site visit on April 7 and 27, 2017 to assess the subject property. Given that no development has occurred since Grette Associates’ 2017 site visit, it is assumed that the conditions observed in 2017 have not significantly changed; therefore, no site visit was completed during this review.

2.2 Document Review

A Grette Associates biologist conducted a thorough review of the Revised Report submitted to the City. The review focused on verifying the accuracy of the descriptions within the Revised Report and compliance with the current version of Title 18 of the Gig Harbor Municipal Code (GHMC).

3 REVIEW RESULTS

Based on Grette Associates’ review, the Revised Report is compliant with the requirements defined in Chapter 18.08 of the GHMC.

3.1 2017 Site Visit Summary

In summary of the 2017 site visit, it was determined that no wetlands, streams, or other critical areas were identified within the subject property (Grette Associates 2017). The subject property appears to have been graded to facilitate the construction of a previously approved project and Grette Associates identified numerous concrete footings and pads as well as two depressional areas that resemble constructed stormwater management features (i.e., stormwater ponds). In addition, there are several constructed stormwater conveyance features that appear to collect surface water from the subject property and convey it to the stormwater ponds. The northern stormwater pond is located in relatively the same area mapped as Wetland A within the Report.

In addition to the onsite investigation, areas within 300 feet of the subject property were visually investigated. Grette Associates identified one offsite wetland feature that is located approximately 250 feet west of the subject property. This wetland feature is associated with the City's Adam Tallman Park. No additional features were observed within 300 feet of the subject property.

3.2 Critical Areas Review

Upon review, the Revised Report complies with the minimum reporting requirements defined in Chapter 18.08 of the GHMC.

3.2.1 Wetlands

As summarized in Grette Associates' 2017, the stormwater ponds that were constructed during previous land use activities are not regulated wetland features (Grette Associates 2017). Per GHMC 18.08.030, wetlands do not include artificial wetlands intentionally created from non-wetland areas, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, retention facilities, and landscape amenities. Therefore, while the two stormwater ponds resemble wetland like features, they are not regulated as wetlands under Chapter 18.08 of the GHMC.

As noted above, one offsite wetland feature is located approximately 250 feet north of the subject property across from Wollochet Drive NW.

3.2.2 Critical Fish and Wildlife Habitat Areas

Per GHMC 18.08.186, a proposed project shall prepare a habitat assessment to identify any critical fish and wildlife habitat areas (CFWHAs) that are on or within 300 feet of the project area. If the habitat assessment identifies any CFWHAs on or within 300 feet of a project site a habitat management plan (HMP) shall be prepared.

The offsite wetland (Wetland B) that is located within approximately 250 feet of the subject property has been previously documented by the City as a Category II wetland feature; therefore, it is classified as a CFWHA feature per GHMC 18.08.186.

The Revised Report adequately addresses all CFWHAs that are within 300 feet of the subject property and meets the habitat assessment and HMP reporting requirements defined in GHMC 18.08.186. The Revised Report summarizes the potential effects any future project activities will have on the CFWHA as well as adequately demonstrates that any project activities within the subject property would not have any adverse impact to the functions the CFWHA and/or its buffer provides due to the existing substantial development between the feature and the subject property.

Wetland B is situated across Wollochet Drive NW from the subject property. Per GHMC 18.08.100, legally established developed roadways that transect a wetland buffer function as a potential buffer interruption. Grette Associates concurs with the Revised Report's summary that the portion of any buffer associated with Wetland B that extends south of Wollochet Drive NW does not provide any functions to protect the wetland. Therefore, Wetland B's buffer does not extend onto the subject property.

4 SUMMARY AND RECOMMENDATIONS

In summary, the Revised Report is compliant with Chapter 18.08 of the GHMC. Based on the 2017 review, Grette Associates concurs with the Revised Report that the two stormwater ponds that were constructed during previous land development activities were constructed from non-wetland areas and are therefore not regulated features under Chapter 18.08 of the GHMC.

Wetland B is mapped on the City's critical areas map and has been previously documented by the City as a Category II wetland. As a result, Wetland B is classified as a CFWHA (GHMC 18.08.186). The Revised Report provides adequate discussion and analysis to meet the minimum habitat assessment and HMP reporting requirements defined in GHMC 18.08.186 as well as adequately demonstrates that Wollochet Drive NW functions as a buffer interruption and therefore its associated buffer does not extend beyond the edge of the northern roadway towards the subject property. Based on the information contained in the Revised Report, Grette Associates concurs that the proposed storage facility would not have any adverse impacts to Wetland B. Therefore, Grette Associates recommends that the City accept the Revised Report.

The review of the Revised Report was conducted using the best available scientific information and methodologies and the best professional judgment of Grette Associates staff wetland biologists. Final acceptance and approval of the report is at the discretion of City staff.

If you have any questions on the document review, please contact me at (253) 573-9300, or by email at chadw@gretteassociates.com.

Regards,



Chad Wallin
Biologist
GRETTE ASSOCIATES^{LLC}

References:

Grette Associates, LLC. 2017. Wollochet Drive NW – Third Party Review. Prepared for the City of Gig Harbor. April 27, 2017.

WETLAND AND FISH AND WILDLIFE HABITAT ASSESSMENT REPORT

WOLLOCHET DRIVE NW

MARCH 2017

REVISED JULY 2020



**Soundview
Consultants**
Environmental Assessment
Planning + Land Use Solutions

WETLAND AND FISH AND WILDLIFE HABITAT ASSESSMENT REPORT

WOLLOCHET DRIVE NW

MARCH 8, 2017

REVISED JULY 17, 2020

PROJECT LOCATION

WOLLOCHET DRIVE NW
GIG HARBOR, WA 98335

PREPARED FOR

WOLLOCHET INTERCHANGE, LLC (RUSH)
6622 WOLLOCHET DRIVE NW
GIG HARBOR, WA 98335

PREPARED BY

SOUNDVIEW CONSULTANTS LLC
2907 HARBORVIEW DRIVE, SUITE D
GIG HARBOR, WASHINGTON 98335
(253) 514-8952



**Soundview
Consultants**
Environmental Assessment
Planning + Land Use Solutions

Executive Summary

Soundview Consultants LLC (SVC) is supporting Wollochet Interchange LLC (Applicant) with a wetland delineation and fish and wildlife habitat assessment for the future planning and development of a 3.69-acre property located on Wollochet Drive NW in the City of Gig Harbor, Washington. The subject property is situated in the southwest ¼ of Section 7, Township 21 North, Range 2 East, W.M. (Pierce County Tax Parcel Number 0221078007).

SVC investigated the subject property for the presence of potentially-regulated wetlands, waterbodies, fish and wildlife habitat, and/or priority species beginning in the fall of 2015 through winter of 2017. Using current methodology, SVC staff identified one potentially-regulated Category IV depressional wetland (Wetland A), with a standard 50-foot buffer; however, this wetland also appeared to potentially be a relict sediment pond associated with prior approved development activities on the site. As such, SVC reviewed construction plans and a survey of the site conducted prior to existing land disturbances associated with activities carried out that were consistent with the construction documentation. SVC concluded potential Wetland A was likely a stormwater pond associated with the construction activity and not a regulated wetland.

A site visit was conducted by the City of Gig Harbor's third-party reviewer (Grette Associates) in April of 2017. The Grette review concluded that that the potential wetland was a stormwater pond constructed from upland area and not regulated. This report has been updated to include additional information as outlined in the third-party review (Grette Associates, 2017). An additional wetland area was identified offsite, approximately 250 feet northwest of the subject property, north of Wollochet Drive Northwest (Grette Associates, 2017). The identified offsite wetland has been previously documented and estimated by the City of Gig Harbor as a Category II wetland, and as such, no formal assessment of the wetland is required per the City of Gig Harbor Municipal Code (GHMC) 18.08.090.

Three additional problematic areas were identified; however, after further research and investigation, these problematic areas were determined to not meet wetland criteria. Each of these areas are associated with approved grading activities for the Memory Lanes Recreation Center which exposed and compacted subsoils across much of the site. The plans for the recreation center were approved on July 30, 1999; however, the associated project was not completed, leaving the area fallowed and highly altered.

The summary table below identifies potential regulatory status of local, State, and Federal agencies.

Wetland Name	Size/Length onsite	Category/ Type ^A	Regulated Under Gig Harbor, Title 18.08	Regulated Under RCW 90.48	Regulated Under Clean Water Act
A	0.006 ac	IV	No	No	No
B	offsite	II	Yes	Likely	Likely

A. Current Washington State Department of Ecology (Hruby 2014) wetland rating methods.

Site Map

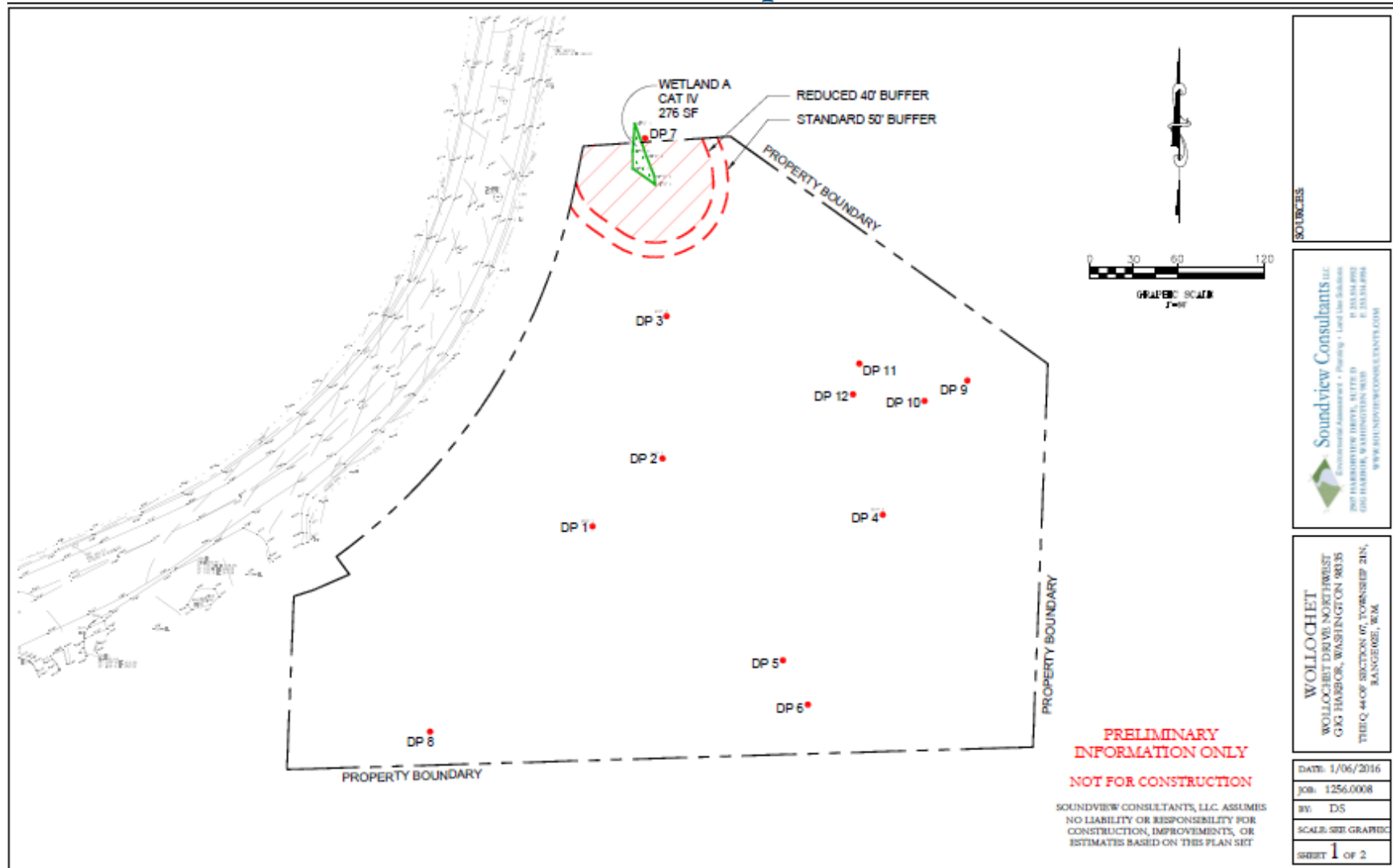


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Appendix E — Data Sheets

Appendix F — Wetland Rating Form (If Applicable)

Appendix G — Qualifications

Chapter 1. Introduction

Soundview Consultants LLC (SVC) is supporting Wollochet Interchange LLC (Applicant) with a wetland delineation and fish and wildlife habitat assessment for the future planning and development of a 3.69-acre property located on Wollochet Drive NW in the City of Gig Harbor, Washington. The subject property is situated in the southwest $\frac{1}{4}$ of Section 7, Township 21 North, Range 2 East, W.M. (Pierce County Tax Parcel Number 0221078007).

Using current methodology, SVC staff identified one potentially-regulated Category IV depressional wetland (Wetland A), with a standard 50-foot buffer; however, this wetland also appeared to potentially be a relict sediment pond associated with prior approved development activities on the site. As such, SVC reviewed construction plans and a survey of the site conducted prior to existing land disturbances associated with activities carried out that were consistent with the construction documentation. SVC concluded potential Wetland A was likely a stormwater pond associated with the construction activity and not a regulated wetland.

A site visit was conducted by the City of Gig Harbor's third-party reviewer (Grette Associates) in April of 2017. The Grette review concluded that the potential wetland was a stormwater pond constructed from upland area and not regulated. This report has been updated to include additional information as outlined in the third-party review (Grette Associates, 2017). An additional wetland area was identified offsite, approximately 250 feet northwest of the subject property, north of Wollochet Drive Northwest (Grette Associates, 2017). The identified offsite wetland has been previously documented and estimated by the City of Gig Harbor as a Category II wetland, and as such, no formal assessment of the wetland is required per the City of Gig Harbor Municipal Code (GHMC) 18.08.090.

Three additional problematic areas were identified; however, after further research and investigation, these problematic areas were determined to not meet wetland criteria. Each of these areas are associated with approved grading activities for the Memory Lanes Recreation Center which exposed and compacted subsoils across much of the site. The plans for the recreation center were approved on July 30, 1999; however, the associated project was not completed, leaving the area fallowed and highly altered.

The purpose of this wetland delineation and fish and wildlife habitat assessment report is to document the presence of potentially-regulated wetlands, fish and wildlife habitat, and/or priority species on or near the subject property. The Applicant is assessing the feasibility of developing the subject property following confirmation of the results of this investigation by the City of Gig Harbor. Potential development includes the construction of a storage facility with associated utilities, infrastructure, and stormwater system.

Recommendations will be made to determine development limitations of the subject property as they relate to the critical areas discussed in this report. This report provides conclusions and recommendations regarding:

- Site description and area of assessment;
- Background research of potentially-regulated critical areas and habitats within the vicinity of the proposed project;
- Identification, delineation, and assessment of potentially-regulated wetlands;

- Identification and assessment of potentially regulated fish and wildlife habitat;
- Standard buffer recommendations, building setbacks, and development limitations;
- Existing site map detailing identified critical areas and standard buffers;
- Supplemental information necessary for Federal, State, and/or local regulatory review; and
- Background regulations on prior development approvals and actions affecting the site

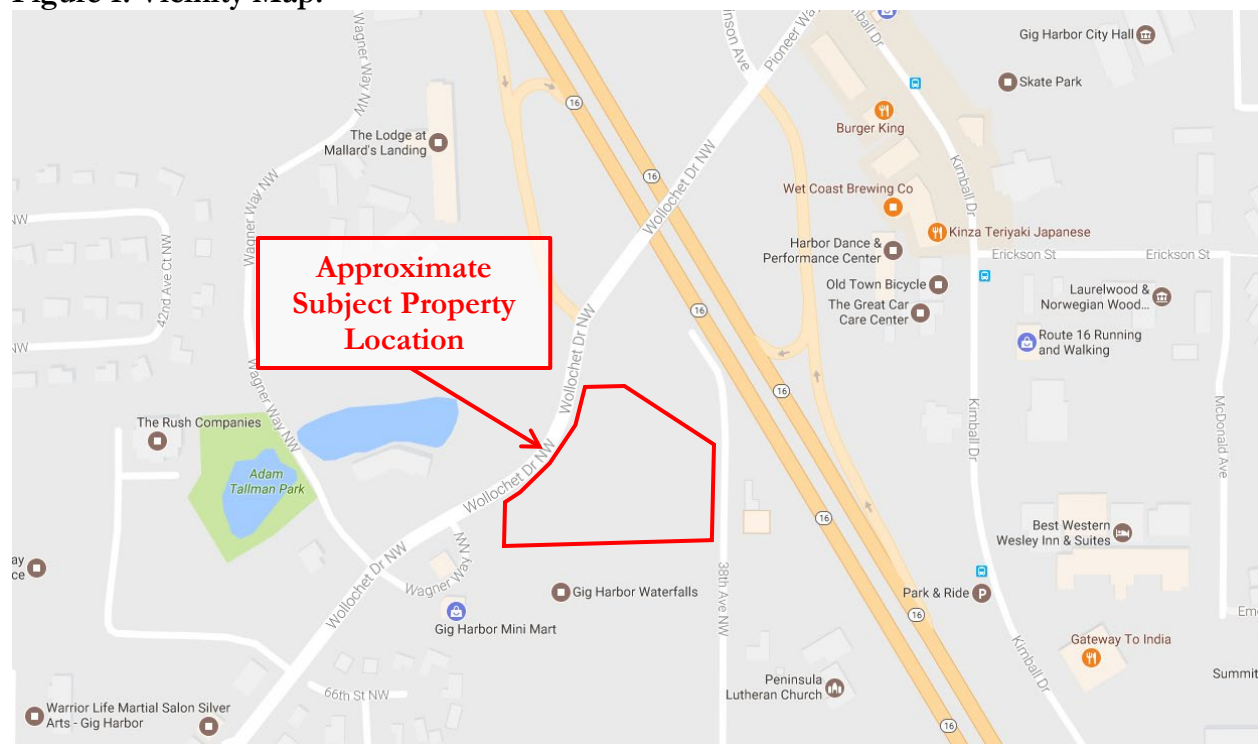
Chapter 2. Project Location

2.1 Location

The proposed project is located along Wollochet Drive NW in the City of Gig Harbor, Washington. The project is situated on a 3.69-acre parcel in the southwest ¼ of Section 7, Township 21 North, Range 2 East, W.M. within Pierce County (Pierce County Tax Parcel Number 0221078007).

To access the site from Washington State Route 16 (WA-16) West, take the Wollochet Drive NW exit. At the traffic light, turn left onto Pioneer Highway and proceed onto Wollochet Drive NW, where the subject property will be on the left side after approximately 0.1 mile.

Figure 1. Vicinity Map.



Source: Google Maps

Chapter 3. Methods

SVC evaluated the subject property for the potential presence of wetlands on or within 300 feet of the subject property in the fall of 2015 through winter of 2017. Follow up site investigations were conducted in April of 2017 by Grette Associates, the City of Gig Harbor's third-party reviewer. All wetland determinations were made using observable vegetation, hydrology, and soils in conjunction with data from the U.S. Geographic Survey (USGS) topographic maps, the Natural Resources Conservation Service (NRCS) Soil Survey, National Wetlands Inventory (NWI), Pierce County Public GIS, U.S. Fish and Wildlife Service (USFWS), the Soil Survey of Pierce County (Zulauf, 1979), local precipitation data (NOAA), various orthophotographic resources and previously approved grading plans. Appendix A contains further details for the methods and tools used to prepare this report.

The potential wetland boundary was determined using the routine approach described in the U.S. Army Corps of Engineers (USACE) *Wetlands Delineation Manual* (Environmental Laboratory, 1987) and modified according to the guidelines established in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* (Version 2.0) (USACE, 2010). Qualified wetland scientists marked boundary of the potential on-site wetland with orange surveyor's flagging labeled alpha-numerically and tied to 3-foot lath or vegetation along the wetland boundary. Pink surveyor's flagging was labeled alpha-numerically and tied to 3-foot lath or vegetation at formal sampling locations to mark the points where detailed data was collected (DP1-DP12). Due to prior clearing and grading actions having been conducted on the site, soil conditions were evaluated to approximately four to six feet with the assistance of an excavator.

SVC classified the potential wetland using both the hydrogeomorphic (Brinson, 1993) and Cowardin (Cowardin, 1979) classification systems, and assessed wetlands using the *Wetland Functions Characterization Tool for Linear Projects* (WSDOT, 2000). Following classification and assessment, WSDOE-trained scientists rated and categorized all wetlands using the *Washington State Wetlands Rating System for Western Washington* (Hruby, 2014).

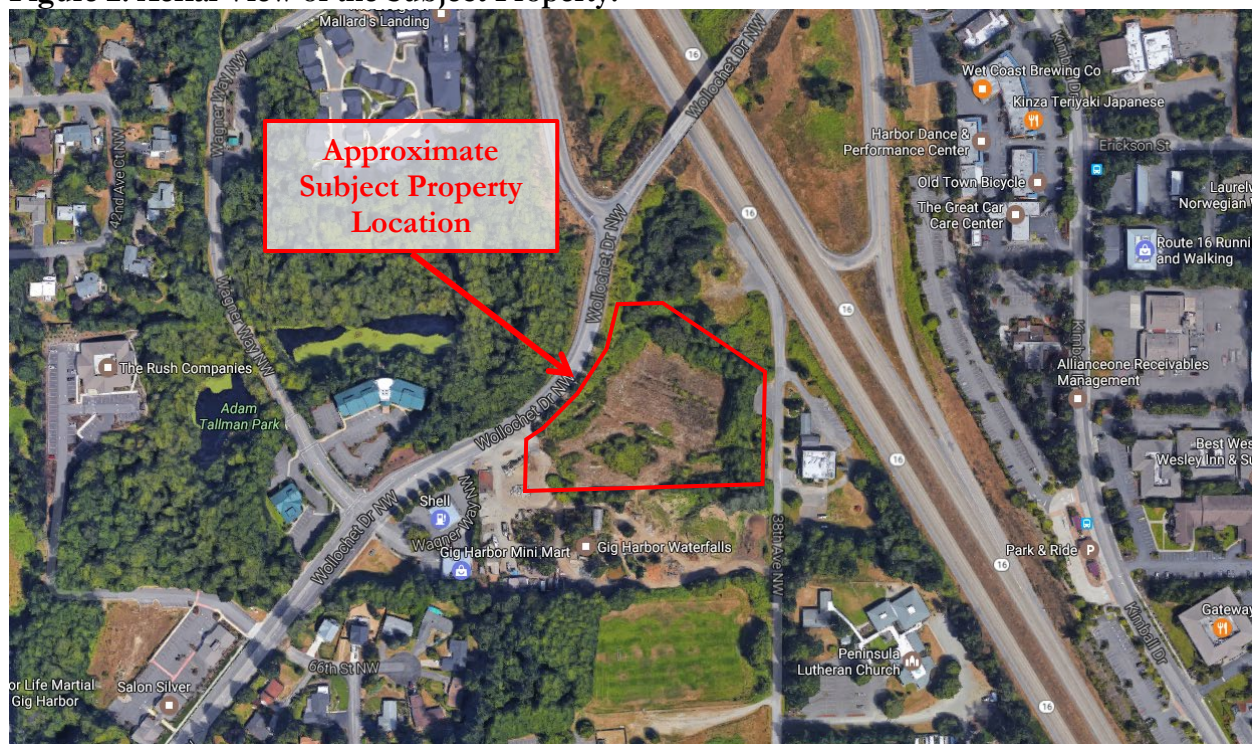
The fish and wildlife habitat assessment was conducted during the same site visits by qualified fish and wildlife biologists. Experienced biologists made visual observations using stationary and walking survey methods for both aquatic and upland habitats noting any special habitat features or signs of fish and wildlife activity.

Chapter 4. Existing Conditions

4.1 Landscape Setting

The subject property abuts a small forested parcel to the north, Gig Harbor Waterfall Company to the south, a small business building to the east along with State Route 16, and Wollochet Drive NW to the west. The current topography of the site is generally flat within the interior where previous grading and fill actions were conducted. A topographic map is provided in Appendix B1. The surrounding areas contain a mixture of urban, residential, and commercial land use. The subject property is located in Water Resource Inventory Area (WRIA) 15 – Kitsap.

Figure 2. Aerial View of the Subject Property.



Source: Google Maps

4.2 Prior Site Activities

The site was subject to rough grading activities that exposed deep subsoils in preparation for the abandoned Memory Lanes Recreation Center project approved on July 30, 1999 (refer to the grading map in Appendix C). Because the rough grading was completed and subsoils were compacted without finished grading and installation of final stormwater conveyance systems, some areas now drain poorly during the wet season. These areas consist of perched stormwater that slowly drains to the west. These areas were intended to be the subgrade for the abandoned project. This activity significantly altered the topography and hydrology of the site, leaving it how it exists today.

4.3 Soils

The NRCS Soil Survey of Pierce County identified four soil series on the site: Bellingham silty clay loam, Harstine gravelly sandy loam 0 to 6 percent slopes, Harstine gravelly sandy loam 6 to 15 percent slopes, and Indianola loamy sand 6 to 15 percent slopes. The Harstine gravelly sandy loam series are present throughout the majority of the site, representing 2.5 acres. A soil map is provided in Appendix B2.

Bellingham silty clay loam (4A)

According to the survey, Bellingham silty clay loam is formed in alluvium in upland depressions. In a typical profile, the surface layer is mottled, very dark grayish brown silty clay loam about 4 inches in depth. The subsoil is mottled, brown clay to a depth of 11 inches. The substratum is mottled dark grayish brown clay to a depth of 60 inches. Bellingham silty clay loam is listed as hydric on the Pierce County Hydric Soils List (NRCS, 1979).

Harstine gravelly sandy loam, 0 to 6 percent slopes (16B)

According to the survey, Harstine gravelly sandy loam, 0 to 6 percent slopes, is a nearly level to undulating moderately well drained soil formed in sandy glacial till on broad uplands. In a typical profile, the surface layer is dark yellowish brown gravelly sandy loam to a depth of 5 inches. The subsoil is dark brown, brown and yellowish brown gravelly sandy loam to a depth of 31 inches. The substratum is compact glacial till weakly cemented in places to a depth of greater than 60 inches. Mottling is documented to occur below 30 inches. This soil series is also documented to have a perched water table during winter months at a moderate depth that persists for only short durations. Though, Harstine gravelly sandy loam, 0 to 6 percent slopes, occasionally retains water within subsoil depths; such hydrology does not extend to the surface, and as such, it is listed as non-hydric on the Pierce County Hydric Soils List (NRCS, 1979).

Harstine gravelly sandy loam, 6 to 15 percent slopes (16C)

According to the survey, Harstine gravelly sandy loam, 6 to 15 percent slopes, is a moderately well drained soil formed in sandy glacial till on broad uplands. In a typical profile, the surface layer is dark yellowish brown gravelly sandy loam to a depth of 5 inches. The subsoil is dark yellowish brown, brown and dark brown gravelly sandy loam to a depth of 31 inches. The substratum is compact glacial till cemented in places to a depth of greater than 60 inches. Mottling is documented to occur below 30 inches. This soil series is also documented to have a perched water table during winter months at a moderate depth that persists for only short durations. Though, Harstine gravelly sandy loam, 6 to 15 percent slopes, is listed as non-hydric on the Pierce County Hydric Soils List (NRCS, 1979).

Indianola loamy sand, 6 to 15 percent slopes (18C)(InC)

According to the survey, Indianola loamy sand, 6 to 15 percent slopes, is a somewhat excessively drained soil formed in sandy glacial outwash on broad uplands. In a typical profile, the surface layer (7 inches thick) is dark brown loamy sand. The underlying material to a depth of 60 inches is dark yellowish brown, brown, or olive brown sand. Some areas of this soil series are known to rest on unstable lake sediments, and be adjacent to areas of a soil that is deep, loose, and gravelly. Roots extend to a depth of more than 60 inches. Indianola loamy sand, 6 to 15 percent slopes, is listed as non-hydric on the Pierce County Hydric Soils List (NRCS, 1979).

4.4 Vegetation

Upland vegetation is dominated by sapling red alder (*Alnus rubra*), Himalayan blackberry (*Rubus armeniacus*), scotch broom (*Cytisus scoparius*), and a variety of upland grass species.

4.5 Critical Area Inventories

The USFWS NWI map (Appendix B3), Pierce County Critical Areas Map (Appendix B4), and City of Gig Harbor Critical Areas map all identify one potential wetland area offsite, northwest of the subject property and north of Wollochet Drive NW. No other potential streams or wetlands are documented on or within 300 feet of the subject property.

4.6 Priority Habitats and Species

The WDFW SalmonScape (Appendix B6), and WDFW Priority Habitats and Species (PHS) maps and data (Appendix B7) do not identify any priority habitats or species on or adjacent to the subject property. No other priority habitats or species are documented on or within 300 feet of the subject property. In addition, no priority habitats or species were observed onsite during the site investigation.

4.7 Precipitation

Precipitation data was obtained from the National Oceanic and Atmospheric Administration (NOAA) and Weather Underground weather stations at SeaTac Airport in order to obtain percent of normal precipitation during and preceding the investigations. A summary of data collected is provided in Table 1.

Table 1. Precipitation Summary¹

Date	Day of ¹	Day Before	1 Week Prior	2 Weeks Prior	Month To Date (Observed/Normal) ²	Year to Date (Observed/Normal) ²	Percent of Normal (month/year)
10/11/2016	0.00	0.00	0.18	0.10	1.31/0.88	1.31/0.88	148/148
12/20/2016	0.01	0.81	0.12	0.11	2.45/3.52	18.98/13.57	70/140

¹. Precipitation volume provided in inches. Data obtained from NOAA (<http://www.weather.gov/climate/index.php?wfo=sew>) for SeaTac Airport.

². Month-to-date and year-to-date precipitation shown is from the first of the month to the date of the site visit, and from October 1st to the date of the site visit.

The data suggests that precipitation during the site investigation was substantially above statistical normal. This precipitation data suggests that extreme precipitation levels in October and current year-to-date precipitation may have caused some areas not normally wet to become saturated and/or inundated at the time of the site investigation. Such conditions were considered in making professional wetland boundary determinations.

Chapter 5. Results

5.1 Wetlands

5.1.1 Overview

The site investigation identified one potential wetland area on the subject property (Wetland A). The identified potential wetland contained indicators of wetland hydrology, hydric soils, and a predominance of hydrophytic vegetation according to current wetland delineation methodology; however, this area was determined by SVC and the city to be the remnant of a construction stormwater silt pond constructed for the previously-approved grading activities, as evidenced by storm pipes out-falling to and draining from the area. As such, this problematic area does not meet the definition of a wetland under GHMC 18.08.030 as the settlement pond was constructed in an area that was not likely wetland prior to the approved grade and fill actions based on review of the topographic survey that preceded the approved land disturbing activities which created the pond. As the City of Gig Harbor agreed that the area does not meet the definition of a wetland under GHMC 18.08.030, the site can be considered free of regulated wetlands for the purposes of the current site development proposal. As such, there is no further discussion of potential Wetland A in this report.

Table 2 summarizes the potential wetland area identified on the subject property.

Table 2. Potential Wetland on the Subject Property

Wetland Area	Predominant Wetland Classification / Rating				Wetland Size (acres)	Buffer Width (feet) ^E
	Cowardin ^A	HGM ^B	Ecology ^C	City of Gig Harbor ^D		
B	N/A	N/A	N/A	II	offsite	offsite

Notes:

- A. Cowardin et al. (1979) or National Wetland Inventory (NWI) Class based on vegetation: PEM = Palustrine Emergent; PSS = Palustrine Scrub-Shrub; PFO = Palustrine Forested; Modifiers (-A, -B, -E, et cetera) = Water Regime or Special Situations
- B. Brinson, M. M. (1993).
- C. WSDOE rating according to Washington State Wetland Rating System for Western Washington – Revised Hruby (2014) (if applicable).
- D. Gig Harbor Municipal Code (GHMC) 18.08.040 definition (if applicable).
- E. GHMC 18.08.100 buffer standards (if applicable).

Offsite Wetland B

The City of Gig Harbor Critical Areas map identifies one wetland area offsite, northwest of the subject property and north of Wollochet Drive NW. The follow up site investigations conducted by Grette Associates in April 2017 confirmed the existence of the offsite Wetland area, approximately 250 feet northwest of the subject property, and correspondence with the City of Gig Harbor confirmed that the wetland is likely classified as a Category II wetland. Per GHMC 18.08.090, a wetland analysis report is not required for those wetlands mapped and classified per the City's wetland map. Wetland B has been documented and potentially classified as a Category II wetland by the City of Gig Harbor, a formal assessment of this feature is not provided in this report.

5.1.2 Wetland Buffers

The identified offsite wetland area has been classified as a Category II Wetland by the City of Gig Harbor. Per GHMC 18.08.100.E, Category II wetland buffers range from 100 feet to 300 feet depending on the habitat score of the wetland and due to the likely to be proposed high-intensity land use; however, per GHMC 18.08.100.I, when a legally established roadway transects a wetland buffer, the director may approve a modification of the minimum required buffer width to the edge of the roadway. If the buffer associated with the offsite wetland were to extend to the subject property, it is interrupted by Wollochet Drive NW, a legally established and frequently trafficked roadway that provides access to I-5 and throughout the City of Gig Harbor. As such, any wetland buffer function associated with the offsite wetland ends at the roadway.

5.2 Other Problematic Areas

During the site investigation, SVC identified one potential wetland, and three additional problematic areas on the subject property. Due to the highly disturbed and compacted condition of soils within the subject property, test pits were excavated using heavy equipment. Vegetation, soil, and hydrology data were collected at ten different locations across the site via ten data plots (DP-1 through DP-10). Completed data forms are presented in Appendix F. A data plot locations map is presented in Appendix E.

Based on extensive background research, various documents reviewed, field observations, and field data analysis, it has been determined that only one potential wetland may be present on the subject property. The other problematic areas were observed are the result of approved grading activities for a previous failed bowling alley project.

As mentioned above, the subject property had an approved grading permit and was slated for development of a bowling alley, but the grading was unfinished and now stormwater collects briefly in compacted areas that do not have a proper conveyance to the stormwater pond where water would normally be detained and released offsite. Because the project was never completed and brought up to an even finish grade with a properly designed conveyance system, this altered drainage pattern has allowed for some facultative plants to grow in the highly disturbed and compacted subsoil material. The soft rush and creeping buttercup are plant species that colonize early in disturbed areas. These species are also indicative of an area that has experienced higher than normal precipitation events encountered in the spring of 2016.

SVC did an intensive study of these graded areas that had exposed and compacted subsoils. During site excavation, the A and B horizons of the soil was removed from most areas leaving an exposed subsoil layers that have redoximorphic features naturally found within deeper soil horizons than would be indicative of hydric soils. In these problematic areas, the range of material removed from natural grade during the approved excavation activities varies from 4 and 12 feet in depth. It appears that these soils are hydric, but a careful examination of the soils in these problematic areas led us to the discovery that the compact nature of these soil does not allow much water to infiltrate, and it is our best professional judgement that there would not be hydrology long enough during the growing season for reducing conditions to create hydric soils. These areas are discontinuous with the surrounding soils and contrast with the NRCS mapped soil series.

In addition to the unusual soil conditions in this area, precipitation in Western Washington occurred at record levels for much of the spring and again in the fall of 2016. Our best professional judgement is that the hydrology within these problem areas has been artificially manipulated resulting in areas of inundation perched on compacted fill or relict subsoils. These areas of inundation do not persist naturally nor of sufficient duration during periods of normal precipitation within the growing season to meet the two week technical standard for wetland hydrology. Also, prior to the clearing of vegetation, it appears these areas were dominated by upland vegetation communities; therefore, the problematic areas did not likely contain hydrophytic vegetation before clearing activities. The combination of land clearing/disturbing activities by the landowner and the abnormal precipitation has created a shift in the vegetation community consistent with a disturbed and compacted site. Therefore, these areas do not meet the necessary wetland criteria in a normal year nor do they meet the definition of a potentially regulated wetland feature.

Chapter 6. Regulatory Considerations

The results of the site investigations identified one potential wetland onsite, and one potential wetland offsite, northwest of the subject property, north of Wollochet Drive NW. Three additional problem areas were identified, which were determined to not meet wetland criteria due to grading activities that exposed and compacted subsoils across the site. This prior grading and fill was associated with a now abandoned bowling alley construction project in year 2000. No other potentially-regulated wetlands, waterbodies, or fish and wildlife habitat were identified onsite. One wetland potentially rated as a Category II wetland was identified approximately 220 feet north of the site across Wollochet Drive NW.

The onsite potential wetland has a surface connection to waters of the United States through a culvert that drains southwest from the construction stormwater pond, which means that the feature is potentially regulated under Section 404 of the Clean Water Act (CWA) by USACE. It is not anticipated, however, that the proposed project will create direct impacts to this potential wetland, and Federal regulation likely will not be applicable. The offsite wetland area may also be potentially regulated under Section 404 of the CWA by USACE, however no direct impacts are proposed to the offsite wetland and Federal regulation is not applicable.

The potential wetland area being a construction stormwater pond is not regulated by the City of Gig Harbor as it does meet the definition of a regulated wetland under GHMC 18.08.030.

The other three non-wetland, relic features found on site are “water-filled depressions created incidental to construction activity”, as outlined in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* (USACE, 2010). These areas do not require assertion of jurisdiction by local, State, or federal regulatory agencies.

While no impacts are proposed to the offsite wetland area, Category II wetlands are regulated as special habitat areas in the City of Gig Harbor per GHMC 18.08.186.A.2. Per GHMC 18.08.186.C, for all regulated activity proposed on a site which contains or is within 300 feet of critical fish and wildlife habitat, a habitat assessment and habitat management plan must be prepared to support the proposal. As the offsite wetland has been previously documented and classified by the City of Gig Harbor, no formal wetland analysis is required per GHMC 18.08.090; however, this report has been updated to include the offsite wetland in the site assessment. A habitat management plan is provided in Chapter 7 to satisfy the requirements of GHMC 18.07.186.C.3.

Chapter 7. Habitat Management Plan

As the offsite wetland potentially rated as a Category II wetland is located approximately 220 from the site, a

- a. *Analysis and discussion on the project's effects on critical fish and wildlife habitat;*

The proposed project will have no effect of critical fish and wildlife habitat. No critical fish and wildlife habitat exists on the subject property. Additionally, the subject property is separated from the offsite wetland area by Wollochet Drive NW, a frequently trafficked road that eliminated habitat connectivity between the subject property and Adam Tallman Park. As such, the proposed project will result in no-net loss of critical habitat associated with offsite Wetland B.

- b. *An assessment and discussion on special management recommendations which have been developed for species or habitat located on the site by any federal or state agency;*

No special management recommendations have been developed associated with the offsite Wetland B, as no direct or indirect impacts are proposed. The proposed project will incorporate Best Management Practices (BMP's) and Temporary Erosion and Sediment Control (TESC) such as silt fences, high visibility fencing to direct onsite vehicle access, addition of stabilizing material where needed, onsite drainage sediment control measures throughout the course of construction to minimize impacts to offsite Wetland B. Additionally, increased stormwater due to the increase in impervious surfaces associated with the proposed project will be discharged to a stormwater drainage system beneath Wollochet Drive NW where it will be treated prior to discharge to any waterbody, minimizing potential water quality impacts to the offsite wetland area.

- c. *Proposed mitigation measures which could minimize or avoid impacts;*

The proposed project is located entirely outside of the offsite wetland area and the associated buffer, and no impacts to the Wetland B are proposed. As such no mitigation is required to minimize or avoid impacts, however, BMP's and TESC measures will be utilized throughout the course of construction to minimize potential water quality and hydrologic impacts from construction-related activities. Additionally, stormwater management (see above) will be provided to avoid water quality impacts to offsite Wetland B from increase impervious surfaces associated with the proposed project.

- d. *Assessment and evaluation of the effectiveness of mitigation measures proposed;*

No mitigation measures are necessary to support the proposed project.

- e. *Assessment and evaluation of ongoing management practices which will protect critical fish and wildlife habitat after development of the project site, including proposed monitoring and maintenance programs;*

No direct or indirect impacts are proposed to offsite Wetland B, as such, ongoing maintenance and monitoring is not required. Best Management Practices (BMP's) and temporary erosion and sediment control (TESC) measures will be implemented throughout the course of project construction to minimize impacts to the offsite wetland area. The proposed project will result in no net loss of ecological function associated with offsite Wetland B.

- f. Assessment of project impact or effect on water quality in Crescent or Donkey (north) Creeks, and any proposed methods or practices to avoid degradation of water quality. Upon a review of the habitat management plan by appropriate federal and state agencies, comments received by the agencies within 45 days of the submittal of the proposed plan shall be considered by the city and, if mitigation is recommended, may be incorporated into conditions of project approval, as appropriate. If it is determined, based upon the comments received, that a project or proposal will result in the extirpation or isolation of a critical fish or wildlife species, including critical plant communities, the project or proposal may be denied.*

The proposed project is located approximately 1.25 miles southwest of Donkey Creek, and approximately 1.84 miles southwest of Crescent Creek, and offsite Wetland B does not share a hydrologic connection with either of the creeks. As such, the proposed project will not impact the water quality within Donkey or Crescent Creek. Additionally, the proposed project will release stormwater to a stormwater drainage system near Wollochet Drive NW, where stormwater will be treated before being discharged elsewhere. As such, increases in surface water runoff associated with increased in impervious surface due to the proposed project will not negatively impact water quality, and the proposed project will result in no-net loss of water quality functions in the Burley Creek-Frontal Carr Inlet watershed.

Chapter 8. Closure

The findings and conclusions documented in this assessment report have been prepared for specific application to the Wollochet Drive NW site. These findings and conclusions have been developed in a manner consistent with that level of care and skill normally exercised by members of the environmental science profession currently practicing under similar conditions in the area. The conclusions and recommendations presented in this assessment report are professional opinions based on an interpretation of information currently available to us and are made within the operation scope, budget, and schedule of this project. No warranty, expressed or implied, is made. In addition, changes in government codes, regulations, or laws may occur. Due to such changes, our observations and conclusions applicable to this assessment may need to be revised wholly or in part in the future.

Wetland status and boundaries identified by SVC are based on careful research and analysis, conditions present at the time of the investigation, and are considered preliminary until the status is validated by the relevant jurisdictional agencies. Validation of the wetland boundaries and/or jurisdictional status of such features by the regulatory agencies provides a certification, usually written, that the wetland determination and boundaries verified are the units that will (or will not) be regulated by the agencies until a specific date or until the regulations are modified. Only the regulatory agencies can provide this certification.

As wetlands and waterbodies are dynamic communities affected by both natural and human activities, changes in boundaries may be expected; therefore, delineations and assessments cannot remain valid for an indefinite period of time. Regulatory agencies typically recognize the validity of wetland delineations and assessments for a period of five years after completion of an assessment report. Development activities on a site five years after the completion of this assessment report may require reassessment of the wetland delineations. In addition, changes in government codes, regulations, or laws may occur. Due to such changes, our observations and conclusions applicable to this site may need to be revised wholly or in part.

Chapter 8. References

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Conservation Service, in cooperation with the Washington Agricultural Experiment Station.
Natural Resource Conservation Service.

Appendix A — Methods and Tools

Table A-1. Methods and tools used to prepare the report.

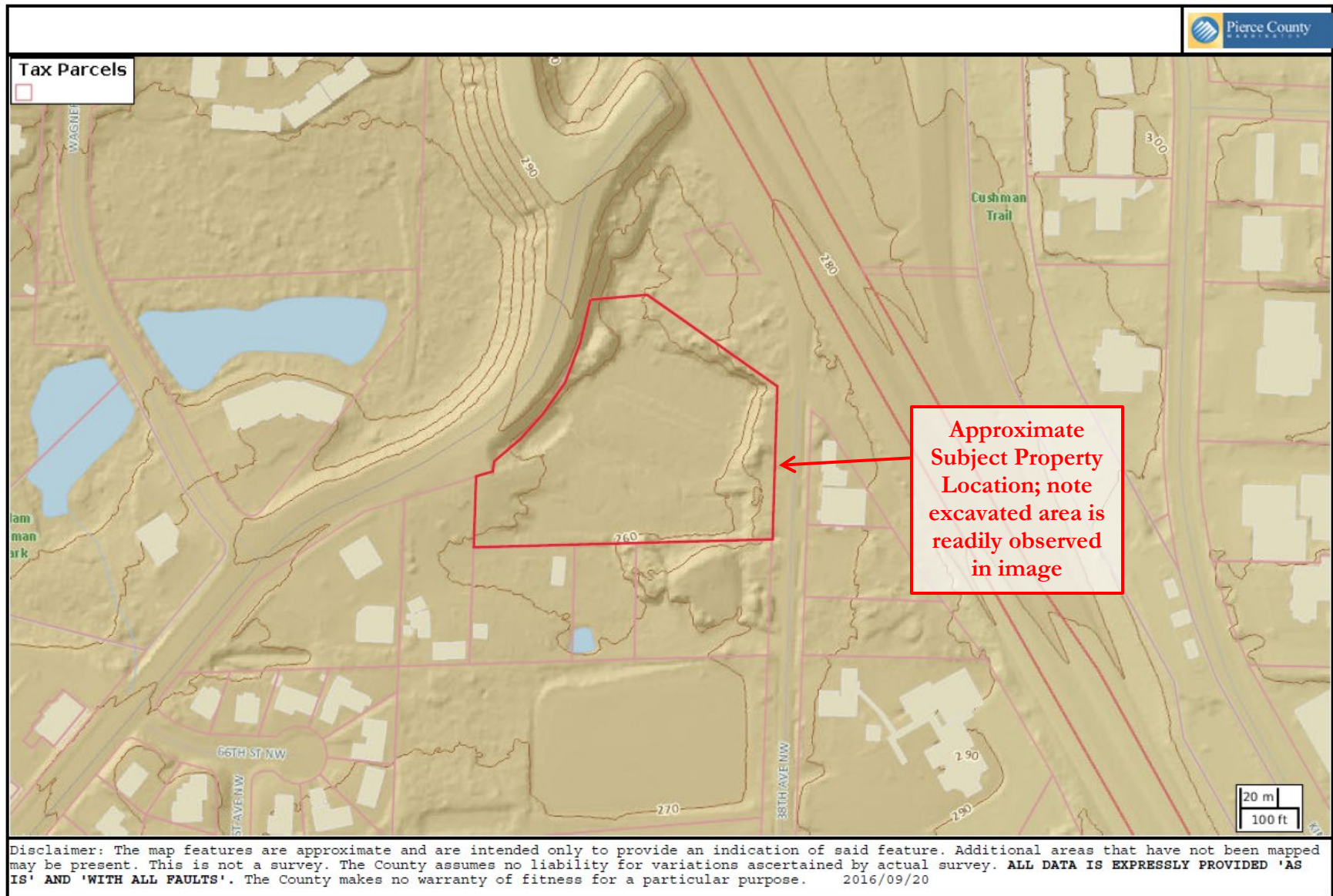
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Wetland Delineation	USACE 1987 Wetland Delineation Manual	http://el.erdc.usace.army.mil/elpubs/pdf/wlman87.pdf	Environmental Laboratory. 1987. Corps of Engineers Wetlands Delineation Manual. Technical Report Y-87-1, US Army Engineer Waterways Experiment Station, Vicksburg, Mississippi.
	Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region (Version 2.0)	http://www.usace.army.mil/CECW/Docs/cecwo/reg/west_mt_finalsupp.pdf	U.S. Army Corps of Engineers. 2010. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region (Version 2.0), ed. J. S. Wakeley, R. W. Lichvar, and C. V. Noble. ERDC/EL TR-10-3. Vicksburg, MS: U.S. Army Engineer Research and Development Center.
Wetland Classification	USFWS / Cowardin Classification System	http://www.fws.gov/nwi/Pubs/Reports/Class_Manual/class_titlepg.htm	Cowardin, L. M., V. Carter, F. C. Golet, E. T. LaRoe. 1979. Classification of wetlands and deepwater habitats of the United States. Government Printing Office, Washington, D.C.
	Hydrogeomorphic Classification (HGM) System	http://el.erdc.usace.army.mil/wetlands/pdfs/wrpde4.pdf	Brinson, M. M. (1993). "A hydrogeomorphic classification for wetlands," Technical Report WRP-DE-4, U.S. Army Engineer Waterways Experiment Station, Vicksburg, MS.
Wetland Rating	Washington State Wetland Rating System	https://fortress.wa.gov/ecy/publications/documents/1406029.pdf	Hruby, T. (2014). <i>Washington State Wetland Rating System for Western Washington: 2014 Update.</i> (Publication #14-06-029). Olympia, WA: Washington Department of Ecology.
	Gig Harbor Municipal Code	http://www.codepublishing.com/WA/GigHarbor	Most current western Washington wetland rating system adopted per Gig Harbor Municipal Code Title 18.08.
Wetland Indicator Status	2014 National Wetland Plant List	http://wetland_plants.usace.army.mil/	Lichvar, R.W., M. Butterwick, N.C. Melvin, and W.N. Kirchner. 2014. The National Wetland Plant List: 2014 Update of Wetland Ratings. Phytoneuron 2014-41: 1-42.
Plant Names	USDA Plant Database	http://plants.usda.gov/	Website (see Appendix A)
Soils Data	NRCS Soil Survey	http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx	Website GIS data based upon: Zulauf, 1979. Soil Survey of Pierce County Area, Washington. United States Department of Agriculture, Soil Conservation Service in cooperation with Washington State Department of Natural Resources, and Washington State University, Agriculture Research Center. Washington, D.C.
Hydric Soils Data	Pierce County Hydric Soils List	http://www.wa.nrcs.usda.gov/technical/soils/hydric_lists/hydsoil-wa-653.pdf	Natural Resources Conservation Service. 1979. Hydric Soils List: Pierce County, Washington. U.S. Department of Agriculture. Washington D.C.
Threatened and Endangered Species	Washington Natural Heritage Program	http://www.dnr.wa.gov/nhp/ and http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf	Washington Natural Heritage Program (Data published 10/15/08). Endangered, threatened, and sensitive plants of Washington. Washington State Department of Natural Resources, Washington Natural Heritage Program, Olympia, WA
	Washington Priority Habitats and Species	http://wdfw.wa.gov/hab/phspage.htm	Priority Habitats and Species (PHS) Program (Data requested 9/20/16). Map of priority habitats and species in project vicinity. Washington Department of Fish and Wildlife (WDFW).
	NOAA fisheries species list and maps	http://www.nwr.noaa.gov/ESA-Salmon-Listings/Salmon-Populations/Index.cfm and http://www.nmfs.noaa.gov/pr/species/	Website

Parameter	Method or Tool	Website	Reference
	USFWS species lists by County	http://www.fws.gov/westwafwo/sc/SE_List/endangered_Species.asp	Website
Species of Local Importance	WDFW GIS Data	http://wdfw.wa.gov/mapping/salmonscape/	Website
Report Preparation	Gig Harbor Municipal Code	http://www.mrsc.org/codes.aspx	Gig Harbor Municipal Code Title 18.08

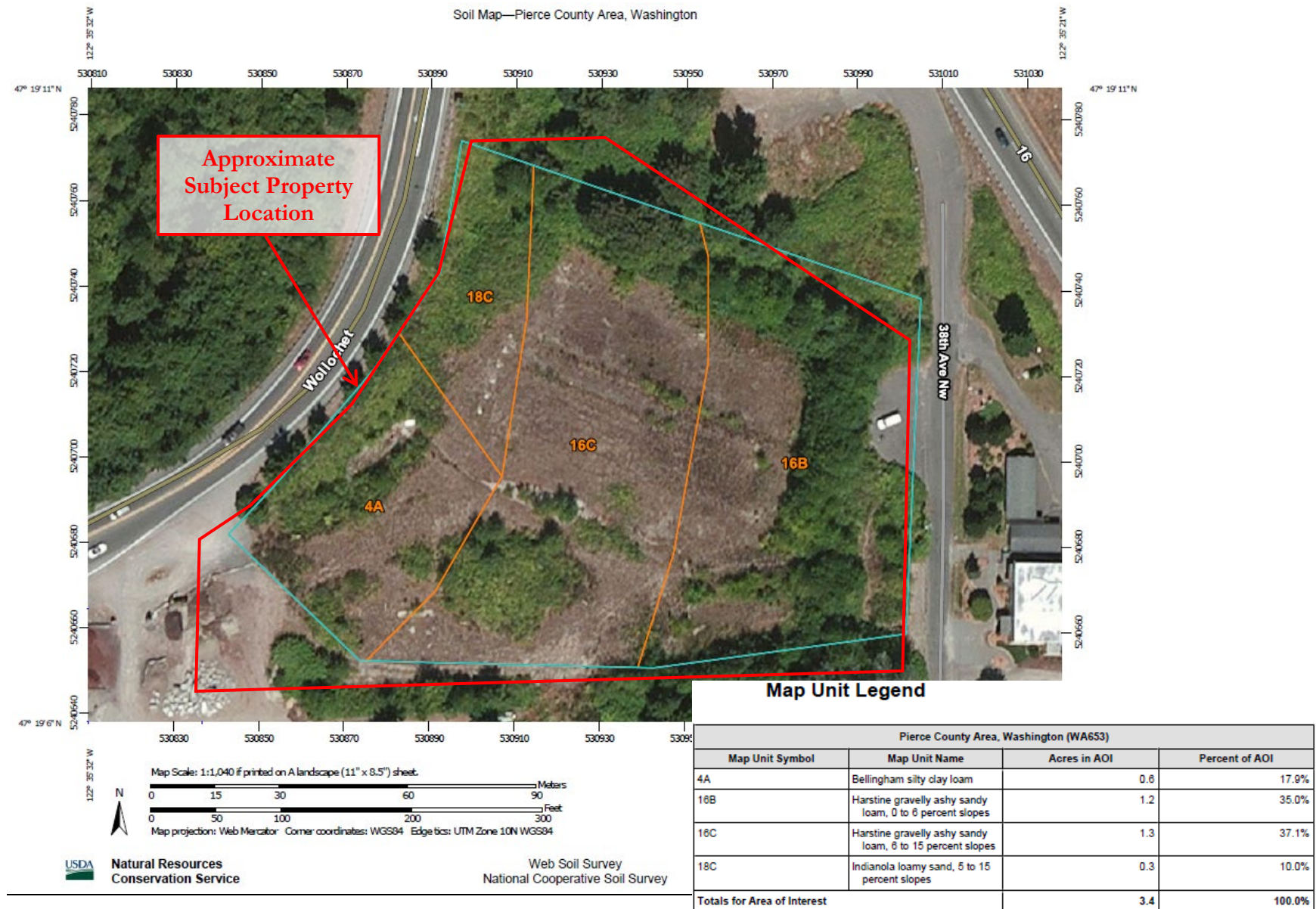
Appendix B — Background Information

This Appendix includes a USFWS National Wetland Inventory Map (B1), Pierce County Critical Areas Map (B2) Pierce County Topographic Map (B3), NRCS Soil Survey map (B4), WDFW SalmonScape Map (B5), WDFW PHS Map (B6).

Appendix B1. Pierce County Topographic Map



Appendix B2. NRCS Soil Survey Map



Appendix B3. USFWS National Wetland Inventory Map



Wollochet Interchange



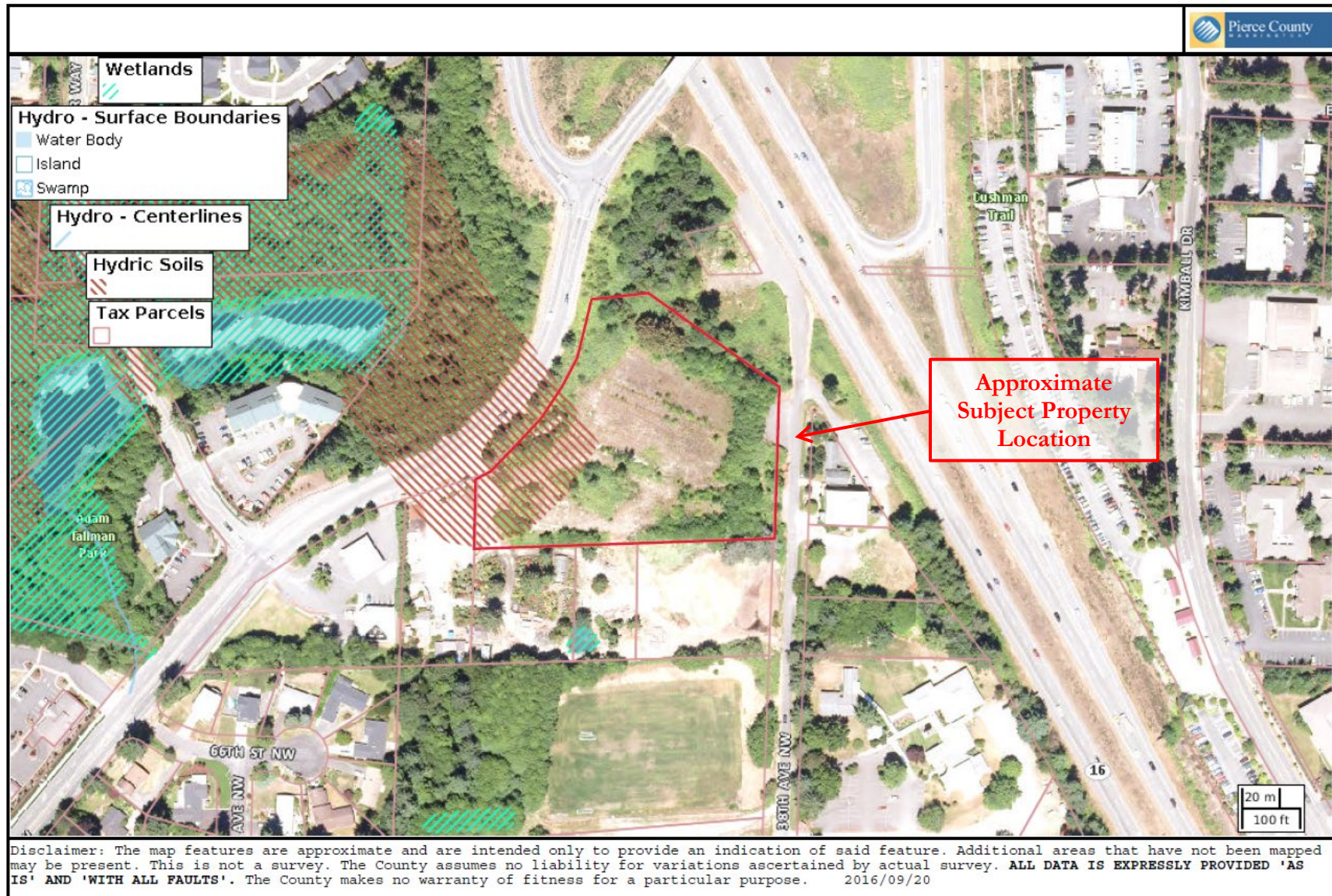
September 20, 2016

	Estuarine and Marine Deepwater		Freshwater Forested/Shrub Wetland		Other
	Estuarine and Marine Wetland		Freshwater Pond		Riverine
	Freshwater Emergent Wetland		Lake		

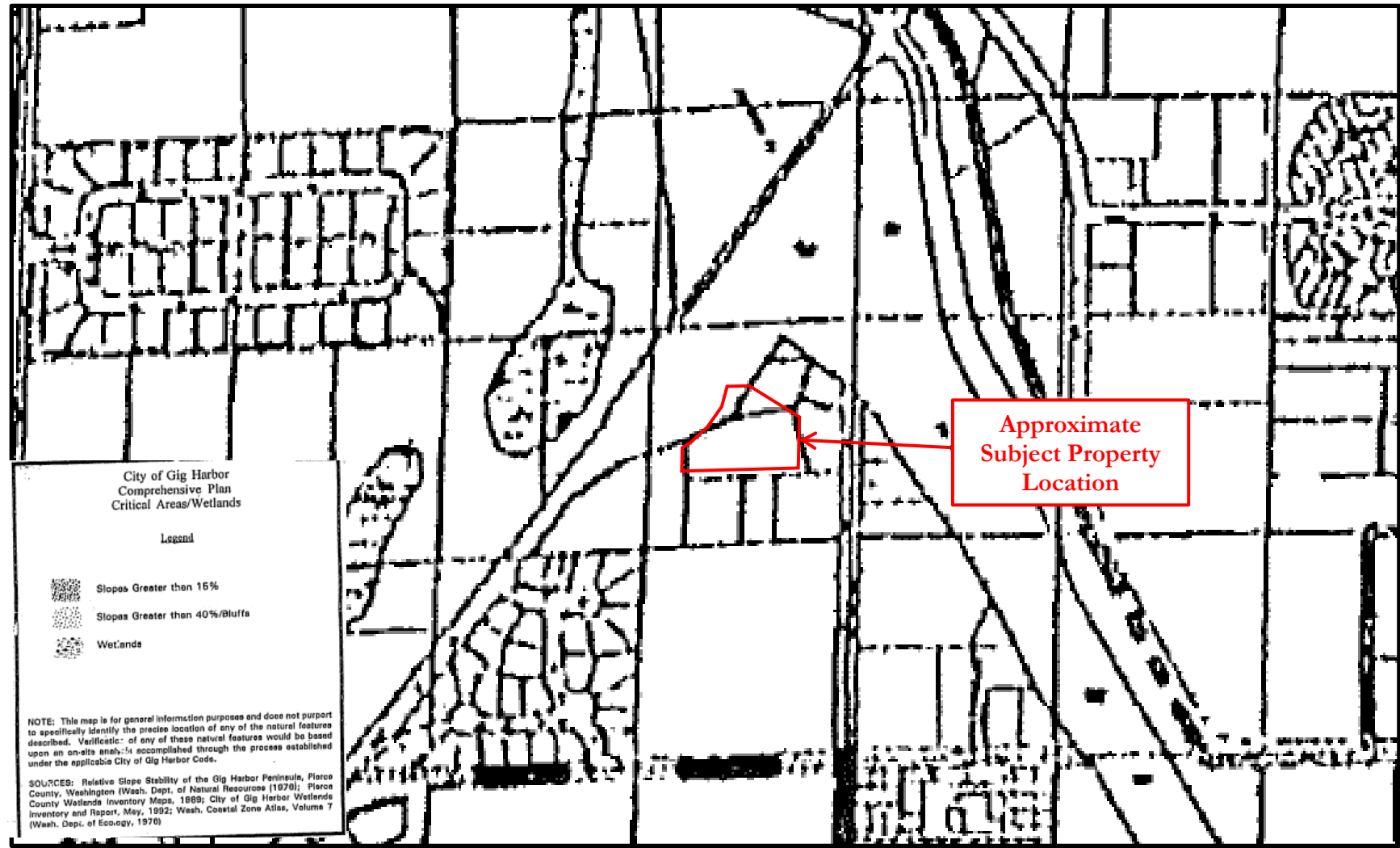
This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

Appendix B4. Pierce County Critical Areas Map



Appendix B5. City of Gig Harbor Critical Areas Map

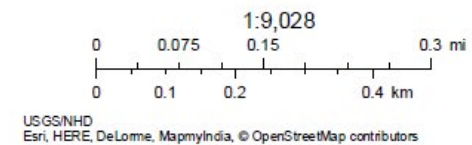


Appendix B6. WDFW SalmonScape Map



September 20, 2016

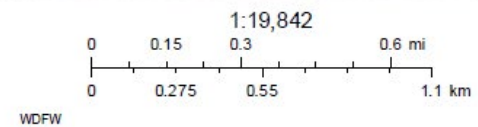
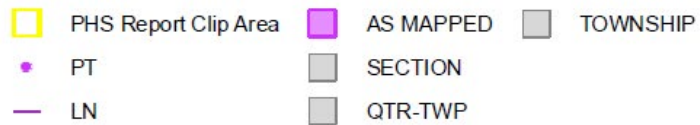
- | | | |
|---------------------------|------------------------------------|--------------|
| — All SalmonScape Species | ▲ Trap - Adult | ■ Major Dams |
| 🐟 Hatchery | ▲ Trap - Juvenile | |
| 🏠 Rearing Facility | ▲ Trap - Unknown Juvenile or Adult | |



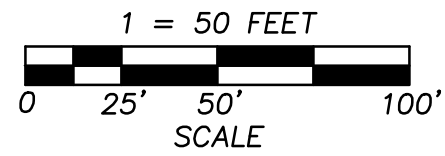
Appendix B7. WDFW PHS Map



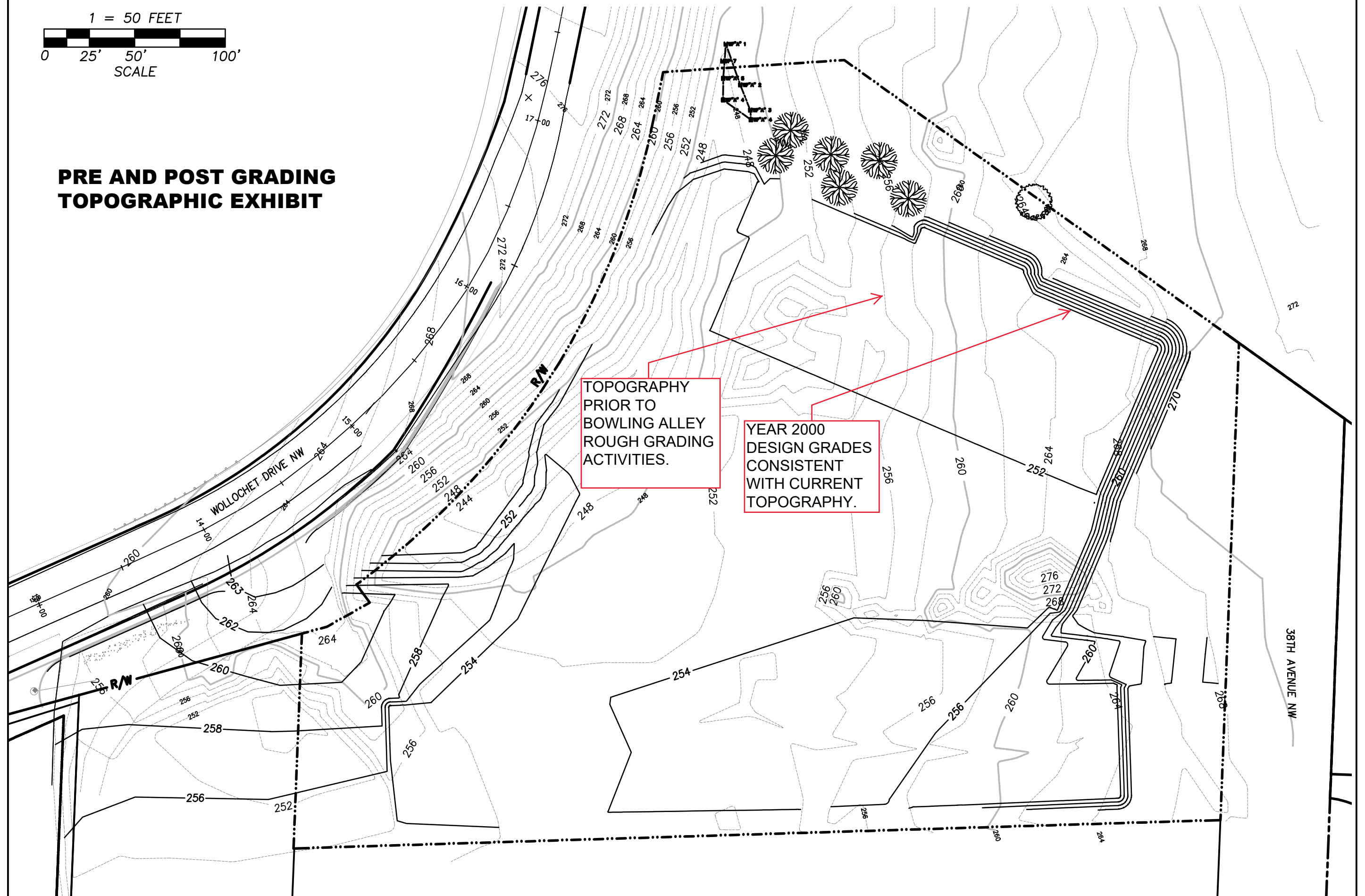
September 20, 2016



Appendix C — Grading Map

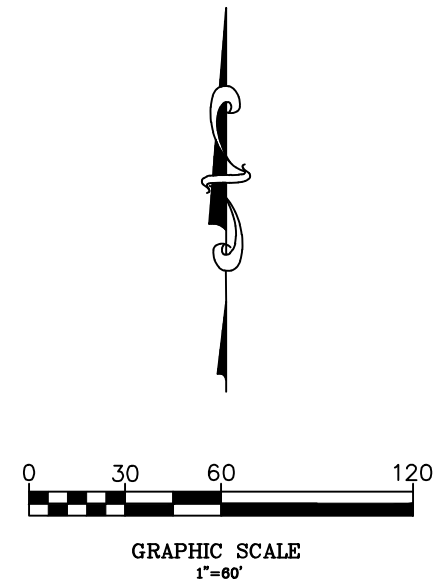
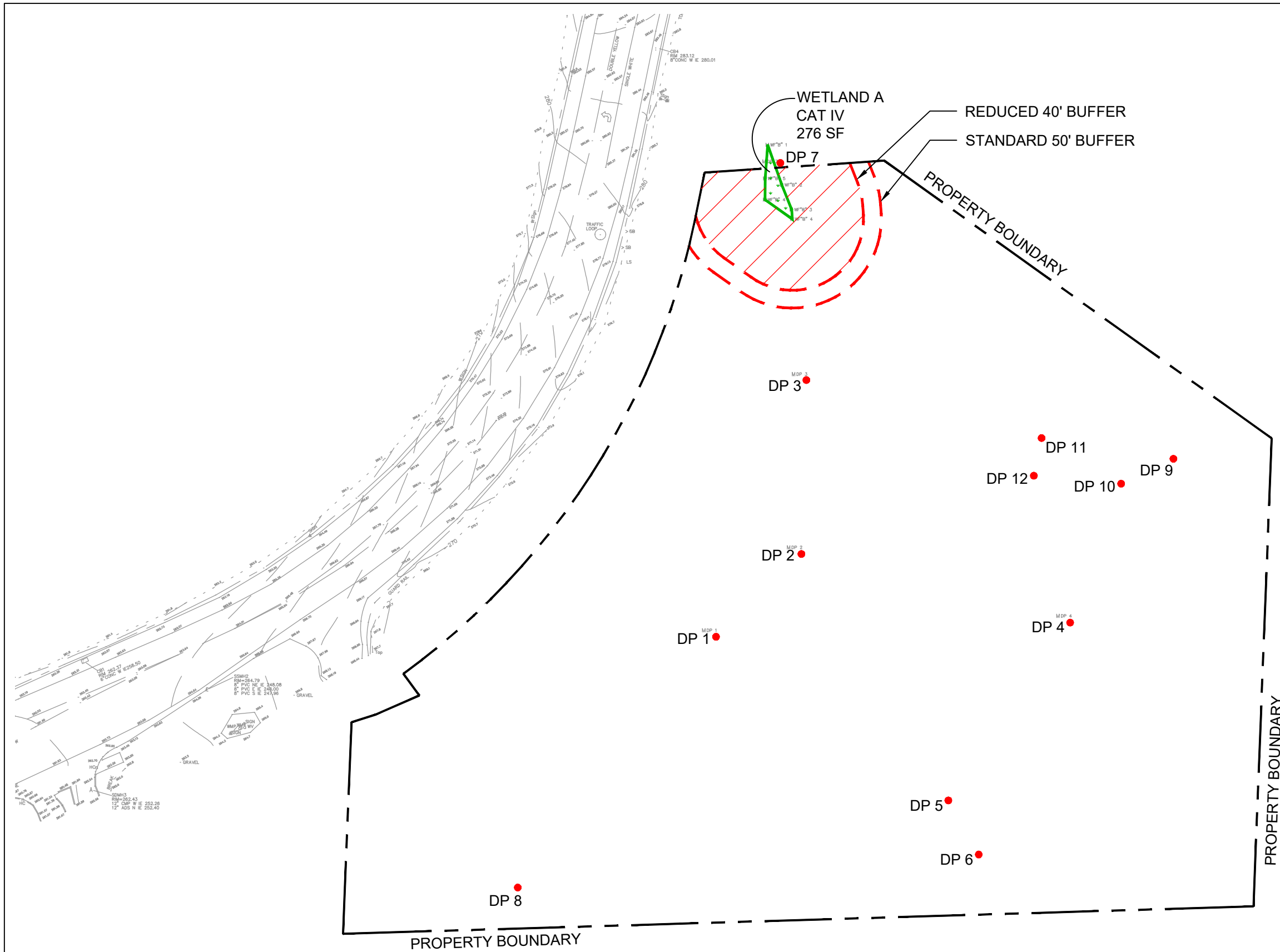


PRE AND POST GRADING TOPOGRAPHIC EXHIBIT



Appendix D — Data Plot Locations Map

WOLLOCHET DRIVE - EXISTING CONDITIONS



SOURCES:

Soundview Consultants LLC
Environmental Assessment • Planning • Land Use Solutions
2907 HARBORVIEW DRIVE, SUITE D
GIG HARBOR, WASHINGTON 98335
P. 253.514.8952
F. 253.514.8954
WWW.SOUNDVIEWCONSULTANTS.COM

WOLLOCHET
WOLLOCHET DRIVE NORTHWEST
GIG HARBOR, WASHINGTON 98335
THE Q 44 OF SECTION 07, TOWNSHIP 21N,
RANGE 02E, W.M.

**PRELIMINARY
INFORMATION ONLY**

NOT FOR CONSTRUCTION

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NO LIABILITY OR RESPONSIBILITY FOR
CONSTRUCTION, IMPROVEMENTS, OR
ESTIMATES BASED ON THIS PLAN SET

DATE: 1/06/2016
JOB: 1256.0008
BY: DS
SCALE: SEE GRAPHIC
SHEET 1 OF 2

Appendix E — Data Sheets

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Wollocet - 1256.0006 City/County: Pierce Sampling Date: 10/3/16
 Applicant/Owner: _____ State: WA Sampling Point: DP1
 Investigator(s): RP/MD Section, Township, Range: 07, 24, 02
 Landform (hillslope, terrace, etc.): Valley floor Local relief (concave, convex, none): 5% concave Slope (%): <5%
 Subregion (LRR): A2 Lat: 47.31884 Long: -122.59111 Datum: 88
 Soil Map Unit Name: Indianna NWI classification: N

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
 Are Vegetation ☒, Soil ☒, or Hydrology ☒ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ☒ No ☐	Is the Sampled Area within a Wetland? Yes ☐ No ☒
Hydric Soil Present? Yes ☐ No ☒	
Wetland Hydrology Present? Yes ☐ No ☒	
Remarks: <u>Dug by excavator to ~6' bgs</u>	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft.)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>3</u> (A) Total Number of Dominant Species Across All Strata: <u>3</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>3</u> (A/B)
1. <u>Alder</u>	<u>5</u>	<u>Y</u>	<u>IAC</u>	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
<u>5</u> = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: 15 ft.)				
1. <u>Blackberry</u>	<u>5</u>	<u>Y</u>	<u>FAC</u>	
2. <u>Willow</u>	_____	_____	_____	
3. _____	_____	_____	_____	
<u>5</u> = Total Cover				
Herb Stratum (Plot size: 5 ft.)				Hydrophytic Vegetation Indicators: ☐ Rapid Test for Hydrophytic Vegetation ☐ Dominance Test is >50% ☐ Prevalence Index is ≤3.0 ¹ ☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ☐ Wetland Non-Vascular Plants ¹ ☐ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Rentgrass</u>	<u>60</u>	<u>Y</u>	<u>FAC</u>	
2. <u>Sweet vernal grass</u>	<u>15</u>	<u>N</u>	<u>FACU</u>	
3. <u>Plantain</u>	<u>10</u>	<u>N</u>	<u>FACU</u>	
4. <u>Dandelion</u>	<u>3</u>	<u>N</u>	<u>FACU</u>	
5. <u>Yarrow</u>	<u>5</u>	<u>N</u>	<u>FACU</u>	
6. <u>Juncus effusus</u>	<u>5</u>	<u>N</u>	<u>FACW</u>	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
<u>100</u> = Total Cover				
Woody Vine Stratum (Plot size: 30 ft.)				Hydrophytic Vegetation Present? Yes ☒ No ☐
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
_____ = Total Cover				
% Bare Ground in Herb Stratum _____				
Remarks: _____				

SOIL

Sampling Point: DP-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features			Loc ²	Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹			
0-24	10YR 5/3	95	10YR 6/8	3	CS	M	GrSalo	Compacted FILL (likely)
			10YR 6/1	2	D	M	"	"
24-36	10YR 4/2	99	10YR 5/2	1	CS	M	GrSalo	Likely FILL - compacted
36-72	6.5Y 4.6/N	100					GrSa	Native - w/ large root holes

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

☐ Histosol (A1)	☐ Sandy Redox (S5)	Indicators for Problematic Hydric Soils³: ☐ 2 cm Muck (A10) ☐ Red Parent Material (TF2) ☐ Very Shallow Dark Surface (TF12) ☐ Other (Explain in Remarks)
☐ Histic Epipedon (A2)	☐ Stripped Matrix (S6)	
☐ Black Histic (A3)	☐ Loamy Mucky Mineral (F1) (except MLRA 1)	
☐ Hydrogen Sulfide (A4)	☐ Loamy Gleyed Matrix (F2)	
☐ Depleted Below Dark Surface (A11)	☐ Depleted Matrix (F3)	
☐ Thick Dark Surface (A12)	☐ Redox Dark Surface (F6)	
☐ Sandy Mucky Mineral (S1)	☐ Depleted Dark Surface (F7)	
☐ Sandy Gleyed Matrix (S4)	☐ Redox Depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
 Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☒

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)	Secondary Indicators (2 or more required)	
☐ Surface Water (A1) ☐ High Water Table (A2) ☐ Saturation (A3) ☐ Water Marks (B1) ☐ Sediment Deposits (B2) ☐ Drift Deposits (B3) ☐ Algal Mat or Crust (B4) ☐ Iron Deposits (B5) ☐ Surface Soil Cracks (B6) ☐ Inundation Visible on Aerial Imagery (B7) ☐ Sparsely Vegetated Concave Surface (B8)	☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) ☐ Salt Crust (B11) ☐ Aquatic Invertebrates (B13) ☐ Hydrogen Sulfide Odor (C1) ☐ Oxidized Rhizospheres along Living Roots (C3) ☐ Presence of Reduced Iron (C4) ☐ Recent Iron Reduction in Tilled Soils (C6) ☐ Stunted or Stressed Plants (D1) (LRR A) ☐ Other (Explain in Remarks)	☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B) ☐ Drainage Patterns (B10) ☐ Dry-Season Water Table (C2) ☐ Saturation Visible on Aerial Imagery (C9) ☐ Geomorphic Position (D2) ☐ Shallow Aquitard (D3) ☐ FAC-Neutral Test (D5) ☐ Raised Ant Mounds (D6) (LRR A) ☐ Frost-Heave Hummocks (D7)
Field Observations: Surface Water Present? Yes ☐ No ☒ Depth (inches): _____ Water Table Present? Yes ☐ No ☒ Depth (inches): _____ Saturation Present? Yes ☐ No ☒ Depth (inches): _____ (includes capillary fringe)		
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:		
Remarks:		

Wetland Hydrology Present? Yes ☐ No ☒

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Wolochet - 1256.0008 City/County: Pierce Sampling Date: 10/3/16
 Applicant/Owner: _____ State: WA Sampling Point: BP-2
 Investigator(s): RP/MD Section, Township, Range: 07, 21, 02
 Landform (hillslope, terrace, etc.): _____ Local relief (concave, convex, none): convex Slope (%): 1
 Subregion (LRR): A2 Lat: 47 31 905 Long: -122.59094 Datum: _____
 Soil Map Unit Name: INDIANA NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)

Are Vegetation ☒, Soil ☒, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ☒ No ☐	Is the Sampled Area within a Wetland? Yes ☐ No ☒
Hydric Soil Present? Yes ☐ No ☒	
Wetland Hydrology Present? Yes ☐ No ☒	
Remarks: <u>Excavator dug</u>	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>3</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>66</u> (A/B)
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
= Total Cover				
Sapling/Shrub Stratum (Plot size: 15 ft)				
1. <u>Black Berry</u>	<u>5</u>	<u>Y</u>	<u>FAC</u>	Hydrophytic Vegetation Indicators: ☐ Rapid Test for Hydrophytic Vegetation ☒ Dominance Test is >50% ☐ Prevalence Index is ≤3.0 ¹ ☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ☐ Wetland Non-Vascular Plants ¹ ☐ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
= Total Cover				
Herb Stratum (Plot size: 5 ft)				
1. <u>Bentgrass</u>	<u>10</u>	<u>Y</u>	<u>FAC</u>	Hydrophytic Vegetation Present? Yes ☒ No ☐
2. <u>Sw. Vernal grass</u>	<u>30</u>	<u>Y</u>	<u>FACU</u>	
3. <u>Birds Foot Trefoil</u>	<u>5</u>	<u>N</u>	<u>FAC</u>	
4. <u>Dandelion</u>	<u>5</u>	<u>N</u>	<u>FACU</u>	
= Total Cover				
Woody Vine Stratum (Plot size: 30 ft)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
= Total Cover				
% Bare Ground in Herb Stratum _____				
Remarks: _____				

SOIL

Sampling Point: DP-2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features		Type ¹	Loc ²	Texture	Remarks
	Color (moist)	%	Color (moist)	%				
0-17	10YR 5/3	97	10YR 5/6	3	CS	M	GrSaLo	Highly compacted - F11
17-21	10YR 6/1	90	10YR 6/6	10	C	M	SiLo	
21-47	10YR 5/3	98	10YR 4/6	2	CS	M	GrSaLo	
47-72	GLY 2.5N	100	—	—	—	—	GrSa	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- | | |
|--|---|
| ☐ Histosol (A1) | ☐ Sandy Redox (S5) |
| ☐ Histic Epipedon (A2) | ☐ Stripped Matrix (S6) |
| ☐ Black Histic (A3) | ☐ Loamy Mucky Mineral (F1) (except MLRA 1) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Depleted Matrix (F3) |
| ☐ Thick Dark Surface (A12) | ☐ Redox Dark Surface (F6) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Gleyed Matrix (S4) | ☐ Redox Depressions (F8) |

Indicators for Problematic Hydric Soils³:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☒

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) |
| ☐ High Water Table (A2) | ☐ Salt Crust (B11) |
| ☐ Saturation (A3) | ☐ Aquatic Invertebrates (B13) |
| ☐ Water Marks (B1) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Sediment Deposits (B2) | ☐ Oxidized Rhizospheres along Living Roots (C3) |
| ☐ Drift Deposits (B3) | ☐ Presence of Reduced Iron (C4) |
| ☐ Algal Mat or Crust (B4) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Iron Deposits (B5) | ☐ Stunted or Stressed Plants (D1) (LRR A) |
| ☐ Surface Soil Cracks (B6) | ☐ Other (Explain in Remarks) |
| ☐ Inundation Visible on Aerial Imagery (B7) | |
| ☐ Sparsely Vegetated Concave Surface (B8) | |

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches): _____Water Table Present? Yes ☐ No ☒ Depth (inches): _____Saturation Present? Yes ☐ No ☒ Depth (inches): _____
(includes capillary fringe)Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: WOLLOCHET 1256.0008 City/County: GIG HARBOR / PIERCE Sampling Date: 10/3/16
 Applicant/Owner: RUSH State: WA Sampling Point: DP3
 Investigator(s): RP/MD Section, Township, Range: _____
 Landform (hillslope, terrace, etc.): VALLEY FLOOR Local relief (concave, convex, none): S Slope (%): 0
 Subregion (LRR): A2 Lat: 47.319175 Long: -122.590422 Datum: _____
 Soil Map Unit Name: INDIANOLA NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ☐ No ☒	Is the Sampled Area within a Wetland? Yes ☐ No ☒
Hydric Soil Present? Yes ☐ No ☒	
Wetland Hydrology Present? Yes ☐ No ☒	
Remarks: <u>EXCAVATOR DUG PIT IN CLEARED AREA</u>	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>3</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>2/3</u> (A/B)
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
= Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: 15 ft) 1. <u>RUAR</u> <u>5</u> <u>Y</u> <u>FAC</u>				
2. _____				
3. _____				
4. _____				
= Total Cover				Hydrophytic Vegetation Indicators: ☒ Rapid Test for Hydrophytic Vegetation ☒ Dominance Test is >50% ☐ Prevalence Index is ≤3.0 ¹ ☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ☐ Wetland Non-Vascular Plants ¹ ☐ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
Herb Stratum (Plot size: 5 ft) 1. <u>ANOD</u> <u>30</u> <u>Y</u> <u>FACU</u>				
2. <u>AGCA</u> <u>30</u> <u>Y</u> <u>FAC</u>				
3. <u>TAOF</u> <u>10</u> <u>N</u> <u>FACU</u>				
4. <u>PLLA</u> <u>10</u> <u>N</u> <u>FACU</u>				
= Total Cover				Hydrophytic Vegetation Present? Yes ☒ No ☐
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
11. _____				
= Total Cover				Hydrophytic Vegetation Present? Yes ☒ No ☐
Woody Vine Stratum (Plot size: 30 ft) 1. _____ 2. _____				
% Bare Ground in Herb Stratum _____				
Remarks: <u>COVER OF FAC-FACU, EARLY SUCCESSIONAL SPECIES</u>				

SOIL

Sampling Point: DP3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type ¹	Loc ²	Texture	Remarks
0-28	2.5Y 5/3	97	10YR 6/6	3	CS	M	GrSalo	FILL, COMPACTED
28-45	2.5Y 5/2	97	2.5Y 6/6	3	CS	M	GrSalo	" "
45-49	6.5Y 5N	100	-	-	-	-	GrSg	
49-72	2.5Y 5/3	95	10YR 5/8	5	CS	M	Silo	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- | | |
|--|---|
| ☐ Histosol (A1) | ☐ Sandy Redox (S5) |
| ☐ Histic Epipedon (A2) | ☐ Stripped Matrix (S6) |
| ☐ Black Histic (A3) | ☐ Loamy Mucky Mineral (F1) (except MLRA 1) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Depleted Matrix (F3) |
| ☐ Thick Dark Surface (A12) | ☐ Redox Dark Surface (F6) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Gleyed Matrix (S4) | ☐ Redox Depressions (F8) |

Indicators for Problematic Hydric Soils³:

- ☐ 2 cm Muck (A10)
☐ Red Parent Material (TF2)
☐ Very Shallow Dark Surface (TF12)
☐ Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

 Type: _____
 Depth (inches): _____
Hydric Soil Present? Yes ☐ No ☒

Remarks:

HYDRIC SOIL INDICATORS NOT OBSERVED

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) |
| ☐ High Water Table (A2) | ☐ Salt Crust (B11) |
| ☐ Saturation (A3) | ☐ Aquatic Invertebrates (B13) |
| ☐ Water Marks (B1) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Sediment Deposits (B2) | ☐ Oxidized Rhizospheres along Living Roots (C3) |
| ☐ Drift Deposits (B3) | ☐ Presence of Reduced Iron (C4) |
| ☐ Algal Mat or Crust (B4) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Iron Deposits (B5) | ☐ Stunted or Stressed Plants (D1) (LRR A) |
| ☐ Surface Soil Cracks (B6) | ☐ Other (Explain in Remarks) |
| ☐ Inundation Visible on Aerial Imagery (B7) | |
| ☐ Sparsely Vegetated Concave Surface (B8) | |

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
☐ Drainage Patterns (B10)
☐ Dry-Season Water Table (C2)
☐ Saturation Visible on Aerial Imagery (C9)
☐ Geomorphic Position (D2)
☐ Shallow Aquitard (D3)
☐ FAC-Neutral Test (D5)
☐ Raised Ant Mounds (D6) (LRR A)
☐ Frost-Heave Hummocks (D7)

Field Observations:

 Surface Water Present? Yes ☐ No ☒ Depth (inches): _____
 Water Table Present? Yes ☐ No ☐ Depth (inches): _____
 Saturation Present? (includes capillary fringe) Yes ☐ No ☒ Depth (inches): _____
Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

NO HYDRO OBSERVED IN PIT

Project/Site: Wollocet - 1256.0008 City/County: Pierce Sampling Date: 10/31/06
Applicant/Owner: _____ State: WA Sampling Point: DP-4
Investigator(s): RP/MD Section, Township, Range: 07, 21, 02
Landform (hillslope, terrace, etc.): valley floor Local relief (concave, convex, none): concave Slope (%): <5
Subregion (LRR): A2 Lat: 47.31897 Long: 122.59025 Datum: _____
Soil Map Unit Name: Indianola NWI classification: A1

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)

Are Vegetation ✓, Soil ✓, or Hydrology ✓ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐

Are Vegetation ✓, Soil ✓, or Hydrology ✓ naturally problematic? (If needed, explain any answers in Remarks.)

Hydrophytic Vegetation Present?	Yes ☒ No ☐	Is the Sampled Area within a Wetland?	Yes ☐ No ☒
Hydric Soil Present?	Yes ☐ No ☒		
Wetland Hydrology Present?	Yes ☐ No ☒		
Remarks:			

Tree Stratum (Plot size: 30 ft)		Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:			
1.	red alder	10	Y	FAC	Number of Dominant Species That Are OBL, FACW, or FAC:	4 (A)		
2.					Total Number of Dominant Species Across All Strata:	5 (B)		
3.					Percent of Dominant Species That Are OBL, FACW, or FAC:	80 (A/B)		
4.								
		10	= Total Cover					
Sapling/Shrub Stratum (Plot size: 15 ft)					Prevalence Index worksheet:			
1.	H. Blackberry	20	Y	FAC			Total % Cover of:	Multiply by:
2.	Birch	5	N	FAC			OBL species	x 1 =
3.	alder	5	N	FAC			FACW species	x 2 =
4.	Hardhack	5	N	FACW			FAC species	x 3 =
5.							FACU species	x 4 =
		35	= Total Cover		UPL species	x 5 =		
Herb Stratum (Plot size: 5 ft)					Column Totals:	(A) (B)		
1.	Sweet V. grass	40	Y	FACU	Prevalence Index = B/A =			
2.	Velvet grass	15	Y	FAC	Hydrophytic Vegetation Indicators:			
3.	Barngrass	15	Y	FAC			☐ Rapid Test for Hydrophytic Vegetation	
4.	Dandelion	5	N	FACU			☐ Dominance Test is >50%	
5.							☐ Prevalence Index is ≤3.0 ¹	
6.							☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet)	
7.							☐ Wetland Non-Vascular Plants ¹	
8.					☐ Problematic Hydrophytic Vegetation ¹ (Explain)			
9.					¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.			
10.					Hydrophytic Vegetation Present? Yes ☒ No ☐			
11.								
		75	= Total Cover					
Woody Vine Stratum (Plot size: 30 ft)								
1.								
2.								
			= Total Cover					
% Bare Ground in Herb Stratum		25						
Remarks:								

SOIL

Sampling Point: DP-4

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features		Type ¹	Loc ²	Texture	Remarks
	Color (moist)	%	Color (moist)	%				
0-24	2.5Y 5/3	98	2.5Y 6/6	2	CS	M	GrSa	Highly Compacted - Ficc
24-64	2.5Y 5/2	99	2.5Y 6/6	1	CS	M	GrSa	" " " - Ficc
64-72	10YR 5/1	97	10YR 5/6	3	CS	M	GrSa	Highly Compacted

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- | | |
|--|---|
| ☐ Histosol (A1) | ☐ Sandy Redox (S5) |
| ☐ Histic Epipedon (A2) | ☐ Stripped Matrix (S6) |
| ☐ Black Histic (A3) | ☐ Loamy Mucky Mineral (F1) (except MLRA 1) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Depleted Matrix (F3) |
| ☐ Thick Dark Surface (A12) | ☐ Redox Dark Surface (F6) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Gleyed Matrix (S4) | ☐ Redox Depressions (F8) |

Indicators for Problematic Hydric Soils³:

- ☐ 2 cm Muck (A10)
☐ Red Parent Material (TF2)
☐ Very Shallow Dark Surface (TF12)
☐ Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☒

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) |
| ☐ High Water Table (A2) | ☐ Salt Crust (B11) |
| ☐ Saturation (A3) | ☐ Aquatic Invertebrates (B13) |
| ☐ Water Marks (B1) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Sediment Deposits (B2) | ☐ Oxidized Rhizospheres along Living Roots (C3) |
| ☐ Drift Deposits (B3) | ☐ Presence of Reduced Iron (C4) |
| ☐ Algal Mat or Crust (B4) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Iron Deposits (B5) | ☐ Stunted or Stressed Plants (D1) (LRR A) |
| ☐ Surface Soil Cracks (B6) | ☐ Other (Explain in Remarks) |
| ☐ Inundation Visible on Aerial Imagery (B7) | |
| ☐ Sparsely Vegetated Concave Surface (B8) | |

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
☐ Drainage Patterns (B10)
☐ Dry-Season Water Table (C2)
☐ Saturation Visible on Aerial Imagery (C9)
☐ Geomorphic Position (D2)
☐ Shallow Aquitard (D3)
☐ FAC-Neutral Test (D5)
☐ Raised Ant Mounds (D6) (LRR A)
☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches): _____Water Table Present? Yes ☐ No ☒ Depth (inches): _____Saturation Present? Yes ☐ No ☒ Depth (inches): _____
(includes capillary fringe)Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Wollamet-1256.0008 City/County: Pierce Sampling Date: 10/3/16
 Applicant/Owner: _____ State: WA Sampling Point: DP5
 Investigator(s): RP/MD Section, Township, Range: 07, 21, 02
 Landform (hillslope, terrace, etc.): Valley Floor Local relief (concave, convex, none): CONVEX Slope (%): 5
 Subregion (LRR): A2 Lat: 47.31878 Long: -122.59050 Datum: _____
 Soil Map Unit Name: Indianna NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
 Are Vegetation ☒, Soil ☒, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ☒ No ☐	Is the Sampled Area within a Wetland? Yes ☐ No ☒
Hydric Soil Present? Yes ☒ No ☐	
Wetland Hydrology Present? Yes ☐ No ☒	
Remarks: <u>EXCAVATOR DUG</u>	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>4</u> (A) Total Number of Dominant Species Across All Strata: <u>6</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>4/6</u> (A/B)
1. <u>Red Alder</u>	<u>25</u>	<u>Y</u>	<u>FAC</u>	
2. <u>B. cottonwood</u>	<u>20</u>	<u>Y</u>	<u>FAC</u>	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
<u>45</u> = Total Cover				
Sapling/Shrub Stratum (Plot size: 15 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet: Total % Cover of: _____ Multiply by: OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
1. <u>Scotch Broom</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	
2. <u>H. blackberry</u>	<u>20</u>	<u>Y</u>	<u>FAC</u>	
3. <u>Red Alder</u>	<u>10</u>	<u>N</u>	<u>FAC</u>	
4. <u>B. cottonwood</u>	<u>10</u>	<u>N</u>	<u>FAC</u>	
5. _____	_____	_____	_____	
<u>60</u> = Total Cover				
Herb Stratum (Plot size: 5 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators: ☐ Rapid Test for Hydrophytic Vegetation ☐ Dominance Test is >50% ☐ Prevalence Index is ≤3.0 ¹ ☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ☐ Wetland Non-Vascular Plants ¹ ☐ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Sw. Vernal grass</u>	<u>40</u>	<u>Y</u>	<u>FACU</u>	
2. <u>Wet grass</u>	<u>25</u>	<u>Y</u>	<u>FAC</u>	
3. <u>dandelion</u>	<u>5</u>	<u>N</u>	<u>FACU</u>	
4. <u>Wet foot reed</u>	<u>5</u>	<u>N</u>	<u>FAC</u>	
5. <u>plum</u>	<u>5</u>	<u>N</u>	<u>FAC</u>	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
<u>90</u> = Total Cover				
Woody Vine Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present? Yes ☒ No ☐
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>10</u>				
Remarks: _____				

SOIL

Sampling Point: DIP-5

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features		Type ¹	Loc ²	Texture	Remarks
	Color (moist)	%	Color (moist)	%				
0-17	10YR 5/2	98	10YR 5/8	2	CS	PL	G.Sa	F-11
17-45	10YR 5/2	80	10YR 6/6	20	CS	PL	G.Sa	Native?
45-72	10YR 5/1	99	10YR 5/4	1	CS	M	G.Sa	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- | | |
|--|---|
| ☐ Histosol (A1) | ☒ Sandy Redox (S5) |
| ☐ Histic Epipedon (A2) | ☐ Stripped Matrix (S6) |
| ☐ Black Histic (A3) | ☐ Loamy Mucky Mineral (F1) (except MLRA 1) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Depleted Matrix (F3) |
| ☐ Thick Dark Surface (A12) | ☐ Redox Dark Surface (F6) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Gleyed Matrix (S4) | ☐ Redox Depressions (F8) |

Indicators for Problematic Hydric Soils³:

- ☐ 2 cm Muck (A10)
☐ Red Parent Material (TF2)
☐ Very Shallow Dark Surface (TF12)
☐ Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☒ No ☐

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) |
| ☐ High Water Table (A2) | ☐ Salt Crust (B11) |
| ☐ Saturation (A3) | ☐ Aquatic Invertebrates (B13) |
| ☐ Water Marks (B1) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Sediment Deposits (B2) | ☐ Oxidized Rhizospheres along Living Roots (C3) |
| ☐ Drift Deposits (B3) | ☐ Presence of Reduced Iron (C4) |
| ☐ Algal Mat or Crust (B4) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Iron Deposits (B5) | ☐ Stunted or Stressed Plants (D1) (LRR A) |
| ☐ Surface Soil Cracks (B6) | ☐ Other (Explain in Remarks) |
| ☐ Inundation Visible on Aerial Imagery (B7) | |
| ☐ Sparsely Vegetated Concave Surface (B8) | |

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
☐ Drainage Patterns (B10)
☐ Dry-Season Water Table (C2)
☐ Saturation Visible on Aerial Imagery (C9)
☐ Geomorphic Position (D2)
☐ Shallow Aquitard (D3)
☐ FAC-Neutral Test (D5)
☐ Raised Ant Mounds (D6) (LRR A)
☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches): _____Water Table Present? Yes ☐ No ☒ Depth (inches): _____Saturation Present? Yes ☐ No ☒ Depth (inches): _____
(includes capillary fringe)Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Wollochet - 1256.0008 City/County: Pierce Sampling Date: 10/3/16
 Applicant/Owner: _____ State: WA Sampling Point: D-6
 Investigator(s): RP/MD Section, Township, Range: 07, 21, 02
 Landform (hillslope, terrace, etc.): Valley floor Local relief (concave, convex, none): CONCAVE Slope (%): 2-3
 Subregion (LRR): A2 Lat: 47.31865 Long: -122.59042 Datum: _____
 Soil Map Unit Name: INDIANA NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
 Are Vegetation ☒, Soil ☒, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ☒ No ☐	Is the Sampled Area within a Wetland? Yes ☒ No ☐
Hydric Soil Present? Yes ☒ No ☐	
Wetland Hydrology Present? Yes ☒ No ☐	
Remarks: _____	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. <u>R. Alper</u>	<u>50</u>	<u>Y</u>	<u>FAC</u>	
2. <u>willow - sallows</u>	<u>15</u>	<u>N</u>	<u>FACW</u>	Total Number of Dominant Species Across All Strata: <u>5</u> (B)
3. <u>B. cottonwood</u>	<u>15</u>	<u>N</u>	<u>FAC</u>	Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)
4. _____	<u>20</u>			
<u>80</u> = Total Cover				
Sapling/Shrub Stratum (Plot size: 15 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. <u>R. Alper</u>	<u>35</u>	<u>Y</u>	<u>FAC</u>	
2. <u>Horshorn</u>	<u>10</u>	<u>N</u>	<u>FACW</u>	OBL species _____ x 1 = _____
3. <u>B. blackberry</u>	<u>5</u>	<u>N</u>	<u>FAC</u>	FACW species _____ x 2 = _____
4. <u>willow - sallows</u>	<u>25</u>	<u>Y</u>	<u>FACW</u>	FAC species _____ x 3 = _____
5. _____				FACU species _____ x 4 = _____
<u>75</u> = Total Cover				UPL species _____ x 5 = _____
Herb Stratum (Plot size: 5 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Column Totals: _____ (A) _____ (B)
1. <u>Juncus effusus</u>	<u>40</u>	<u>Y</u>	<u>FACW</u>	Prevalence Index = B/A = _____
2. <u>Frank willow herb</u>	<u>5</u>	<u>N</u>	<u>FACW</u>	
3. <u>Madish violet</u>	<u>5</u>	<u>N</u>	<u>FACW</u>	
4. <u>Rumex - buttercup</u>	<u>10</u>	<u>N</u>	<u>FAC</u>	
5. <u>Velvet grass</u>	<u>20</u>	<u>Y</u>	<u>FAC</u>	
6. <u>Carex - spp.</u>	<u>5</u>	<u>N</u>	<u>FACW</u>	
7. _____				
8. _____				
9. _____				
10. _____				
11. _____				
<u>85</u> = Total Cover				
Woody Vine Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____				
2. _____				
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>15</u>				
Remarks: _____				

SOIL

Sampling Point: DP-5

[illegible]

HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply) Secondary Indicators (2 or more required)		
☐ Surface Water (A1) ☐ High Water Table (A2) ☐ Saturation (A3) ☐ Water Marks (B1) ☐ Sediment Deposits (B2) ☒ Drift Deposits (B3) ☐ Algal Mat or Crust (B4) ☐ Iron Deposits (B5) ☒ Surface Soil Cracks (B6) ☐ Inundation Visible on Aerial Imagery (B7) ☐ Sparsely Vegetated Concave Surface (B8)	☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) ☐ Salt Crust (B11) ☐ Aquatic Invertebrates (B13) ☐ Hydrogen Sulfide Odor (C1) ☒ Oxidized Rhizospheres along Living Roots (C3) ☐ Presence of Reduced Iron (C4) ☐ Recent Iron Reduction in Tilled Soils (C6) ☐ Stunted or Stressed Plants (D1) (LRR A) ☐ Other (Explain in Remarks)	☒ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B) ☐ Drainage Patterns (B10) ☐ Dry-Season Water Table (C2) ☐ Saturation Visible on Aerial Imagery (C9) ☐ Geomorphic Position (D2) ☐ Shallow Aquitard (D3) ☐ FAC-Neutral Test (D5) ☐ Raised Ant Mounds (D6) (LRR A) ☐ Frost-Heave Hummocks (D7)
Field Observations:		
Surface Water Present? Yes ☐ No ☒ Depth (inches): _____ Water Table Present? Yes ☐ No ☒ Depth (inches): _____ Saturation Present? Yes ☐ No ☒ Depth (inches): _____ <i>(includes capillary fringe)</i>	Wetland Hydrology Present? Yes ☒ No ☐	
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:		
Remarks:		

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Wollacot -1256.0008 City/County: Perce Sampling Date: 10/3/16
 Applicant/Owner: _____ State: WA Sampling Point: SP 7
 Investigator(s): RP/MD Section, Township, Range: 07, 21, 02
 Landform (hillslope, terrace, etc.): Drainage Local relief (concave, convex, none): concave Slope (%): 3
 Subregion (LRR): A2 Lat: 47.31966 Long: -122.59096 Datum: _____
 Soil Map Unit Name: Indianola NWI classification: N

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
 Are Vegetation N, Soil N, or Hydrology N significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ☒ No ☐	Is the Sampled Area within a Wetland? Yes ☒ No ☐
Hydric Soil Present? Yes ☒ No ☐	
Wetland Hydrology Present? Yes ☒ No ☐	
Remarks:	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. <u>Pacific willow</u>	<u>25</u>	<u>Y</u>	<u>FACW</u>	Number of Dominant Species That Are OBL, FACW, or FAC: <u>6</u> (A)
2. <u>R. Alder</u>	<u>45</u>	<u>Y</u>	<u>FAC</u>	Total Number of Dominant Species Across All Strata: <u>6</u> (B)
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)
4. _____				
	<u>70</u>	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft)				Prevalence Index worksheet:
1. <u>Casara</u>	<u>10</u>	<u>N</u>	<u>FAC</u>	Total % Cover of: _____ Multiply by: _____
2. <u>H. Blackberry</u>	<u>60</u>	<u>Y</u>	<u>FAC</u>	OBL species _____ x 1 = _____
3. <u>Willow-Pacific</u>	<u>15</u>	<u>N</u>	<u>FACW</u>	FACW species _____ x 2 = _____
4. <u>R. Alder</u>	<u>10</u>	<u>N</u>	<u>FAC</u>	FAC species _____ x 3 = _____
5. <u>H. Blackberry</u>	<u>5</u>	<u>N</u>	<u>FACW</u>	FACU species _____ x 4 = _____
	<u>100</u>	= Total Cover		UPL species _____ x 5 = _____
Herb Stratum (Plot size: 5 ft)				Column Totals: _____ (A) _____ (B)
1. <u>Lady Fern</u>	<u>5</u>	<u>Y</u>	<u>FACW</u>	Prevalence Index = B/A = _____
2. <u>Fireweed</u>	<u>5</u>	<u>Y</u>	<u>FACW</u>	
3. <u>Cats ear (hoary)</u>	<u>5</u>	<u>Y</u>	<u>FACW?</u>	
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
11. _____				
	<u>15</u>	= Total Cover		
Woody Vine Stratum (Plot size: 30 ft)				Hydrophytic Vegetation Indicators:
1. _____				☐ Rapid Test for Hydrophytic Vegetation
2. _____				☐ Dominance Test is >50%
				☐ Prevalence Index is ≤3.0 ¹
				☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet)
				☐ Wetland Non-Vascular Plants ¹
				☐ Problematic Hydrophytic Vegetation ¹ (Explain)
% Bare Ground in Herb Stratum <u>85</u>				¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
Remarks:				Hydrophytic Vegetation Present? Yes ☒ No ☐

SOIL

Sampling Point: DP-7

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features			Loc ²	Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹			
0-18	10YR 2/1	100	—	—	—	—	Silt	Some organics
18-20	10YR 5/1	97	10YR 5/6	3	—	—	SaSi	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
☐ Histic Epipedon (A2)
☐ Black Histic (A3)
☐ Hydrogen Sulfide (A4)
☐ Depleted Below Dark Surface (A11)
☒ Thick Dark Surface (A12)
☐ Sandy Mucky Mineral (S1)
☐ Sandy Gleyed Matrix (S4)
☐ Sandy Redox (S5)
☐ Stripped Matrix (S6)
☐ Loamy Mucky Mineral (F1) (except MLRA 1)
☐ Loamy Gleyed Matrix (F2)
☐ Depleted Matrix (F3)
☐ Redox Dark Surface (F6)
☐ Depleted Dark Surface (F7)
☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

- ☐ 2 cm Muck (A10)
☐ Red Parent Material (TF2)
☐ Very Shallow Dark Surface (TF12)
☐ Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____
 Depth (inches): _____

Hydric Soil Present? Yes ☒ No ☐

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
☐ High Water Table (A2)
☐ Saturation (A3)
☒ Water Marks (B1)
☒ Sediment Deposits (B2)
☐ Drift Deposits (B3)
☐ Algal Mat or Crust (B4)
☐ Iron Deposits (B5)
☐ Surface Soil Cracks (B6)
☐ Inundation Visible on Aerial Imagery (B7)
☒ Sparsely Vegetated Concave Surface (B8)
☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
☐ Salt Crust (B11)
☐ Aquatic Invertebrates (B13)
☐ Hydrogen Sulfide Odor (C1)
☐ Oxidized Rhizospheres along Living Roots (C3)
☐ Presence of Reduced Iron (C4)
☐ Recent Iron Reduction in Tilled Soils (C6)
☐ Stunted or Stressed Plants (D1) (LRR A)
☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☒ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
☐ Drainage Patterns (B10)
☐ Dry-Season Water Table (C2)
☐ Saturation Visible on Aerial Imagery (C9)
☐ Geomorphic Position (D2)
☐ Shallow Aquitard (D3)
☐ FAC-Neutral Test (D5)
☐ Raised Ant Mounds (D6) (LRR A)
☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches): _____
 Water Table Present? Yes ☐ No ☒ Depth (inches): _____
 Saturation Present? (includes capillary fringe) Yes ☒ No ☐ Depth (inches): 6"

Wetland Hydrology Present? Yes ☒ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Wollochet - 1256.0008 City/County: Pierce Sampling Date: 10/3/16
 Applicant/Owner: _____ State: WA Sampling Point: DP-8
 Investigator(s): RP/MP Section, Township, Range: 07, 26, 02
 Landform (hillslope, terrace, etc.): _____ Local relief (concave, convex, none): CONCAVE Slope (%): 25
 Subregion (LRR): A2 Lat: 47.31856 Long: -122.59151 Datum: _____
 Soil Map Unit Name: Indianola NWI classification: _____
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
 Are Vegetation ☒, Soil ☒, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ☒ No ☐	Is the Sampled Area within a Wetland? Yes ☐ No ☒
Hydric Soil Present? Yes ☐ No ☒	
Wetland Hydrology Present? Yes ☒ No ☐	
Remarks: <u>Site appears to receive runoff from neighboring plant nursery to SE.</u>	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>4</u> (A) Total Number of Dominant Species Across All Strata: <u>4</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)
1. <u>P. Alber</u>	<u>30</u>	<u>Y</u>	<u>FAC</u>	
2. _____	_____	_____	_____	Prevalence Index worksheet: Total % Cover of: _____ Multiply by: OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
<u>30</u> = Total Cover				Hydrophytic Vegetation Indicators: ☒ Rapid Test for Hydrophytic Vegetation ☐ Dominance Test is >50% ☐ Prevalence Index is ≤3.0 ¹ ☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ☐ Wetland Non-Vascular Plants ¹ ☐ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
Sapling/Shrub Stratum (Plot size: 15 ft)				
1. <u>Blackberry - Him.</u>	<u>40</u>	<u>Y</u>	<u>FAC</u>	
2. <u>ALDER</u>	<u>5</u>	<u>N</u>	<u>FAC</u>	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	Hydrophytic Vegetation Present? Yes ☐ No ☐
5. _____	_____	_____	_____	
<u>45</u> = Total Cover				
Herb Stratum (Plot size: 5 ft)				
1. <u>W. Dock</u>	<u>5</u>	<u>Y</u>	<u>FAC</u>	
2. _____	_____	_____	_____	Hydrophytic Vegetation Present? Yes ☐ No ☐
3. <u>Buttercup</u>	<u>10</u>	<u>Y</u>	<u>FAC</u>	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
<u>15</u> = Total Cover				
Woody Vine Stratum (Plot size: 30 ft)				
1. _____	_____	_____	_____	Hydrophytic Vegetation Present? Yes ☐ No ☐
2. _____	_____	_____	_____	
<u>85</u> = Total Cover				
% Bare Ground in Herb Stratum _____				
Remarks: _____				

SOIL

Sampling Point: DP-8

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features		Type ¹	Loc ²	Texture	Remarks
	Color (moist)	%	Color (moist)	%				
0-18	10YR 4/2	>99	10YR 5/8	<1%	CS	M	Gr. Sa	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- | | |
|--|---|
| ☐ Histosol (A1) | ☐ Sandy Redox (S5) |
| ☐ Histic Epipedon (A2) | ☐ Stripped Matrix (S6) |
| ☐ Black Histic (A3) | ☐ Loamy Mucky Mineral (F1) (except MLRA 1) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Depleted Matrix (F3) |
| ☐ Thick Dark Surface (A12) | ☐ Redox Dark Surface (F6) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Gleyed Matrix (S4) | ☐ Redox Depressions (F8) |

Indicators for Problematic Hydric Soils³:

- ☐ 2 cm Muck (A10)
☐ Red Parent Material (TF2)
☐ Very Shallow Dark Surface (TF12)
☐ Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☒

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- | | |
|---|---|
| ☐ Surface Water (A1) | ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) |
| ☐ High Water Table (A2) | ☐ Salt Crust (B11) |
| ☐ Saturation (A3) | ☐ Aquatic Invertebrates (B13) |
| ☐ Water Marks (B1) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Sediment Deposits (B2) | ☐ Oxidized Rhizospheres along Living Roots (C3) |
| ☐ Drift Deposits (B3) | ☐ Presence of Reduced Iron (C4) |
| ☒ Algal Mat or Crust (B4) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Iron Deposits (B5) | ☐ Stunted or Stressed Plants (D1) (LRR A) |
| ☒ Surface Soil Cracks (B6) | ☐ Other (Explain in Remarks) |
| ☐ Inundation Visible on Aerial Imagery (B7) | |
| ☒ Sparsely Vegetated Concave Surface (B8) | |

Secondary Indicators (2 or more required)

- ☒ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
☐ Drainage Patterns (B10)
☐ Dry-Season Water Table (C2)
☐ Saturation Visible on Aerial Imagery (C9)
☐ Geomorphic Position (D2)
☐ Shallow Aquitard (D3)
☐ FAC-Neutral Test (D5)
☐ Raised Ant Mounds (D6) (LRR A)
☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches): _____Water Table Present? Yes ☐ No ☒ Depth (inches): _____Saturation Present? Yes ☐ No ☒ Depth (inches): _____
(includes capillary fringe)Wetland Hydrology Present? Yes ☒ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: WOLLOCHET 1256.0008 City/County: 616 HARBOR / PIERCE Sampling Date: 10/3/16
 Applicant/Owner: RUSH State: WA Sampling Point: DP9
 Investigator(s): RP, MD Section, Township, Range: 07, 21, 02
 Landform (hillslope, terrace, etc.): VALLEY FLOOR Local relief (concave, convex, none): (none) Slope (%):
 Subregion (LRR): A2 Lat: 47.31916 Long: -122.59000 Datum:
 Soil Map Unit Name: INDIANOLA NWI classification:

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes ☐ No ☒
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ☒ No ☐	Is the Sampled Area within a Wetland? Yes ☐ No ☒
Hydric Soil Present? Yes ☐ No ☒	
Wetland Hydrology Present? Yes ☒ No ☐	
Remarks: <u>TAKEN NEAR CUT DRAINAGE + BERM</u>	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>4</u> (A) Total Number of Dominant Species Across All Strata: <u>4</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)
1. <u>ALRU</u>	<u>90</u>	<u>Y</u>	<u>FAC</u>	
2. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
3. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
4. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
<u>90</u> = Total Cover				Prevalence Index worksheet: Total % Cover of: <u> </u> Multiply by: OBL species <u> </u> x 1 = <u> </u> FACW species <u> </u> x 2 = <u> </u> FAC species <u> </u> x 3 = <u> </u> FACU species <u> </u> x 4 = <u> </u> UPL species <u> </u> x 5 = <u> </u> Column Totals: <u> </u> (A) <u> </u> (B) Prevalence Index = B/A = <u> </u>
Sapling/Shrub Stratum (Plot size: 15 ft)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>RUAR</u>	<u>30</u>	<u>Y</u>	<u>FAC</u>	
2. <u>SPDO</u>	<u>10</u>	<u>Y</u>	<u>FACW</u>	
3. <u>ALRU</u>	<u>10</u>	<u>Y</u>	<u>FAC</u>	
<u>50</u> = Total Cover				
Herb Stratum (Plot size: 5 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators: ☐ Rapid Test for Hydrophytic Vegetation ☒ Dominance Test is >50% ☐ Prevalence Index is ≤3.0 ¹ ☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ☐ Wetland Non-Vascular Plants ¹ ☐ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
2. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
3. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
4. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
5. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
6. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
7. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
8. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
9. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
10. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
11. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
<u>0</u> = Total Cover				
Woody Vine Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present? Yes ☒ No ☐
1. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
2. <u> </u>	<u> </u>	<u> </u>	<u> </u>	
<u>0</u> = Total Cover				
% Bare Ground in Herb Stratum <u>100</u>				
Remarks: <u>AGGRESSIVE EARLY SUCCESSIONAL SPECIES OBSERVED</u>				

SOIL

Sampling Point: DP9

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features			Loc ²	Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹			
0-12	10YR 3/3	99	10YR 6/8	1	CS	M	Gr SA	COMPACTED

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

☐ Histosol (A1)	☐ Sandy Redox (S5)
☐ Histic Epipedon (A2)	☐ Stripped Matrix (S6)
☐ Black Histic (A3)	☐ Loamy Mucky Mineral (F1) (except MLRA 1)
☐ Hydrogen Sulfide (A4)	☐ Loamy Gleyed Matrix (F2)
☐ Depleted Below Dark Surface (A11)	☐ Depleted Matrix (F3)
☐ Thick Dark Surface (A12)	☐ Redox Dark Surface (F6)
☐ Sandy Mucky Mineral (S1)	☐ Depleted Dark Surface (F7)
☐ Sandy Gleyed Matrix (S4)	☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils³:

☐ 2 cm Muck (A10)
☐ Red Parent Material (TF2)
☐ Very Shallow Dark Surface (TF12)
☐ Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☒

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

☐ Surface Water (A1)	☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
☐ High Water Table (A2)	☐ Salt Crust (B11)
☒ Saturation (A3)	☐ Aquatic Invertebrates (B13)
☐ Water Marks (B1)	☐ Hydrogen Sulfide Odor (C1)
☐ Sediment Deposits (B2)	☐ Oxidized Rhizospheres along Living Roots (C3)
☐ Drift Deposits (B3)	☐ Presence of Reduced Iron (C4)
☐ Algal Mat or Crust (B4)	☐ Recent Iron Reduction in Tilled Soils (C6)
☐ Iron Deposits (B5)	☐ Stunted or Stressed Plants (D1) (LRR A)
☐ Surface Soil Cracks (B6)	☐ Other (Explain in Remarks)
☐ Inundation Visible on Aerial Imagery (B7)	
☐ Sparsely Vegetated Concave Surface (B8)	

Secondary Indicators (2 or more required)

☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
☐ Drainage Patterns (B10)
☐ Dry-Season Water Table (C2)
☐ Saturation Visible on Aerial Imagery (C9)
☐ Geomorphic Position (D2)
☐ Shallow Aquitard (D3)
☐ FAC-Neutral Test (D5)
☐ Raised Ant Mounds (D6) (LRR A)
☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches): _____

Water Table Present? Yes ☐ No ☒ Depth (inches): _____

Saturation Present? Yes ☒ No ☐ Depth (inches): 10

(includes capillary fringe)

Wetland Hydrology Present? Yes ☒ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: TAKEN NEAR STANDING WATER IN DRAINAGE. INDICATOR A3 OBSERVED.

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: WOLLOCKET 1256.0008 City/County: GIG HARBOR / PIERCE Sampling Date: 10/3/16
 Applicant/Owner: _____ State: WA Sampling Point: DP10
 Investigator(s): RP Section, Township, Range: 07, 21, 02
 Landform (hillslope, terrace, etc.): VALLEY FLOOR Local relief (concave, convex, none): _____ Slope (%): <5
 Subregion (LRR): A2 Lat: 47.31945 Long: -122.59033 Datum: _____
 Soil Map Unit Name: INDIANOLA NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ☒ No ☐	Is the Sampled Area within a Wetland? Yes ☐ No ☒
Hydric Soil Present? Yes ☐ No ☒	
Wetland Hydrology Present? Yes ☐ No ☒	
Remarks: <u>FILLED SITE</u>	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>4</u> (A) Total Number of Dominant Species Across All Strata: <u>5</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>4/5</u> (A/B)
1. <u>POBA</u>	<u>40</u>	<u>Y</u>	<u>FAC</u>	
2. <u>SALU</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
			<u>60</u> = Total Cover	
Sapling/Shrub Stratum (Plot size: 15 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet: Total % Cover of: _____ Multiply by: OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
1. <u>POBA</u>	<u>30</u>	<u>Y</u>	<u>FAC</u>	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
			<u>30</u> = Total Cover	
Herb Stratum (Plot size: 5 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators: ☐ Rapid Test for Hydrophytic Vegetation ☐ Dominance Test is >50% ☐ Prevalence Index is ≤3.0 ¹ ☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ☐ Wetland Non-Vascular Plants ¹ ☐ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>JUEF</u>	<u>30</u>	<u>Y</u>	<u>FACW</u>	
2. <u>ANOD</u>	<u>30</u>	<u>Y</u>	<u>FACU</u>	
3. <u>LOCO</u>	<u>15</u>	<u>N</u>	<u>FAC</u>	
4. <u>PLLA</u>	<u>10</u>	<u>N</u>	<u>FACU</u>	
5. <u>TAOF</u>	<u>5</u>	<u>N</u>	<u>FACU</u>	
6. <u>HOLA</u>	<u>5</u>	<u>N</u>	<u>FAC</u>	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
			<u>95</u> = Total Cover	
Woody Vine Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present? Yes ☒ No ☐
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
			_____ = Total Cover	
% Bare Ground in Herb Stratum <u>5</u>				
Remarks: <u>MAJORITY VOLUNTEER / AGGRESSIVE SPECIES</u>				

SOIL

Sampling Point: DPIG

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features		Type ¹	Loc ²	Texture	Remarks
	Color (moist)	%	Color (moist)	%				
0-12	10YR 3/3	99	10YR 6/8	1	CS	M	GrSa	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- | | |
|--|---|
| ☐ Histosol (A1) | ☐ Sandy Redox (S5) |
| ☐ Histic Epipedon (A2) | ☐ Stripped Matrix (S6) |
| ☐ Black Histic (A3) | ☐ Loamy Mucky Mineral (F1) (except MLRA 1) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Depleted Matrix (F3) |
| ☐ Thick Dark Surface (A12) | ☐ Redox Dark Surface (F6) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Gleyed Matrix (S4) | ☐ Redox Depressions (F8) |

Indicators for Problematic Hydric Soils³:

- ☐ 2 cm Muck (A10)
☐ Red Parent Material (TF2)
☐ Very Shallow Dark Surface (TF12)
☐ Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: COMPACTED FILLDepth (inches): 12Hydric Soil Present? Yes ☐ No ☒

Remarks:

FILL

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B) |
| ☐ High Water Table (A2) | ☐ Salt Crust (B11) |
| ☐ Saturation (A3) | ☐ Aquatic Invertebrates (B13) |
| ☐ Water Marks (B1) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Sediment Deposits (B2) | ☐ Oxidized Rhizospheres along Living Roots (C3) |
| ☐ Drift Deposits (B3) | ☐ Presence of Reduced Iron (C4) |
| ☐ Algal Mat or Crust (B4) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Iron Deposits (B5) | ☐ Stunted or Stressed Plants (D1) (LRR A) |
| ☐ Surface Soil Cracks (B6) | ☐ Other (Explain in Remarks) |
| ☐ Inundation Visible on Aerial Imagery (B7) | |
| ☐ Sparsely Vegetated Concave Surface (B8) | |

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
☐ Drainage Patterns (B10)
☐ Dry-Season Water Table (C2)
☐ Saturation Visible on Aerial Imagery (C9)
☐ Geomorphic Position (D2)
☐ Shallow Aquitard (D3)
☐ FAC-Neutral Test (D5)
☐ Raised Ant Mounds (D6) (LRR A)
☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches): _____Water Table Present? Yes ☐ No ☐ Depth (inches): _____Saturation Present? Yes ☐ No ☒ Depth (inches): _____
(includes capillary fringe)Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

DP TAKEN NEAR (30') FROM STANDING WATER IN TRENCH, NO OTHER SIGNS OF HYDRO

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: WOLLOCHET 1256.0008 City/County: GIG HARBOR/PIERCE Sampling Date: 10/3/16
 Applicant/Owner: RUSH State: WA Sampling Point: DP11
 Investigator(s): RP Section, Township, Range: _____
 Landform (hillslope, terrace, etc.): VALLEY FLOOR Local relief (concave, convex, none): (none) Slope (%): 0
 Subregion (LRR): A2 Lat: 47.31931 Long: -122.59038 Datum: _____
 Soil Map Unit Name: INDIANOLA NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ☒ No ☐	Is the Sampled Area within a Wetland? Yes ☐ No ☒
Hydric Soil Present? Yes ☐ No ☒	
Wetland Hydrology Present? Yes ☐ No ☒	
Remarks:	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>4</u> (A) Total Number of Dominant Species Across All Strata: <u>4</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)
1. <u>POBA</u>	<u>15</u>	<u>Y</u>	<u>FAC</u>	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
<u>15</u> = Total Cover				
Sapling/Shrub Stratum (Plot size: 15 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet: Total % Cover of: _____ Multiply by: OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
1. <u>SPDG</u>	<u>5</u>	<u>Y</u>	<u>FACW</u>	
2. <u>RUAR</u>	<u>5</u>	<u>Y</u>	<u>FAC</u>	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
<u>10</u> = Total Cover				
Herb Stratum (Plot size: 5 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators: ☐ Rapid Test for Hydrophytic Vegetation ☒ Dominance Test is >50% ☐ Prevalence Index is ≤3.0 ¹ ☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ☐ Wetland Non-Vascular Plants ¹ ☐ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>QUEF</u>	<u>40</u>	<u>Y</u>	<u>FACW</u>	
2. <u>HOLA</u>	<u>5</u>	<u>N</u>	<u>FAC</u>	
3. <u>LOCO</u>	<u>5</u>	<u>N</u>	<u>FAC</u>	
4. <u>EPCI</u>	<u>5</u>	<u>N</u>	<u>FACW</u>	
<u>50</u> = Total Cover				
Woody Vine Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present? Yes ☒ No ☐
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
<u>0</u> = Total Cover				
% Bare Ground in Herb Stratum _____ Remarks: <u>AGGRESSIVE, EARLY SUCCESSIONAL SPECIES OBSERVED</u>				

SOIL

Sampling Point: DP11

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features			Loc ²	Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹			
0-6	10YR 4/3	100	-	-	-	-	Grsa	FILL
6-14	10YR 5/2	98	10YR 5/6	2	CS	M	Grsa	FILL

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

☐ Histosol (A1)	☐ Sandy Redox (S5)	Indicators for Problematic Hydric Soils³: ☐ 2 cm Muck (A10) ☐ Red Parent Material (TF2) ☐ Very Shallow Dark Surface (TF12) ☐ Other (Explain in Remarks) ³ Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.
☐ Histic Epipedon (A2)	☐ Stripped Matrix (S6)	
☐ Black Histic (A3)	☐ Loamy Mucky Mineral (F1) (except MLRA 1)	
☐ Hydrogen Sulfide (A4)	☐ Loamy Gleyed Matrix (F2)	
☐ Depleted Below Dark Surface (A11)	☐ Depleted Matrix (F3)	
☐ Thick Dark Surface (A12)	☐ Redox Dark Surface (F6)	
☐ Sandy Mucky Mineral (S1)	☐ Depleted Dark Surface (F7)	
☐ Sandy Gleyed Matrix (S4)	☐ Redox Depressions (F8)	

Restrictive Layer (if present):
Type: _____
Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☒

Remarks: NO HYDRIC SOIL INDICATORS OBSERVED

HYDROLOGY

Wetland Hydrology Indicators:

<u>Primary Indicators (minimum of one required; check all that apply)</u>		<u>Secondary Indicators (2 or more required)</u>
☐ Surface Water (A1)	☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)	☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
☐ High Water Table (A2)	☐ Salt Crust (B11)	☐ Drainage Patterns (B10)
☐ Saturation (A3)	☐ Aquatic Invertebrates (B13)	☐ Dry-Season Water Table (C2)
☐ Water Marks (B1)	☐ Hydrogen Sulfide Odor (C1)	☐ Saturation Visible on Aerial Imagery (C9)
☐ Sediment Deposits (B2)	☐ Oxidized Rhizospheres along Living Roots (C3)	☐ Geomorphic Position (D2)
☐ Drift Deposits (B3)	☐ Presence of Reduced Iron (C4)	☐ Shallow Aquitard (D3)
☐ Algal Mat or Crust (B4)	☐ Recent Iron Reduction in Tilled Soils (C6)	☐ FAC-Neutral Test (D5)
☐ Iron Deposits (B5)	☐ Stunted or Stressed Plants (D1) (LRR A)	☐ Raised Ant Mounds (D6) (LRR A)
☐ Surface Soil Cracks (B6)	☐ Other (Explain in Remarks)	☐ Frost-Heave Hummocks (D7)
☐ Inundation Visible on Aerial Imagery (B7)		
☐ Sparsely Vegetated Concave Surface (B8)		

Field Observations:

Surface Water Present? Yes ☐ No ☒	Depth (inches): _____	Wetland Hydrology Present? Yes ☐ No ☒
Water Table Present? Yes ☐ No ☒	Depth (inches): _____	
Saturation Present? Yes ☒ No ☐	Depth (inches): <u>14</u>	

(includes capillary fringe)

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: NO PRIMARY HYDROLOGIC INDICATORS OBSERVED

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: WOLLOCHET 1256.0008 City/County: 616 HARBOR / PIERCE Sampling Date: 10/31/16
 Applicant/Owner: RUSH State: WA Sampling Point: DP12
 Investigator(s): RP Section, Township, Range: _____
 Landform (hillslope, terrace, etc.): VALLEY FLOOR Local relief (concave, convex, none): 0 Slope (%): 0
 Subregion (LRR): AZ Lat: 47.31930 Long: -122.59028 Datum: _____
 Soil Map Unit Name: INDIANOLA NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ☒ No ☐	Is the Sampled Area within a Wetland? Yes ☐ No ☒
Hydric Soil Present? Yes ☐ No ☒	
Wetland Hydrology Present? Yes ☐ No ☒	
Remarks:	

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 ft)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>3</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>2/3</u> (A/B)
1. <u>POBA</u>	<u>10</u>	<u>Y</u>	<u>FAC</u>	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
Sapling/Shrub Stratum (Plot size: 15 ft)				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
Herb Stratum (Plot size: 5 ft)				Hydrophytic Vegetation Indicators: ☐ Rapid Test for Hydrophytic Vegetation ☒ Dominance Test is >50% ☐ Prevalence Index is ≤3.0 ¹ ☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ☐ Wetland Non-Vascular Plants ¹ ☐ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>AGCA</u>	<u>30</u>	<u>Y</u>	<u>FAC</u>	
2. <u>HYRA</u>	<u>25</u>	<u>Y</u>	<u>FACU</u>	
3. <u>LOCO</u>	<u>10</u>	<u>N</u>	<u>FAC</u>	
4. <u>HOLA</u>	<u>10</u>	<u>N</u>	<u>FAC</u>	
5. <u>ANOD</u>	<u>10</u>	<u>N</u>	<u>FACU</u>	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
Woody Vine Stratum (Plot size: 30 ft)				
1. _____	_____	_____	_____	Hydrophytic Vegetation Present? Yes ☒ No ☐
2. _____	_____	_____	_____	
% Bare Ground in Herb Stratum <u>15</u>				Remarks: <u>AGGRESSIVE, EARLY SUCCESSIONAL SPECIES OBSERVED</u>
_____ = Total Cover				

SOIL

Sampling Point: DP12

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features		Type ¹	Loc ²	Texture	Remarks
	Color (moist)	%	Color (moist)	%				
0-12	10YR 4/3	100	—	—	—	—	6-5g	VERY GRAVELLY SAND
12-14	10YR 5/3	100	—	—	—	—	6-5g	" "

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

☐ Histosol (A1)	☐ Sandy Redox (S5)	☐ 2 cm Muck (A10)
☐ Histic Epipedon (A2)	☐ Stripped Matrix (S6)	☐ Red Parent Material (TF2)
☐ Black Histic (A3)	☐ Loamy Mucky Mineral (F1) (except MLRA 1)	☐ Very Shallow Dark Surface (TF12)
☐ Hydrogen Sulfide (A4)	☐ Loamy Gleyed Matrix (F2)	☐ Other (Explain in Remarks)
☐ Depleted Below Dark Surface (A11)	☐ Depleted Matrix (F3)	
☐ Thick Dark Surface (A12)	☐ Redox Dark Surface (F6)	
☐ Sandy Mucky Mineral (S1)	☐ Depleted Dark Surface (F7)	
☐ Sandy Gleyed Matrix (S4)	☐ Redox Depressions (F8)	

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☒

Remarks: NO HYDRIC SOIL INDICATORS OBSERVED

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

☐ Surface Water (A1)	☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)	☐ Secondary Indicators (2 or more required)
☐ High Water Table (A2)	☐ Salt Crust (B11)	☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
☐ Saturation (A3)	☐ Aquatic Invertebrates (B13)	☐ Drainage Patterns (B10)
☐ Water Marks (B1)	☐ Hydrogen Sulfide Odor (C1)	☐ Dry-Season Water Table (C2)
☐ Sediment Deposits (B2)	☐ Oxidized Rhizospheres along Living Roots (C3)	☐ Saturation Visible on Aerial Imagery (C9)
☐ Drift Deposits (B3)	☐ Presence of Reduced Iron (C4)	☐ Geomorphic Position (D2)
☐ Algal Mat or Crust (B4)	☐ Recent Iron Reduction in Tilled Soils (C6)	☐ Shallow Aquitard (D3)
☐ Iron Deposits (B5)	☐ Stunted or Stressed Plants (D1) (LRR A)	☐ FAC-Neutral Test (D5)
☐ Surface Soil Cracks (B6)	☐ Other (Explain in Remarks)	☐ Raised Ant Mounds (D6) (LRR A)
☐ Inundation Visible on Aerial Imagery (B7)		☐ Frost-Heave Hummocks (D7)
☐ Sparsely Vegetated Concave Surface (B8)		

Field Observations:

Surface Water Present?	Yes ☐ No ☒	Depth (inches): _____
Water Table Present?	Yes ☐ No ☒	Depth (inches): _____
Saturation Present?	Yes ☐ No ☒	Depth (inches): _____

(includes capillary fringe)

Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: NO PRIMART HYDROLOGIC INDICATORS OBSERVED

Appendix F — Wetland Rating Form (If Applicable)

Wetland name or number Wetland A

RATING SUMMARY – Western Washington

Name of wetland (or ID #): Wetland A Date of site visit: 10/3/2016
Rated by Alex Callender Trained by Ecology? ☒ Yes ☐ No Date of training Dec-13
HGM Class used for rating Depressional & Flats Wetland has multiple HGM classes? ☐ Y ☒ N

NOTE: Form is not complete without the figures requested (figures can be combined).

Source of base aerial photo/map ESRI ArcGIS

OVERALL WETLAND CATEGORY IV (based on functions ☒ or special characteristics ☐)

1. Category of wetland based on FUNCTIONS

- ☐ **Category I** – Total score = 23 - 27
☐ **Category II** – Total score = 20 - 22
☐ **Category III** – Total score = 16 - 19
☒ **Category IV** – Total score = 9 - 15

FUNCTION	Improving Water Quality	Hydrologic	Habitat	
Circle the appropriate ratings				
Site Potential	M	M	L	
Landscape Potential	M	H	L	
Value	L	L	L	TOTAL
Score Based on Ratings	5	6	3	14

**Score for each
function based
on three
ratings
(order of ratings
is not
important)**

9 = H,H,H
8 = H,H,M
7 = H,H,L
7 = H,M,M
6 = H,M,L
6 = M,M,M
5 = H,L,L
5 = M,M,L
4 = M,L,L
3 = L,L,L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	CATEGORY
Estuarine	I II
Wetland of High Conservation Value	I
Bog	I
Mature Forest	I
Old Growth Forest	I
Coastal Lagoon	I II
Interdunal	I II III IV
None of the above	N/A

Wetland name or number Wetland A

Maps and figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	
Hydroperiods	D 1.4, H 1.2	
Location of outlet (<i>can be added to map of hydroperiods</i>)	D 1.1, D 4.1	
Boundary of area within 150 ft of the wetland (<i>can be added to another figure</i>)	D 2.2, D 5.2	
Map of the contributing basin	D 4.3, D 5.3	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Ponded depressions	R 1.1	
Boundary of area within 150 ft of the wetland (<i>can be added to another figure</i>)	R 2.4	
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	
Width of unit vs. width of stream (<i>can be added to another figure</i>)	R 4.1	
Map of the contributing basin	R 2.2, R 2.3, R 5.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	
Boundary of area within 150 ft of the wetland (<i>can be added to another figure</i>)	L 2.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Plant cover of dense trees, shrubs, and herbaceous plants	S 1.3	
Plant cover of dense, rigid trees, shrubs, and herbaceous plants (<i>can be added to figure above</i>)	S 4.1	
Boundary of 150 ft buffer (<i>can be added to another figure</i>)	S 2.1, S 5.1	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	

HGM Classification of Wetlands in Western Washington

For questions 1-7, the criteria described must apply to the entire unit being rated.

If the hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1-7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

☒ NO – go to 2 ☐ YES – the wetland class is **Tidal Fringe** – go to 1.1

1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

☐ NO – **Saltwater Tidal Fringe (Estuarine)** ☐ YES – **Freshwater Tidal Fringe**

*If your wetland can be classified as a Freshwater Tidal Fringe use the forms for **Riverine** wetlands. If it is Saltwater Tidal Fringe it is an **Estuarine** wetland and is not scored. This method **cannot** be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it. Groundwater and surface water runoff are NOT sources of water to the unit.

☒ NO – go to 3 ☐ YES – The wetland class is **Flats**
*If your wetland can be classified as a Flats wetland, use the form for **Depressional** wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?

- ☐ The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
- ☐ At least 30% of the open water area is deeper than 6.6 ft (2 m).

☒ NO – go to 4 ☐ YES – The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?

- ☐ The wetland is on a slope (*slope can be very gradual*),
- ☐ The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks,
- ☐ The water leaves the wetland **without being impounded**.

☒ NO – go to 5 ☐ YES – The wetland class is **Slope**

NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?

- ☐ The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
- ☐ The overbank flooding occurs at least once every 2 years.

Wetland name or number Wetland A

☒ NO – go to 6

☐ YES – The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of the wetland.*

☐ NO – go to 7

☒ YES – The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

☐ NO – go to 8

☐ YES – The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. **GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT** (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

*If you are still unable to determine which of the above criteria apply to your wetland, or if you have **more than 2 HGM classes** within a wetland boundary, classify the wetland as Depressional for the rating.*

Wetland name or number Wetland A

DEPRESSIONAL AND FLATS WETLANDS	
Water Quality Functions - Indicators that the site functions to improve water quality	
D 1.0. Does the site have the potential to improve water quality?	
D 1.1. Characteristics of surface water outflows from the wetland: Wetland is a depression or flat depression (QUESTION 7 on key) with no surface water leaving it (no outlet). points = 3 Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet. points = 2 Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing points = 1 Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch. points = 1	2
D 1.2. The soil 2 in below the surface (or duff layer) is true clay or true organic (use NRCS definitions). Yes = 4 No = 0	0
D 1.3. Characteristics and distribution of persistent plants (Emergent, Scrub-shrub, and/or Forested Cowardin classes): Wetland has persistent, ungrazed, plants > 95% of area points = 5 Wetland has persistent, ungrazed, plants > ½ of area points = 3 Wetland has persistent, ungrazed plants > 1/10 of area points = 1 Wetland has persistent, ungrazed plants < 1/10 of area points = 0	5
D 1.4. Characteristics of seasonal ponding or inundation: <i>This is the area that is ponded for at least 2 months. See description in manual.</i> Area seasonally ponded is > ½ total area of wetland points = 4 Area seasonally ponded is > ¼ total area of wetland points = 2 Area seasonally ponded is < ¼ total area of wetland points = 0	0
Total for D 1	7

Rating of Site Potential If score is: 12-16 = H X 6-11 = M 0-5 = L Record the rating on the first page

D 2.0. Does the landscape have the potential to support the water quality function of the site?	
D 2.1. Does the wetland unit receive stormwater discharges?	Yes = 1 No = 0
D 2.2. Is > 10% of the area within 150 ft of the wetland in land uses that generate pollutants?	Yes = 1 No = 0
D 2.3. Are there septic systems within 250 ft of the wetland?	Yes = 1 No = 0
D 2.4. Are there other sources of pollutants coming into the wetland that are not listed in questions D 2.1-D 2.3?	Yes = 1 No = 0
Source _____	
Total for D 2	1

Rating of Landscape Potential If score is: 3 or 4 = H X 1 or 2 = M 0 = L Record the rating on the first page

D 3.0. Is the water quality improvement provided by the site valuable to society?	
D 3.1. Does the wetland discharge directly (i.e., within 1 mi) to a stream, river, lake, or marine water that is on the 303(d) list?	Yes = 1 No = 0
D 3.2. Is the wetland in a basin or sub-basin where an aquatic resource is on the 303(d) list?	Yes = 1 No = 0
D 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality (answer YES if there is a TMDL for the basin in which the unit is found)?	Yes = 2 No = 0
Total for D 3	0

Rating of Value If score is: 2-4 = H 1 = M X 0 = L Record the rating on the first page

NOTES and FIELD OBSERVATIONS:

Wetland name or number Wetland A

DEPRESSIONAL AND FLATS WETLANDS

Hydrologic Functions - Indicators that the site functions to reduce flooding and stream degradation

D 4.0. Does the site have the potential to reduce flooding and erosion?

D 4.1. Characteristics of surface water outflows from the wetland:

- | | | |
|---|------------|---|
| Wetland is a depression or flat depression with no surface water leaving it (no outlet) | points = 4 | 2 |
| Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet | points = 2 | |
| Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch | points = 1 | |
| Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing | points = 0 | |

D 4.2. Depth of storage during wet periods: Estimate the height of ponding above the bottom of the outlet. For wetlands with no outlet, measure from the surface of permanent water or if dry, the deepest part.

- | | | |
|--|------------|---|
| Marks of ponding are 3 ft or more above the surface or bottom of outlet | points = 7 | 3 |
| Marks of ponding between 2 ft to < 3 ft from surface or bottom of outlet | points = 5 | |
| Marks are at least 0.5 ft to < 2 ft from surface or bottom of outlet | points = 3 | |
| The wetland is a "headwater" wetland | points = 3 | |
| Wetland is flat but has small depressions on the surface that trap water | points = 1 | |
| Marks of ponding less than 0.5 ft (6 in) | points = 0 | |

D 4.3. Contribution of the wetland to storage in the watershed: Estimate the ratio of the area of upstream basin contributing surface water to the wetland to the area of the wetland unit itself.

- | | | |
|---|------------|---|
| The area of the basin is less than 10 times the area of the unit | points = 5 | 3 |
| The area of the basin is 10 to 100 times the area of the unit | points = 3 | |
| The area of the basin is more than 100 times the area of the unit | points = 0 | |
| Entire wetland is in the Flats class | points = 5 | |

Total for D 4 Add the points in the boxes above 8

Rating of Site Potential If score is: 12-16 = H X 6-11 = M 0-5 = L

Record the rating on the first page

D 5.0. Does the landscape have the potential to support hydrologic functions of the site?

D 5.1. Does the wetland receive stormwater discharges? Yes = 1 No = 0 1

D 5.2. Is >10% of the area within 150 ft of the wetland in land uses that generate excess runoff? Yes = 1 No = 0 1

D 5.3. Is more than 25% of the contributing basin of the wetland covered with intensive human land uses (residential at >1 residence/ac, urban, commercial, agriculture, etc.)? Yes = 1 No = 0 1

Total for D 5 Add the points in the boxes above 3

Rating of Landscape Potential If score is: X 3 = H 1 or 2 = M 0 = L

Record the rating on the first page

D 6.0. Are the hydrologic functions provided by the site valuable to society?

D 6.1. The unit is in a landscape that has flooding problems. Choose the description that best matches conditions around the wetland unit being rated. Do not add points. Choose the highest score if more than one condition is met.

- | | | |
|---|------------|---|
| The wetland captures surface water that would otherwise flow down-gradient into areas where flooding has damaged human or natural resources (e.g., houses or salmon redds): | | 0 |
| • Flooding occurs in a sub-basin that is immediately down-gradient of unit. | points = 2 | |
| • Surface flooding problems are in a sub-basin farther down-gradient. | points = 1 | |
| Flooding from groundwater is an issue in the sub-basin. | points = 1 | |
| The existing or potential outflow from the wetland is so constrained by human or natural conditions that the water stored by the wetland cannot reach areas that flood. Explain why _____ | points = 0 | |
| There are no problems with flooding downstream of the wetland. | points = 0 | |

D 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan? Yes = 2 No = 0 0

Total for D 6 Add the points in the boxes above 0

Rating of Value If score is: 2-4 = H 1 = M X 0 = L

Record the rating on the first page

These questions apply to wetlands of all HGM classes.**HABITAT FUNCTIONS** - Indicators that site functions to provide important habitat**H 1.0. Does the site have the potential to provide habitat?**

H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class. Check the Cowardin plant classes in the wetland. Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.*

- | | |
|--|----------------------------------|
| ☐ Aquatic bed | 4 structures or more: points = 4 |
| ☐ Emergent | 3 structures: points = 2 |
| ☐ Scrub-shrub (areas where shrubs have > 30% cover) | 2 structures: points = 1 |
| ☐ Forested (areas where trees have > 30% cover) | 1 structure: points = 0 |

If the unit has a Forested class, check if:

- ☐ The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon

0

H 1.2. Hydroperiods

Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*).

- | | |
|--|-------------------------------------|
| ☐ Permanently flooded or inundated | 4 or more types present: points = 3 |
| ☐ Seasonally flooded or inundated | 3 types present: points = 2 |
| ☐ Occasionally flooded or inundated | 2 types present: points = 1 |
| ☐ Saturated only | 1 type present: points = 0 |
| ☐ Permanently flowing stream or river in, or adjacent to, the wetland | |
| ☐ Seasonally flowing stream in, or adjacent to, the wetland | |
| ☐ Lake Fringe wetland | 2 points |
| ☐ Freshwater tidal wetland | 2 points |

0

H 1.3. Richness of plant species

Count the number of plant species in the wetland that cover at least 10 ft².

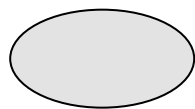
*Different patches of the same species can be combined to meet the size threshold and you do not have to name the species. **Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle***

- | | |
|------------------------------|------------|
| If you counted: > 19 species | points = 2 |
| 5 - 19 species | points = 1 |
| < 5 species | points = 0 |

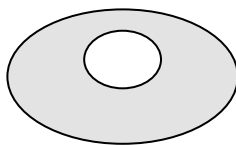
1

H 1.4. Interspersion of habitats

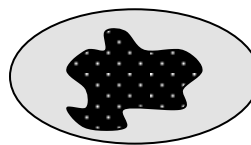
Decide from the diagrams below whether interspersions among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.*



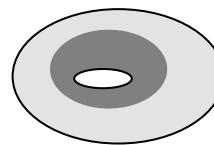
None = 0 points



Low = 1 point

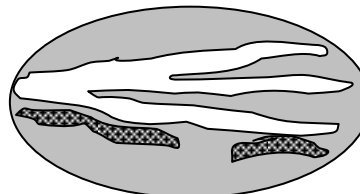
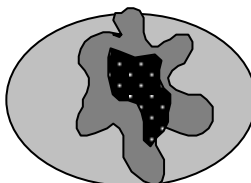
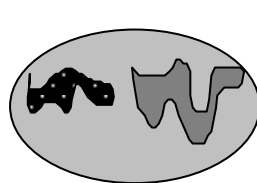


Moderate = 2 points



1

All three diagrams in this row are **HIGH** = 3points



Wetland name or number Wetland A

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. <i>The number of checks is the number of points.</i> ☐ Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long). ☐ Standing snags (dbh > 4 in) within the wetland ☐ Undercut banks are present for at least 6.6 ft (2 m) and/or overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ☐ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present (<i>cut shrubs or trees that have not yet weathered where wood is exposed</i>) ☐ At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated (<i>structures for egg-laying by amphibians</i>) ☐ Invasive plants cover less than 25% of the wetland area in every stratum of plants (<i>see H 1.1 for list of strata</i>)		0
Total for H 1	Add the points in the boxes above	2

Rating of Site Potential If score is: 15-18 = H 7-14 = M X 0-6 = L
Record the rating on the first page

H 2.0. Does the landscape have the potential to support the habitat functions of the site?		
H 2.1. Accessible habitat (include <i>only habitat that directly abuts wetland unit</i>). Calculate: % undisturbed habitat + [(% moderate and low intensity land uses) /2] = <u>0</u> % If total accessible habitat is: > 1/3 (33.3%) of 1 km Polygon points = 3 20-33% of 1 km Polygon points = 2 10-19% of 1 km Polygon points = 1 < 10% of 1 km Polygon points = 0		0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. Calculate: % undisturbed habitat + [(% moderate and low intensity land uses) /2] = <u>20</u> % Undisturbed habitat > 50% of Polygon points = 3 Undisturbed habitat 10-50% and in 1-3 patches points = 2 Undisturbed habitat 10-50% and > 3 patches points = 1 Undisturbed habitat < 10% of 1 km Polygon points = 0		1
H 2.3. Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use points = (- 2) ≤ 50% of 1 km Polygon is high intensity points = 0		-2
Total for H 2	Add the points in the boxes above	-1

Rating of Landscape Potential If score is: 4-6 = H 1-3 = M X < 1 = L
Record the rating on the first page

H 3.0. Is the habitat provided by the site valuable to society?		
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? <i>Choose only the highest score that applies to the wetland being rated.</i> Site meets ANY of the following criteria: points = 2 — It has 3 or more priority habitats within 100 m (see next page) — It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) — It is mapped as a location for an individual WDFW priority species — It is a Wetland of High Conservation Value as determined by the Department of Natural Resources — It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) within 100 m points = 1 Site does not meet any of the criteria above points = 0		0

Rating of Value If score is: 2 = H 1 = M X 0 = L
Record the rating on the first page

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp. <http://wdfw.wa.gov/publications/00165/wdfw00165.pdf> or access the list from here: <http://wdfw.wa.gov/conservation/phs/list/>)

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: **NOTE:** *This question is independent of the land use between the wetland unit and the priority habitat.*

- **Aspen Stands:** Pure or mixed stands of aspen greater than 1 ac (0.4 ha).
- **Biodiversity Areas and Corridors:** Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).
- **Herbaceous Balds:** Variable size patches of grass and forbs on shallow soils over bedrock.
- **Old-growth/Mature forests:** Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.
- **Oregon White Oak:** Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).
- **Riparian:** The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.
- **Westside Prairies:** Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).
- **Instream:** The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.
- **Nearshore:** Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page*).
- **Caves:** A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a human.
- **Cliffs:** Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.
- **Talus:** Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.
- **Snags and Logs:** Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because they are addressed elsewhere.

Wetland name or number Wetland A

CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

Wetland Type	Category
<i>Check off any criteria that apply to the wetland. Circle the category when the appropriate criteria are met.</i>	
SC 1.0. Estuarine wetlands Does the wetland meet the following criteria for Estuarine wetlands? ☐ The dominant water regime is tidal, ☐ Vegetated, and ☐ With a salinity greater than 0.5 ppt ☐ Yes –Go to SC 1.1 ☒ No = Not an estuarine wetland	
SC 1.1. Is the wetland within a National Wildlife Refuge, National Park, National Estuary Reserve, Natural Area Preserve, State Park or Educational, Environmental, or Scientific Reserve designated under WAC 332-30-151? ☐ Yes = Category I ☐ No - Go to SC 1.2	
SC 1.2. Is the wetland unit at least 1 ac in size and meets at least two of the following three conditions? ☐ The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing, and has less than 10% cover of non-native plant species. (If non-native species are <i>Spartina</i> , see page 25) ☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or unmowed grassland. ☐ The wetland has at least two of the following features: tidal channels, depressions with open water, or contiguous freshwater wetlands. ☐ Yes = Category I ☐ No = Category II	
SC 2.0. Wetlands of High Conservation Value (WHCV) SC 2.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? ☐ Yes – Go to SC 2.2 ☒ No – Go to SC 2.3 SC 2.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Value? ☐ Yes = Category I ☒ No = Not a WHCV SC 2.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland? http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf ☐ Yes – Contact WNHP/WDNR and go to SC 2.4 ☒ No = Not a WHCV SC 2.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and listed it on their website? ☐ Yes = Category I ☒ No = Not a WHCV	
SC 3.0. Bogs Does the wetland (or any part of the unit) meet both the criteria for soils and vegetation in bogs? <i>Use the key below. If you answer YES you will still need to rate the wetland based on its functions.</i> SC 3.1. Does an area within the wetland unit have organic soil horizons, either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? ☐ Yes – Go to SC 3.3 ☒ No – Go to SC 3.2 SC 3.2. Does an area within the wetland unit have organic soils, either peats or mucks, that are less than 16 in deep over bedrock, or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? ☐ Yes – Go to SC 3.3 ☒ No = Is not a bog SC 3.3. Does an area with peats or mucks have more than 70% cover of mosses at ground level, AND at least a 30% cover of plant species listed in Table 4? ☐ Yes = Is a Category I bog ☐ No – Go to SC 3.4 NOTE: If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 4 are present, the wetland is a bog. SC 3.4. Is an area with peats or mucks forested (> 30% cover) with Sitka spruce, subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 4 provide more than 30% of the cover under the canopy? ☐ Yes = Is a Category I bog ☐ No = Is not a bog	

SC 4.0. Forested Wetlands Does the wetland have at least <u>1 contiguous acre</u> of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? <i>If you answer YES you will still need to rate the wetland based on its functions.</i> — Old-growth forests (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more. — Mature forests (west of the Cascade Crest): Stands where the largest trees are 80- 200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm). ☐ Yes = Category I ☒ No = Not a forested wetland for this section	
SC 5.0. Wetlands in Coastal Lagoons Does the wetland meet all of the following criteria of a wetland in a coastal lagoon? — The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks — The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon (<i>needs to be measured near the bottom</i>) ☐ Yes – Go to SC 5.1 ☒ No = Not a wetland in a coastal lagoon SC 5.1. Does the wetland meet all of the following three conditions? — The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100). — At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or unmowed grassland. — The wetland is larger than $\frac{1}{10}$ ac (4350 ft²) ☐ Yes = Category I ☐ No = Category II	
SC 6.0. Interdunal Wetlands Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? <i>If you answer yes you will still need to rate the wetland based on its habitat functions.</i> In practical terms that means the following geographic areas: — Long Beach Peninsula: Lands west of SR 103 — Grayland-Westport: Lands west of SR 105 — Ocean Shores-Copalis: Lands west of SR 115 and SR 109 ☐ Yes – Go to SC 6.1 ☒ No = not an interdunal wetland for rating SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)? ☐ Yes = Category I ☐ No – Go to SC 6.2 SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger? ☐ Yes = Category II ☐ No – Go to SC 6.3 SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac? ☐ Yes = Category III ☐ No = Category IV	
Category of wetland based on Special Characteristics If you answered No for all types, enter "Not Applicable" on Summary Form	

Wetland name or number Wetland A

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SC 4.0. Forested Wetlands Does the wetland have at least <u>1 contiguous acre</u> of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? <i>If you answer YES you will still need to rate the wetland based on its functions.</i> Old-growth forests (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more. ☐ Mature forests (west of the Cascade Crest): Stands where the largest trees are 80-200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm). ☐ Yes = Category I No = Not a forested wetland for this section	
SC 5.0. Wetlands in Coastal Lagoons ☐ Does the wetland meet all of the following criteria of a wetland in a coastal lagoon? ☐ The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks ☐ The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon (<i>needs to be measured near the bottom</i>) Yes - Go to SC 5.1 No = Not a wetland in a coastal lagoon SC 5.1. ☐ Does the wetland meet all of the following three conditions? The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100). ☐ At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. The wetland is larger than 1/10 ac (4350 ft²) Yes = Category I No = Category II	
SC 6.0. Interdunal Wetlands Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? <i>If you answer yes you will still need to rate the wetland based on its habitat functions.</i> In practical terms that means the following geographic areas: Long Beach Peninsula: Lands west of SR 103 Grayland-Westport: Lands west of SR 105 ☐ Ocean Shores-Copalis: Lands west of SR 115 and SR 109 Yes - Go to SC 6.1 No = Not an interdunal wetland for rating SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)? Yes = Category I No - Go to SC 6.2 SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger? Yes = Category II No - Go to SC 6.3 SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac? Yes = Category III No = Category IV	
Category of wetland based on Special Characteristics If you answered No for all types, enter "Not Applicable" on Summary Form	

Appendix G — Qualifications

All field inspections, jurisdictional wetland boundary delineations, OHW determinations, habitat assessments, and supporting documentation, including this *Wetland Delineation and Fish and Wildlife Habitat Assessment Report* prepared for the *Wollochet Drive NW Project*, were prepared by, or under the direction of Jeremy Downs, Alex Callender, and Don Babineau of Soundview Consultants LLC.

Jeremy Downs

Principal Scientist/Environmental Planner

Professional Experience: 25 years

Jeremy Downs is a Principal Scientist and Environmental Planner with professional training and extensive experience in land use, site planning and design, project coordination, permitting and management, marine and wetland ecology, habitat restoration, wetland, stream, and eelgrass delineations and assessments, biological assessments, benthic surveys, stream assessments, underwater and terrestrial monitoring programs, and mitigation planning.

Jeremy earned a Bachelor of Science degree in Biology with an emphasis in Marine Biology from the University of California, Davis. He also holds graduate-level professional certifications in various advanced wetland science and management programs from both Portland State University and San Francisco State University, and he has received professional training in Salmonid Biology from the University of California Extension. In addition, he studied under the Environmental Risk and Recovery program at the Australian Institute of Marine Science, and he has extensive training and field experience in aquatic related disciplines such as diving, boat operations, and navigation.

Jeremy is a certified wetlands delineator under US Army Corps of Engineers guidelines. He has been formally trained in the use of the Washington State Wetland Rating System, Determination of Ordinary High Water Mark, Designing Compensatory Mitigation and Restoration Projects, and Reviewing Wetland Mitigation and Monitoring Plans from the US Army Corps of Engineers and Washington State Department of Ecology, and in conducting Biological Assessments from the Washington Department of Transportation. He is also a Pierce County Qualified Wetland Specialist and Fisheries Biologist, and he holds similar qualifications from other jurisdictions.

Alex Callender

Senior Wetland Scientist

Professional Experience: 12 years

Alex Callender is a Senior Wetland Scientist with diverse professional experience in wetland and shoreland environmental consulting throughout western Washington. Alex has extensive experience in conducting wetland delineations, assessing wetland systems, project planning, design, permitting, mitigation planning and design, regulatory coordination, implementation of monitoring programs, mitigation construction monitoring, mitigation monitoring and reporting. His experience includes delineating wetlands on extensively disturbed industrial sites, hydrologic studies, wildlife studies, identifying areas of illegal fill, project management, and shoreline project permitting.

Alex is a graduate of the Indiana University, BA in Economics with an MS in Environmental Science from The Evergreen State College. Alex is a certified Professional Wetland Scientist (# 2637) by the

Society of Wetland Scientists. He has taught many of the Coastal Training Program classes for wetland and shoreland professionals, such as the Washington State Wetland Rating System, Designing Compensatory Mitigation and Restoration Projects, Reviewing Wetland Mitigation and Monitoring Plans and Determining the Ordinary High Water Mark in Western Washington.

He is certified in the USACE Reg. 4 training for the new Mountains Valleys and Coast Corp of Engineers Supplement. He is also a Pierce County Wetland Specialist, as well as a Fisheries Biologist, and Wildlife Biologist.

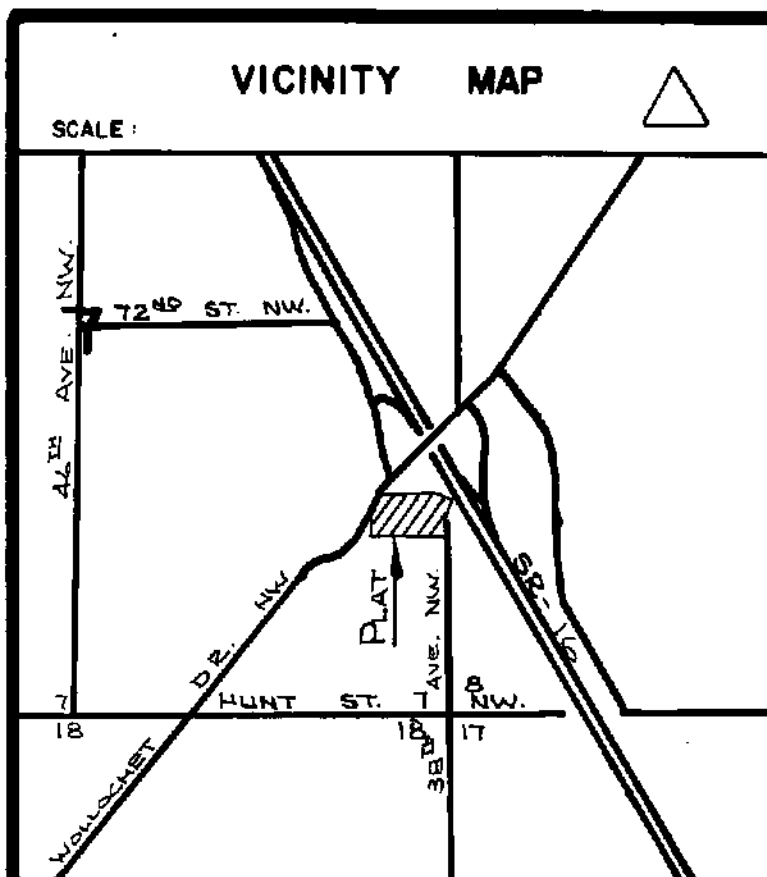
Don Babineau

Environmental Planner/Project Manager

Professional Experience: >10 years

Don Babineau is an Environmental Planner and Project Manager with a diverse background in urban and commercial forestry, land planning, landscape architecture, stormwater monitoring and civil engineering. Don has experience as a Forester with Washington State Department of Natural Resources stream typing and delineating stream protection zones, as well as implementing Washington State's Habitat Conservation Plan to foster the creation of old-growth forest characteristics on state trust lands. Don earned a Bachelor of Science degree in Forest Ecosystems Management and a Bachelor of Landscape Architecture degree, both from the University Of Idaho.

Don has been formally trained by the Washington State Department of Ecology in the use of the Washington State Wetland Rating System. In addition, he has received formal training in wetland delineation from the Northwest Environmental Training Center and is an experienced certified erosion and sediment control lead (CESCL). He is also a Pierce County qualified Professional Forester.



THIS SHORT PLAT IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNER(S).

Rodney H. Pardey Jensen M. Pardey

ACKNOWLEDGEMENT
STATE OF Nevada
COUNTY OF Clark

SIGNED AND SEALED BEFORE ME, THE UNDERSIGNED, THIS 7th DAY OF November, 1977, AS they FREE AND VOLUNTARY ACT AND DEED FOR SHORT PLAT PURPOSES.

WITNESS MY HAND AND SEAL THE DAY AND YEAR FIRST ABOVE WRITTEN.

Vicki L. Martella Vicki L. Martella
NOTARY PUBLIC, IN AND FOR THE STATE OF Nevada

Notary Public, State of Nevada
CLARK COUNTY
Vicki L. Martella
My Commission Expires July 28, 1984
RESIDING AT Las Vegas

PIERCE CO. SHORT PLAT NO. 80-21

A PORTION OF SECTION 7 TWP. 21 N. RANGE 2E

ORIGINAL TRACT
ASSESSOR'S PARCEL NO(S) : 02-21-07-4-056

NOTICE:

IT IS ILLEGAL TO FURTHER DIVIDE SHORT PLATTED LOT(S) NO. 1, 2, 3 & 4 DESCRIBED BELOW FOR A PERIOD OF FIVE (5) YEARS FROM THE DATE OF RECORDING OF THIS MAP WITH THE COUNTY AUDITOR.

FUTURE PERMITS:

THE APPROVAL OF THIS SHORT PLAT IS NOT A GUARANTEE THAT FUTURE PERMITS WILL BE GRANTED.

PUBLIC WORKS DEPARTMENT #3129
SEE NOTES (1), (2), (3) BELOW

Don Shantz 3/27/80
PUBLIC WORKS DIRECTOR DATE

HEALTH DEPARTMENT

PRELIMINARY INSPECTIONS INDICATE SOIL CONDITIONS MAY ALLOW USE OF SEPTIC TANKS AS A TEMPORARY MEANS OF SEWAGE DISPOSAL FOR SOME, BUT NOT NECESSARILY ALL, BUILDING SITES WITHIN THIS SHORT PLAT. PROSPECTIVE PURCHASERS OF LOTS ARE URGED TO MAKE INQUIRY AT THE TACOMA-PIERCE COUNTY HEALTH DEPARTMENT ABOUT THE ISSUANCE OF SEPTIC TANK PERMITS FOR SPECIFIC LOTS.

Kathleen Deest 6-1-79
Donald L. Olson 8-2-79
DIRECTOR OF HEALTH DATE

PLANNING DEPARTMENT 7/79

SENSITIVE AREA () YES (X) NO
Mappped + Approved
Grubbs 5-6-80
PLANNING DIRECTOR DATE

COUNTY FIRE MARSHALL

This short plat shall comply with the Minimum Standards for Fire Flows, Water Mains and Fire Hydrants in accordance with Pierce County Resolution #2119.
Leonard R. Myrland 4-22-80
FIRE MARSHALL DATE

COUNTY TREASURER

I HEREBY CERTIFY THAT ALL STATE AND COUNTY TAXES HERETOFORE LEVIED AGAINST THE SHORT PLATTED PROPERTY DESCRIBED HEREON, ACCORDING TO THE BOOKS AND RECORDS OF MY OFFICE, HAVE BEEN PAID AND DISCHARGED.
Valma Lopez 4-22-80
DEPUTY TREASURER DATE

AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS 6 DAY OF MAY, 1980, AT THE REQUEST OF R. Pardey
Vol. 41 pg 74
AUDITOR'S FEE NO. 80-211
Al R. Crew R. Crew
DEPUTY AUDITOR COUNTY AUDITOR

NAME AND ADDRESS OF ORIGINAL TRACT OWNER:
RODNEY H. PARDEY
P.O. Box 481
GIG HARBOR, WA. 98335 PH 858-2989
EXISTING ZONING URBAN OK PAG
SOURCE OF WATER HARBOR WATER CO.
SEWER SYSTEM SEPTIC TANKS
WIDTH & TYPE OF ACCESS COUNTY ROAD
FRONTAGE

NO. OF SHORT PLATTED LOTS 4
SCALE 1" = 50'
SUBMITTED ON 7/24/79 RECEIPT NO. 8473
AUTO. APPROVAL DATE 7/24/79
RETURNED FOR CAUSE ON 7/24/79

NILS RONHOVE & ASSOC.
Land Planning - Surveying - Engineering
2624 NO. BRISTOL - TACOMA, WA. 98407
PH: 759-1908
SURVEYS - SHORT PLATS - SUBDIVISIONS

DRAWN JAR DATE 11/2-77 JOB NO. 1520

FIRE MARSHAL NOTE:

The minimum fire flow shall be 500 gallons per minute for a period of 60 minutes with the following provisions:

- 1) 5/8" sheetrock shall be used to provide one-hour fire resistive construction, and
- 2) 60 foot separations from adjacent buildings shall be maintained.

The above requirements as per letter from Fred C. Smith, Fire Marshal to Robert Backstein, Hearings Examiner, dated March 21, 1979.

DESCRIPTION

Lot 13 of Gig Harbor Abandoned Military Reserve in Section 7, Township 21 North, Range 2 East, W. M.

EXCEPT the North 100.00 ft. thereof, and EXCEPT the South 200.00 ft. thereof, and EXCEPT the West 122.00 ft. thereof, and EXCEPT those portions conveyed to the State of Washington by instruments recorded under Pierce County Auditor's Fee Nos. 1782451 and 2389558, respectively, and EXCEPT the East 30.00 ft. thereof for 38th Avenue Northwest (Burton Northern County Road).

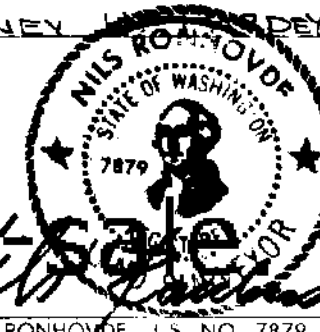
ALL SITUATE in Pierce County, Washington.

PUBLIC WORKS NOTES:

- 1 All roads are private from 30th Ave. NW.
- 2 Access to Lots 2, 3 & 4 shall be by way of one and only one private road easement with its entrance as shown. Said entrance being constructed in accordance with Pierce County Approach Control Regulations.
- 3 All lot ownerships shall include their adjoining portions of property for the private road easement as shown on the plat. Said developer and/or adjoining landowners and the successors shall bear the expense of constructing and maintaining all private roads and easements on this plat. Before consideration of any proposal to dedicate such roads to Pierce County such road must meet the standards of Pierce County.

SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE FOR ME UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENT OF THE SURVEY RECORDING ACT AT THE REQUEST OF RODNEY H. PARDEY JULY 1979



NILS RONHOVE L.S. NO. 7879

7/17-79 DATE

For reference only not for resale

Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit F

PIERCE COUNTY, WA
9903100329
3-10-1999 11:32 am
Fee Amt: \$14.00

Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit G

Name & Return Address:

TALMO, INC
PO BOX 492
GIG HARBOR, WA 98335

Please print legibly or type information.

Document Title (Or transaction contained therein) LOT COMBINATION
Grantor(s) (Last name first, then first name, middle name) TALMO, INC. ____ Additional Names on Page ____ of Document
Grantee(s) (Last name first, then first name, middle name) TALMO, INC. ____ Additional Names on Page ____ of Document
Legal Description (Abbreviated: i.e., lot, block, plat or section, township, range) 7/21/2
Complete Legal Description on Page 1-4 of Document
Auditor's Reference Number(s)
Assessor's Property Tax Parcel/Account Number(s) 02-21-07-4-052 8-001 8003 8-002 8004
The Auditor/Recorder will rely on the information provided on this cover sheet. The staff will not read the document to verify the accuracy or completeness of the indexing information provided herein.

gpcovsh.lst 2/98

9903100329

For reference only, not for re-sale.

PREPARED 7/2/98 BY SPROUFFSKE 19646
EXISTING LEGAL DESCRIPTION SEE ATTACHMENT "A"

PARCEL A:

THE NORTH 100 FEET OF THAT PORTION OF LOT 13 IN THE GIG HARBOR ABANDONED MILITARY RESERVATION IN SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, IN PIERCE COUNTY, WASHINGTON, LYING EASTERLY OF THE OLD WOLLOCHET-GIG HARBOR ROAD AND WESTERLY OF BURTON NORTHERN COUNTY ROAD (38TH AVENUE N.W.).

EXCEPT THE WEST 122 FEET THEREOF.

ALSO EXCEPT A PORTION CONVEYED TO THE STATE OF WASHINGTON FOR STATE HIGHWAY NO. 14 IN DEED RECORDED UNDER RECORDING NUMBER 1809901.

ALSO EXCEPT THAT PORTION APPROPRIATED BY THE STATE OF WASHINGTON FOR S.R. 16 BY DECREE OF APPROPRIATION ENTERED FEBRUARY 1, 1972 IN PIERCE COUNTY SUPERIOR COURT CASE NUMBER 205305.

PARCEL B:

LOTS 1-4, INCLUSIVE, PIERCE COUNTY SHORT PLAT NUMBER 80-211, ACCORDING TO MAP RECORDED IN BOOK 41 OF SHORT PLATS, PAGE 74, RECORDS OF PIERCE COUNTY, WASHINGTON.

TOGETHER WITH PRIVATE ROAD EASEMENT AS DELINEATED ON SAID SHORT PLAT.

EXCEPT THAT PORTION OF SAID EASEMENT LYING WITHIN SAID PREMISES.

PARCEL C:

COMMENCING AT THE NORTHERLY CORNER OF PARCEL APN 0221074052, THENCE SOUTHWESTERLY ALONG SAID PARCEL'S WESTERLY BOUNDARY LINE TO THE SOUTHWEST CORNER OF THE PARCEL, THENCE WESTERLY ALONG AN EXTENSION OF SAID PARCEL'S SOUTHERLY BOUNDARY LINE TO ITS INTERSECTION WITH A LINE OFFSET SEVENTY (70) FEET SOUTH AND EAST OF, AND PARALLEL TO, THE CENTERLINE OF WOLLOCHET DRIVE N.W. AS DEPICTED ON SHEET 9 OF THAT CERTAIN MAP OF DEFINITE LOCATION ENTITLED SR16, NARROWS BRIDGE TO OLYMPIC DRIVE, PREPARED BY THE WASHINGTON STATE HIGHWAY COMMISSION MARCH 19, 1970, THENCE NORTHEASTERLY ALONG SAID OFFSET LINE TO ITS INTERSECTION WITH A LINE EXTENDING WEST FROM THE NORTHERLY CORNER OF PARCEL APN 0221074052 AND PARALLEL TO THE SOUTHERLY BOUNDARY LINE OF SAID PARCEL, TO THE TURNBACK LINE. THENCE NORTHEASTERLY ALONG SAID TURNBACK LINE TO THE POINT OF BEGINNING. SUBJECT TO AN EASEMENT FOR STREET AND UTILITY, CONSTRUCTION, REPAIR, AND MAINTENANCE OVER THE ABOVE DESCRIBED TRACT.

PARCEL D:

COMMENCING AT THE NORTHWESTERLY CORNER OF PARCEL APN 0221078002, THENCE SOUTHWESTERLY ALONG SAID PARCEL'S WESTERLY BOUNDARY LINE TO THE SOUTHWEST CORNER OF THE PARCEL, THENCE WESTERLY ALONG AN EXTENSION OF SAID PARCEL'S SOUTHERLY BOUNDARY LINE TO ITS INTERSECTION WITH A LINE OFFSET SEVENTY (70) FEET SOUTH AND EAST OF, AND PARALLEL TO, THE CENTERLINE OF WOLLOCHET DRIVE N.W. AS DEPICTED ON SHEET 9 OF THAT CERTAIN MAP OF DEFINITE LOCATION ENTITLED SR16, NARROWS BRIDGE TO OLYMPIC DRIVE, PREPARED BY THE WASHINGTON STATE HIGHWAY COMMISSION MARCH 19, 1970, THENCE NORTHEASTERLY ALONG SAID OFFSET LINE TO ITS INTERSECTION WITH THE WESTERLY EXTENSION OF THE NORTHERLY BOUNDARY LINE TO THE POINT OF BEGINNING. SUBJECT TO AN EASEMENT FOR STREET AND UTILITY, CONSTRUCTION, REPAIR, AND MAINTENANCE OVER THE ABOVE DESCRIBED TRACT.

9903100329

For reference only, not for re-sale.

PARCEL E:

COMMENCING AT THE NORTHWESTERLY CORNER OF PARCEL APN 0221078001, THENCE SOUTHWESTERLY ALONG SAID PARCEL'S WESTERLY BOUNDARY LINE FOR A DISTANCE OF 140.00 FEET TO A POINT ON SAID BOUNDARY LINE. THENCE NORTHWESTERLY ALONG A LINE PERPENDICULAR TO A LINE OFFSET SEVENTY (70) FEET SOUTH AND EAST OF, AND PARALLEL TO, THE CENTERLINE OF WOLLOCHET DRIVE N.W. AS DEPICTED ON SHEET 9 OF THAT CERTAIN MAP OF DEFINITE LOCATION ENTITLED SR16, NARROWS BRIDGE TO OLYMPIC DRIVE, PREPARED BY THE WASHINGTON STATE HIGHWAY COMMISSION MARCH 19, 1970, TO SAID OFFSET LINE, THENCE NORTHEASTERLY ALONG SAID OFFSET LINE TO ITS INTERSECTION WITH THE WESTERLY EXTENSION OF THE NORTHERLY BOUNDARY LINE OF SAID PARCEL. THENCE EASTERLY ALONG SAID EXTENSION OF NORTHERLY BOUNDARY LINE TO THE POINT OF BEGINNING. SUBJECT TO AN EASEMENT FOR STREET AND UTILITY, CONSTRUCTION, REPAIR, AND MAINTENANCE OVER THE ABOVE DESCRIBED TRACT.

PARCEL F:

THAT PORTION OF THE WESTERLY 38TH AVENUE NORTHWEST RIGHT-OF-WAY CONSISTING OF PARCEL APN 0221074073 BOUNDED ON THE NORTH BY THE SOUTHERLY STATE ROUTE 16 RIGHT-OF-WAY LINE AS DEPICTED ON SHEET 9 OF THAT CERTAIN MAP OF DEFINITE LOCATION ENTITLED STATE ROUTE 16, NARROWS BRIDGE TO OLYMPIC DRIVE, PREPARED BY THE WASHINGTON STATE HIGHWAY COMMISSION MARCH 19, 1970, ON THE NORTHWEST BY PARCEL APN 0221078003, AND ON THE SOUTHWEST BY PARCEL APN 0221078004, AND ON THE EAST BY A LINE OFFSET THIRTY (30) FEET, MEASURED PERPENDICULAR TO AND WESTERLY OF, AND PARALLEL TO, THE SECTION LINE COMMON TO SECTIONS 7 AND 8 OF TOWNSHIP 21 NORTH, RANGE 2 EAST, W.M. SUBJECT TO AN EASEMENT FOR UTILITY CONSTRUCTION, REPAIR AND MAINTENANCE OVER THE ABOVE DESCRIBED VACATED RIGHT-OF-WAY.

For reference only, not for re-sale.

9903100329

REVISED LEGAL DESCRIPTION - SEE ATTACHMENT "B"

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M., IN PIERCE COUNTY, WASHINGTON;

THENCE ALONG THE EAST LINE OF SAID SECTION 7, NORTH 02 DEGREES 12 MINUTES 31 SECONDS EAST FOR A DISTANCE OF 862.35 FEET;

THENCE LEAVING SAID EAST LINE OF SECTION 7, SOUTH 88 DEGREES 15 MINUTES 27 SECONDS WEST FOR A DISTANCE OF 30.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF 38th AVENUE, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 4 OF PIERCE COUNTY SHORT PLAT NO. 80-211 AS RECORDED IN VOLUME 41 OF SHORT PLATS AT PAGE 74 AND ALSO BEING THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION;

THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE, NORTH 02 DEGREES 12 MINUTES 31 SECONDS EAST FOR A DISTANCE OF 263.15 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF SR-16 (STATE HIGHWAY NO. 14 AS CONVEYED TO THE STATE OF WASHINGTON IN DEED RECORDED UNDER AUDITOR'S FILE NO. 1809901);

THENCE ALONG SAID RIGHT OF WAY LINE, NORTH 54 DEGREES 22 MINUTES 30 SECONDS WEST FOR A DISTANCE OF 267.79 FEET TO A POINT ON THE TURN BACK LINE AS DEPICTED ON SHEET 2 OF THAT CERTAIN MAP OF DEFINITE LOCATION ENTITLED SR-16, NARROWS BRIDGE TO OLYMPIC DRIVE, PREPARED BY THE WASHINGTON STATE HIGHWAY COMMISSION MARCH 19, 1970 (SUPERIOR COURT CASE NO. 205305, FEBRUARY 1, 1972);

THENCE ALONG SAID TURNBACK LINE AND ITS EXTENSION, SOUTH 86 DEGREES 11 MINUTES 19 SECONDS WEST FOR A DISTANCE OF 100.98 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF WOLLOCHET DRIVE AS PER CITY OF GIG HARBOR ORDINANCE NO. 777, SAID LINE BEING PARALLEL WITH AND 70.00 FEET SOUTHEASTERLY FROM THE CENTERLINE OF WOLLOCHET DRIVE;

THENCE ALONG SAID PARALLEL RIGHT OF WAY LINE, SOUTH 11 DEGREES 34 MINUTES 39 SECONDS WEST FOR A DISTANCE OF 28.36 FEET TO A POINT OF CURVATURE;

THENCE CONTINUING ALONG SAID PARALLEL RIGHT OF WAY LINE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 420.00 FEET THROUGH A CENTRAL ANGLE OF 42 DEGREES 14 MINUTES 12 SECONDS FOR AN ARC DISTANCE OF 309.61 FEET;

THENCE ALONG SAID RIGHT OF WAY LINE AND LEAVING SAID PARALLEL LINE ON A LINE RADIAL TO SAID CURVE, SOUTH 36 DEGREES 11 MINUTES 09 SECONDS EAST FOR A DISTANCE OF 12.93 FEET TO A POINT ON THE NORTHWESTERLY LINE OF LOT 1 OF SAID PIERCE COUNTY SHORT PLAT NO. 80-211;

THENCE ALONG THE SAID RIGHT OF WAY LINE AND SHORT PLAT BOUNDARY, SOUTH 60 DEGREES 36 MINUTES 08 SECONDS WEST FOR A DISTANCE OF 26.67 FEET;

THENCE ALONG THE SAID RIGHT OF WAY LINE AND SHORT PLAT BOUNDARY, SOUTH 74 DEGREES 43 MINUTES 47 SECONDS WEST FOR A DISTANCE OF 14.35 FEET;

THENCE LEAVING SAID RIGHT OF WAY LINE AND CONTINUING ALONG SAID SHORT PLAT BOUNDARY, SOUTH 02 DEGREES 18 MINUTES 13 SECONDS WEST FOR A DISTANCE OF 118.11 FEET TO THE SOUTHWEST CORNER OF SAID SHORT PLAT NO. 80-211;

9903100329

For reference only, not for re-sale.

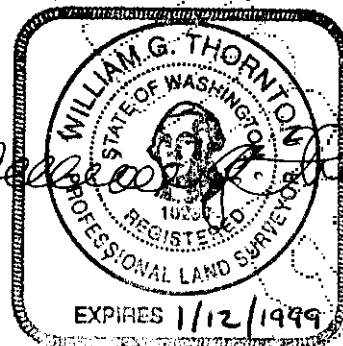
THENCE ALONG THE SOUTH LINE OF SAID SHORT PLAT, NORTH 88 DEGREES 15 MINUTES 27 SECONDS EAST FOR A DISTANCE OF 511.88 FEET, MORE OR LESS, TO THE SOUTHEAST CORNER OF SAID SHORT PLAT AND ALSO BEING THE TRUE POINT OF BEGINNING AND THE TERMINUS OF THIS DESCRIPTION.

SUBJECT TO AND TOGETHER WITH EASEMENTS, CONDITIONS AND/OR RESTRICTIONS OF RECORD,

SITUATE IN THE COUNTY OF PIERCE, STATE OF WASHINGTON.



SCOTT WAGNER
REGISTERED AGENT TALMO, INC.

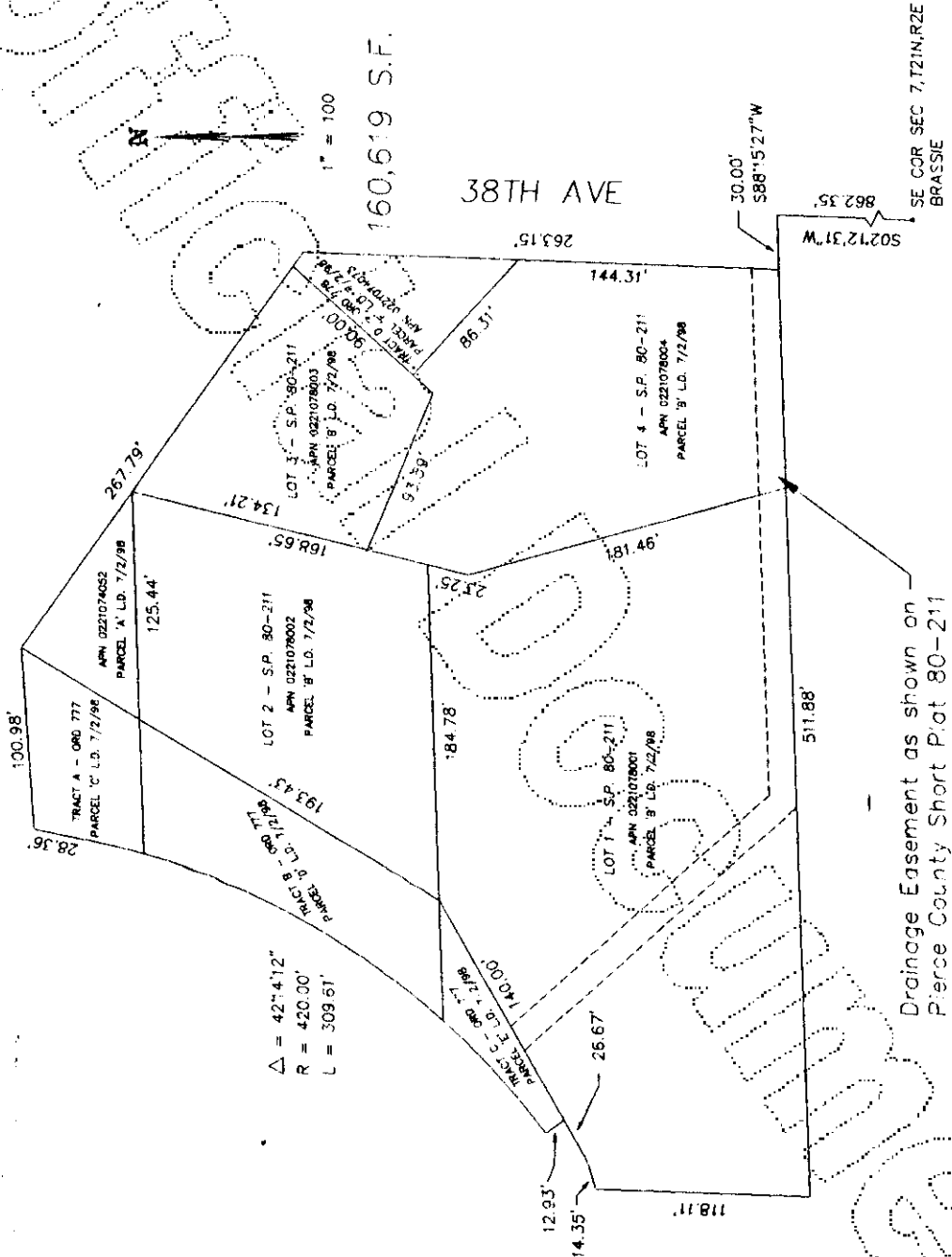


William G. Thornton
12/04/1998

9903100329

ATTACHMENT "A"

APPROVED
 City of Gig Harbor
 Planning & Building Services
 Date 1-14-99 Initials JS



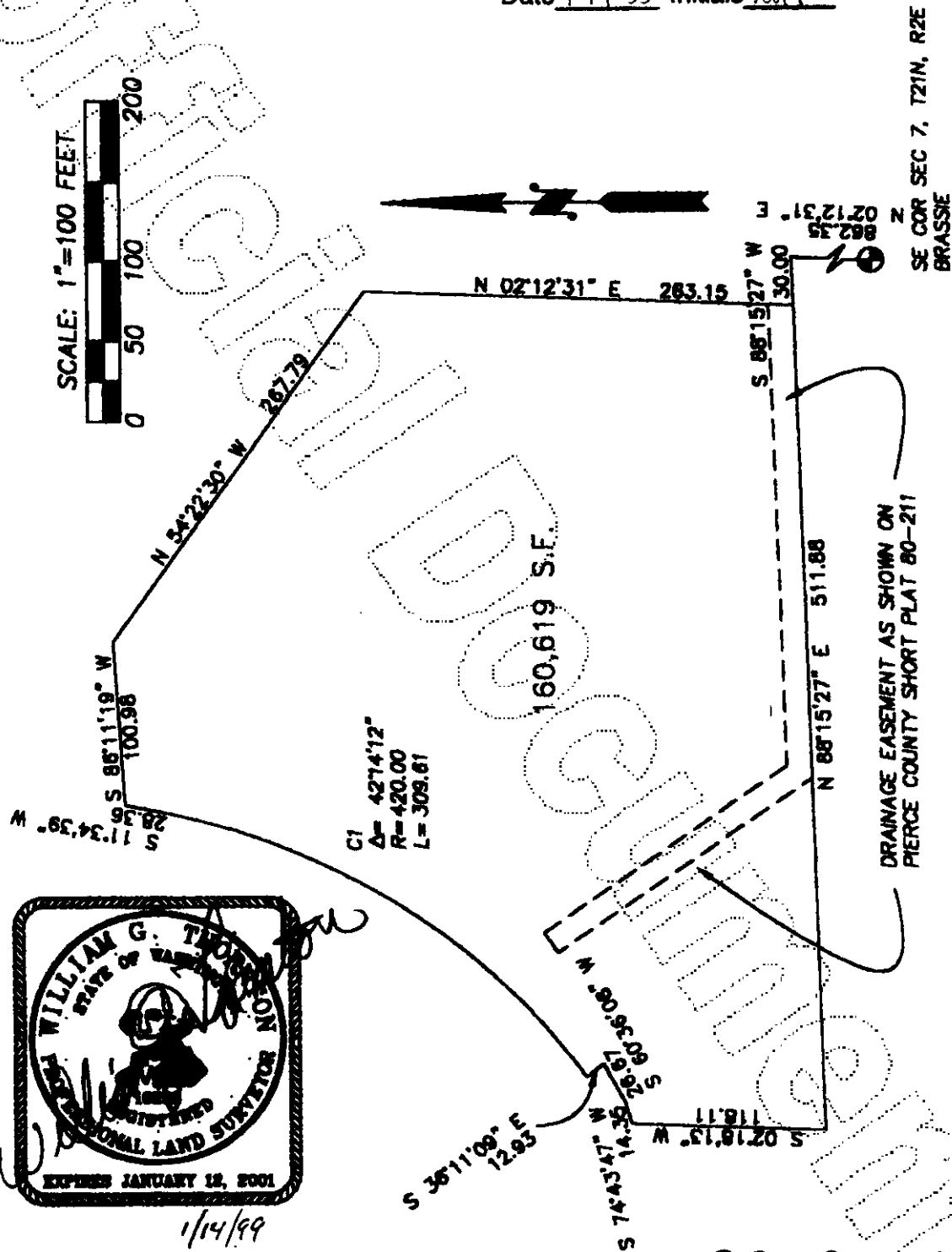
9903100329

For reference only, not for re-sale.

ATTACHMENT "B"

APPROVED
 City of Gig Harbor
 Planning & Building Services
 Date 1-14-99 Initials KOS

SCALE: 1"=100 FEET
 0 50 100 200



9903100329

For reference only, not for re-sale.

9502080325

Resolution No. 398 - ANX 91-07
Page 5

95 FEB -8 PH 2:11

After recording with the Pierce County Auditor, return to:
Administrative Assistant
City of Gig Harbor
3105 Judson St.
Gig Harbor, Washington 98335

RECORDED
CATHY PEARSALL-STIPEK
AUDITOR PIERCE CO. WASH

Exhibit "B"

CONCOMITANT ZONING AGREEMENT
FOR TALLMAN ANNEXATION (ANX 91-07)

Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit H

THIS AGREEMENT, executed this date in favor of the City of Gig Harbor, a Washington municipal corporation (hereinafter the "City"), and by the undersigned owners of the within-described property (herein called "Owners"):

WITNESSETH:

WHEREAS, the Owners are persons owning a fee simple and/or having a substantial beneficial interest in the real property comprised of one hundred twenty (120) acres and legally described in Exhibit A, attached hereto and incorporated herein by this reference (the "Property" hereinafter); and

WHEREAS, a petition (No. 91-07) has been filed to annex the property, and requesting pre-annexation zoning, pursuant to chapter 35A.14 RCW; and

WHEREAS, the City Council conducted a public hearing on November 9, 1992 on the petition to annex and preannexation zoning, and directed the City Planning Commission to develop and recommend a preannexation zoning agreement; and

WHEREAS, the Planning Commission, at open public meetings held on December 15, 1992; February 2, February 16, February 23, and March 2, 1993, recommended approval of the petition subject to certain conditions, including the execution and recording of an agreement

9502080325

Resolution No. 398 - ANX 91-07

Page 6

with the City pertaining to the preannexation zoning of the property; imposing certain use and development restrictions in order to ameliorate the adverse impact of unrestricted use and development of property in the RB-2 zone;

NOW, THEREFORE, the Owners hereby covenant, bargain and agree on behalf of themselves, their heirs, successors and assigns as follows:

Section 1. Conditions. If the Property is rezoned to RB-2 zone, development of the Property shall be accomplished in accordance with the following conditions and restrictions:

- A. Plans and Surveys. The Owners agree to submit a site plan to the City for approval prior to the clearing of any lot, tract or parcel on the Property. In addition, a tree survey for required buffers on the property shall also be submitted to the City in order to document the nature and composition of the existing vegetation on the Property.
- B. Buffers. The Owners agree to provide the following buffers on the Property, and to depict such buffers in the site plan submitted for the City's approval:
1. A forty (40) foot dense vegetative screen buffer is required on all boundaries with single family uses.
 2. Along SR-16, a buffer shall be placed twenty-five feet (25') wide. Existing vegetation shall be retained as much as possible.
 3. No mechanical or electrical equipment shall be visible from any public right of way or adjacent residence. Dumpsters shall be screened from view.
- C. Land Use Restrictions North of Wollochet Drive. In addition to any other

Resolution No. 398 - ANX 91-07
Page 7

applicable requirements of the Gig Harbor Municipal Code, the following land use restrictions shall apply to the area of the Property north of Wollochet Drive.

1. **Zoning Designation.** RB-2.
2. **Permitted Uses.** All uses otherwise permitted in a RB-2 zone shall be allowed, with the exception of multi-family dwellings.
3. **Conditional Uses.** All other conditional uses that may be applied for in a RB-2 zone may be permitted if the applicable criteria are met, with the exception of mini-warehousing. In addition, food stores and delicatessens may also be conditionally allowed, provided that:
 - (a) they are situated on the street level of nursing home(s), retirement center(s) or office building(s);
 - (b) they do not exceed a total of eight hundred (800) square feet in area;
 - (c) they do not contain any outside sales, storage or drive-in service;
 - (e) their hours of operation are limited to sixteen (16) hours per day.
4. **Signage.** Signage shall not be oriented toward the freeway; however signage may be oriented toward Wollochet Drive N.W., 46th Street N.W., Hunt Street, 72nd Street NW and any private roadway within this district.
5. **Design.** Minimum roof pitch shall be 4/12.

6. **Impervious Coverage.** Maximum impervious coverage shall be sixty percent (60%) per site, which shall include buffers, but exclude wetlands.
 7. **Outdoor Lighting.** Outdoor lighting shall be provided on the property only in accordance with GHMC Section 17.28.090(D).
- D. Land Use Restrictions South of Wollochet Drive. In addition to any other applicable regulations of the Gig Harbor Municipal Code, the following land use restrictions shall apply to the Property south of Wollochet Drive.
1. **Zoning Designation.** RB-2.
 2. **Permitted Uses.** All uses otherwise permitted in a RB-2 zone shall be permitted on the Property, with the exception of multi-family dwellings. In addition, nurseries and landscaping services shall be permitted outright on the Property.
 3. **Conditional Uses.** All other conditional uses that may be applied for in a RB-2 zone may be permitted if the applicable criteria are met. In addition, the following uses may also be conditionally allowed:
 - a) Wholesale and Retail Sales where the business is conducted entirely within an enclosed structure;
 - b) Restaurants with associated lounges;
 - c) Gasoline Service Stations;
 - d) Food Stores and delicatessens, provided that:
 - (1) they are situated on the street level of nursing home(s), retirement center(s) or office building(s);

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Page 9

- (2) they do not exceed a total of eight hundred (800) square feet;
 - (3) they do not contain outside sales, storage or drive-in service;
 - (4) their hours of operation are limited to sixteen hours per day.
4. **Signage.** Signage shall be oriented so that it does not directly face SR-16, however, signage may be directly oriented toward Wollochet Drive N.W. or 38th Street N.W. and any private roadway within this district.
 5. **Design.** Minimum roof pitch for all non-residential uses shall be 4/12. No mechanical or electrical equipment shall be visible from any public right of way or adjacent residence. Dumpsters shall be screened from view.
 6. **Impervious Coverage.** Maximum impervious coverage is sixty percent (60%) per site, including buffers but excluding wetlands.
 7. **Outdoor Lighting.** Outdoor lighting shall be provided on the Property only in accordance with GHMC Section 17.28.090(D).

E. Development of Wetlands on the Property.

1. **Wetland buffers.** The wetlands identified on the site as a Class III (Pierce County) wetlands shall be subject to a minimum fifty (50) foot buffer along the perimeters of the wetland, as designated in the Wetland Mitigation Plan approved by Pierce County. Wollochet Creek, which is

a Type 3 water course as identified under the Department of Natural Resources Stream Typing Maps, shall be subject to a minimum buffer of thirty-five feet as measured from ordinary high water, per the City of Gig Harbor Wetland Management Ordinance. The wetland and its associated buffer shall be identified and established as a conservation easement as a covenant running with the Property.

2. Wetland Use. The use of the wetlands and wetland buffers shall be limited to the following:

- (a) Wells and necessary appurtenances as per Section 18.08.120 of the GHMC.
- (b) Impervious trails and associated viewing platforms as per Section 18.08.120 of the GHMC. The development of a impervious trail along the perimeter of the wetland and within the buffer shall be developed as each adjoining parcel is developed.
- (b) The placement of underground utilities, other utilities and access roads as per Section 18.08.120 of the GHMC.

3. Parking areas. A parking area sufficient to accommodate a minimum of eight (8) vehicles shall be developed in proximity to the wetlands. The parking area shall be clearly identified as "Public Parking, Trail Access."

4. Plans. The plan titled Park Development Plan from Pac Tech Engineering and drawn to the scale of 1" = 50' and sealed on October

14, 1993, shall be recorded with this Agreement in the records of the Pierce County Auditor as a covenant running with the Property. A copy of the documents and proof of recording shall be submitted to the City prior to the submission of any application for development permits in the affected area of the Property.

5. **Park Dedication.** The development of the park facilities shall be done in a phased manner by the respective property owner as each property is developed. Upon completion of the park, the facility will be dedicated to the city. It is acknowledged that the property, or portions of the property in the annexation area will be sold, and that the terms and conditions of this Agreement shall be binding upon the successive owners of the property. The owner of any portion of property designated in this Agreement as the future City park shall, at the same time as he or she develops the property, construct and install the necessary park facilities described herein. However, even if such property is not developed, each owner must construct and install the park facilities on that portion of the park located on his or her property so that completion and dedication of the park to the City occurs not later than Dec. 13, 2003.
The City shall have the right to require dedication of the unimproved park property at any time prior to Dec. 13, 2003, and to thereafter install the necessary facilities for completion.

- F. **Transportation.** Prior to adoption of the annexation by the City of Gig Harbor,

Resolution No. 398 - ANX 91-07

Page 12

the petitioners shall prepare a traffic impact study to assess transportation impacts on Wollochet Drive from Hunt Street to the interchange, the interchange area, Hunt Street, 46th Street NW and 72nd Street NW. The traffic study shall be based upon the land use as approved by the City Council per this resolution and as adopted by Pierce County. The traffic study shall be presented to the city for consideration and approval prior to adoption, by ordinance, of the annexation.

Section 2. Binding Effect of Agreement. This Agreement shall be recorded in the records of the Pierce County Auditor, and the covenants hereof shall be deemed to attach to and run with the Property and shall be binding upon the Owners, their heirs, successors and assigns, and shall apply to the Owners of after-acquired title to the Property.

Section 3. Owners' Payment of Costs and Fees. The Owners shall pay all costs of preparation and recording of this Agreement, together with all reasonable costs incurred by the City, including the City's Attorneys' fees.

Section 4. Amendment. This Agreement may be amended or modified by agreement between the Owners and the City; Provided, that such amended agreement shall be approved by the legislative authority of the City by ordinance.

Section 5. Police Power. Nothing in this Agreement shall prevent the City Council from making such further amendment to its Comprehensive Plan, Zoning Ordinances or any other City code or ordinance as the City deems necessary in the public interest. Nothing in this Agreement is intended to authorize any use or dimension not otherwise permitted in the RB-2 zone, except as permitted by this agreement.

Resolution No. 398 - ANX 91-07
Page 13

Section 6. Benefit of Covenant. This Agreement is made for the benefit of the City, and the City may institute and prosecute any proceeding at law or in equity to enforce this Agreement. If the City prevails in such proceeding, it shall be entitled to recover all costs and fees, including reasonable attorneys' fees.

Section 7. Payment of Costs and Recording Fees. The Owners agree to pay all costs of recording this Agreement and its Exhibits, together with all reasonable costs incurred by the City in the preparation of this Agreement, including the City Attorneys' fees.

Section 8. Severability. It is further expressly agreed that in the event any covenant or condition or restriction hereinabove contained or any portion thereof is invalid or void, such invalidity or voidness shall in no way affect any other covenant, condition, or restriction hereinabove contained; PROVIDED, however, that in the event that any section, paragraph, sentence, term or clause of this Agreement is found to conflict with applicable law, the City shall have the right to unilaterally modify this Agreement in order to ensure accomplishment of its purposes.

EXECUTED this 17th day of June, 1994.

OWNERS:

TALMO CORPORATION

By

James O. Tallman
Its pres.

PO Box 492
(address)

Gig Harbor, WA 98325

JAMES AND DIANE TALLMAN

James O. Tallman
Diane M. Tallman
13021 Pt. Richmond Dr. NW
(address)
Gig Harbor, WA 98332

PAUL GARRISON

Paul Garrison
Billy Garrison
P O Box 527
(address)
Gig Harbor WA 98335

Francis G. Jones

Francis G. Jones
Francis G. Jones

P O Box 549
Wauna WA 98395

Rodney H. Pardey

Rodney H. Pardey

2300 Zafra Ct
Las Vegas Nv 89102

Cathy Ford



GATHY FORD
Notary Public - Nevada
Clark County
My appt. exp. Feb. 1, 1998

6/13/94

VAGN OLSEN

Vagn Olsen
Shirley A. Olsen
3110 White Cloud Ave
(address)
NW. Gig Harbor Wa. 98335

Vagn Olsen
Vagn Olsen

6309 51st Ave NW
Gig Harbor WA 98335

Resolution No. 398 - ANX 91-07
Page 15

STATE OF WASHINGTON)

COUNTY OF PIERCE)

ss.

I certify that I know or have satisfactory evidence that Francis G. Jones and Ann Ellen Jones is the person who appeared before me and said persons acknowledged that they signed this instrument, on oath stated that ~~he/she~~ ^{they were} was authorized to execute the instrument and acknowledged it as their _____ of _____ to be the free and voluntary act of such part for the uses and purposes mentioned in the instrument.

Dated: June 15, 1994

Martha Jacobson
NOTARY PUBLIC in and for the
State of Washington, residing
at Gig Harbor
My appointment expires 9-16-97

STATE OF WASHINGTON)

COUNTY OF PIERCE)

ss.

I certify that I know or have satisfactory evidence that JAMES O. TALLMAN is the person who appeared before me and said person acknowledged that he signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the PRESIDENT of TALMO, INC. to be the free and voluntary act of such part for the uses and purposes mentioned in the instrument.

Dated: JUNE 17, 1994

Lora Macumber
NOTARY PUBLIC in and for the
State of Washington, residing
at GIG HARBOR
My appointment expires 3/19/98

9502080325

9502080325

RE-RECORD

PIERCE COUNTY, WA
9806040192
6-4-1998 10:00 am
Fee Amt: \$24.00

Return Address:

City Clerk
City of Gig Harbor
3105 Judson Street
Gig Harbor, WA 98335

Please print legibly or type information.

Document Title(s) (Or transaction contained therein):

1. Concomitant Zoning Agreement for Tallman Annexation (ANX 91-07)
- 2.
- 3.
- 4.

Grantor(s) (Last name first, then first name and initials):

1. City of Gig Harbor
- 2.
- 3.
- 4.

5. ☐ Additional Names on Page _____ of Document.

Grantee(s) (Last name first, then first name and initials):

1. Tallman, James O., Talmo, Inc.
2. Talmo, Inc.
3. Garrison, Paul & Betty
4. Olsen, Vaughn & Shirley

5. ☒ Additional Names on Page 10 of Document.

Legal Description (Abbreviated: i.e., lot, block, plat; or section, township, range):

PORTIONS OF SECTIONS 7 AND 8, TOWNSHIP 21 NORTH, RANGE 2 EAST,
W.M., PIERCE COUNTY, WASHINGTON.

Legal Description is on Page 14 & 15 of Document.

Reference Number(s) (Of documents assigned or released):

- ☐ Additional Reference numbers on Page _____ of Document.

Assessor's Property Tax Parcel/Account Number
022107-4-054 022107-4-040 022107-8-001 022107-4-025 022107-3-091
022107-4-004 022107-4-042 022107-8-002 022107-4-032 022107-4-037
022107-4-012 022107-4-060 022107-8-003 022107-4-087
022107-4-061 022107-4-048 022107-8-004 022107-4-089

The Auditor/Recorder will rely on the information provided on this cover sheet. The staff will not read the document to verify the accuracy or completeness of the indexing information provided herein.

9806040192

EXHIBIT "A"

LEGAL DESCRIPTION FOR GIG HARBOR INTERCHANGE ANNEXATION
ANX 91-07

PORTIONS OF SECTIONS 7 AND 8, TOWNSHIP 21 NORTH, RANGE 2 EAST, W.M.,
PIERCE COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY LINE OF HUNT STREET NORTHWEST, BEING A LINE PARALLEL WITH AND DISTANT 30 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTH LINE OF SAID SECTION 18, WITH THE SOUTHERLY PROLONGATION OF THE WESTERLY RIGHT-OF-WAY LINE; THENCE NORTHERLY ALONG SAID PROLONGATION AND SAID WESTERLY RIGHT-OF-WAY LINE TO AN INTERSECTION WITH THE WESTERLY PROLONGATION OF THE NORTHERLY RIGHT-OF-WAY LINE OF 72ND STREET NORTHWEST, BEING A LINE PARALLEL WITH AND DISTANT 30 FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM THE NORTHERLY LINE OF SAID SOUTHEAST QUARTER OF SECTION 7; THENCE EASTERLY ALONG SAID LAST MENTIONED PROLONGATION AND SAID NORTHERLY RIGHT-OF-WAY LINE TO AN INTERSECTION WITH THE WESTERLY LINE OF LOT 7 OF THE PLAT OF GIG HARBOR ABANDONED MILITARY RESERVE IN SAID SECTION 7; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID LOT 7 TO THE WESTERLY RIGHT-OF-WAY LINE OF STATE ROUTE 16; THENCE NORTHWESTERLY ALONG SAID WESTERLY LINE TO A LINE 660 FEET SOUTH OF THE NORTHERLY LINE OF SAID SECTION 7; THENCE EASTERLY PARALLEL WITH, AND 660 FEET SOUTH OF, THE NORTH LINE OF SECTION 7, ALONG SAID LINE TO THE EASTERLY LINE OF LOT 2 OF AFORESAID PLAT OF GIG HARBOR ABANDONED MILITARY RESERVE, IN SAID SECTION 7; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT 2 TO THE SOUTHEAST CORNER OF SAID LOT 2; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF LOTS 2 AND 3 AND/OR ITS WESTERLY PROLONGATION OF SAID PLAT IN SAID SECTION 7 TO THE EASTERLY RIGHT-OF-WAY LINE OF AFORESAID STATE ROUTE 16; THENCE SOUTHEASTERLY ALONG SAID EASTERLY LINE TO SAID NORTHERLY RIGHT-OF-WAY LINE OF 72ND STREET NORTHWEST; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT-OF-WAY LINE TO THE EASTERLY LINE OF THE TACOMA-LAKE CUSHMAN POWER LINE RIGHT-OF-WAY, AS DESCRIBED IN QUIT CLAIM DEED TO CITY OF TACOMA, RECORDED AS AUDITOR'S FILE NO. 8205070163 AND AS SHOWN HATCHED ON EXHIBIT "A" ATTACHED THERETO, BEING SHEETS 7 AND 9 OF 52 SHEETS OF THAT CERTAIN MAP OF DEFINITE LOCATION ENTITLED SR 16, NARROWS BRIDGE TO OLYMPIC DRIVE; THENCE SOUTHEASTERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF STINSON AVENUE; THENCE NORTHEASTERLY IN A DIRECT LINE TO THE NORTHWESTERLY CORNER OF A CERTAIN PARCEL OF LAND DESCRIBED UNDER AUDITOR'S FILE NO. 2883468; THENCE SOUTHEASTERLY ALONG THE NORTHERLY LINE OF SAID PARCEL TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF PIONEER WAY; THENCE SOUTHEASTERLY IN A DIRECT LINE TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF PIONEER WAY AT THE MOST

NORTHWESTERLY CORNER OF LOT 1 OF GIG HARBOR SHORT PLAT, RECORDED UNDER AUDITOR'S FILE NO. 8402100196; THENCE SOUTHWESTERLY ALONG THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF PIONEER WAY AS SHOWN ON SAID PLAT TO SAID EASTERLY LINE OF THE TACOMA-LAKE CUSHMAN POWER LINE RIGHT-OF-WAY AS SHOWN ON SHEET 9 OF SAID EXHIBIT "A"; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID TACOMA-LAKE CUSHMAN POWER LINE RIGHT-OF-WAY TO AN INTERSECTION WITH THE WESTERLY RIGHT-OF-WAY LINE OF KIMBALL DRIVE NORTHWEST, BEING A LINE PARALLEL AND/OR CONCENTRIC WITH AND DISTANT 30 FEET WESTERLY, MEASURED AT RIGHT ANGLES OR RADially, FROM THE FR-3 CENTERLINE AS SHOWN ON SAID SHEET 9 OF EXHIBIT "A"; THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE NORTHERLY LINE OF LOT 10 OF AFORESAID PLAT OF GIG HARBOR MILITARY RESERVE, IN SAID SECTION 8; THENCE WESTERLY ALONG THE NORTHERLY LINE OF LOTS 10 AND 9 OF SAID PLAT IN SAID SECTION 8 TO THE NORTHWEST CORNER OF SAID LOT 9 BEING ALSO THE NORTHEAST CORNER OF LOT 16 OF SAID PLAT IN SAID SECTION 7; THENCE WESTERLY ALONG THE NORTHERLY LINE OF SAID LOT 16 TO THE NORTHWEST CORNER THEREOF, BEING ALSO THE NORTHEAST CORNER OF LOT 4 OF SUNNYBRAE, RECORDED IN VOLUME 37 OF PLATS, AT PAGE 50, RECORDS OF SAID COUNTY; THENCE WESTERLY ALONG THE NORTHERLY LINE OF LOTS 4 THROUGH 1, *INCLUSIVE* OF SAID SUNNYBRAE TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF WOLLOCHET DRIVE NORTHWEST AS SHOWN ON SAID LAST MENTIONED PLAT; THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE AND IT SOUTHWESTERLY PROLONGATION TO SAID SOUTHERLY RIGHT-OF-WAY LINE OF HUNT STREET NORTHWEST IN THE NE QUARTER OF SECTION 18; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING. THE FOREGOING DESCRIBED ANNEXATION PARCEL BEING CONTIGUOUS ON ITS NORTH AND EAST SIDES WITH THE EXISTING CITY LIMITS OF GIG HARBOR.

TOGETHER WITH THE TACOMA LAKE CUSHMAN POWER LINE RIGHT-OF-WAY IN THE SOUTH HALF OF THE NORTH EAST QUARTER OF SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 E.WM; AND TOGETHER WITH THE RIGHT OF WAY FOR GRANDVIEW AND STINSON AVENUE NW BORDERING THE GIG HARBOR ANNEXATION, ORDINANCE #47, IN THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 E.WM.; EXCEPT THOSE PORTIONS PREVIOUSLY ANNEXED INTO THE CITY OF GIG HARBOR PER ORDINANCES #57 (4-28-60), #206 (9-9-74), #296 (9-25-78), #438(11-28-83), AND # 621 (2-10-91).

page 15

9806040192



200108220782 10 pg

8-22-2001 02:49pm \$17.00
PIERCE COUNTY, WASHINGTON

RECEIVED
CITY OF GIG HARBOR
AUG 31 2001
PLANNING AND BUILDING
CITY OF GIG SERVICES
RECEIVED

Return Address:

City Clerk
City of Gig Harbor
3105 Judson Street
Gig Harbor, WA 98335

AUG 31 2001

CITY OF GIG HARBOR

Please print legibly or type information.

Document Title(s) (Or transaction contained therein):

1. FIRST AMENDMENT TO CONCOMITANT ZONING AGREEMENT FOR TALLMAN
2. ANNEXATION (ANX 91-07)
- 3.
- 4.

Grantor(s) (Last name first, then first name and initials):

1. CITY OF GIG HARBOR
- 2.
- 3.
- 4.
5. ☐ Additional Names on Page ___ of Document.

Grantee(s) (Last name first, then first name and initials):

1. TALMO CORPORATION
2. TALLMAN, JAMES O. AND DIAN
3. SATISH CHANGELA
4. OLSEN, VAGN AND SHIRLEY
5. ☐ Additional Names on Page 4 of Document.

Legal Description (Abbreviated: i.e., lot, block, plat; or section, township, range):

PORTIONS OF SECTIONS 7 AND 8, TOWNSHIP 21 NORTH, RANGE 2 EAST, W.M.,
PIERCE COUNTY, WASHINGTON

Legal Description is on Page 9 & 10 of Document.

Reference Number(s) (Of documents assigned or released):

Assessor's Recording Numbers: 9806040192 & 9502080325

☐ Additional Reference numbers of Page ___ of Document.

Assessor's Property Tax Parcel/Account Number

022107-4-054 022107-4-040 022107-8-001 022107-4-037 02-21-07-4-058
022107-4-004 022107-4-042 022107-8-002 022107-4-037
022107-4-012 022107-4-060 022107-8-003 022107-4-087
022107-4-061 022107-4-048 022107-8-004 022107-4-089 4002010010,20,30,40,50,60,70,80,90

The Auditor/Recorder will rely on the information provided on this cover sheet. The staff will not read the Document to verify the accuracy or completeness of the indexing information provided herein.

**FIRST AMENDMENT TO
CONCOMITANT ZONING AGREEMENT
FOR TALLMAN ANNEXATION (ANX 91-07)**

THIS FIRST AMENDMENT to the Concomitant Zoning Agreement for the Tallman Annexation is executed this date in favor of the City of Gig Harbor, a Washington municipal corporation (hereinafter the "City"), and by the undersigned owners of the within-described Property (herein called "Owners");

WITNESSETH:

WHEREAS, the Owners are persons owning a fee simple and/or having a substantial beneficial interest in the real property legally described in Exhibit A, which is attached hereto and incorporated herein by this reference (the "Property") hereinafter;
and

WHEREAS, the Owners petitioned the City to annex the Property, and as a condition of such annexation, executed a Concomitant Zoning Agreement with the City;
and

WHEREAS, the Concomitant Zoning Agreement (hereinafter the "Agreement") has been recorded against the Property under Pierce County Auditor's Recording Number 9502080325 on February 8, 1995 and 9806040192 on June 4, 1998; and

WHEREAS, the Owners desire to amend the Agreement so that certain aspects of the development of the Property conform to the City's Design Review Manual; and

WHEREAS, the City agrees that the proposed changes would benefit the public, as the changes are merely to allow consistency with the City's adopted Design Review Manual; NOW, THEREFORE,

TERMS

The Owners hereby covenant, bargain and agree on behalf of themselves, their heirs, successors and assigns as follows:

Section 1. Amendment to Subsections 1(C)(5) and of the Agreement.

Subsections 1(C)(5) and 1(D)(5) of the Agreement is hereby amended to read as follows:

Section 1. Conditions. If the Property is rezoned to RB-2 zone, development of the Property shall be accomplished in accordance with the following conditions and restrictions:

* * * [the remainder of this section and/or subsection does not change.]

C. Land Use Restrictions North of Wollochet Drive. In addition to any other applicable requirements of the Gig Harbor Municipal Code, the following land use restrictions shall apply to the area of the Property north of Wollochet Drive.

* * * [the remainder of this section and/or subsection does not change.]

D. Land Use Restrictions South of Wollochet Drive. In addition to any other applicable regulations of the Gig Harbor Municipal Code, the following land use restrictions shall apply to the Property south of Wollochet Drive.

* * * [the remainder of this section and/or subsection does not change.]

5. Design. ~~Minimum roof pitch shall be 4/12.~~
Building design shall meet the requirements of the Design Review Manual.

* * * [the remainder of this section and/or subsection does not change.]

Section 2. Binding Effect of First Amendment. This First Amendment shall be recorded in the records of the Pierce County Auditor, and the covenants hereof shall be deemed to attach to and run with the Property and shall be binding upon the Owners,

their heirs, successors and assigns, and shall apply to the Owners of after-acquired title to the Property.

Section 3. All Other Provisions of the Agreement Still Effective Until Buildout.

This First Amendment only amends the provisions of the Agreement specifically described in Section 1 herein. All other provisions of the Agreement and this First Amendment shall remain binding on the Owners, their heirs, successors and assigns, during the effective term of this Agreement. The development regulations set forth in the Agreement and the First Amendment shall be effective until build out of the Property, as contemplated in the valid permits and approvals associated with the Mallard's Landing Plat. After build out of the Property, redevelopment, if any, shall take place in accordance with the City's development regulations in effect at the time of redevelopment.

EXECUTED this 13TH day of August, 2001.

CITY OF GIG HARBOR:

Gritchen McLebert
Mayor

Attest:

Mally M Dowdlee
City Clerk

Approved as to form:

a
City Attorney

OWNERS:
TALMO CORPORATION

By James O. Tallman
Its Owner Pres

Address:

P.O. Box 498
Gig Harbor, WA 98325

James O. Tallman
James Tallman

Dian M. Tallman
Dian Tallman

PROPERTY OWNERS:

JAMES AND DIAN TALLMAN

James A. Tallman
Dian M. Tallman
Address: 13021 PT. Richmond Dr. NW.
Gig Harbor, WA. 98332

SATISH CHANGELA

sachangela
Satish Changela
Address: 709 SW 328th St
Federal Way WA 98023

VAGN AND SHIRLEY OLSEN

Vagn Olsen
Shirley Olsen
Address: 3110 White Cloud Ave NW.
Gig Harbor Wa. 98335

WAYNE AND LOUISE OLSEN

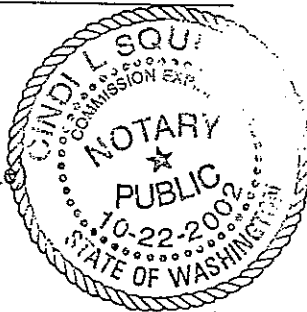
Wayne Olsen
Louise Olsen
Address: 6309 51st Ave NW
Gig Harbor WA 98335

STATE OF WASHINGTON)
) ss.
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that James O. Tallman is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the President of Talmo, Inc. to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: 8/13/01

(print or type name)



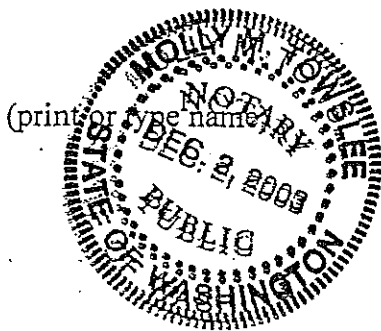
Cindi L. Squance
Cindi L. Squance

NOTARY PUBLIC in and for the State of
Washington, residing at: Gig Harbor
My Commission expires: 10/22/02

STATE OF WASHINGTON)
) ss.
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Gretchen A. Wilbert is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the Mayor of Gig Harbor to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: 8/14/01



(print or type name)

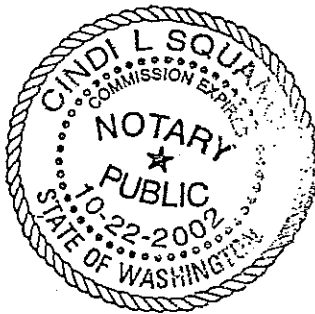
Molly M. Towles
Molly M. Towles

NOTARY PUBLIC in and for the State of
Washington, residing at: Gig Harbor
My Commission expires: 12/2/03

STATE OF WASHINGTON)
) ss.
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that James and Dian Tallman are the persons who appeared before me, and said persons acknowledged that they signed this instrument, on oath stated that they are authorized to execute the instrument and acknowledged it as property owners to be the free and voluntary act for the uses and purposes mentioned in the instrument.

Dated: 8/13/01



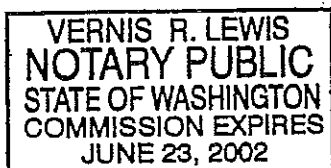
Cindi L. Squance
Cindi L. Squance
(print or type name)

NOTARY PUBLIC in and for the State of
Washington, residing at: Big Harbor
My Commission expires: 10/22/02

STATE OF WASHINGTON)
) ss.
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Satish Changela is the person who appeared before me, and said persons acknowledged that (he/she) signed this instrument, on oath stated that (he/she) is authorized to execute the instrument and acknowledged it as property owner to be the free and voluntary act for the uses and purposes mentioned in the instrument.

Dated: 8-13-01



Vernis R. Lewis
Vernis R. Lewis
(print or type name)

NOTARY PUBLIC in and for the State of
Washington, residing at: Big Harbor
My Commission expires: 6-23-02

STATE OF WASHINGTON)
) ss.
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Vagn and Shirley Olsen are the persons who appeared before me, and said persons acknowledged that they signed this instrument, on oath stated that they are authorized to execute the instrument and acknowledged it as the property owners to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: 8/13/01



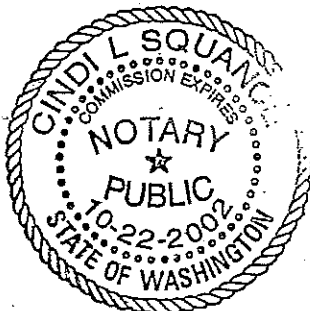
Cindi L. Squance
Cindi L. Squance
(print or type name)

NOTARY PUBLIC in and for the State of
Washington, residing at: My Harbor
My Commission expires: 10/22/02

STATE OF WASHINGTON)
) ss.
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Wayne and Louise Olsen are the persons who appeared before me, and said person acknowledged that they signed this instrument, on oath stated that they are authorized to execute the instrument and acknowledged it as the property owners to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: August 10, 2001



Cindi L. Squance
Cindi L. Squance
(print or type name)

NOTARY PUBLIC in and for the State of WA
Washington, residing at: My Harbor
My Commission expires: 10/22/02

July 6, 1994
File #10431/1

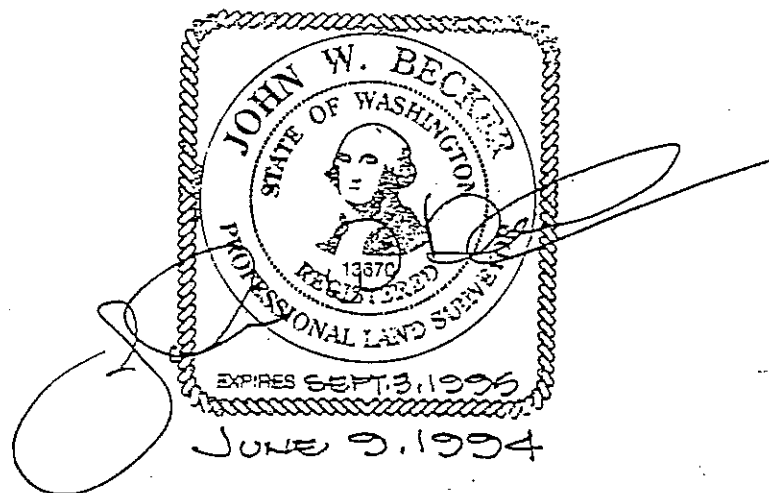
EXHIBIT 'A'
LEGAL DESCRIPTION FOR THE AREA AFFECTED BY THE
CONCOMITANT ZONING AGREEMENT
FOR TALLMAN ANNEXATION (ANX 91-07)

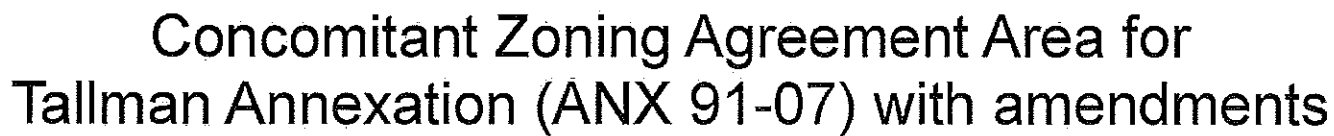
PORTIONS OF SECTIONS 7 AND 18, TOWNSHIP 21 NORTH, RANGE 2 EAST, W.M.,
PIERCE COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY MARGIN OF HUNT STREET NORTHWEST, BEING A LINE PARALLEL WITH AND DISTANT 30 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES, FROM THE SOUTHERLY LINE OF SAID SECTION 7, WITH THE SOUTHERLY PROLONGATION OF THE WESTERLY RIGHT-OF-WAY MARGIN OF 46TH AVENUE NORTHWEST, BEING A LINE PARALLEL WITH AND DISTANT 30 FEET WESTERLY, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 7; THENCE NORTHERLY ALONG SAID PROLONGATION AND SAID WESTERLY RIGHT-OF-WAY MARGIN TO AN INTERSECTION WITH THE WESTERLY PROLONGATION OF THE SOUTHERLY LINE OF BLOCK 1 OF CEDARCREST, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 49 OF PLATS, AT PAGE 41, RECORDS OF SAID COUNTY; THENCE EASTERLY ALONG SAID LAST MENTIONED PROLONGATION AND SAID SOUTHERLY LINE TO THE WESTERLY LINE OF LOT 3 OF PIERCE COUNTY LARGE LOT PLAT RECORDED UNDER AUDITOR'S FEE NO. 9103010296, RECORDS OF SAID COUNTY; THENCE NORTHERLY ALONG THE WESTERLY LINE OF LOTS 3, 4, 5 AND 6 OF SAID LAST MENTIONED PLAT TO THE SOUTHERLY RIGHT-OF-WAY MARGIN OF 72ND STREET NORTHWEST, AS SHOWN ON SAID PLAT; THENCE EASTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN TO AN INTERSECTION WITH THE GENERAL WESTERLY RIGHT-OF-WAY BOUNDARY OF THE STATE ROUTE 16 CL3 LINE, AS SHOWN ON SHEET 9 OF 52 SHEETS OF A MAP ENTITLED "EXHIBIT A - SR 16, NARROWS BRIDGE TO OLYMPIC DRIVE" ON FILE IN THE OFFICE OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION; THENCE SOUTHERLY ALONG SAID GENERAL WESTERLY BOUNDARY TO AN INTERSECTION WITH THE GENERAL NORTHWESTERLY RIGHT-OF-WAY BOUNDARY OF THE STATE ROUTE 16 A3 LINE, SHOWN AS HIGHWAY ENGINEER'S STATION A 43+25.66 ON SAID LAST MENTIONED MAP; THENCE SOUTHWESTERLY ALONG SAID GENERAL NORTHWESTERLY BOUNDARY TO HIGHWAY ENGINEER'S STATION A3 37+00 ON THE NORTHWESTERLY RIGHT-OF-WAY MARGIN OF WOLLOCHET DRIVE NORTHWEST, AS SHOWN ON SAID LAST MENTIONED MAP; THENCE SOUTHEASTERLY PERPENDICULAR TO SAID NORTHWESTERLY RIGHT-OF-WAY MARGIN TO THE SOUTHEASTERLY RIGHT-OF-WAY MARGIN OF SAID WOLLOCHET DRIVE NORTHWEST AT THE GENERAL SOUTHEASTERLY RIGHT-OF-WAY BOUNDARY OF SAID A3 LINE; THENCE NORTHEASTERLY ALONG SAID GENERAL SOUTHEASTERLY BOUNDARY TO AN INTERSECTION WITH THE GENERAL SOUTHWESTERLY RIGHT-OF-WAY BOUNDARY OF THE STATE ROUTE 16 BL3 LINE, AS SHOWN ON SAID LAST MENTIONED MAP; THENCE SOUTHEASTERLY ALONG SAID

GENERAL SOUTHWESTERLY BOUNDARY TO AN INTERSECTION WITH THE WESTERLY RIGHT-OF-WAY MARGIN OF 38TH AVENUE NORTHWEST; THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY MARGIN TO THE NORTHERLY LINE OF LOT 16 OF THE PLAT OF GIG HARBOR ABANDONED MILITARY RESERVE, IN SAID SECTION 7; THENCE WESTERLY ALONG THE NORTHERLY LINE OF SAID LOT 16 TO THE NORTHWEST CORNER THEREOF, BEING ALSO THE NORTHEAST CORNER OF LOT 4 OF SUNNYBRAE, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 37 OF PLATS, AT PAGE 50, RECORDS OF SAID COUNTY; THENCE WESTERLY ALONG THE NORTHERLY LINE OF LOTS 4 THROUGH 1, INCLUSIVE, OF SAID SUNNYBRAE TO THE SOUTHEASTERLY RIGHT-OF-WAY MARGIN OF WOLLOCHET DRIVE NORTHWEST AS SHOWN ON SAID LAST MENTIONED PLAT; THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY MARGIN AND ITS SOUTHWESTERLY PROLONGATION TO SAID SOUTHERLY RIGHT-OF-WAY MARGIN OF HUNT STREET NORTHWEST; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY MARGIN TO THE POINT OF BEGINNING.

Legals/#10431/1/MZ/dfx





Concomitant Zoning Agreement Area for Tallman Annexation (ANX 91-07) with amendments



Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit I

PUBLIC WORKS DEPARTMENT

**Findings, Conclusions and Decision
Public Works Variance EN-20-0085**

Site: Wollochet Interchange Self-Storage Facility
Address: 6627 Wollochet Dr, Gig Harbor, WA 98335
Parcel Number: 0221078007
Land Use Application #PL-SPR-20-0001

Applicant: Thair Jorgenson, PE
Principal Engineer, Rush Design, Inc.
6622 Wollochet Drive
Gig Harbor, WA 98335

Re: **(EN-20-0085)** Frontage Improvements Roadway Section Public Works Variance Request

Dear Mr. Jorgenson:

The City of Gig Harbor Public Works Department has reviewed the submitted materials for the Wollochet Interchange Self-Storage Facility and has concluded the following:

I. Findings.

A. Facts. The Wollochet Self-Storage proposes 101,570 square feet of self-storage facility located at 6627 Wollochet Drive. The site is situated on the southeast side of Wollochet Drive, south of the SR-16 Eastbound off-ramp, and proposes 674 rentable units in 5 new buildings. Pursuant to the City's Public Works Standards, the project is required to construct roadway frontage improvements consistent with typical sections provided in the Public Works Standards. The applicant is proposing a modified version of the City's standard detail 2-01 for the design of frontage improvements along the subject property frontage on Wollochet Drive. The City received a submittal from Thair Jorgenson, Rush Design, Inc., requesting a variance in accordance with Section 1.035 "Variances" of the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.080(b) for Frontage Improvements.

The Applicant's submittal included the variance application, payment in the amount of \$2,000.00, a letter addressing the variance criterion, and Exhibits A, B, C, and D. The exhibits are as follows:

- Exhibit A: Existing Site Area showing aerial overview with improvement markups
- Exhibit B: Modified Roadway Section Detail 2-03
- Exhibit C: Standard Roadway Section Detail 2-01
- Exhibit D: Proposed Frontage Improvement Plans (pg. 1-3)

B. Application of Facts to Criteria for Approval. The City Engineer may grant variances from the Standards if the Applicant presents substantial evidence to demonstrate that all of the criteria in Section 1.035(C) of the Standards are satisfied. Following is the City Engineer's analysis of the facts to the criteria for approval based on information supplied by the applicant:

1. *"Strict compliance with the Public Works Standards is undesirable or impractical because of impracticality or undesirable conditions".*

The Applicant states:

Strict compliance with Public Works Standard Plan 2-01 – Roadway Section Principal Arterial is not practical or desirable along the frontage of the subject project and property. The requirement of Standard Detail 2-01 as a frontage improvement condition at this overcrossing ramp, is not practical or desirable. This road cross-section would require, from road centerline, a ½ lane two-way left-hand center turn lane, two (2) through lanes, a 5-ft bike lane, 1.5-ft curb and a large 8-ft planter strip and 8-ft sidewalk.

The portion of Wollochet Drive that abuts the Project is at the westerly access ramp to the Wollochet Drive/Pioneer Way & SR-16 Interchange. As such, it is not the normal frontage you would typically have along a Principal Arterial. Requiring half of a full five lane principal arterial road section as shown on Standard Plan 2-01 frontage is not required to accommodate the low traffic generation of the proposal and would create an extra north bound travel lane to the signalized intersection on the west end of the SR-16 overcrossing that currently lacks channelization or sufficient width to support its continuation. It would create a 'lane to nowhere'.

8-ft sidewalks are not justified on this section of roadway from a pedestrian usage standpoint particularly considering the lack of connecting infrastructure and incongruity to existing sidewalk conditions to the southwest of the property (6-ft walks and varying narrow planter strip).

The City Engineer concurs with the applicant's analysis and concludes that strict compliance is impractical due to the reasons stated by the applicant.

2. *"The proposed variations are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the Public".*

The Applicant states:

The use of Standard Detail 2-03 with the proposed modification provides the center turn lane for the Project neighboring property and illumination to current standard for safe operation of the proposed shared commercial access. The proposed frontage improvements also add a 5-ft bike lane, planting strip and sidewalk where none currently exists. The self-storage Project by its nature does not generate pedestrian or bicycle traffic so those facilities are solely for public benefit of safe bike and pedestrian travel along the project frontage, not a Project impact mitigation.

The City Engineer concurs with the applicant's assessment that the proposed variations are functionally equivalent to and consistent with the intent of the standards and provide compensating benefits to the City and the public as stated by the applicant.

3. *"The proposed variation(s) are based on sound engineering judgment".*

The Applicant states:

Considering the unique characteristics of this portion of Wollochet Drive at an interchange ramp with embankment/side slopes and the lack of existing interconnecting infrastructure to support a full principal arterial road section consistent with PW Standard Detail 2-01, it is in my engineering judgement that PW Standard Detail 2-01 is not justified or practical at this time.

In my opinion, the proposed variance to use PW Standard Detail 2-03 (modified as noted above) in-lieu of PW Standard Detail 2-01 will provide functionally equivalent frontage improvements, along this SR-16 overcrossing ramp, including the typical bike lane, curb, gutter, planter strip and sidewalks along the property frontage for safe pedestrian travel.

The City Engineer concurs with the applicant's statements and concludes that the proposed variation from the Public Works Standards is based on sound engineering judgment.

4. *"The proposed variations have not been made necessary by actions of the Applicant or Property Owner".*

The Applicant states:

The owner / applicant acquired the Project property in its current condition and configuration and have taken no subsequent actions concerning the property prior to proposing the Project which would have had an impact on the circumstances of this variance.

The City Engineer's analysis concludes that the variance was not made necessary by the actions of the applicant.

5. *"Safety, function, appearance, and economical maintenance requirements are met with the proposed variation".*

The Applicant states:

The proposed frontage improvements would provide for the same safety and function with the addition of a 5-ft bike lane, new curb and gutter and 6-ft wide sidewalk for pedestrian travel along the project frontage where none exists today. The variation is also consistent with the design and appearance of a large portion of the existing principle and major arterial streets throughout the City, many of which are within more urban locations with greater pedestrian usage than section of Wollochet Drive at the interchange ramp. The elimination of a 'lane to nowhere' contributes to more economical future maintenance requirements.

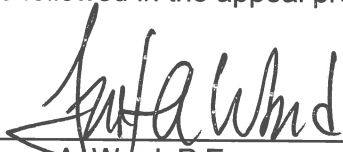
The City Engineer concurs with the applicant's statements and analysis and concludes that the proposed variance meets safety, function, appearance and economical maintenance requirements.

II. Decision.

For the Wollochet Interchange Self-Storage Facility proposed development, the Applicant has requested a variance from the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.080(b) for Frontage Improvements along Wollochet Drive frontage of the development site. The Gig Harbor City Engineer concludes that the variance satisfies all the Criteria for Approval and therefore approves the variance request. It shall further be noted that approval of this Public Works Variance request DOES NOT constitute approval of the underlying Land Use permit application and all other specific requirements applicable to the underlying Land Use permit must be satisfied. Furthermore, any modifications to the proposed development may nullify or require re-consideration of this approval, at the sole discretion of the City Engineer.

III. Appeal.

This decision shall be considered the Notice of Decision on the variance and any appeal shall be filed and processed as described in Title 19 GHMC for a Type II application, as provided in Section 1.035E of the City's Public Works Standards. An appeal may be filed with the City of Gig Harbor Engineering Department within fourteen (14) working days of issuance of this decision (GHMC 19.06.004). All other procedures for an appeal of a Type II application shall be followed in the appeal process (GHMC 19.06.005).



Trent A. Ward, P.E.
City Engineer

3/24/21

Date

December 2, 2020

Mr. Trent Ward, City Engineer
Public Works Department
City of Gig Harbor
3510 Grandview Street
Gig Harbor, WA 98335

RE: Variance Request #1 – Frontage Improvements Road Section
Wollochet Interchange - Self-storage Facility ("Project")
Application # PL-SPR-20-0001

Dear Trent,

As provided under Public Works Standards (2018), Section 1.035, and on behalf of Project owners, Wollochet Interchange, LLC, (Applicant), I am hereby requesting a Public Works Variance relating to frontage improvement requirements on the subject project. Specifically, we are requesting:

"A Public Works variance to allow the use a slightly modified version of the City's Standard Detail 2-03 in lieu of Standard Detail 2-01 for the design of frontage improvements along the subject property frontage on Wollochet Drive NW."

Public Works review comments on our Master Site Plan Review application and documents directed to provide frontage improvements that comply with Standard Detail 2-01. We feel Standard Detail 2-01 is neither practical nor justified as a requirement for this project considering the characteristics and unique circumstances of the Project and the physical nature of the Project frontage (overcrossing ramp) along this section of Wollochet Drive at issue.

This variance request is to allow for the use of the **City's Standard Detail 2-03** for the half-street frontage improvements design section for this Project. Specifically, the frontage improvements section we are proposing would include, from the Wollochet Drive centerline, the following:

- A 1/2 (6 foot) of a 12-foot two-way striped center turn lane
- One 11-foot thru lane (northbound)
- One 5-foot bike lane
- New Concrete Curb & Gutter
- A new 5-foot planting strip
- A new 6-foot concrete sidewalk
- Illumination

Because of the Project frontage is predominantly along the Wollochet Drive overpass ramp, the additional widening of Wollochet Drive for the above road section will also include the need for a pedestrian guardrail and 1.5' to 6.5' high retaining walls.

We are proposing two minor deviations from the City's Standard Detail 2-03. One is providing a 6-foot sidewalk in-lieu of the 5.5-foot sidewalk shown in the standard detail. This is proposed since the sidewalks we are connecting into south of the Project are 6-foot sidewalks (consistent with sidewalks on both sides of Wollochet Drive to the south). The second deviation is the elimination of the 10-foot utility easement requirement. This should not be necessary to encumber the owner's property since the right-of-way line along the frontage is approximately 24' +/- beyond the frontage improvement section (behind the proposed retaining wall).

For your convenience of reference in considering the circumstances of this variance request, the following attachments are provided:

- The existing site area conditions are shown in the attached Exhibit A.
- Standard Detail 2-01 from which a variance is being sought is attached as Exhibit B.
- Standard Detail 2-03 with proposed minor modification is attached as Exhibit C.
- The proposed site plan layout, frontage improvements & frontage improvement cross sections for the Project is attached as Exhibit D (3-sheets).

This request meets each of the five criteria for approval of a variance as described below:

1. *Strict compliance with the public works standards is undesirable or impractical because of impracticality or undesirable conditions;*

Strict compliance with Public Works Standard Plan 2-01 – Roadway Section Principal Arterial is not practical or desirable along the frontage of the subject project and property. The requirement of Standard Detail 2-01 as a frontage improvement condition at this overcrossing ramp, is not practical or desirable. This road cross-section would require, from road centerline, a ½ lane two-way left-hand center turn lane, two (2) through lanes, a 5-ft bike lane, 1.5-ft curb and a large 8-ft planter strip and 8-ft sidewalk.

The portion of Wollochet Drive that abuts the Project is at the westerly access ramp to the Wollochet Drive/Pioneer Way & SR-16 Interchange. As such, it is not the normal frontage you would typically have along a Principal Arterial. Requiring half of a full five lane principal arterial road section as shown on Standard Plan 2-01 frontage is not required to accommodate the low traffic generation of the proposal and would create an extra north bound travel lane to the signalized intersection on the west end of the SR-16 overcrossing that currently lacks channelization or sufficient width to support its continuation. It would create a 'lane to nowhere'.

8-ft sidewalks are not justified on this section of roadway from a pedestrian usage standpoint particularly considering the lack of connecting infrastructure and incongruity to existing sidewalk conditions to the southwest of the property (6-ft walks and varying narrow planter strip).

2. *The proposed variation(s) are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the public;*

The use of Standard Detail 2-03 with the proposed modification provides the center turn lane for the Project neighboring property and illumination to current standard for safe operation of the proposed shared commercial access. The proposed frontage improvements also add a 5-ft bike lane, planting strip and sidewalk where none currently exists. The self-storage Project by its nature does not generate pedestrian or bicycle traffic so those facilities are solely for public benefit of safe bike and pedestrian travel along the project frontage, not a Project impact mitigation.

3. *The proposed variation(s) are based on sound engineering judgment;*

Considering the unique characteristics of this portion of Wollochet Drive at an interchange ramp with embankment/side slopes and the lack of existing interconnecting infrastructure to support a full principal arterial road section consistent with PW Standard Detail 2-01, it is in my engineering judgement that PW Standard Detail 2-01 is not justified or practical at this time.

In my opinion, the proposed variance to use PW Standard Detail 2-03 (modified as noted above) in-lieu of PW Standard Detail 2-01 will provide functionally equivalent frontage improvements, along this SR-16 overcrossing ramp, including the typical bike lane, curb, gutter, planter strip and sidewalks along the property frontage for safe pedestrian travel.

4. *The proposed variations have not been made necessary by actions of the applicant or property owner; and*

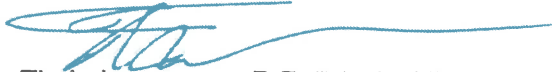
The owner / applicant acquired the Project property in its current condition and configuration and have taken no subsequent actions concerning the property prior to proposing the Project which would have had an impact on the circumstances of this variance.

5. *Safety, function, appearance and economical maintenance requirements are met with the proposed variation(s).*

The proposed frontage improvements would provide for the same safety and function with the addition of a 5-ft bike lane, new curb and gutter and 6-ft wide sidewalk for pedestrian travel along the project frontage where none exists today. The variation is also consistent with the design and appearance of a large portion of the existing principle and major arterial streets throughout the City, many of which are within more urban locations with greater pedestrian usage than section of Wollochet Drive at the interchange ramp. The elimination of a 'lane to nowhere' contributes to more economical future maintenance requirements.

If you have any question or need additional information for consideration of this variance, please contact me at (253) 514-0264.

Sincerely,



Thair Jorgenson, P.E. Principal Engineer
Rush Design, Inc.

Attachments

Cc. Steve Yester, RDC
Chris DeWald, RDC
Stephen Bourne, Project Architect



EXHIBIT A
(EXISTING SITE AREA)

PublicGIS



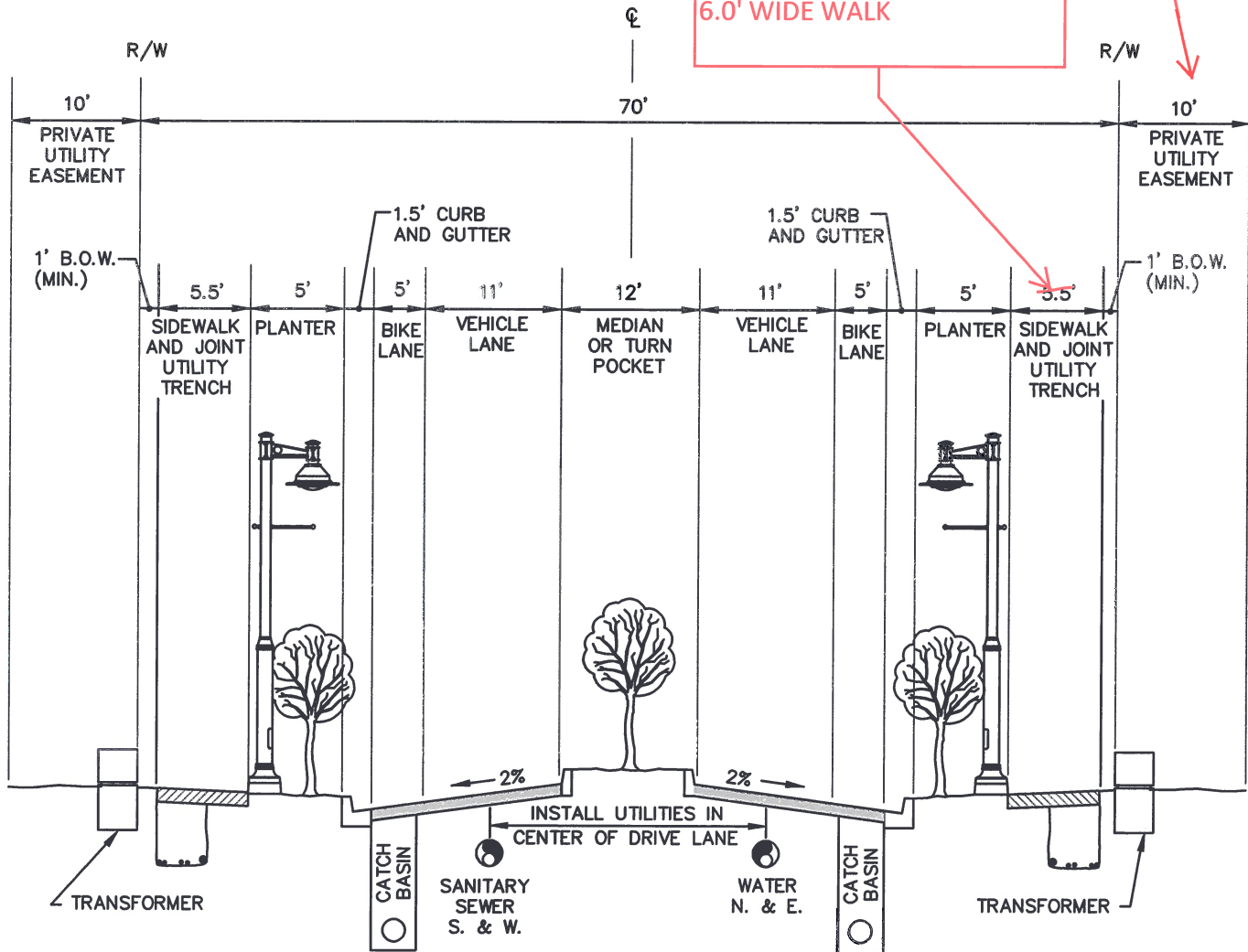
Disclaimer: The map features are approximate and have not been surveyed. Additional features not yet mapped may be present.
Pierce County assumes no liability for variations ascertained by formal survey.

Date: 6/11/2020 04:51 PM

EXHIBIT B

PROPOSED MODIFICATION:
ELIMINATE PRIVATE EASEMENT

PROPOSED MODIFICATION:
6.0' WIDE WALK



NOTES:

1. ON-STREET PARKING PROHIBITED.
2. SEE DETAIL 2-13 FOR PAVEMENT DESIGN CONSTANTS.
3. MANHOLE LIDS AND WATER VALVE BOXES SHALL BE LOCATED IN THE MIDDLE OF THE OUTSIDE VEHICLE TRAVEL LANES.
4. STREET TREES IN THE PLANTER AND/OR MEDIAN SHALL BE CENTERED.
5. DESIGN SPEED SHALL BE CONSISTENT WITH ADJACENT LAND USE.



CITY OF GIG HARBOR
ENGINEERING DIVISION

ROADWAY SECTION MINOR ARTERIAL REDISENTIAL

DETAIL NO.

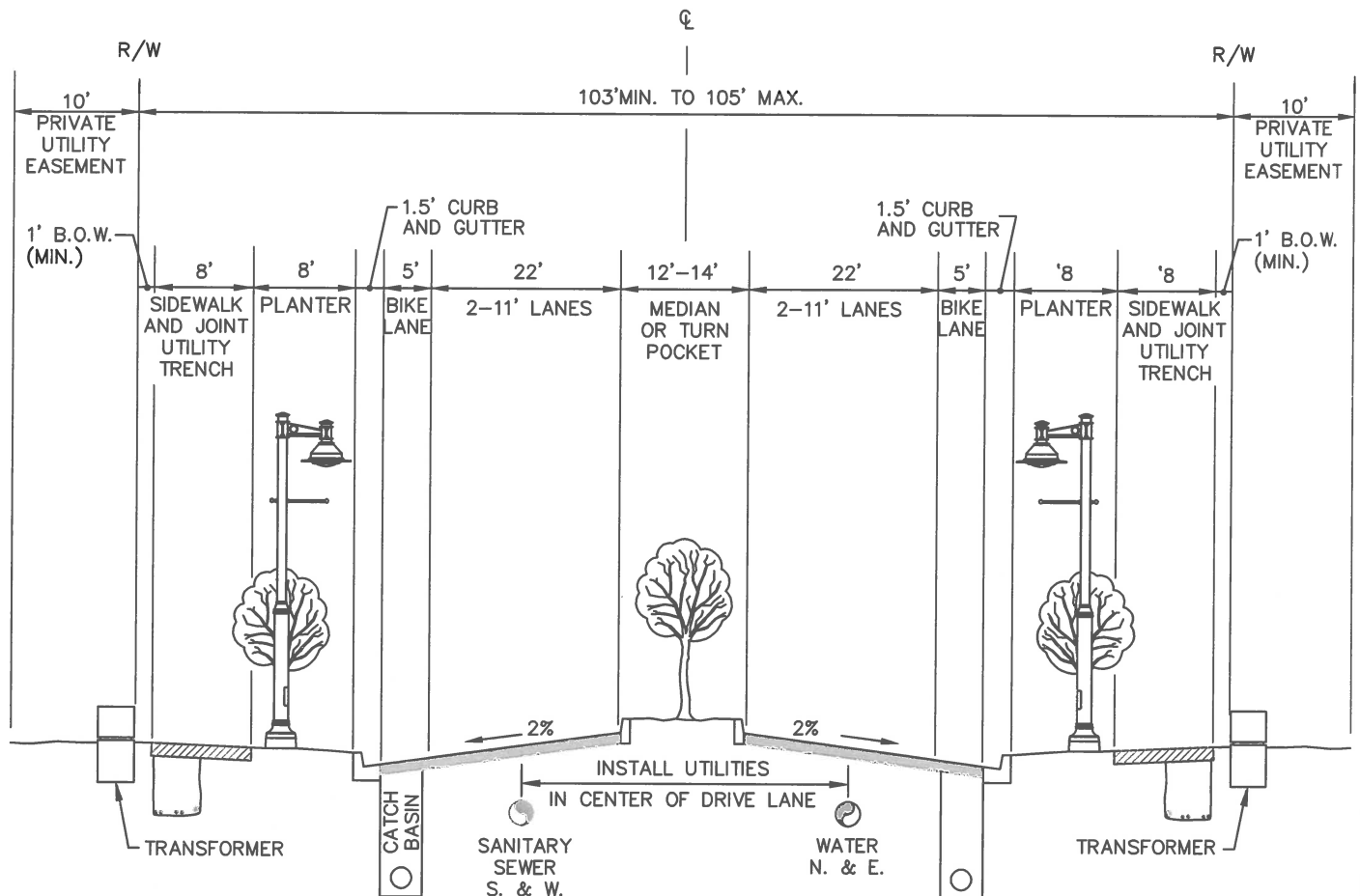
2-03

APPROVED FOR PUBLICATION
CITY ENGINEER

Stephen Murrell

DATE JULY, 2018

EXHIBIT C



NOTES:

1. MOVE STREET LIGHTS TO BACK OF WALK WHERE PLANTER STRIP IS LESS THAN 8'.
2. ON-STREET PARKING PROHIBITED.
3. SEE DETAIL 2-13 FOR PAVEMENT DESIGN CONSTANTS.
4. MANHOLE LIDS AND WATER VALVE BOXES SHALL BE LOCATED IN THE MIDDLE OF THE OUTSIDE VEHICLE TRAVEL LANES.
5. STREET TREES IN THE PLANTER AND/OR MEDIAN SHALL BE CENTERED.
6. STREET LIGHTS MAY BE REQUIRED IN MEDIAN.
7. DESIGN SPEED SHALL BE CONSISTENT WITH ADJACENT LAND USE.



CITY OF GIG HARBOR
ENGINEERING DIVISION

ROADWAY SECTION PRINCIPAL ARTERIAL

DETAIL NO.

2-01

APPROVED FOR PUBLICATION
CITY ENGINEER

[Signature]

DATE JULY, 2018

LEGEND FOR DRAWING

- EXISTING CONTOURS
INDEX
INTERVAL
FINAL CONTOURS
INDEX
INTERVAL
EXISTING WATER LINES
EXISTING SANITARY SEWER
EXISTING STORM DRAIN LINE
EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
EX. TYPE 1 - W/GRADE
EX. SANITARY SEWER MANHOLE
NEW SIDE SEWER
NEW STORM DRAINAGE LINES
EX. LIGHT STANDARD
CATCH BASINS
TYPE 1 CB - W/GRADE
TYPE 1 CB - W/SOLID LOCKING LID
TYPE 2 CB - W/GRADE
BIOPOD TREATMENT VAULT
NEW WATER SERVICE/MAIN
GATE VALVE
FDC
P.V.
HYDRANT ASSEMBLY
NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)

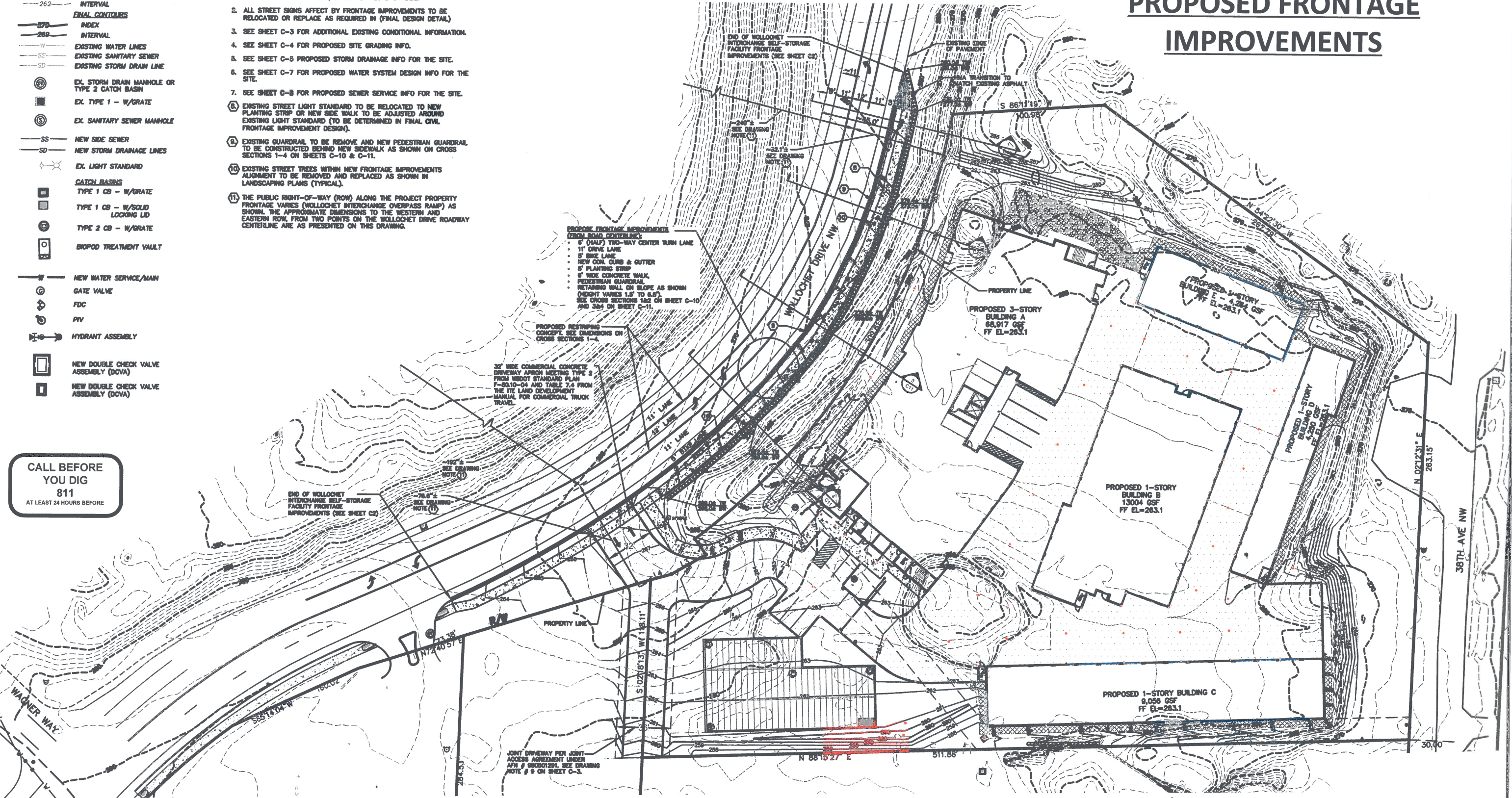
CALL BEFORE
YOU DIG
811
AT LEAST 24 HOURS BEFORE

DRAWING NOTES:

1. WOLLOCHET DRIVE INTERCHANGE RAMP. CURRENTLY ASPHALT PAVEMENT WITH SHOULDER, & GUARDRAILS EACH SIDE.
2. ALL STREET SIGNS AFFECT BY FRONTAGE IMPROVEMENTS TO BE RELOCATED OR REPLACE AS REQUIRED IN (FINAL DESIGN DETAIL).
3. SEE SHEET C-3 FOR ADDITIONAL EXISTING CONDITIONAL INFORMATION.
4. SEE SHEET C-4 FOR PROPOSED SITE GRADING INFO.
5. SEE SHEET C-5 PROPOSED STORM DRAINAGE INFO FOR THE SITE.
6. SEE SHEET C-7 FOR PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
7. SEE SHEET C-8 FOR PROPOSED SEWER SERVICE INFO FOR THE SITE.
8. EXISTING STREET LIGHT STANDARD TO BE RELOCATED TO NEW PLANTING STRIP OR NEW SIDE WALK TO BE ADJUSTED AROUND EXISTING LIGHT STANDARD (TO BE DETERMINED IN FINAL CIVIL FRONTAGE IMPROVEMENT DESIGN).
9. EXISTING GUARDRAIL TO BE REMOVE AND NEW PEDESTRIAN GUARDRAIL TO BE CONSTRUCTED BEHIND NEW SIDEWALK AS SHOWN ON CROSS SECTIONS 1-4 ON SHEETS C-10 & C-11.
10. EXISTING STREET TREES WITHIN NEW FRONTAGE IMPROVEMENTS ALIGNMENT TO BE REMOVED AND REPLACED AS SHOWN IN LANDSCAPING PLANS (TYPICAL).
11. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT D (SHEET 1 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



REVISIONS

JES

Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY: TAJ
DRAWN BY: TAJ
CHECKED BY: TAJ
APPROVED BY: TAJ
SCALE: AS NOTED
OTHER:

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 12/1/20

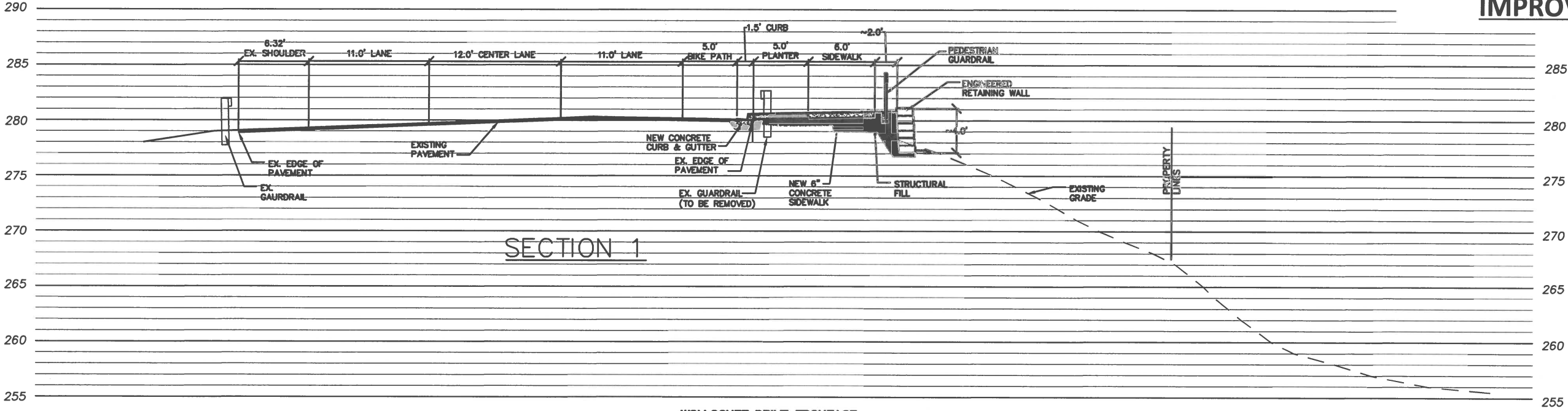
PROPOSED FRONTAGE
IMPROVEMENTS PLAN

PERMIT NO.
PL-SPR-20-0001
DRAWING NO.
JES-19-02
SHEET OF
C9 13

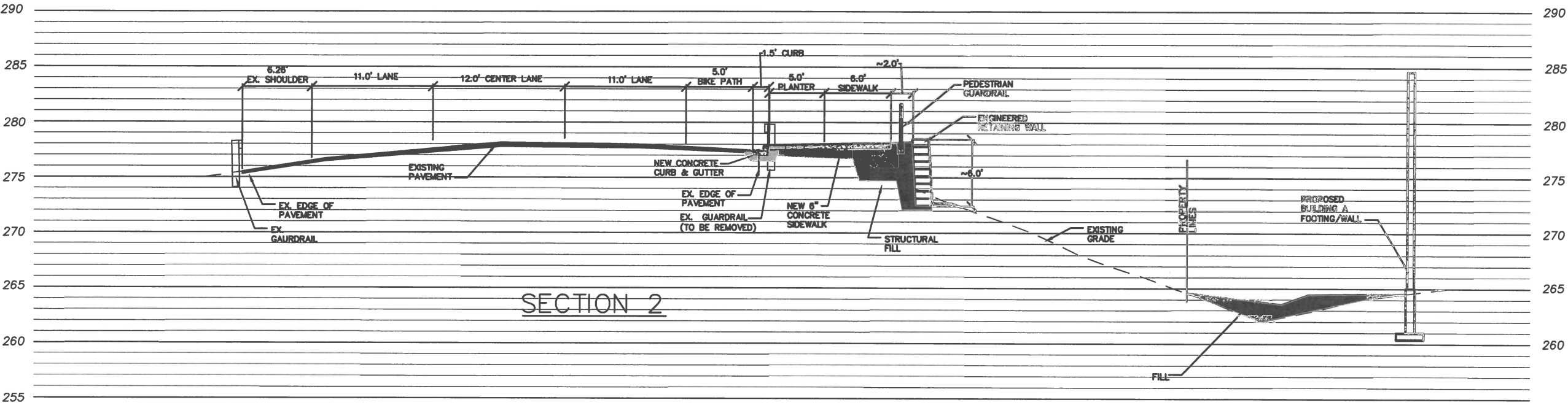


WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT D (SHEET 2 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS

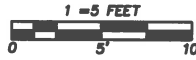


WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 1
SCALE 1"=5'



WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 2
SCALE 1"=5'

FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



REVISIONS

JES
Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

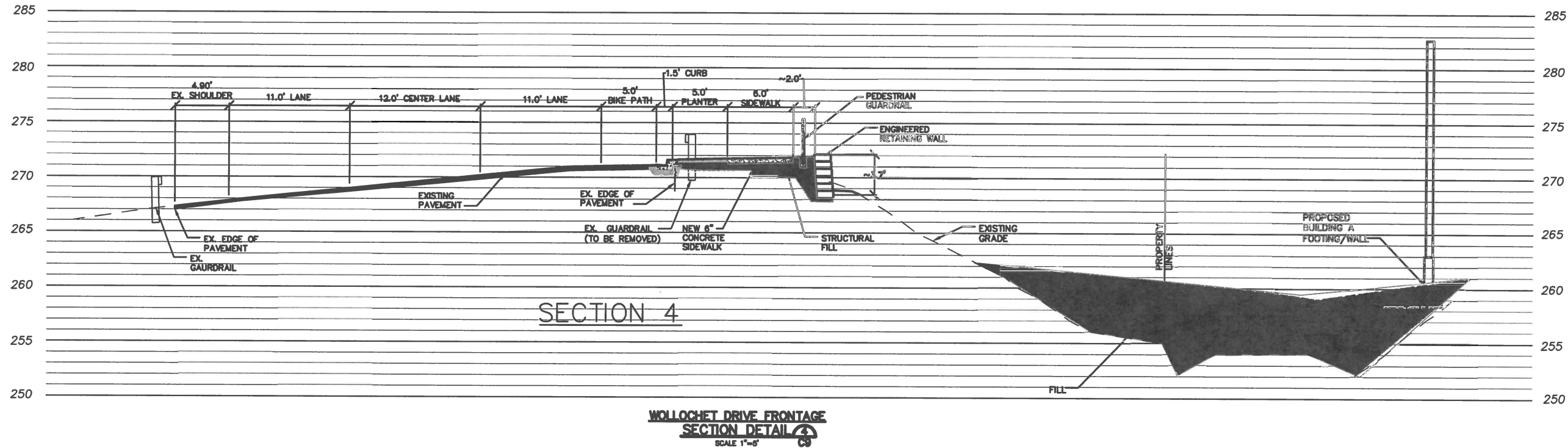
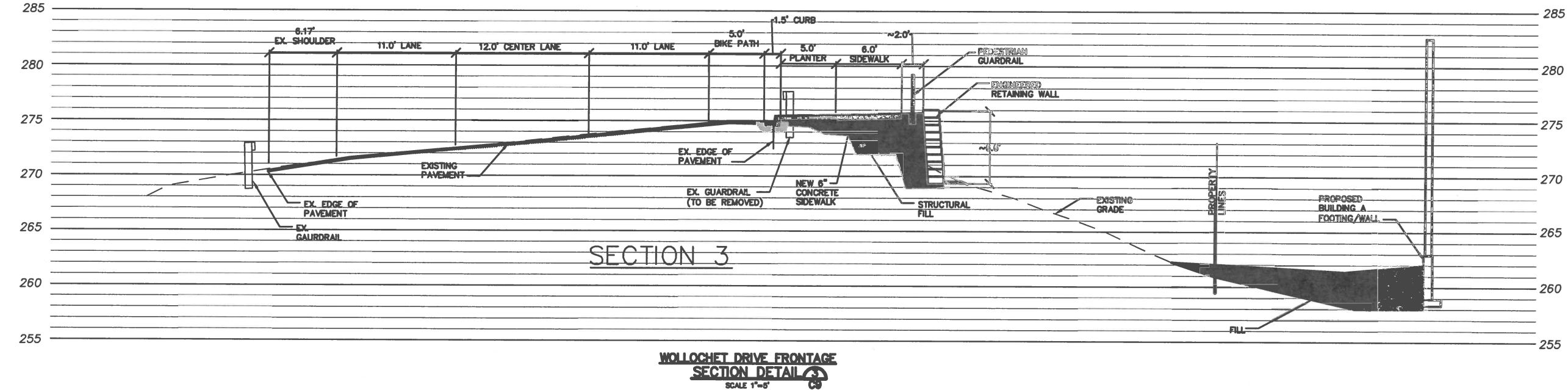
WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE:	12/1/20
PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET OF	C10 13



WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT D (SHEET 3 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



REVISIONS

JES

Jorgenson Engineering Services, LLC

Civil/Development Engineering

Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE:	12/1/20
FRONTAGE IMPROVEMENTS CROSS SECTIONS	

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C10	13





PUBLIC WORKS DEPARTMENT

Findings, Conclusions and Decision Public Works Variance EN-20-0086

Site: Wollochet Interchange Self-Storage Facility
Address: 6627 Wollochet Dr, Gig Harbor, WA 98335
Parcel Number: 0221078007
Land Use Application #PL-SPR-20-0001

Applicant: Thair Jorgenson, PE
Principal Engineer, Rush Design, Inc.
6622 Wollochet Drive
Gig Harbor, WA 98335

Re: **(EN-20-0086)** Wollochet Drive Access Public Works Variance Request

Dear Mr. Jorgenson:

The City of Gig Harbor Public Works Department has reviewed the submitted materials for the Wollochet Interchange Self-Storage Facility and has concluded the following:

I. Findings.

A. Facts. The Wollochet Self-Storage proposes 101,570 square feet of self-storage facility located at 6627 Wollochet Drive. The site is situated on the southeast side of Wollochet Drive, south of the SR-16 Eastbound off-ramp, and proposes 674 rentable units in 5 new buildings. Pursuant to the City's Public Works Standards, the project is required to construct a single access off of the lowest classified roadway. The applicant is proposing to improve its single access on Wollochet Drive as a shared driveway benefitting the project and neighboring property to the south. The City received a submittal from Thair Jorgenson, Rush Design, Inc., requesting a variance in accordance with Section 1.035 "Variances" of the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.072(c)(1) for Private Commercial Driveways.

The Applicant's submittal included the variance application, payment in the amount of \$2,000.00, a letter addressing the variance criterion, and Exhibits A, B, C, and D. The exhibits are as follows:

- Exhibit A: Existing Site Area showing aerial overview with improvement markups
- Exhibit B: Proposed Frontage Improvement Plans (pg. 1-3)
- Exhibit C: Joint Driveway Agreement
- Exhibit D: Letter from Heath and Associates with Transportation data support

B. Application of Facts to Criteria for Approval. The City Engineer may grant variances from the Standards if the Applicant presents substantial evidence to demonstrate that all of the criteria in Section 1.035(C) of the Standards are satisfied. Following is the City Engineer's analysis of the facts to the criteria for approval based on information supplied by the applicant:

1. *"Strict compliance with the Public Works Standards is undesirable or impractical because of impracticality or undesirable conditions".*

The Applicant states:

From the Project perspective, an access at the dead end of 38th Avenue would be undesirable given the nature of the use for several operational reasons including reduced security for the site and its customer. It would also be impractical from a customer's perspective compared to the proposed entry on Wollochet since it adds almost a mile travel distance from SR 16 along a circuitous and unintuitive route.

Strict compliance with 2B.072.C1 to build a project-exclusive access on 38th would also be undesirable considering Public Works Standard 2B.072.C.2 which states:

"Commercial properties shall provide internal connections between neighboring properties where feasible. Developments must give priority to internal access before access to the public roadway system is permitted."

Here, a shared commercial driveway constructed along a length of common property line to which both the Project and the neighboring landscaping company will have access from Wollochet Drive is both feasible and is what was contemplated by the shared access agreement recorded in 1998. The language of 2B.072.C2 suggests this available option should generally receive priority consideration among access alternatives and so presumably in resolving conflicts between access standards such as with 2B.072.C1 in this case.

In this specific situation, it would be additionally undesirable to construct a new project-specific access on 38th Avenue rather than improving the current conditions by bringing an active uncontrolled commercial access (Gig Harbor Waterfalls, Inc.) up to current standards with the proposed shared driveway.

The City Engineer concurs with the applicant's analysis and concludes that strict compliance is impractical due to the reasons stated by the applicant.

2. *"The proposed variations are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the Public".*

The Applicant states:

The attached letter of support for the proposed access from the Project Traffic Engineer notes the low traffic trip generation from both the proposed self-storage facility and the existing landscaping contractor as mitigating the concern for locating the Project access on Wollochet Drive as the higher classified roadway. The proposal is consistent with Public Works Standard 28.072.C.2 as discussed above.

This proposal benefits the City and traffic conditions by consolidating accesses of the existing adjacent Gig Harbor Waterfalls, Inc. landscaping business and proposed self-storage facility into a shared concrete commercial driveway designed to meet current Public Work Standards. In consolidating the accesses, greater separation between the service station and landscape company access will be achieved than currently exists and a center turn lane being provided as frontage improvements will provide for better functioning of entering and exiting traffic.

The City Engineer concurs with the applicant's assessment that the proposed variations are functionally equivalent to and consistent with the intent of the standards and provide compensating benefits to the City and the public as stated by the applicant.

3. *"The proposed variation(s) are based on sound engineering judgment".*

The Applicant states:

The variance request is based upon engineering judgement that considers a number of mitigating factors which can be summarized as follows:

- The proposed shared access with the adjoining landscaping contracting business creates one improved driveway access for both the proposed self-storage site and the existing landscaping business consistent with the intent of limiting the number of accesses to public roads.
- Project frontage improvements, particularly the extended center turn lane, and bringing the active uncontrolled accesses up to current commercial driveway standards with increased separation distance from the next nearest access are improvements to existing conditions on Wollochet which would not be built if the Project instead accesses 38th Avenue.
- The self-storage business, by its use and nature, has a very low traffic generation, both during the daytime and peak hours which minimizes traffic impacts of accessing from and onto Wollochet Drive. The landscaping business also has a very low peak-hour traffic generation. This low traffic generation mitigates the concern for accessing the higher classification roadway, particularly in light of and relative to the improvements being provided as additional mitigation.
- The alternative of diverting traffic including emergency vehicles from a visible, direct Wollochet access along an unintuitive route in order to access the project at a dead end on 38th Avenue, is not desirable from an operational standpoint for site security or customer safety for the self-storage warehouse Project.

The City Engineer concurs with the applicant's statements and concludes that the proposed variation from the Public Works Standards is based on sound engineering judgment.

4. *"The proposed variations have not been made necessary by actions of the Applicant or Property Owner".*

The Applicant states:

The owner / applicant acquired the Project property in its current condition and configuration and have taken no subsequent actions concerning the property prior to proposing the Project which would have had an impact on the circumstances of this variance.

The City Engineer's analysis concludes that the variance was not made necessary by the actions of the applicant.

5. *"Safety, function, appearance, and economical maintenance requirements are met with the proposed variation".*

The Applicant states:

The proposed access was designed with the support of the Project Traffic Engineer attesting to its safety and function. The letter of support submitted with this request notes the very low traffic generation from the self-storage facility and the consolidation and creation of a controlled shared driveway onto Wollochot Drive with the adjacent landscaping business along with frontage improvements as adequate to address safety and function.

The general appearance and maintenance associated with the proposed commercial driveway would be typical of commercial driveways throughout the city and represent an improvement over the existing access conditions.

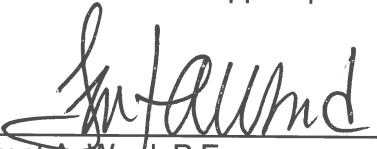
The City Engineer concurs with the applicant's statements and analysis and concludes that the proposed variance meets safety, function, appearance and economical maintenance requirements.

II. Decision.

For the Wollochet Interchange Self-Storage Facility proposed development, the Applicant has requested a variance from the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.072(c)(1) for Private Commercial Driveways. The Gig Harbor City Engineer concludes that the variance satisfies all the Criteria for Approval and therefore approves the variance request. It shall further be noted that approval of this Public Works Variance request DOES NOT constitute approval of the underlying Land Use permit application and all other specific requirements applicable to the underlying Land Use permit must be satisfied. Furthermore, any modifications to the proposed development may nullify or require re-consideration of this approval, at the sole discretion of the City Engineer.

III. Appeal.

This decision shall be considered the Notice of Decision on the variance and any appeal shall be filed and processed as described in Title 19 GHMC for a Type II application, as provided in Section 1.035E of the City's Public Works Standards. An appeal may be filed with the City of Gig Harbor Engineering Department within fourteen (14) working days of issuance of this decision (GHMC 19.06.004). All other procedures for an appeal of a Type II application shall be followed in the appeal process (GHMC 19.06.005).



Trent A. Ward, P.E.
City Engineer

3/24/21

Date

December 2, 2020

Mr. Trent Ward, City Engineer
Public Works Department
City of Gig Harbor
3510 Grandview Avenue
Gig Harbor, WA 98335

RE: Variance Request #2 – Wollochet Drive Access
Wollochet Interchange - Self-storage Facility ("Project")
Application # PL-SPR-20-0001

Dear Trent,

As provided under Public Works Standards (2018) ("**Standards**"), Section 1.035, and on behalf of project owners (Wollochet Interchange, LLC), I am hereby requesting a Public Works Variance to allow the subject project to access from Wollochet Drive versus 38th Avenue. Specifically, we are requesting a variance from Public Works Standards - Section 2B.072.C.1 (Private Commercial Driveways) which in the applicable part states:

"Access to a public roadway shall be limited to one commercial driveway connected to the lowest classified roadway for each tract of property separately owned..."

The proposed Project abuts Wollochet Drive on the west and 38th Avenue on the east (dead-end minor road). **Wollochet Drive has been designated as a "principal arterial" in the City's transportation plan and 38th Avenue has a designation of "local roadway".**

The Project has proposed to improve its single access on Wollochet Drive as a shared driveway benefiting both the Project and the existing landscaping contracting business located on the neighboring property to the south. Currently, access to both the subject undeveloped property and the neighboring landscaping company (Gig Harbor Landscaping, Inc.) is from a large uncontrolled gravel area abutting Wollochet Drive as shown on Exhibit A. A recorded reciprocal easement along the common property boundary allows for the construction of the shared commercial driveway in the location proposed by the Project (Exhibit C).

The requested variance is to permit the proposed shared driveway on Wollochet Drive rather than a new separate access on 38th Avenue, the lower classified roadway.

For your convenience of reference in considering the circumstances of this variance request, the following attachments are provided:

- The existing site area conditions are shown in the attached Exhibit A.
- The proposed site plan layout for the Wollochet Interchange - Self-storage Facility project is attached as Exhibit B.
- The shared access agreement and reciprocal easement with the adjacent property to the south recorded under AFN 9805010291 is attached at Exhibit C.
- A letter from the Traffic Engineer for the Project supporting the proposed access is attached at Exhibit D.

This request meets each of the five criteria for approval of a variance as described below:

1. *Strict compliance with the public works standards is undesirable or impractical because of impracticality or undesirable conditions;*

From the Project perspective, an access at the dead end of 38th Avenue would be undesirable given the nature of the use for several operational reasons including reduced security for the site and its customer. It would also be impractical from a customer's perspective compared to the proposed entry on Wollochet since it adds almost a mile travel distance from SR 16 along a circuitous and unintuitive route.

Strict compliance with 2B.072.C1 to build a project-exclusive access on 38th would also be undesirable considering Public Works Standard 2B.072.C.2 which states:

“Commercial properties shall provide internal connections between neighboring properties where feasible. Developments must give priority to internal access before access to the public roadway system is permitted.”

Here, a shared commercial driveway constructed along a length of common property line to which both the Project and the neighboring landscaping company will have access from Wollochet Drive is both feasible and is what was contemplated by the shared access agreement recorded in 1998. The language of 2B.072.C2 suggests this available option should generally receive priority consideration among access alternatives and so presumably in resolving conflicts between access standards such as with 2B.072.C1 in this case.

In this specific situation, it would be additionally undesirable to construct a new project-specific access on 38th Avenue rather than improving the current conditions by bringing an active uncontrolled commercial access (Gig Harbor Waterfalls, Inc.) up to current standards with the proposed shared driveway.

2. *The proposed variation(s) are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the public;*

The attached letter of support for the proposed access from the Project Traffic Engineer notes the low traffic trip generation from both the proposed self-storage facility and the existing landscaping contractor as mitigating the concern for locating the Project access on Wollochet

Drive as the higher classified roadway. The proposal is consistent with Public Works Standard 28.072.C.2 as discussed above.

This proposal benefits the City and traffic conditions by consolidating accesses of the existing adjacent Gig Harbor Waterfalls, Inc. landscaping business and proposed self-storage facility into a shared concrete commercial driveway designed to meet current Public Work Standards. In consolidating the accesses, greater separation between the service station and landscape company access will be achieved than currently exists and a center turn lane being provided as frontage improvements will provide for better functioning of entering and exiting traffic.

3. *The proposed variation(s) are based on sound engineering judgment;*

The variance request is based upon engineering judgement that considers a number of mitigating factors which can be summarized as follows:

- The proposed shared access with the adjoining landscaping contracting business creates one improved driveway access for both the proposed self-storage site and the existing landscaping business consistent with the intent of limiting the number of accesses to public roads.
- Project frontage improvements, particularly the extended center turn lane, and bringing the active uncontrolled accesses up to current commercial driveway standards with increased separation distance from the next nearest access are improvements to existing conditions on Wollochet which would not be built if the Project instead accesses 38th Avenue.
- The self-storage business, by its use and nature, has a very low traffic generation, both during the daytime and peak hours which minimizes traffic impacts of accessing from and onto Wollochet Drive. The landscaping business also has a very low peak-hour traffic generation. This low traffic generation mitigates the concern for accessing the higher classification roadway, particularly in light of and relative to the improvements being provided as additional mitigation.
- The alternative of diverting traffic including emergency vehicles from a visible, direct Wollochet access along an unintuitive route in order to access the project at a dead end on 38th Avenue, is not desirable from an operational standpoint for site security or customer safety for the self-storage warehouse Project.

4. *The proposed variations have not been made necessary by actions of the applicant or property owner; and*

The owner / applicant acquired the Project property in its current condition and configuration and have taken no subsequent actions concerning the property prior to proposing the Project which would have had an impact on the circumstances of this variance.

5. Safety, function, appearance and, economical maintenance requirements are met with the proposed variation(s).

The proposed access was designed with the support of the Project Traffic Engineer attesting to its safety and function. The letter of support submitted with this request notes the very low traffic generation from the self-storage facility and the consolidation and creation of a controlled shared driveway onto Wollochet Drive with the adjacent landscaping business along with frontage improvements as adequate to address safety and function.

The general appearance and maintenance associated with the proposed commercial driveway would be typical of commercial driveways throughout the city and represent an improvement over the existing access conditions.

If you have any question or need additional information for consideration of this variance, please contact me at 253-514-0264

Sincerely,



Thair Jorgenson; P.E., Principal Engineer
Rush Design, Inc.

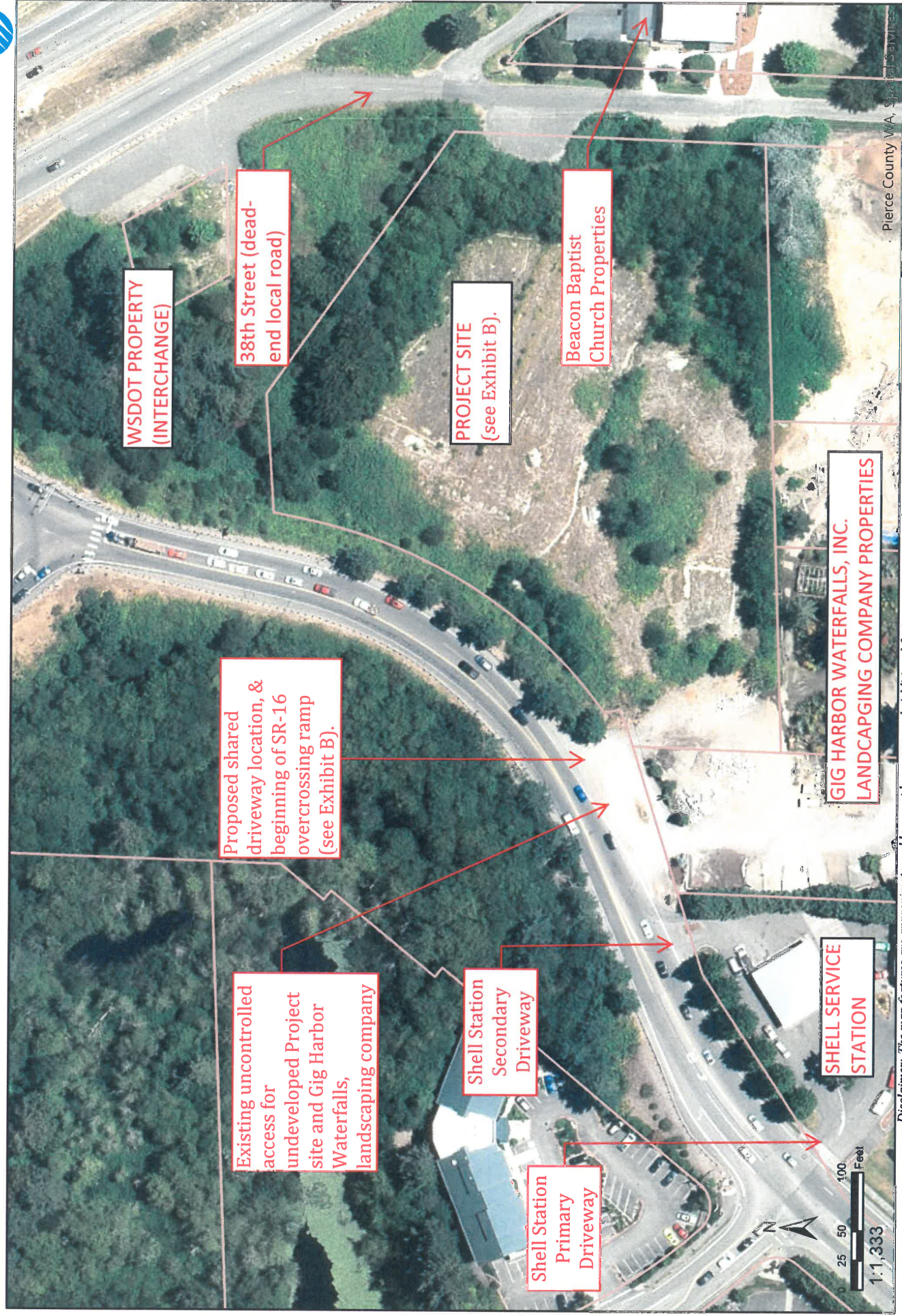
Attachments

Cc. Steve Yester, RDC
Chris DeWald, RDC
Stephen Bourne, Project Architect



EXHIBIT A
(EXISTING SITE AREA)

PublicGIS



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

Date: 6/11/2020 04:51 PM

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 1 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS

LEGEND FOR DRAWING

- EXISTING CONTOURS
INDEX
262
INTERVAL
FINAL CONTOURS
INDEX
270
INTERVAL
EXISTING WATER LINES
EXISTING SANITARY SEWER
EXISTING STORM DRAIN LINE
EX. STORM DRAIN MANHOLE OR
TYPE 2 CATCH BASIN
EX. TYPE 1 - W/GRADE
EX. SANITARY SEWER MANHOLE
NEW SIDE SEWER
NEW STORM DRAIN LINES
EX. LIGHT STANDARD
CATCH BASINS
TYPE 1 CB - W/GRADE
TYPE 1 CB - W/SOLID
LOCKING LID
TYPE 2 CB - W/GRADE
BIOPOD TREATMENT VAULT
NEW WATER SERVICE/MAIN
GATE VALVE
FDC
PIV
HYDRANT ASSEMBLY
NEW DOUBLE CHECK VALVE
ASSEMBLY (DCVA)
NEW DOUBLE CHECK VALVE
ASSEMBLY (DCVA)

DRAWING NOTES:

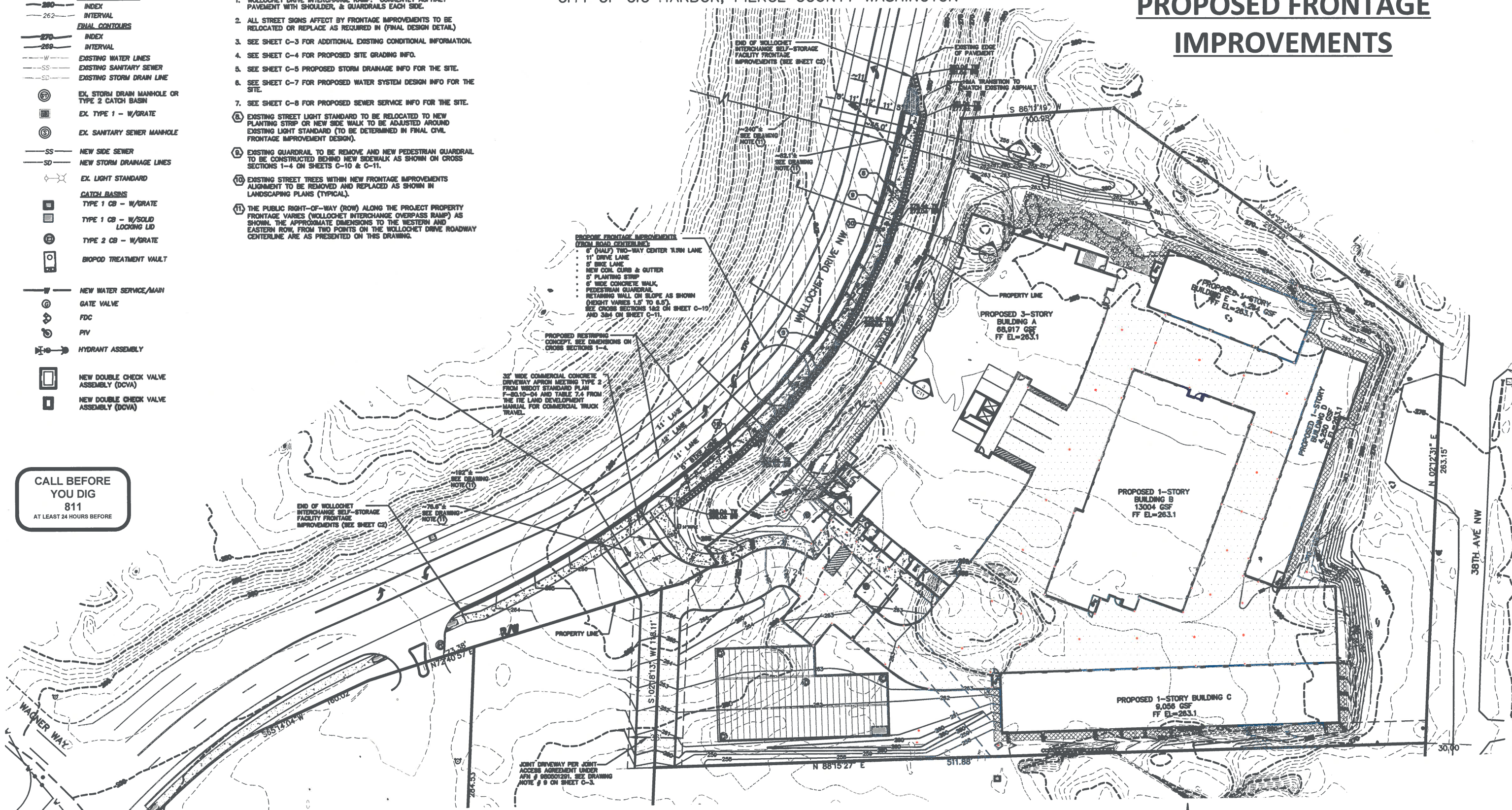
1. WOLLOCHET DRIVE INTERCHANGE RAMP. CURRENTLY ASPHALT
PAVEMENT WITH SHOULDER, & GUARDRAILS EACH SIDE.
2. ALL STREET SIGNS AFFECT BY FRONTAGE IMPROVEMENTS TO BE
RELOCATED OR REPLACE AS REQUIRED IN (FINAL DESIGN DETAIL).
3. SEE SHEET C-3 FOR ADDITIONAL EXISTING CONDITIONAL INFORMATION.
4. SEE SHEET C-4 FOR PROPOSED SITE GRADING INFO.
5. SEE SHEET C-5 PROPOSED STORM DRAINAGE INFO FOR THE SITE.
6. SEE SHEET C-7 FOR PROPOSED WATER SYSTEM DESIGN INFO FOR THE
SITE.
7. SEE SHEET C-8 FOR PROPOSED SEWER SERVICE INFO FOR THE SITE.
8. EXISTING STREET LIGHT STANDARD TO BE RELOCATED TO NEW
PLANTING STRIP OR NEW SIDE WALK TO BE ADJUSTED AROUND
EXISTING LIGHT STANDARD (TO BE DETERMINED IN FINAL CIVIL
FRONTAGE IMPROVEMENT DESIGN).
9. EXISTING GUARDRAIL TO BE REMOVE AND NEW PEDESTRIAN GUARDRAIL
TO BE CONSTRUCTED BEHIND NEW SIDEWALK AS SHOWN ON CROSS
SECTIONS 1-4 ON SHEETS C-10 & C-11.
10. EXISTING STREET TREES WITHIN NEW FRONTAGE IMPROVEMENTS
ALIGNMENT TO BE REMOVED AND REPLACED AS SHOWN IN
LANDSCAPING PLANS (TYPICAL).
11. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY
FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS
SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND
EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY
CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

- PROPOSED FRONTAGE IMPROVEMENTS
(FROM ROAD CENTERLINE)
- 6' (HALF) TWO-WAY CENTER TURN LANE
 - 11' DRIVE LANE
 - 5' BIKE LANE
 - NEW COIL CURB & GUTTER
 - 5' PLANTING STRIP
 - 6' WIDE CONCRETE WALK
 - PEDESTRIAN GUARDRAIL
 - RETAINING WALL ON SLOPE AS SHOWN
(HEIGHT VARIES 1.5' TO 6.5')
 - SEE CROSS SECTIONS 1&2 ON SHEET C-10
AND 3&4 ON SHEET C-11.

PROPOSED RESTRICTIONS
CONCEPT. SEE DIMENSIONS ON
CROSS SECTIONS 1-4.

32' WIDE COMMERCIAL CONCRETE
DRIVEWAY APRON MEETING TYPE 2
FROM WIDOT STANDARD PLAN
7-30.10-04 AND TABLE 7.4 FROM
THE ILE LAND DEVELOPMENT
MANUAL FOR COMMERCIAL TRUCK
TRAVEL.

CALL BEFORE
YOU DIG
811
AT LEAST 24 HOURS BEFORE



PROPOSED FRONTAGE IMPROVEMENTS PLAN

SCALE: 1"=30'



REVISIONS

JES
Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

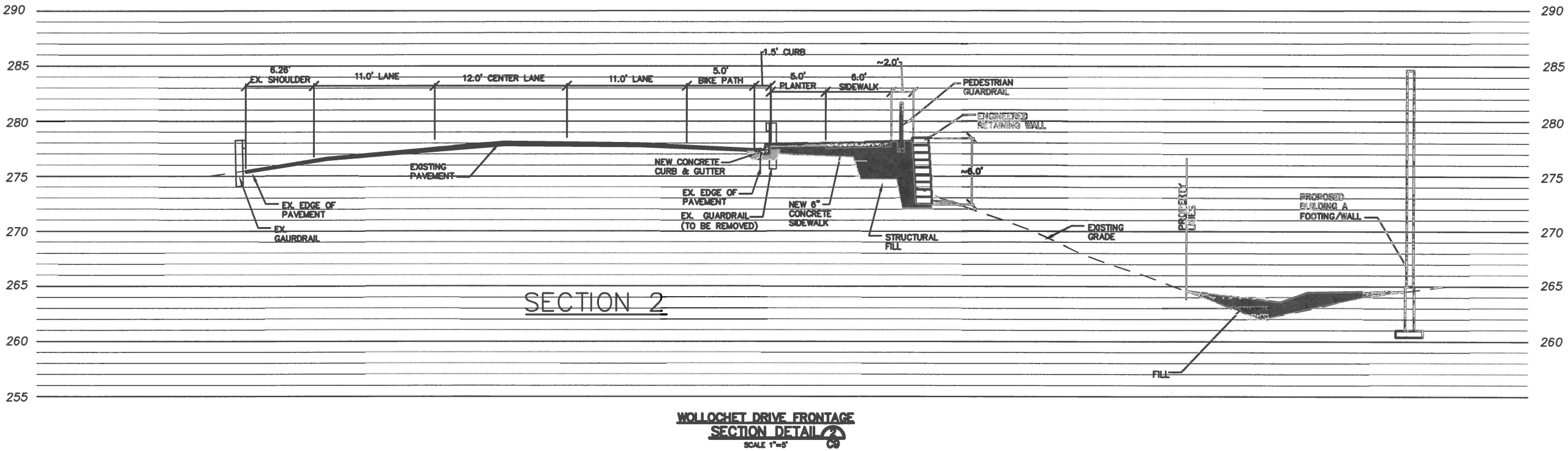
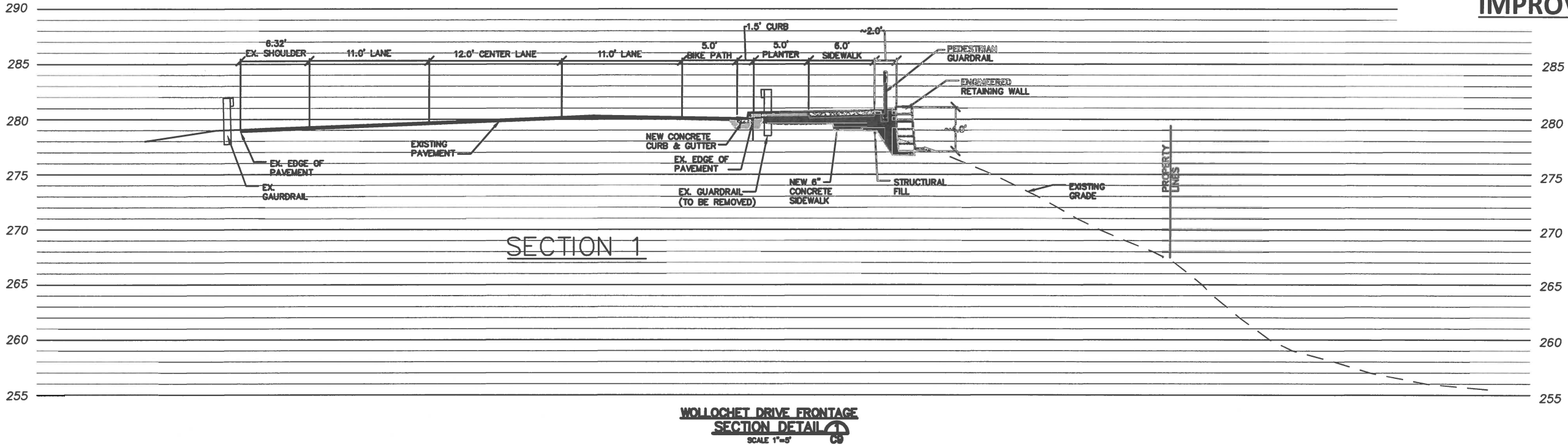
DRAWING DATE:	12/1/20
PROPOSED FRONTAGE IMPROVEMENTS PLAN	

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C9	13



WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 2 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



REVISIONS

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

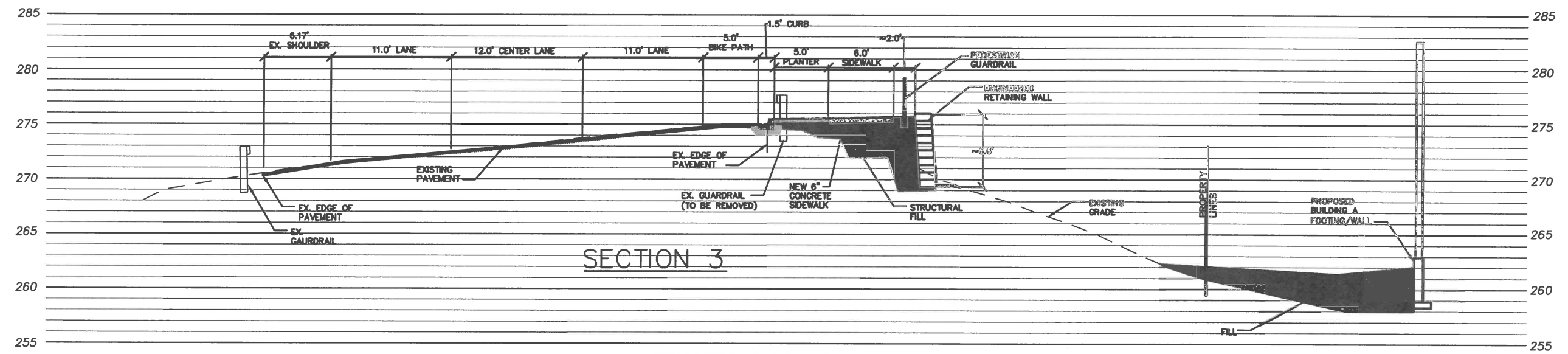
DRAWING DATE:	12/1/20
FRONTAGE IMPROVEMENTS CROSS SECTIONS	

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C10	13



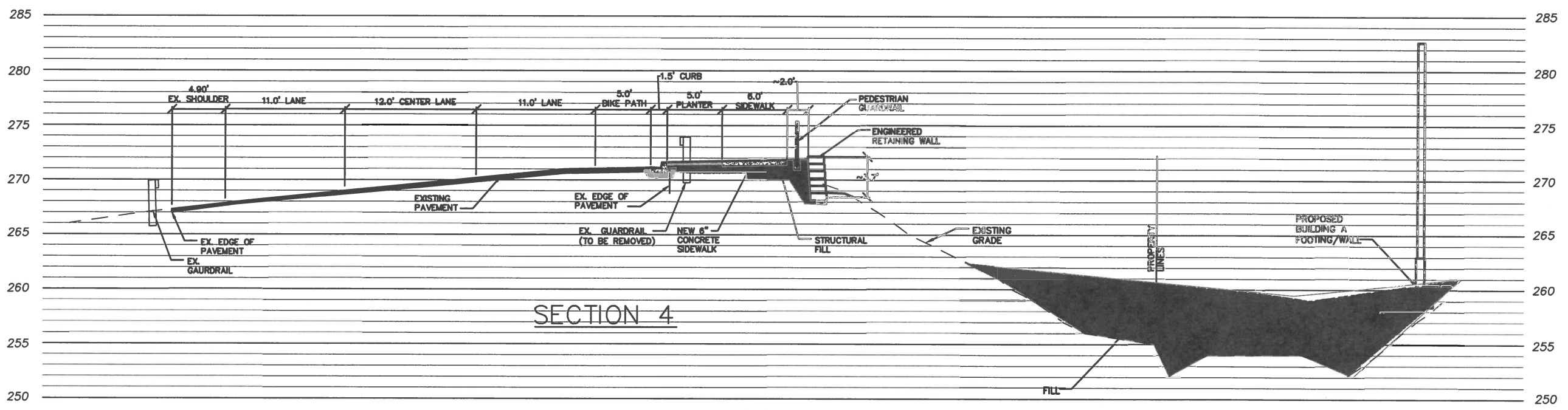
WOLLOCHET INTERCHANGE SELF-STORAGE
 A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
 CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 3 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



SECTION 3

WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 3
 SCALE 1"=5'



SECTION 4

WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 4
 SCALE 1"=5'

FRONTAGE IMPROVEMENTS CROSS SECTIONS
 SCALE: 1"=5'



REVISIONS

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
 MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE:	12/1/20
FRONTAGE IMPROVEMENTS CROSS SECTIONS	

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C10	13



EXHIBIT C
(JOINT DRIVEWAY
AGREEMENT)

Filed for Record at Request of:

Mark E. Holcomb
Bonneville, Viert, Morton
& McGoldrick, P.S.
820 "A" Street, Suite 600
Post Office Box 1533
Tacoma, WA 98401

Reference Number(s) of Related Documents (if applicable):

Grantors: Talmo, Inc., a Washington corporation

Grantee: The Vagn and Shirley Olsen Living Trust; Wayne E. Olsen and Louise C. Olsen

Abbreviated Legal Description: Lot 1 of SP 80-211
Additional Legal on Exhibits A and B hereto. pg 7-8

*Assessor's Tax Parcel Numbers 0221074058, 0221074069, 0221074070, 0221074071,
0221078001 0221078002,, 0221078003, 0221078004, 0221074052, 0221074073.*

AGREEMENT FOR SHARED ACCESS

THIS AGREEMENT is made and entered into this 28 day of April, 1998, by and between TALMO, INC., a Washington corporation (hereinafter referred to as "Talmo"), and THE VAGN AND SHIRLEY OLSEN LIVING TRUST; and WAYNE E. OLSEN AND LOUISE C. OLSEN, husband and wife (hereinafter collectively referred to as "Olsen").

WHEREAS, Talmo is the owner of the real property located at 6712 - 38th Avenue N.W., Gig Harbor, Washington, commonly referred to as Tax Parcels Numbers 0221078001 0221078002, 0221078003, 0221078004, 0221074052, 0221074073 and legally described on Exhibit A attached hereto ("Talmo Property"); and

WHEREAS, Olsen is the owner of the real property located at 6623 Wollochet Drive, N.W., Gig Harbor, Washington, commonly referred to as Tax Parcels Numbers 0221074058, 0221074069, 0221074070, and 0221074071, and legally described on Exhibit B attached hereto ("Olsen Property"); and

WHEREAS, the Talmo Property and Olsen Property adjoin each other and have shared a common access off Wollochet Drive over the years; and

15-
9805010291

WHEREAS, the Talmo Property is intended to be developed as a commercial site and the parties desire to provide for shared access and easement rights as provided herein for the benefit of both properties and in order to ensure the continued orderly use of both properties as commercial sites;

NOW, THEREFORE, in consideration of the mutual covenants and benefits and other good and valuable consideration, the parties, on behalf of themselves, heirs, successors and assigns, agree as follows:

1. Access Easement.

1.1 Talmo Easement. Talmo hereby grants and conveys to Olsen a non-exclusive, perpetual easement for the purpose of vehicular and pedestrian ingress and egress over, along, across and upon the westerly 13 feet of Lot 1 of Pierce County Short Plat No. 80-211, according to map recorded in Book 41 of Short Plats, Page 74, records of Pierce County, Washington. Talmo agrees to construct at its own cost and expense a 12-foot wide, paved roadway with a one-foot wide curb within said easement area.

1.2 Olsen Easement. Olsen hereby grants and conveys to Talmo a non-exclusive, perpetual easement for the purpose of vehicular and pedestrian ingress and egress over, along, across and upon the easterly 13 feet of that portion of Parcel A (Tax Parcel No. 0221074058) of Exhibit B, sharing a common boundary with Lot 1, Pierce County Short Plat No. 80-211, according to map recorded in Book 41 of Short Plats, Page 74, records of Pierce County, Washington. Talmo agrees to construct at its own cost and expense a 12-foot wide, paved roadway with a one-foot wide curb within said easement area.

2. Landscape Easement

2.1 Talmo Easement. Talmo hereby grants and conveys to Olsen a perpetual, non-exclusive landscape easement abutting the exterior of the access easement described in Paragraph 1.1 above, and located on, across, over and upon the easterly 5 feet of the westerly 18 feet of Lot 1 of Short Plat 80-211, together with the right of ingress and egress to install and maintain the vegetation as provided herein. This landscape easement is subject to the rights of Talmo to construct driveways over and across the landscape easement if required by the City of Gig Harbor, or other underlying jurisdiction, as a condition for development of the Talmo property.

2.2 Olsen Easement. Olsen hereby grants and conveys to Talmo a perpetual, non-exclusive landscape easement abutting the exterior of the access easement described in Paragraph 1.2 above, and located on, across, over and upon the westerly 5 feet of the easterly 18 feet of that portion of Parcel A (Tax Parcel No. 0221074058) of Exhibit B sharing a common boundary with Lot 1 of SP 80-211, together with the right of ingress and egress to install and maintain the vegetation as provided herein. This landscape easement is subject to the rights of

9805010291

Olsen to construct driveways over and across the landscape easement if required by the City of Gig Harbor for the future development of the Olsen Property, or as otherwise determined by Olsen in their sole discretion.

3. Cost of Maintenance:

3.1 Roadway. The parties agree that Talmo shall bear the sole cost of maintenance to the road area and surface required due to the use of vehicles on said road, including but not limited to removal of rubbish and debris, patching of small holes and cracks, repairs from settling of earth, and periodic sealing and resurfacing of the road. At such time as the daily traffic from the Olsen property reaches fifty (50%) percent of the total combined vehicular traffic, the maintenance costs and repairs shall be shared among the lots benefited by this agreement prorated on a square footage basis. With regard to any repair necessary as a result of and cause solely by the act of any party hereto or their invitees or guests, or caused by or resulting from construction upon that owner's lot, such repair costs shall be paid solely by said party. No party shall perform any work that would result in any claim or lien against the properties described herein. It is understood that a determination to upgrade the road will require a unanimous agreement among all of the lot owners.

3.2 Landscaping. The parties agree that Talmo shall bear the sole cost of maintenance to the landscape area, including, but not limited to, removal of rubbish and grade, pruning, transplanting of new vegetation, and irrigation of all landscaping. At such time as the Olsens' property is sold or Parcel A of Exhibit B is further developed for a different commercial use, Olsen shall assume all maintenance obligations of the landscape easement on the Olsen property. In performing its maintenance obligation, Talmo shall not perform any work that would result in any claim or lien against the Olsen property. Olsen shall have the right to review and approve all plans and designs for the landscaping easement on their property, which consent shall not be unreasonably withheld.

4. Default on Obligation: A default in the payment of any obligation by any of the parties subject to this agreement which shall result in the other parties making the appropriate payment for the defaulting party, the defaulting party shall be obligated therefor to such paying parties, plus interest at the rate of 12% per annum from the date of such payment until fully paid by the defaulting party. Additionally, the paying parties shall have the right to place a lien against the lot owned by the nonpaying party as security for the payment of such obligation by the nonpaying party. If legal assistance is necessary to recover the sum due from the party in default or to foreclose said lien, the costs of any such action or legal assistance, including attorneys' fees and court costs, shall be chargeable against the party or parties failing to make the payments.

9805010291

5. **Scope:** All rights, privileges, duties and obligations herein shall be deemed a covenant running with the land and shall be binding upon and for the benefit of the parties hereto, their heirs, assigns and successors in interest, licensees, tenants, suppliers, guests and customers.

6. **Work Standards:** All work to be performed on the road shall be done in accordance with all applicable building codes and shall be completed promptly in a careful and workmanlike manner. Talmo agrees to use reasonable efforts to avoid interruption of Olsen's existing business and will provide a schedule of proposed construction of the accessway.

7. **Contingency.** Talmo's rights and obligations hereunder are contingent upon Talmo obtaining the necessary approvals for development of the Talmo Property as a commercial site and commencement of construction..

This Agreement is dated and effective on the date first set forth above.

TALMO, INC.

By

Its

James O. Tallman
Pres.

THE VAGN AND SHIRLEY OLSEN
LIVING TRUST

By

Its Trustee

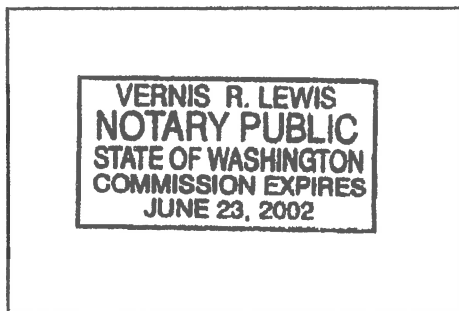
Wayne E. Olsen
WAYNE E. OLSEN

Louise C. Olsen
LOUISE C. OLSEN

STATE OF WASHINGTON)
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that James O. Tallman is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the President of Talmo, Inc., a Washington corporation, to be the free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this 28th day of April, 1998.



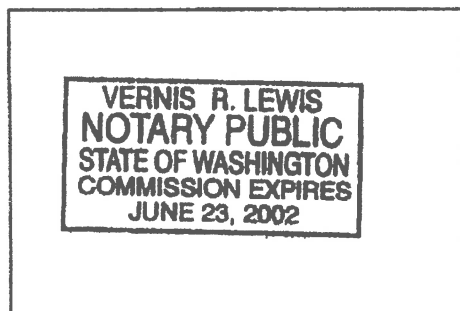
Notary Seal

Vernis R. Lewis
Vernis R. Lewis (Name)
NOTARY PUBLIC in and for the State of
Washington residing at: Gig Harbor
My Commission Expires: 6-23-2002

STATE OF WASHINGTON)
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Vagn Olsen is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Trustee of the of The Vagn and Shirley Olsen Living Trust to be the free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this _____ day of April, 1998.



Notary Seal

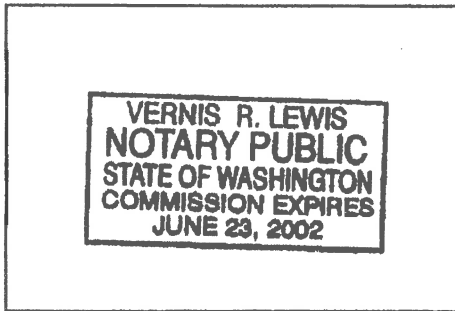
Vernis R. Lewis
Vernis R. Lewis (Name)
NOTARY PUBLIC in and for the State of
Washington residing at: Gig Harbor
My Commission Expires: 6-23-2002

9805010291

STATE OF WASHINGTON)
) .ss
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Wayne E. Olsen and Louise C. Olsen are the persons who appeared before me, and said persons acknowledged that they signed this instrument and acknowledged it to be their free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this 28th day of April, 1998.



Notary Seal

Vernis R. Lewis
Vernis R. Lewis (Name)
NOTARY PUBLIC in and for the State of
Washington residing at: Gig Harbor
My Commission Expires: 6-23-2002

9805010291

EXHIBIT A

Talmo Property

PARCEL A:

THE NORTH 100 FEET OF THAT PORTION OF LOT 13 IN THE BIG HARBOR ABANDONED MILITARY RESERVATION IN SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, IN PIERCE COUNTY, WASHINGTON, LYING EASTERLY OF THE OLD WOLLOCKET-BIG HARBOR ROAD AND WESTERLY OF BURTON NORTHERN COUNTY ROAD (38TH AVENUE N.W.).

EXCEPT THE WEST 122 FEET THEREOF;

ALSO EXCEPT A PORTION CONVEYED TO THE STATE OF WASHINGTON FOR STATE HIGHWAY NO. 14 IN DEED RECORDED UNDER RECORDING NUMBER 1809901.

ALSO EXCEPT THAT PORTION APPROPRIATED BY THE STATE OF WASHINGTON FOR S.N. 14 BY DECREE OF APPROPRIATION ENTERED FEBRUARY 1, 1972 IN PIERCE COUNTY SUPERIOR COURT CAUSE NUMBER 203303.

PARCEL B:

LOTS 1-4, INCLUSIVE, PIERCE COUNTY SHORT PLAT NUMBER 80-211, ACCORDING TO MAP RECORDED IN BOOK 41 OF SHORT PLATS, PAGE 74, RECORDS OF PIERCE COUNTY, WASHINGTON.

TOGETHER WITH PRIVATE ROAD EASEMENT AS DELINEATED ON SAID SHORT PLAT.

EXCEPT THAT PORTION OF SAID EASEMENT LYING WITHIN SAID PREMISES.

9805010291

EXHIBIT B

Olsen Property

Parcel A

West 122 feet of Lot 13 of Military Reserve lying South of State Highway Access for Highway 16, Pierce County, Washington.

Parcel B

Commencing at the Southeast corner of Section 7, Township 21 North, Range 2 East, W.M.; thence North 02°12'31" East along the centerline of 38th Avenue N.W. 662.36 feet; thence South 88°15'31" West 463.45 feet to the true point of beginning for this description; thence continuing South 88°15'25" West 109.00 feet; thence North 02°18'13" East 200.00 feet; thence North 88°15'25" East 109.99 feet; thence South 02°18'13" West 200.00 feet to the true point of beginning, Pierce County, Washington.



EXHIBIT D

July 16, 2020

Mr. Thair Jorgenson, P.E.
6622 Wollochet Drive NW,
Gig Harbor, WA 98335

Re: Wollochet Interchange Self-Storage Facility
Public Works Variance Requests #2 & #3

Mr. Thair Jorgensen, P.E.

I understand that you are requesting four (4) variances from the 2017 City of Gig Harbor Public Works Standards relating to the subject project. You have asked me to provide my comments, from a traffic engineering perspective, for two of the variance requests. These include, Variance Request #2 – (Allowing Access to Wollochet Drive) and Variance Request #3 – (allowing variance from driveway spacing guidelines).

The following provides my comments opinions supporting both variances for City consideration:

ACCESS ON WOLLOCHET DRIVE (VARIANCE #2)

I understand you are seeking a variance from the City's Public Works Standard that generally states:

"Access to a public roadway shall be limited to one commercial driveway connected to the lowest classified roadway for each tract of property separately owned."...

With Wollochet Drive being classified as a principle arterial and 38th Street classified as a local road, this standard would suggest the self-storage access be located on 38th Street. With 38th Street being a somewhat remote, dead-end road, I understand the interest and business need for the project to provide commercial access along Wollochet Drive.

The self-storage project has some unique circumstances that support a Wollochet Drive access from a traffic engineering perspective. These are summarized as follows:

Combining Accesses

The project proposes to combine accesses with the adjacent landscape company (Gig Harbor Waterfalls, Inc.). Currently both properties obtain their access along a wide uncontrolled access of the gravel shoulder of Wollochet Drive. Combining access to both properties in one

commercial driveway, meeting Gig Harbor standard will provide an improvement along that portion of Wollochet Drive.

Both projects are low generators of traffic and consolidating the entrances makes sense and creates a safer access environment as it prevents driver indecision as to which entrance to choose. The TIA analyzed the combination access and the LOS was LOS C for the exiting traffic. The new two-way left turn lane that is proposed across the entrance along Wollochet Drive creates a lane of sanctuary for left turn cars as well that is not available currently for the undeveloped project site and the existing landscape business traffic.

Requiring access on 38th Street for the self-storage facility would not be favorable from a customer standpoint which could translate to potential traffic safety concerns due to customer confusion of access location while traveling on Wollochet Drive. Restricting the project access to 38th Street, a minor dead-end road is not desirable and practical as the adjoining landscaping business would still have its uncontrolled access along the same section of Wollochet Drive.

Low Trip Generation Volumes

The low trip volumes associated with the proposed self-storage warehouse added to the existing landscape business traffic is nominal with an estimated one trip inbound every 4 to 5 minutes and one trip outbound every 4 to 5 minutes during the 4 PM to 6 PM commuter peak time. This added modest amount of traffic would have very little influence on area traffic and the use and access for both properties along Wollochet Drive.

DRIVEWAY SEPARATION (VARIANCE #2)

The separation of the proposed driveway to the driveway west of the site serving the Shell service station is 154 feet from centerline to centerline. This driveway is primarily the secondary driveway to the site and is used mostly by exiting traffic traveling easterly. The main driveway to the Shell service station site is further east and would be 385 feet centerline to centerline from the proposed Wollochet Storage driveway.

In my opinion this driveway spacing of 154 feet is more than adequate from a separation standpoint given the secondary nature of the Shell service station driveway, the low volumes associated with the common entrance for both the landscape company and the subject Wollochet Storage project as well as traffic conditions along Wollochet Drive.

Shifting the driveway further to the north is not practical due to the site and topographical conditions with the overcrossing ramp abutting the project site.

As determined in the traffic impact analysis (TIA) for the self-storage project, the combined driveway in and out volumes including that of the existing adjacent landscape business traffic is

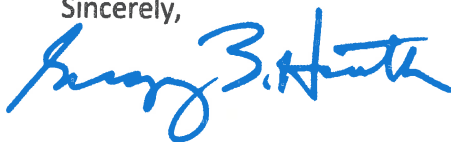
25 trips. The new access drive, as proposed for the project and in the TIA would also have a two-way left turn lane available to it.

Addition of Two-Way Left Turn Lane

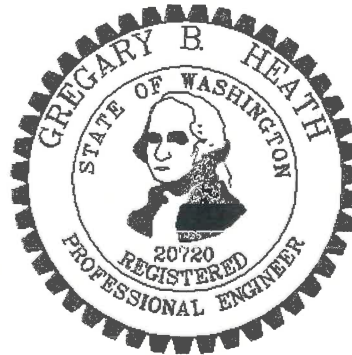
The addition of the two-way left turn lane, as mentioned, will complete the left turn lane in the area by connecting the channelization surrounding the Wagner Way/Wollochet intersection with the channelization associated with the SR-16 ramp/Wollochet intersection. This extended left turn lane will be available not only for drivers accessing the Wollochet Interchange Self-storage project access but will also provide extended length for drivers using both the above intersections as well. The current hourglass configuration which causes confusion for existing drivers will be eliminated by providing positive guidance between left turn traffic and through traffic for the entire length between both intersections.

In my opinion and for the reasons noted above I would support both of your variance applications.

Sincerely,



Gregory B. Heath, P.E.





PUBLIC WORKS DEPARTMENT

Findings, Conclusions and Decision Public Works Variance EN-20-0087

Site: Wollochet Interchange Self-Storage Facility
Address: 6627 Wollochet Dr, Gig Harbor, WA 98335
Parcel Number: 0221078007
Land Use Application #PL-SPR-20-0001

Applicant: Thair Jorgenson, PE
Principal Engineer, Rush Design, Inc.
6622 Wollochet Drive
Gig Harbor, WA 98335

Re: **(EN-20-0087)** Wollochet Access Spacing Public Works Variance Request

Dear Mr. Jorgenson:

The City of Gig Harbor Public Works Department has reviewed the submitted materials for the Wollochet Interchange Self-Storage Facility and has concluded the following:

I. Findings.

A. **Facts.** The Wollochet Self-Storage proposes 101,570 square feet of self-storage facility located at 6627 Wollochet Drive. The site is situated on the southeast side of Wollochet Drive, south of the SR-16 Eastbound off-ramp, and proposes 674 rentable units in 5 new buildings. Pursuant to the City's Public Works Standards, the project is required to construct site access point spaced adequately from other properties' accesses. The applicant is proposing a shared driveway benefitting the project and neighboring property to the south designed with support of a traffic engineer. The City received a submittal from Thair Jorgenson, Rush Design, Inc., requesting a variance in accordance with Section 1.035 "Variances" of the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.025(b) for Access Spacing.

The Applicant's submittal included the variance application, payment in the amount of \$2,000.00, a letter addressing the variance criterion, and Exhibits A, B, C, and D. The exhibits are as follows:

- Exhibit A: Existing Site Area showing aerial overview with improvement markups
- Exhibit B: Proposed Frontage Improvement Plans (pg. 1-3)
- Exhibit C: Joint Driveway Agreement
- Exhibit D: Letter from Heath and Associates with Transportation data support

B. Application of Facts to Criteria for Approval. The City Engineer may grant variances from the Standards if the Applicant presents substantial evidence to demonstrate that all of the criteria in Section 1.035(C) of the Standards are satisfied. Following is the City Engineer's analysis of the facts to the criteria for approval based on information supplied by the applicant:

1. *"Strict compliance with the Public Works Standards is undesirable or impractical because of impracticality or undesirable conditions".*

The Applicant states:

Strict compliance with the spacing requirements is not possible along the Wollochet frontage of the Project property. The location proposed for the shared driveway access is generally at the bottom of the ramp for the Wollochet/Pioneer Way/SR-16 overcrossing ramp. As such, the access driveway has been pushed as far north as possible considering the overcrossing ramp and unique characteristics and physical/slope considerations of that ramp along the Project Frontage. The the propose access driveway location is approximately 490 feet from the intersection and light at the top of the overcrossing ramp.

If a separate driveway for the Project were to be constructed rather than improving a shared access driveway with the neighboring landscaping business as proposed, the minimum access separation would then be measured from the landscape contractor's existing access immediately adjacent to the Project's southern property line. This would provide even a less separation to the Shell station's secondary driveway (approximately 220' +/-). Thus, the location proposed for the shared access driveway provides the greatest separation practical from the Shell station's secondary driveway given the circumstances of this section of Wollochet Drive.

The proposed shared driveway location does provide greater than 350 feet separation from the Shell station's primary driveway and the intersection at the top for the Wollochet Drive overcrossing ramp. However, mathematically, there is no location along the Project's approximately 350 feet of frontage on Wollochet Drive where an access could simultaneously achieve the guidelines minimum spacing of 275 ft from a proposed shared driveway and the Shell station's secondary driveway.

Further, any alternative access developed for the Project would maintain the exiting adjacent access conditions (Gig Harbor Waterfalls, Inc.) affording less separation between the service station and that currently uncontrolled access.

The City Engineer concurs with the applicant's analysis and concludes that strict compliance is impractical due to the reasons stated by the applicant.

2. *"The proposed variations are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the Public".*

The Applicant states:

Consistent with Section 2B.025.B which addresses the not uncommon condition where spacing requirements cannot be met, the shared access has been designed with the

support of the Project Traffic Engineer applying the objectives of the access spacing standards and intent of the Public Works Standards in order to verify safety and functional equivalency. In supporting this variance request, the Traffic Engineer notes the off-peak, low traffic trip generation from both the proposed self-storage facility and the existing landscaping contractor as mitigating factors among others.

This proposal benefits the City and traffic conditions by consolidating accesses of the existing adjacent landscaping business and proposed self-storage facility into a shared concrete commercial driveway designed to meet current Public Work Standards. Minimizing the number of access points is consistent with Public Works Standards including 2B.072.C.2. In consolidating the accesses, greater separation between the existing accesses on this stretch of Wollochet is achieved and a center turn lane to be provided by the Project as a frontage improvement will provide for better functioning of entering and exiting traffic.

The City Engineer concurs with the applicant's assessment that the proposed variations are functionally equivalent to and consistent with the intent of the standards and provide compensating benefits to the City and the public as stated by the applicant.

3. *"The proposed variation(s) are based on sound engineering judgment".*

The Applicant states:

The variance request is based upon engineering judgement that considers a number of mitigating factors which can be summarized as follows:

- The driveway separation variance requested is from the northeastern secondary driveway for the Shell service station which is predominately used as a right-out for customers. There is no southbound center left-turn lane along Wollochet Drive for entrance into this secondary driveway nor is the driveway itself configured for a left-turn out onto Wollochet Drive. The primary access driveway for the Shell service station, with a separation of approximately 384 ft from the proposed project driveway, does have a southbound center left-turn lane along Wollochet Drive for entrance into this service station and also has a dedicated left-hand turn lane out of the facility.
- It is our understanding that the City's signalization and improvement project for the Wollochet Drive/Wagner Way intersection is to be constructed in 2021. Signalizing this intersection will allow for additional breaks in traffic on Wollochet Drive toward the interchange SR-16 interchange benefiting the proposed project driveway location. In addition, the primary driveway for the Shell service station will be one of the legs of that signalized intersection. This will greatly benefit the primary driveway by providing ingress and egress with the traffic lights, further encouraging the use of the primary driveway for the service station versus the smaller secondary driveway.
- Other than the service station driveways and the proposed shared access, there would be no other driveways between Wagner Way and the SR-16 interchange and no undeveloped property fronting this stretch of Wollochet Drive which would add an access.
- The proposed shared access with the adjoining landscaping contracting business

creates one improved driveway access for both the proposed self-storage site and the existing landscaping business consistent with the prioritized intent of limiting the number of accesses to public roads.

- Project frontage improvements, particularly the extended center turn lane, and bringing the active uncontrolled accesses up to current commercial driveway standards will improve the current conditions and actually increase the separation from the service station driveway compared to what exists today.
- The self-storage business, by its use and nature, has a very low traffic generation, both during the daytime and peak hours which minimizes traffic impacts of accessing from and onto Wollochot Drive. The landscaping business also has a very low peak-hour traffic generation.
- The shared access has been designed with the support of the Project Traffic Engineer as required by 2B.025.B.

The City Engineer concurs with the applicant's statements and concludes that the proposed variation from the Public Works Standards is based on sound engineering judgment.

4. *"The proposed variations have not been made necessary by actions of the Applicant or Property Owner".*

The Applicant states:

The owner / applicant acquired the property in its current condition and configuration and have taken no actions prior to proposing the Project which would impact the circumstances of this variance.

The City Engineer's analysis concludes that the variance was not made necessary by the actions of the applicant.

5. *"Safety, function, appearance, and economical maintenance requirements are met with the proposed variation".*

The Applicant states:

The proposed access was designed with the support of the Project Traffic Engineer attesting to its safety and function. The letter of support submitted with this request notes the very low traffic generation from the self-storage facility and the consolidation and creation of a controlled shared driveway onto Wollochot Drive with the adjacent landscaping business along with frontage improvements as adequate to address functional requirements.

The general appearance and maintenance associated with the proposed commercial driveway would be typical of commercial driveways throughout the city and represent an improvement over the existing access conditions.

The City Engineer concurs with the applicant's statements and analysis and concludes that the proposed variance meets safety, function, appearance and economical maintenance requirements.

II. Decision.

For the Wollochet Interchange Self-Storage Facility proposed development, the Applicant has requested a variance from the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.025(b) for Access Spacing. The Gig Harbor City Engineer concludes that the variance satisfies all the Criteria for Approval and therefore approves the variance request. It shall further be noted that approval of this Public Works Variance request DOES NOT constitute approval of the underlying Land Use permit application and all other specific requirements applicable to the underlying Land Use permit must be satisfied. Furthermore, any modifications to the proposed development may nullify or require re-consideration of this approval, at the sole discretion of the City Engineer.

III. Appeal.

This decision shall be considered the Notice of Decision on the variance and any appeal shall be filed and processed as described in Title 19 GHMC for a Type II application, as provided in Section 1.035E of the City's Public Works Standards. An appeal may be filed with the City of Gig Harbor Engineering Department within fourteen (14) working days of issuance of this decision (GHMC 19.06.004). All other procedures for an appeal of a Type II application shall be followed in the appeal process (GHMC 19.06.005).



Trent A. Ward, P.E.
City Engineer

3/24/21

Date

December 2, 2020

Mr. Trent Ward, City Engineer
Public Works Department
City of Gig Harbor
3510 Grandview Avenue
Gig Harbor, WA 98335

RE: Variance Request #3 – Wollochet Drive Access Driveway Separation
Wollochet Interchange - Self-storage Facility ("Project")
Application # PL-SPR-20-0001

Dear Trent,

As provided under Public Works Standards (2018) ("**Standards**"), Section 1.035, and on behalf of Project owners, Wollochet Interchange, LLC, (Applicant), I am hereby requesting a Public Works Variance from the access (driveway) spacing guidelines as incorporated in the Public Works Standards ("**Standards**").

Specifically, we are requesting a variance from Public Works Standards - Section 2B.025.B (Access Spacing) which in the applicable parts states:

The following guidelines shall be used for spacing between access points.

[For Principal Arterials: Minimum Spacing = 275 ft; Desirable Spacing = 350 ft*]*

**Desirable spacing will be required except in older developments where insufficient frontage exists.*

If the spacing requirements and the connectivity requirements as outlined in this section cannot be achieved, the access shall be designed by a traffic engineer using the objectives herein.

The Project has proposed to improve its single access on Wollochet Drive as a shared driveway benefiting both the Project and the existing landscaping contracting business located on the neighboring property to the south. Currently, access to both the subject undeveloped property and the neighboring landscaping company (Gig Harbor Landscaping, Inc.) is from a large, uncontrolled gravel area abutting Wollochet Drive as shown on Exhibit A. A recorded reciprocal easement along the common property boundary allows for the construction of the shared commercial driveway in the location proposed by the Project (Exhibit C).

The proposed commercial driveway access location is approximately 384 ft from the primary driveway for the Shell service station aligned with the Wagner Way intersection. This exceeds the guideline driveways separation of 350 feet. However, the service station also maintains a secondary access which is about 154 feet from the proposed access thus requiring a variance

to the minimum spacing guidelines in the Public Works Standards. There is no alternative location along the Wollochet Drive frontage where an independent driveway for the Project could be located to achieve the spacing guidelines from existing driveways.

The requested variance is to allow the proposed shared driveway to serve the Project as designed with the support of a traffic engineer as required by 2B.025.B

For your convenience of reference in considering the circumstances of this variance request, the following attachments are provided:

- The existing site area conditions are shown in the attached Exhibit A.
- The proposed site plan layout for the Wollochet Interchange - Self-storage Facility project is attached as Exhibit B.
- The shared access agreement and reciprocal easement with the adjacent property to the south recorded under AFN 9805010291 is attached at Exhibit C.
- A letter from the Traffic Engineer for the Project supporting the proposed access is attached at Exhibit D.

This request meets each of the five criteria for approval of a variance as described below:

1. *Strict compliance with the public works standards is undesirable or impractical because of impracticality or undesirable conditions;*

Strict compliance with the spacing requirements is not possible along the Wollochet frontage of the Project property. The location proposed for the shared driveway access is generally at the bottom of the ramp for the Wollochet/Pioneer Way/SR-16 overcrossing ramp. As such, the access driveway has been pushed as far north as possible considering the overcrossing ramp and unique characteristics and physical/slope considerations of that ramp along the Project Frontage. The proposed access driveway location is approximately 490 feet from the intersection and light at the top of the overcrossing ramp.

If a separate driveway for the Project were to be constructed rather than improving a shared access driveway with the neighboring landscaping business as proposed, the minimum access separation would then be measured from the landscape contractor's existing access immediately adjacent to the Project's southern property line. This would provide even a less separation to the Shell station's secondary driveway (approximately 220' +/-). Thus, the location proposed for the shared access driveway provides the greatest separation practical from the Shell station's secondary driveway given the circumstances of this section of Wollochet Drive.

The proposed shared driveway location does provide greater than 350 feet separation from the Shell station's primary driveway and the intersection at the top for the Wollochet Drive overcrossing ramp. However, mathematically, there is no location along the Project's approximately 350 feet of frontage on Wollochet Drive where an access could simultaneously

achieve the guidelines minimum spacing of 275 ft from a proposed shared driveway and the Shell station's secondary driveway.

Further, any alternative access developed for the Project would maintain the exiting adjacent access conditions (Gig Harbor Waterfalls, Inc.) affording less separation between the service station and that currently uncontrolled access.

2. *The proposed variation(s) are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the public;*

Consistent with Section 2B.025.B which addresses the not uncommon condition where spacing requirements cannot be met, the shared access has been designed with the support of the Project Traffic Engineer applying the objectives of the access spacing standards and intent of the Public Works Standards in order to verify safety and functional equivalency. In supporting this variance request, the Traffic Engineer notes the off-peak, low traffic trip generation from both the proposed self-storage facility and the existing landscaping contractor as mitigating factors among others.

This proposal benefits the City and traffic conditions by consolidating accesses of the existing adjacent landscaping business and proposed self-storage facility into a shared concrete commercial driveway designed to meet current Public Work Standards. Minimizing the number of access points is consistent with Public Works Standards including 2B.072.C.2. In consolidating the accesses, greater separation between the existing accesses on this stretch of Wollochet is achieved and a center turn lane to be provided by the Project as a frontage improvement will provide for better functioning of entering and exiting traffic.

3. *The proposed variation(s) are based on sound engineering judgment;*

The variance request is based upon engineering judgement that considers a number of mitigating factors which can be summarized as follows:

- The driveway separation variance requested is from the northeastern secondary driveway for the Shell service station which is predominately used as a right-out for customers. There is no southbound center left-turn lane along Wollochet Drive for entrance into this secondary driveway nor is the driveway itself configured for a left-turn out onto Wollochet Drive. The primary access driveway for the Shell service station, with a separation of approximately 384 ft from the proposed project driveway, does have a southbound center left-turn lane along Wollochet Drive for entrance into this service station and also has a dedicated left-hand turn lane out of the facility.
- It is our understanding that the City's signalization and improvement project for the Wollochet Drive/Wagner Way intersection is to be constructed in 2021. Signalizing this intersection will allow for additional breaks in traffic on Wollochet Drive toward the interchange SR-16 interchange benefiting the proposed project driveway location. In addition, the primary driveway for the Shell service station will be one of the legs of that signalized intersection. This will greatly benefit the primary driveway by providing ingress

and egress with the traffic lights, further encouraging the use of the primary driveway for the service station versus the smaller secondary driveway.

- Other than the service station driveways and the proposed shared access, there would be no other driveways between Wagner Way and the SR-16 interchange and no undeveloped property fronting this stretch of Wollochet Drive which would add an access.
- The proposed shared access with the adjoining landscaping contracting business creates one improved driveway access for both the proposed self-storage site and the existing landscaping business consistent with the prioritized intent of limiting the number of accesses to public roads.
- Project frontage improvements, particularly the extended center turn lane, and bringing the active uncontrolled accesses up to current commercial driveway standards will improve the current conditions and actually increase the separation from the service station driveway compared to what exists today.
- The self-storage business, by its use and nature, has a very low traffic generation, both during the daytime and peak hours which minimizes traffic impacts of accessing from and onto Wollochet Drive. The landscaping business also has a very low peak-hour traffic generation.
- The shared access has been designed with the support of the Project Traffic Engineer as required by 2B.025.B.

4. *The proposed variations have not been made necessary by actions of the applicant or property owner; and*

The owner / applicant acquired the property in its current condition and configuration and have taken no actions prior to proposing the Project which would impact the circumstances of this variance.

5. *Safety, function, appearance and, economical maintenance requirements are met with the proposed variation(s).*

The proposed access was designed with the support of the Project Traffic Engineer attesting to its safety and function. The letter of support submitted with this request notes the very low traffic generation from the self-storage facility and the consolidation and creation of a controlled shared driveway onto Wollochet Drive with the adjacent landscaping business along with frontage improvements as adequate to address functional requirements.

The general appearance and maintenance associated with the proposed commercial driveway would be typical of commercial driveways throughout the city and represent an improvement over the existing access conditions.

If you have any question or need additional information for consideration of this variance, please contact me at 253-514-0264

Sincerely,



Thair Jorgenson, P.E., Principal Engineer
Rush Design, Inc.

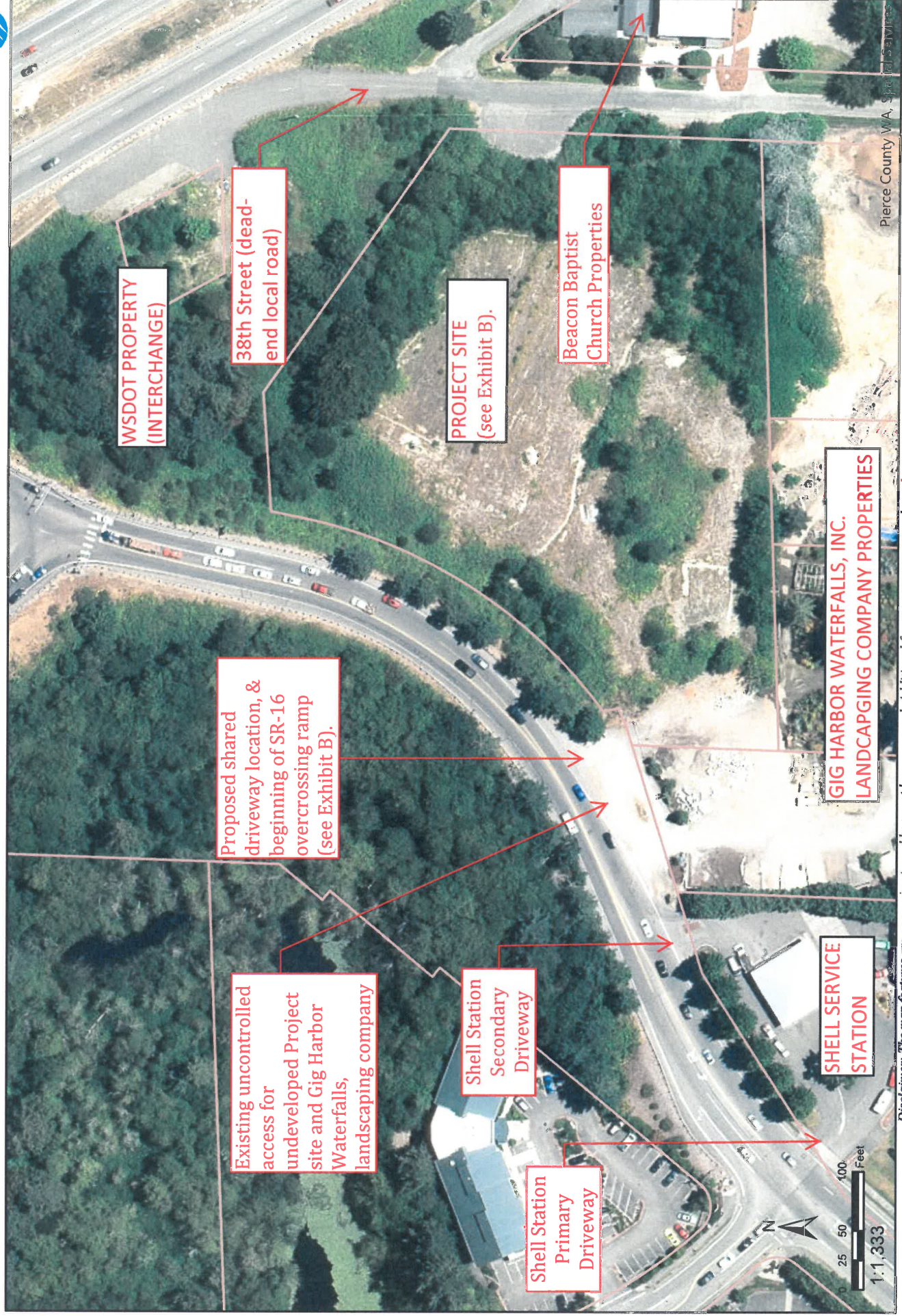
Attachments

Cc. Steve Yester, RDC
Chris DeWald, RDC
Stephen Bourne, Project Architect



EXHIBIT A
(EXISTING SITE AREA)

PublicGIS



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

Date: 6/11/2020 04:51 PM

LEGEND FOR DRAWING

- EXISTING CONTOURS
INDEX
INTERVAL
FINAL CONTOURS
INDEX
INTERVAL
EXISTING WATER LINES
EXISTING SANITARY SEWER
EXISTING STORM DRAIN LINE
EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
EX. TYPE 1 - W/GRATE
EX. SANITARY SEWER MANHOLE
NEW SIDE SEWER
NEW STORM DRAINAGE LINES
EX. LIGHT STANDARD
CATCH BASINS
TYPE 1 CB - W/GRATE
TYPE 1 CB - W/SOLID LOCKING LID
TYPE 2 CB - W/GRATE
BIOPOD TREATMENT VAULT
NEW WATER SERVICE/MAIN
GATE VALVE
FDC
P.V.
HYDRANT ASSEMBLY
NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)

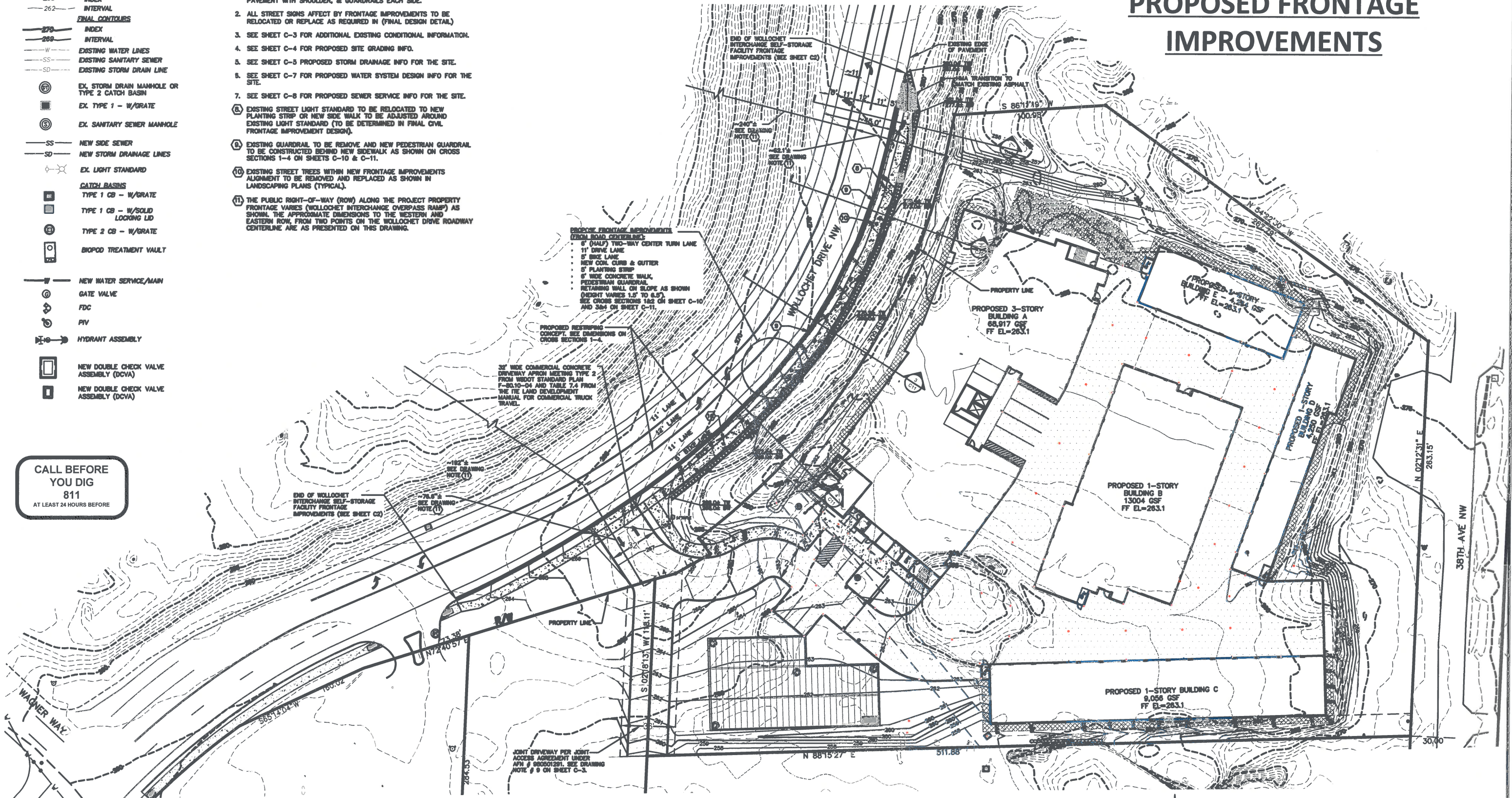
CALL BEFORE
YOU DIG
811
AT LEAST 24 HOURS BEFORE

DRAWING NOTES:

1. WOLLOCHET DRIVE INTERCHANGE RAMP. CURRENTLY ASPHALT PAVEMENT WITH SHOULDER, & GUARDRAILS EACH SIDE.
2. ALL STREET SIGNS AFFECT BY FRONTAGE IMPROVEMENTS TO BE RELOCATED OR REPLACE AS REQUIRED IN (FINAL DESIGN DETAIL.)
3. SEE SHEET C-3 FOR ADDITIONAL EXISTING CONDITIONAL INFORMATION.
4. SEE SHEET C-4 FOR PROPOSED SITE GRADING INFO.
5. SEE SHEET C-5 PROPOSED STORM DRAINAGE INFO FOR THE SITE.
6. SEE SHEET C-7 FOR PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
7. SEE SHEET C-8 FOR PROPOSED SEWER SERVICE INFO FOR THE SITE.
8. EXISTING STREET LIGHT STANDARD TO BE RELOCATED TO NEW PLANTING STRIP OR NEW SIDE WALK TO BE ADJUSTED AROUND EXISTING LIGHT STANDARD (TO BE DETERMINED IN FINAL CIVIL FRONTAGE IMPROVEMENT DESIGN).
9. EXISTING GUARDRAIL TO BE REMOVE AND NEW PEDESTRIAN GUARDRAIL TO BE CONSTRUCTED BEHIND NEW SIDEWALK AS SHOWN ON CROSS SECTIONS 1-4 ON SHEETS C-10 & C-11.
10. EXISTING STREET TREES WITHIN NEW FRONTAGE IMPROVEMENTS ALIGNMENT TO BE REMOVED AND REPLACED AS SHOWN IN LANDSCAPING PLANS (TYPICAL).
11. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

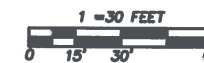
WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 1 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



PROPOSED FRONTAGE IMPROVEMENTS PLAN

SCALE: 1"=30'



REVISIONS

JES

Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY: TAJ
DRAWN BY: TAJ
CHECKED BY: TAJ
APPROVED BY: TAJ
SCALE: AS NOTED
OTHER:

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

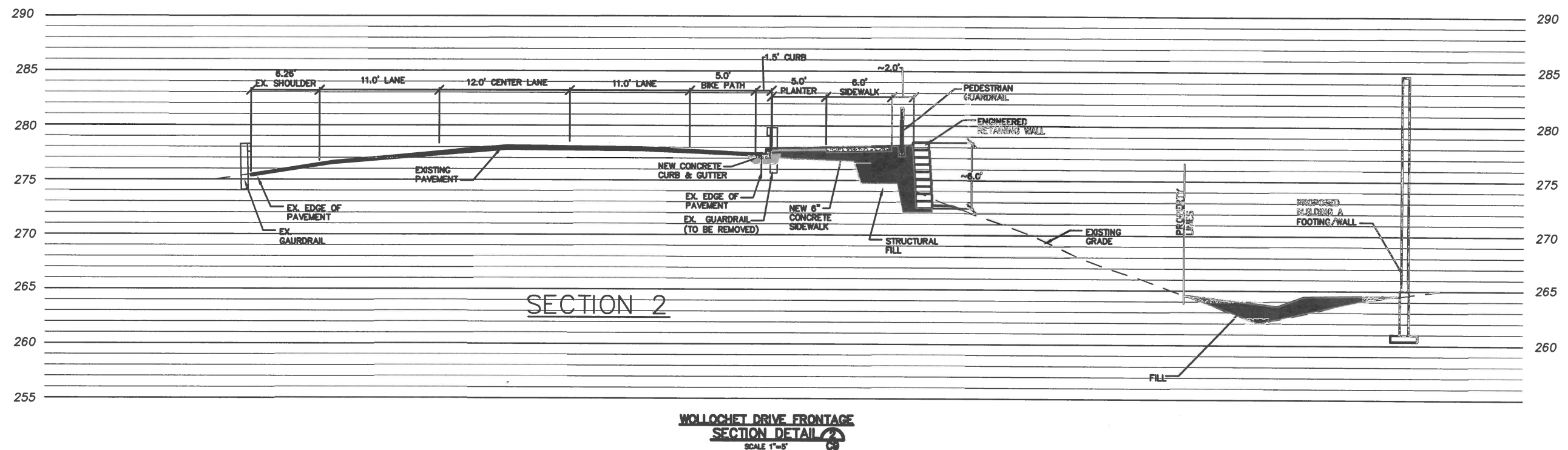
DRAWING DATE: 12/1/20

PROPOSED FRONTAGE
IMPROVEMENTS PLAN

PERMIT NO.
PL-SPR-20-0001
DRAWING NO.
JES-19-02
SHEET OF
C9 13



EXHIBIT B (SHEET 2 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



1 = 5 FEET

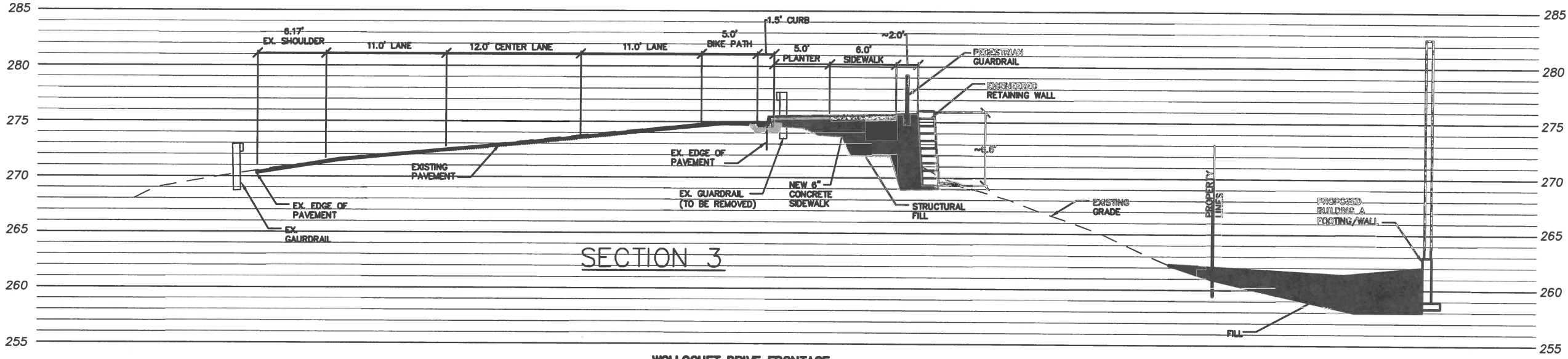


0 5' 10'

REVISIONS	JES Jorgenson Engineering Services, LLC Civil/Development Engineering Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 12/1/20	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		FRONTAGE IMPROVEMENTS CROSS SECTIONS	DRAWING NO. JES-19-02	
		CHECKED BY: TAJ			SHEET OF C10 13	
		APPROVED BY: TAJ				
		SCALE: AS NOTED				
OTHER:						

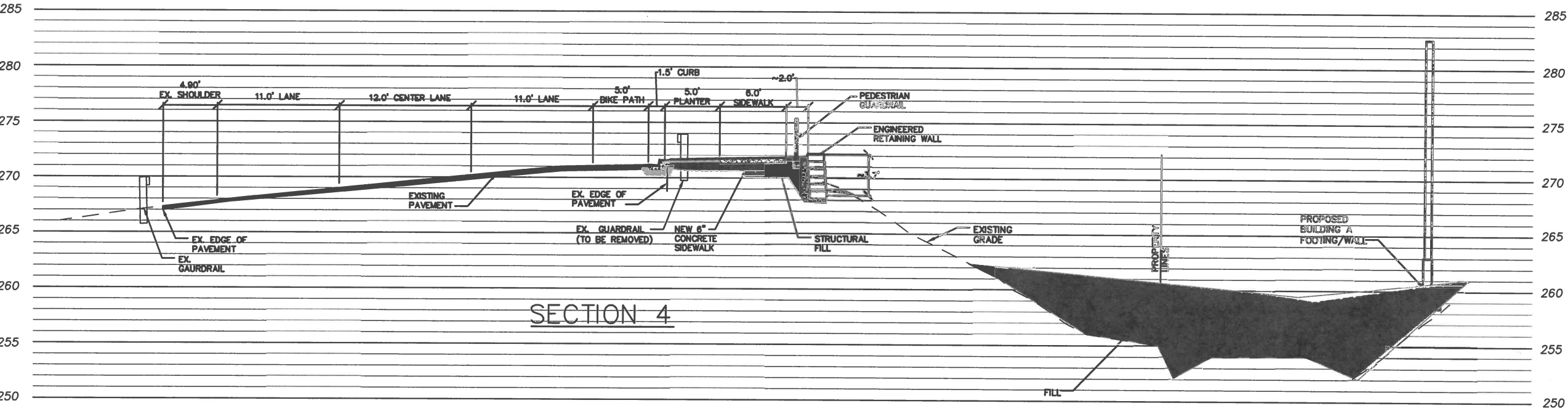
WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 3 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



SECTION 3

WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 3
SCALE 1"=5'



SECTION 4

WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 4
SCALE 1"=5'

FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



REVISIONS

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 12/1/20

FRONTAGE
IMPROVEMENTS CROSS
SECTIONS

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET OF	C10 13



EXHIBIT C
(JOINT DRIVEWAY
AGREEMENT)

Filed for Record at Request of:

Mark E. Holcomb
Bonneville, Viert, Morton
& McGoldrick, P.S.
820 "A" Street, Suite 600
Post Office Box 1533
Tacoma, WA 98401

Reference Number(s) of Related Documents (if applicable):

Grantors: Talmo, Inc., a Washington corporation

Grantee: The Vagn and Shirley Olsen Living Trust; Wayne E. Olsen and Louise C. Olsen

Abbreviated Legal Description: Lot 1 of SP 80-211
Additional Legal on Exhibits A and B hereto. pg 7-8

Assessor's Tax Parcel Numbers 0221074058, 0221074069, 0221074070, 0221074071,
0221078001 0221078002,, 0221078003, 0221078004, 0221074052, 0221074073.

AGREEMENT FOR SHARED ACCESS

THIS AGREEMENT is made and entered into this 28 day of April, 1998, by and between TALMO, INC., a Washington corporation (hereinafter referred to as "Talmo"), and THE VAGN AND SHIRLEY OLSEN LIVING TRUST; and WAYNE E. OLSEN AND LOUISE C. OLSEN, husband and wife (hereinafter collectively referred to as "Olsen").

WHEREAS, Talmo is the owner of the real property located at 6712 - 38th Avenue N.W., Gig Harbor, Washington, commonly referred to as Tax Parcels Numbers 0221078001 0221078002, 0221078003, 0221078004, 0221074052, 0221074073 and legally described on Exhibit A attached hereto ("Talmo Property"); and

WHEREAS, Olsen is the owner of the real property located at 6623 Wollochet Drive, N.W., Gig Harbor, Washington, commonly referred to as Tax Parcels Numbers 0221074058, 0221074069, 0221074070, and 0221074071, and legally described on Exhibit B attached hereto ("Olsen Property"); and

WHEREAS, the Talmo Property and Olsen Property adjoin each other and have shared a common access off Wollochet Drive over the years; and

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WHEREAS, the Talmo Property is intended to be developed as a commercial site and the parties desire to provide for shared access and easement rights as provided herein for the benefit of both properties and in order to ensure the continued orderly use of both properties as commercial sites;

NOW, THEREFORE, in consideration of the mutual covenants and benefits and other good and valuable consideration, the parties, on behalf of themselves, heirs, successors and assigns, agree as follows:

1. **Access Easement.**

1.1 **Talmo Easement.** Talmo hereby grants and conveys to Olsen a non-exclusive, perpetual easement for the purpose of vehicular and pedestrian ingress and egress over, along, across and upon the westerly 13 feet of Lot 1 of Pierce County Short Plat No. 80-211, according to map recorded in Book 41 of Short Plats, Page 74, records of Pierce County, Washington. Talmo agrees to construct at its own cost and expense a 12-foot wide, paved roadway with a one-foot wide curb within said easement area.

1.2 **Olsen Easement.** Olsen hereby grants and conveys to Talmo a non-exclusive, perpetual easement for the purpose of vehicular and pedestrian ingress and egress over, along, across and upon the easterly 13 feet of that portion of Parcel A (Tax Parcel No. 0221074058) of Exhibit B, sharing a common boundary with Lot 1, Pierce County Short Plat No. 80-211, according to map recorded in Book 41 of Short Plats, Page 74, records of Pierce County, Washington. Talmo agrees to construct at its own cost and expense a 12-foot wide, paved roadway with a one-foot wide curb within said easement area.

2. **Landscape Easement**

2.1 **Talmo Easement.** Talmo hereby grants and conveys to Olsen a perpetual, non-exclusive landscape easement abutting the exterior of the access easement described in Paragraph 1.1 above, and located on, across, over and upon the easterly 5 feet of the westerly 18 feet of Lot 1 of Short Plat 80-211, together with the right of ingress and egress to install and maintain the vegetation as provided herein. This landscape easement is subject to the rights of Talmo to construct driveways over and across the landscape easement if required by the City of Gig Harbor, or other underlying jurisdiction, as a condition for development of the Talmo property.

2.2 **Olsen Easement.** Olsen hereby grants and conveys to Talmo a perpetual, non-exclusive landscape easement abutting the exterior of the access easement described in Paragraph 1.2 above, and located on, across, over and upon the westerly 5 feet of the easterly 18 feet of that portion of Parcel A (Tax Parcel No. 0221074058) of Exhibit B sharing a common boundary with Lot 1 of SP 80-211, together with the right of ingress and egress to install and maintain the vegetation as provided herein. This landscape easement is subject to the rights of

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Olsen to construct driveways over and across the landscape easement if required by the City of Gig Harbor for the future development of the Olsen Property, or as otherwise determined by Olsen in their sole discretion.

3. Cost of Maintenance:

3.1 Roadway. The parties agree that Talmo shall bear the sole cost of maintenance to the road area and surface required due to the use of vehicles on said road, including but not limited to removal of rubbish and debris, patching of small holes and cracks, repairs from settling of earth, and periodic sealing and resurfacing of the road. At such time as the daily traffic from the Olsen property reaches fifty (50%) percent of the total combined vehicular traffic, the maintenance costs and repairs shall be shared among the lots benefited by this agreement prorated on a square footage basis. With regard to any repair necessary as a result of and cause solely by the act of any party hereto or their invitees or guests, or caused by or resulting from construction upon that owner's lot, such repair costs shall be paid solely by said party. No party shall perform any work that would result in any claim or lien against the properties described herein. It is understood that a determination to upgrade the road will require a unanimous agreement among all of the lot owners.

3.2 Landscaping. The parties agree that Talmo shall bear the sole cost of maintenance to the landscape area, including, but not limited to, removal of rubbish and grade, pruning, transplanting of new vegetation, and irrigation of all landscaping. At such time as the Olsens' property is sold or Parcel A of Exhibit B is further developed for a different commercial use, Olsen shall assume all maintenance obligations of the landscape easement on the Olsen property. In performing its maintenance obligation, Talmo shall not perform any work that would result in any claim or lien against the Olsen property. Olsen shall have the right to review and approve all plans and designs for the landscaping easement on their property, which consent shall not be unreasonably withheld.

4. **Default on Obligation:** A default in the payment of any obligation by any of the parties subject to this agreement which shall result in the other parties making the appropriate payment for the defaulting party, the defaulting party shall be obligated therefor to such paying parties, plus interest at the rate of 12% per annum from the date of such payment until fully paid by the defaulting party. Additionally, the paying parties shall have the right to place a lien against the lot owned by the nonpaying party as security for the payment of such obligation by the nonpaying party. If legal assistance is necessary to recover the sum due from the party in default or to foreclose said lien, the costs of any such action or legal assistance, including attorneys' fees and court costs, shall be chargeable against the party or parties failing to make the payments.

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5. Scope: All rights, privileges, duties and obligations herein shall be deemed a covenant running with the land and shall be binding upon and for the benefit of the parties hereto, their heirs, assigns and successors in interest, licensees, tenants, suppliers, guests and customers.

6. Work Standards: All work to be performed on the road shall be done in accordance with all applicable building codes and shall be completed promptly in a careful and workmanlike manner. Talmo agrees to use reasonable efforts to avoid interruption of Olsen's existing business and will provide a schedule of proposed construction of the accessway.

7. Contingency. Talmo's rights and obligations hereunder are contingent upon Talmo obtaining the necessary approvals for development of the Talmo Property as a commercial site and commencement of construction..

This Agreement is dated and effective on the date first set forth above.

TALMO, INC.

By James O. Tallman

Its Pres.

THE VAGN AND SHIRLEY OLSEN
LIVING TRUST

By Wayne E. Olsen Shirley Olsen
Its Trustee

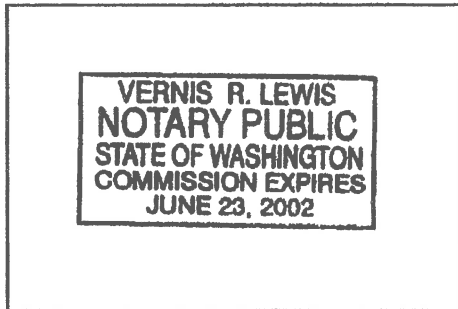
Wayne E. Olsen
WAYNE E. OLSEN

Louise C. Olsen
LOUISE C. OLSEN

STATE OF WASHINGTON)
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that James O. Tallman is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the President of Talmo, Inc., a Washington corporation, to be the free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this 28th day of April, 1998.



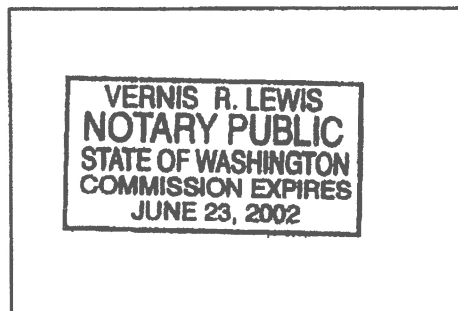
Notary Seal

Vernis R. Lewis
Vernis R. Lewis (Name)
NOTARY PUBLIC in and for the State of
Washington residing at: 631 Harbor
My Commission Expires: 6-23-2002

STATE OF WASHINGTON)
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Vagn Olsen is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Trustee of the of The Vagn and Shirley Olsen Living Trust to be the free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this _____ day of April, 1998.



Notary Seal

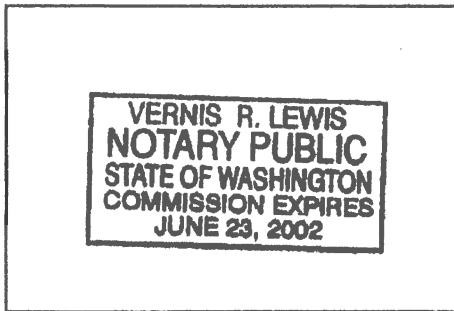
Vernis R. Lewis
Vernis R. Lewis (Name)
NOTARY PUBLIC in and for the State of
Washington residing at: 631 Harbor
My Commission Expires: 6-23-2002

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STATE OF WASHINGTON)
) .ss
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Wayne E. Olsen and Louise C. Olsen are the persons who appeared before me, and said persons acknowledged that they signed this instrument and acknowledged it to be their free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this 28th day of April, 1998.



Notary Seal

Vernis R. Lewis
Vernis R. Lewis (Name)
NOTARY PUBLIC in and for the State of
Washington residing at: Gig Harbor
My Commission Expires: 6-23-2002

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EXHIBIT A

Talmo Property

PARCEL A:

THE NORTH 100 FEET OF THAT PORTION OF LOT 13 IN THE GIG HARBOR ABANDONED MILITARY RESERVATION IN SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, IN PIERCE COUNTY, WASHINGTON, LYING EASTERLY OF THE OLD WULLOCKET-GIG HARBOR ROAD AND WESTERLY OF BORTON NORTHERN COUNTY ROAD (38TH AVENUE N.W.).

EXCEPT THE WEST 122 FEET THEREOF;

ALSO EXCEPT A PORTION CONVEYED TO THE STATE OF WASHINGTON FOR STATE HIGHWAY NO. 14 IN DEED RECORDED UNDER RECORDING NUMBER 1809901.

ALSO EXCEPT THAT PORTION APPROPRIATED BY THE STATE OF WASHINGTON FOR S.N. 14 BY DECREE OF APPROPRIATION ENTERED FEBRUARY 1, 1972 IN PIERCE COUNTY SUPERIOR COURT CAUSE NUMBER 201103.

PARCEL B:

LOTS 1-4, INCLUSIVE, PIERCE COUNTY SHORT PLAT NUMBER 80-111, ACCORDING TO MAP RECORDED IN BOOK 41 OF SHORT PLATS, PAGE 74, RECORDS OF PIERCE COUNTY, WASHINGTON.

TOGETHER WITH PRIVATE ROAD EASEMENT AS DELINEATED ON SAID SHORT PLAT.

EXCEPT THAT PORTION OF SAID EASEMENT LYING WITHIN SAID PREMISES.

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EXHIBIT B

Olsen Property

Parcel A

West 122 feet of Lot 13 of Military Reserve lying South of State Highway Access for Highway 16, Pierce County, Washington.

Parcel B

Commencing at the Southeast corner of Section 7, Township 21 North, Range 2 East, W.M.; thence North 02°12'31" East along the centerline of 38th Avenue N.W. 662.36 feet; thence South 88°15'31" West 463.45 feet to the true point of beginning for this description; thence continuing South 88°15'25" West 109.00 feet; thence North 02°18'13" East 200.00 feet; thence North 88°15'25" East 109.99 feet; thence South 02°18'13" West 200.00 feet to the true point of beginning, Pierce County, Washington.



July 16, 2020

Mr. Thair Jorgenson, P.E.
6622 Wollochet Drive NW,
Gig Harbor, WA 98335

Re: Wollochet Interchange Self-Storage Facility
Public Works Variance Requests #2 & #3

Mr. Thair Jorgensen, P.E.

I understand that you are requesting four (4) variances from the 2017 City of Gig Harbor Public Works Standards relating to the subject project. You have asked me to provide my comments, from a traffic engineering perspective, for two of the variance requests. These include, Variance Request #2 – (Allowing Access to Wollochet Drive) and Variance Request #3 – (allowing variance from driveway spacing guidelines).

The following provides my comments opinions supporting both variances for City consideration:

ACCESS ON WOLLOCHET DRIVE (VARIANCE #2)

I understand you are seeking a variance from the City's Public Works Standard that generally states:

"Access to a public roadway shall be limited to one commercial driveway connected to the lowest classified roadway for each tract of property separately owned."...

With Wollochet Drive being classified as a principle arterial and 38th Street classified as a local road, this standard would suggest the self-storage access be located on 38th Street. With 38th Street being a somewhat remote, dead-end road, I understand the interest and business need for the project to provide commercial access along Wollochet Drive.

The self-storage project has some unique circumstances that support a Wollochet Drive access from a traffic engineering perspective. These are summarized as follows:

Combining Accesses

The project proposes to combine accesses with the adjacent landscape company (Gig Harbor Waterfalls, Inc.). Currently both properties obtain their access along a wide uncontrolled access of the gravel shoulder of Wollochet Drive. Combining access to both properties in one

commercial driveway, meeting Gig Harbor standard will provide an improvement along that portion of Wollochet Drive.

Both projects are low generators of traffic and consolidating the entrances makes sense and creates a safer access environment as it prevents driver indecision as to which entrance to choose. The TIA analyzed the combination access and the LOS was LOS C for the exiting traffic. The new two-way left turn lane that is proposed across the entrance along Wollochet Drive creates a lane of sanctuary for left turn cars as well that is not available currently for the undeveloped project site and the existing landscape business traffic.

Requiring access on 38th Street for the self-storage facility would not be favorable from a customer standpoint which could translate to potential traffic safety concerns due to customer confusion of access location while traveling on Wollochet Drive. Restricting the project access to 38th Street, a minor dead-end road is not desirable and practical as the adjoining landscaping business would still have its uncontrolled access along the same section of Wollochet Drive.

Low Trip Generation Volumes

The low trip volumes associated with the proposed self-storage warehouse added to the existing landscape business traffic is nominal with an estimated one trip inbound every 4 to 5 minutes and one trip outbound every 4 to 5 minutes during the 4 PM to 6 PM commuter peak time. This added modest amount of traffic would have very little influence on area traffic and the use and access for both properties along Wollochet Drive.

DRIVEWAY SEPARATION (VARIANCE #2)

The separation of the proposed driveway to the driveway west of the site serving the Shell service station is 154 feet from centerline to centerline. This driveway is primarily the secondary driveway to the site and is used mostly by exiting traffic traveling easterly. The main driveway to the Shell service station site is further east and would be 385 feet centerline to centerline from the proposed Wollochet Storage driveway.

In my opinion this driveway spacing of 154 feet is more than adequate from a separation standpoint given the secondary nature of the Shell service station driveway, the low volumes associated with the common entrance for both the landscape company and the subject Wollochet Storage project as well as traffic conditions along Wollochet Drive.

Shifting the driveway further to the north is not practical due to the site and topographical conditions with the overcrossing ramp abutting the project site.

As determined in the traffic impact analysis (TIA) for the self-storage project, the combined driveway in and out volumes including that of the existing adjacent landscape business traffic is

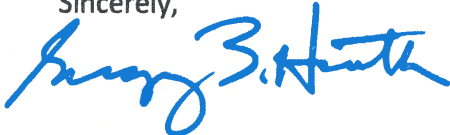
25 trips. The new access drive, as proposed for the project and in the TIA would also have a two-way left turn lane available to it.

Addition of Two-Way Left Turn Lane

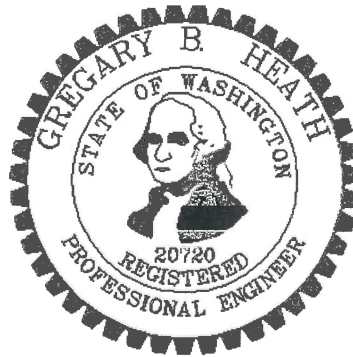
The addition of the two-way left turn lane, as mentioned, will complete the left turn lane in the area by connecting the channelization surrounding the Wagner Way/Wollochet intersection with the channelization associated with the SR-16 ramp/Wollochet intersection. This extended left turn lane will be available not only for drivers accessing the Wollochet Interchange Self-storage project access but will also provide extended length for drivers using both the above intersections as well. The current hourglass configuration which causes confusion for existing drivers will be eliminated by providing positive guidance between left turn traffic and through traffic for the entire length between both intersections.

In my opinion and for the reasons noted above I would support both of your variance applications.

Sincerely,



Gregory B. Heath, P.E.





PUBLIC WORKS DEPARTMENT

Findings, Conclusions and Decision Public Works Variance EN-20-0088

Site: Wollochet Interchange Self-Storage Facility
Address: 6627 Wollochet Dr, Gig Harbor, WA 98335
Parcel Number: 0221078007
Land Use Application #PL-SPR-20-0001

Applicant: Thair Jorgenson, PE
Principal Engineer, Rush Design, Inc.
6622 Wollochet Drive
Gig Harbor, WA 98335

Re: (EN-20-0088) 38th Street Frontage Improvements Public Works Variance Request

Dear Mr. Jorgenson:

The City of Gig Harbor Public Works Department has reviewed the submitted materials for the Wollochet Interchange Self-Storage Facility and has concluded the following:

I. Findings.

A. Facts. The Wollochet Self-Storage proposes 101,570 square feet of self-storage facility located at 6627 Wollochet Drive. The site is situated on the southeast side of Wollochet Drive, south of the SR-16 Eastbound off-ramp, and proposes 674 rentable units in 5 new buildings. Pursuant to the City's Public Works Standards, the project is required to construct roadway frontage improvements along all adjacent street frontages. The applicant is proposing to front and access only on Wollochet Drive and not provide improvements to 38th Street. The City received a submittal from Thair Jorgenson, Rush Design, Inc., requesting a variance in accordance with Section 1.035 "Variances" of the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.080 for Roadway Frontage Improvements.

The Applicant's submittal included the variance application, payment in the amount of \$2,000.00, a letter addressing the variance criterion, and Exhibits A, B, and C. The exhibits are as follows:

- Exhibit A: Existing Site Area showing aerial overview with improvement markups
- Exhibit B: Proposed Frontage Improvement Plans (pg. 1-3)
- Exhibit C: Letter from Heath and Associates with Transportation data support

B. Application of Facts to Criteria for Approval. The City Engineer may grant variances from the Standards if the Applicant presents substantial evidence to demonstrate

that all of the criteria in Section 1.035(C) of the Standards are satisfied. Following is the City Engineer's analysis of the facts to the criteria for approval based on information supplied by the applicant:

1. *"Strict compliance with the Public Works Standards is undesirable or impractical because of impracticality or undesirable conditions".*

The Applicant states:

No access to 38th Avenue from the project site is proposed and such a secondary access is not desirable or practical from an operational standpoint for security and customer safety considerations. Since the project will access 38th Avenue and thereby not contribute traffic to that road, frontage improvements are not warranted by Project impacts. It is our understanding that City policy is to waive the frontage requirements in this case where there would be no nexus between the project and the requirements. Requirements lacking essential nexus and/or not roughly proportional to impacts of the project are impractical and undesirable.

The City Engineer concurs with the applicant's analysis and concludes that strict compliance is impractical due to the reasons stated by the applicant.

2. *"The proposed variations are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the Public".*

The Applicant states:

Frontage improvements would have no function with respect to the project and therefore no improvements would be functionally equivalent.

The section of 38th Avenue that abuts the project site is a dead-end local road with only WSDOT right-of-way and property to the north. improvements. Any frontage improvements the project provided would be a short, isolated stretch which would provide little if any benefit to the two existing churches located along this dead-end local road on the opposite side of the road or to the general public.

The City Engineer concurs with the applicant's assessment that the proposed variations are functionally equivalent to and consistent with the intent of the standards and provide compensating benefits to the City and the public as stated by the applicant.

3. *"The proposed variation(s) are based on sound engineering judgment".*

The Applicant states:

The variance request is based upon engineering judgement that considers a number of pertinent factors that can be summarized as follows:

- Access to 38th Avenue from the Project site is not proposed and is not desirable or practical from an operational standpoint due to security and customer safety

considerations of self-storage. Nor is access to 38th Avenue required for traffic mitigation given the low traffic generation of self-storage which is mainly off-peak and weekend.

- The section of 38th Avenue of its intersection with Hunt Avenue is a dead-end local road with very little use or travel. The Project site is the last property on the west side of 38th Avenue before the Avenue dead-end at the Wollochet Drive / Pioneer Way & SR16 interchange. Properties to the north beyond the subject property is own by WSDOT as part of the interchange and would have an interest in restricting access not extending it. Thus, there is no possible future development north of the project site that would utilize or benefit from a short section of frontage improvements along this dead-end isolated roadway. Only three parcels are on the opposite side of 38th Avenue, two of which make up the building and parking area for a Beacon Baptist Church and a third vacant parcel that is owned by and abuts the Peninsula Lutheran Church. There exist no other curb, gutter and sidewalks along this dead-end section of 38th Avenue and a short stretch of half-street improvements would generally provide no practical public benefit.

The City Engineer concurs with the applicant's statements and concludes that the proposed variation from the Public Works Standards is based on sound engineering judgment.

4. *"The proposed variations have not been made necessary by actions of the Applicant or Property Owner".*

The Applicant states:

The owner / applicant acquired the property in its current condition and configuration and have taken no actions prior to proposing the Project which would impact the circumstances of this variance.

The City Engineer's analysis concludes that the variance was not made necessary by the actions of the applicant.

5. *"Safety, function, appearance, and economical maintenance requirements are met with the proposed variation".*

The Applicant states:

No access is being proposed or needed to 38th Avenue for the project so there is no safety or function to consider. Because this dead-end local road terminates at SR-16 and will not be extended, only serves a couple of adjoining properties across 38th, and has no other existing frontage improvements, there would not be sufficient public benefit to justify frontage improvements or justify the ongoing maintenance requirements.

The City Engineer concurs with the applicant's statements and analysis and concludes that the proposed variance meets safety, function, appearance and economical maintenance requirements.

II. Decision.

For the Wollochet Interchange Self-Storage Facility proposed development, the Applicant has requested a variance from the 2018 City of Gig Harbor Public Works Standards, Chapter 2,

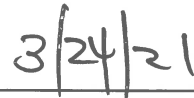
Section 2B.080 for Roadway Frontage Improvements. The Gig Harbor City Engineer concludes that the variance satisfies all the Criteria for Approval and therefore approves the variance request. It shall further be noted that approval of this Public Works Variance request DOES NOT constitute approval of the underlying Land Use permit application and all other specific requirements applicable to the underlying Land Use permit must be satisfied. Furthermore, any modifications to the proposed development may nullify or require re-consideration of this approval, at the sole discretion of the City Engineer.

III. Appeal.

This decision shall be considered the Notice of Decision on the variance and any appeal shall be filed and processed as described in Title 19 GHMC for a Type II application, as provided in Section 1.035E of the City's Public Works Standards. An appeal may be filed with the City of Gig Harbor Engineering Department within fourteen (14) working days of issuance of this decision (GHMC 19.06.004). All other procedures for an appeal of a Type II application shall be followed in the appeal process (GHMC 19.06.005).



Trent A. Ward, P.E.
City Engineer



Date

November 20, 2020

Mr. Trent Ward, City Engineer
Public Works Department
City of Gig Harbor
3510 Grandview Avenue
Gig Harbor, WA 98335

RE: Variance Request #4 – 38th St Frontage Improvements
 Wollochet Interchange - Self-storage Facility (**"Project"**)
 Application # PL-SPR-20-0001

Dear Trent,

As provided under Public Works Standards (2018) (**"Standards"**), Section 1.035, and on behalf of project owners (Wollochet Interchange, LLC), I am hereby requesting a Public Works Variance relating to frontage improvement requirements on the project. Specifically, we are requesting a Public Works variance to eliminate the requirement of constructing frontage improvements along 38th Avenue on the eastern boarder of the Project site.

Public Works review comments to our Master Site Plan Review application materials required the addition of frontage improvements along 38th Avenue on the eastern border of the site referring to Section 2B.080 **"Roadway Frontage Improvements"** of the Standards which requires **frontage improvements to be installed "along the entire public right of way frontage..." "...as part of the project"**.

The Project has proposed to front and access only on Wollochet Drive and improvements are required along that frontage. A second access to the dead-end section of 38th Avenue is not proposed, is not required for traffic considerations given the low and generally off-peak traffic generation rates of the proposed self-storage use and would not be operationally required or desirable.

The requested variance is to eliminate the requirement for frontage improvements along the 38th Avenue where no access is proposed. The requirement for frontage improvements would only apply to the Wollochet Drive where the access is proposed. We understand this would be consistent with Public Works policy given the circumstances.

For your convenience of refence in considering the circumstances of this variance request, the following attachments are provided:

- The existing site area conditions are shown in the attached Exhibit A.
- The proposed site plan layout for the Wollochet Interchange - Self-storage Facility project is attached as Exhibit B.
- A letter from Heath & Associates as Traffic Engineer for the Project is provided supporting the proposed access separation is attached as Exhibit C.

This request meets each of the five criteria for approval of a variance as described below:

1. *Strict compliance with the public works standards is undesirable or impractical because of impracticality or undesirable conditions;*

No access to 38th Avenue from the project site is proposed and such a secondary access is not desirable or practical from an operational standpoint for security and customer safety considerations. Since the project will access 38th Avenue and thereby not contribute traffic to that road, frontage improvements are not warranted by Project impacts. It is our understanding that City policy is to waive the frontage requirements in this case where there would be no nexus between the project and the requirements. Requirements lacking essential nexus and/or not roughly proportional to impacts of the project are impractical and undesirable.

2. *The proposed variation(s) are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the public;*

Frontage improvements would have no function with respect to the project and therefore no improvements would be functionally equivalent.

The section of 38th Avenue that abuts the project site is a dead-end local road with only WSDOT right-of-way and property to the north. improvements. Any frontage improvements the project provided would be a short, isolated stretch which would provide little if any benefit to the two existing churches located along this dead-end local road on the opposite side of the road or to the general public.

3. *The proposed variation(s) are based on sound engineering judgment;*

The variance request is based upon engineering judgement that considers a number of pertinent factors that can be summarized as follows:

- Access to 38th Avenue from the Project site is not proposed and is not desirable or practical from an operational standpoint due to security and customer safety considerations of self-storage. Nor is access to 38th Avenue required for traffic mitigation given the low traffic generation of self-storage which is mainly off-peak and weekend.
- The section of 38th Avenue of its intersection with Hunt Avenue is a dead-end local road with very little use or travel. The Project site is the last property on the west side of 38th Avenue before the Avenue dead-end at the Wollochet Drive / Pioneer Way & SR16 interchange. Properties to the north beyond the subject property is own by WSDOT as part of the interchange and would have an interest in restricting access not extending it. Thus, there is no possible future development north of the project site that would utilize or benefit from a short section of frontage impairments along this dead-end isolated roadway. Only three parcels are on the opposite side of 38th Avenue, two of which make up the building and parking area for a Beacon Baptist Church and a third vacant parcel that is owned by and abuts the Peninsula Lutheran Church. There exist no other curb, gutter and sidewalks along this dead-end section of 38th Avenue and a short stretch of half-street improvements would generally provide no practical public benefit.

4. The proposed variations have not been made necessary by actions of the applicant or property owner; and

The owner / applicant acquired the property in its current condition and configuration and have taken no actions prior to proposing the Project which would impact the circumstances of this variance.

5. Safety, function, appearance and, economical maintenance requirements are met with the proposed variation(s).

No access is being proposed or needed to 38th Avenue for Project so there is no safety or function to consider. Because this dead-end local road terminates at SR-16 and will not be extended, only serves a couple of adjoining properties across 38th, and has no other existing frontage improvements, there would not be sufficient public benefit to justify frontage improvements or justify the ongoing maintenance requirements.

If you have any question or need additional information for consideration of this variance, please contact me at (253) 514-0264.

Sincerely,



Thair Jorgenson; P.E., Principal Engineer
Rush Design, Inc.

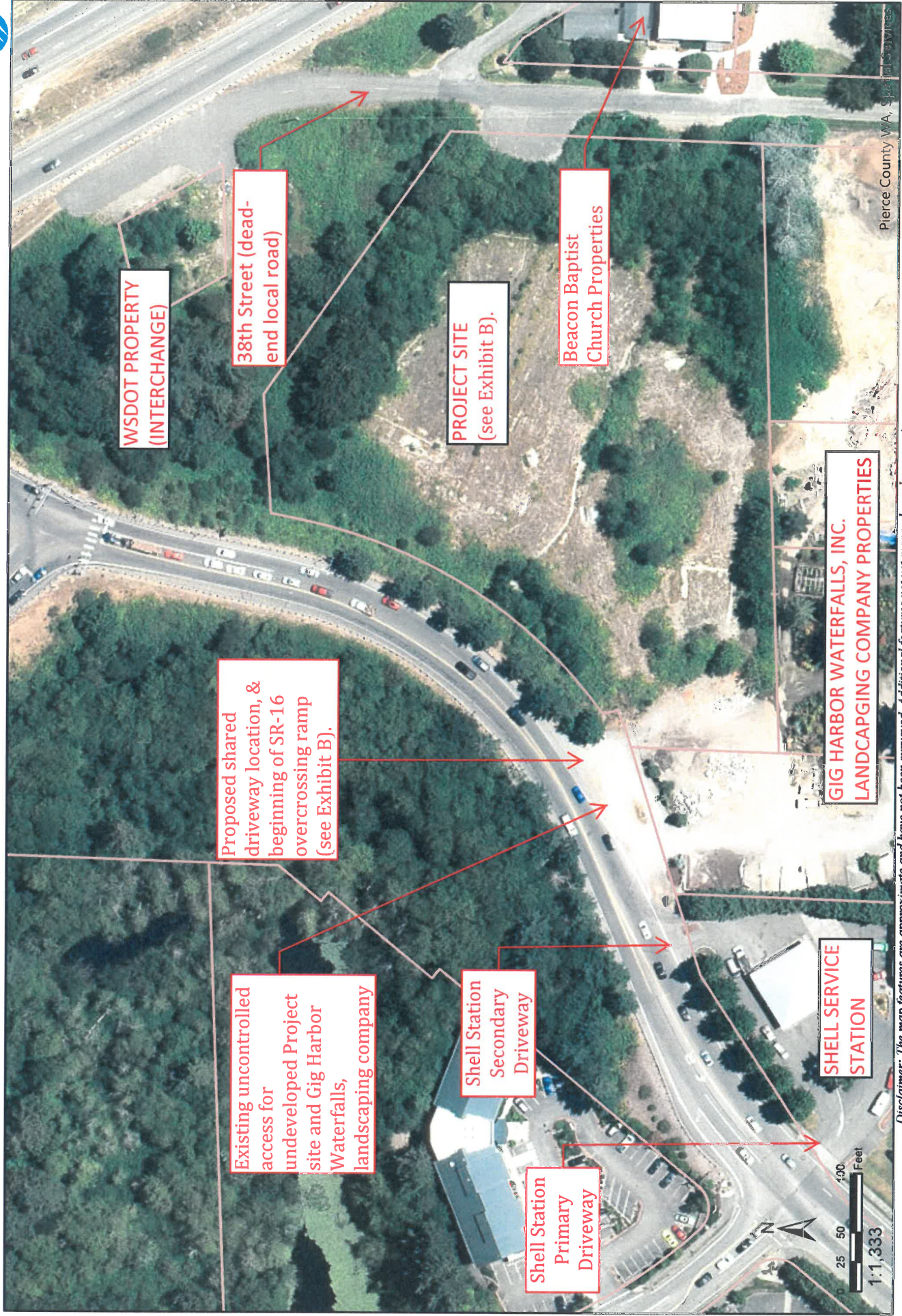
Attachments

Cc. Steve Yester, RDC
Chris DeWald, RDC
Stephen Bourne, Project Architect



EXHIBIT A
(EXISTING SITE AREA)

PublicGIS



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

Pierce County WA, Spatial Services

Date: 6/11/2020 04:51 PM

EXISTING CONTOURS

 INDEX

 INTERVAL

FINAL CONTOURS

 INDEX

 INTERVAL

 EXISTING WATER LINES

 EXISTING SANITARY SEWER

 EXISTING STORM DRAIN LINE

 EX. STORM DRAIN MANHOLE OR
TYPE 2 CATCH BASIN

 EX. TYPE 1 - W/GRATE

 EX. SANITARY SEWER MANHOLE

 NEW SIDE SEWER

 NEW STORM DRAINAGE LINES

 EX. LIGHT STANDARD

CATCH BASINS

 TYPE 1 CB - W/GRATE

 TYPE 1 CB - W/SOLID
LOCKING LID

 TYPE 2 CB - W/GRATE

 BIPOD TREATMENT VAULT

 NEW WATER SERVICE/MAIN

 GATE VALVE

 FDC

 FV

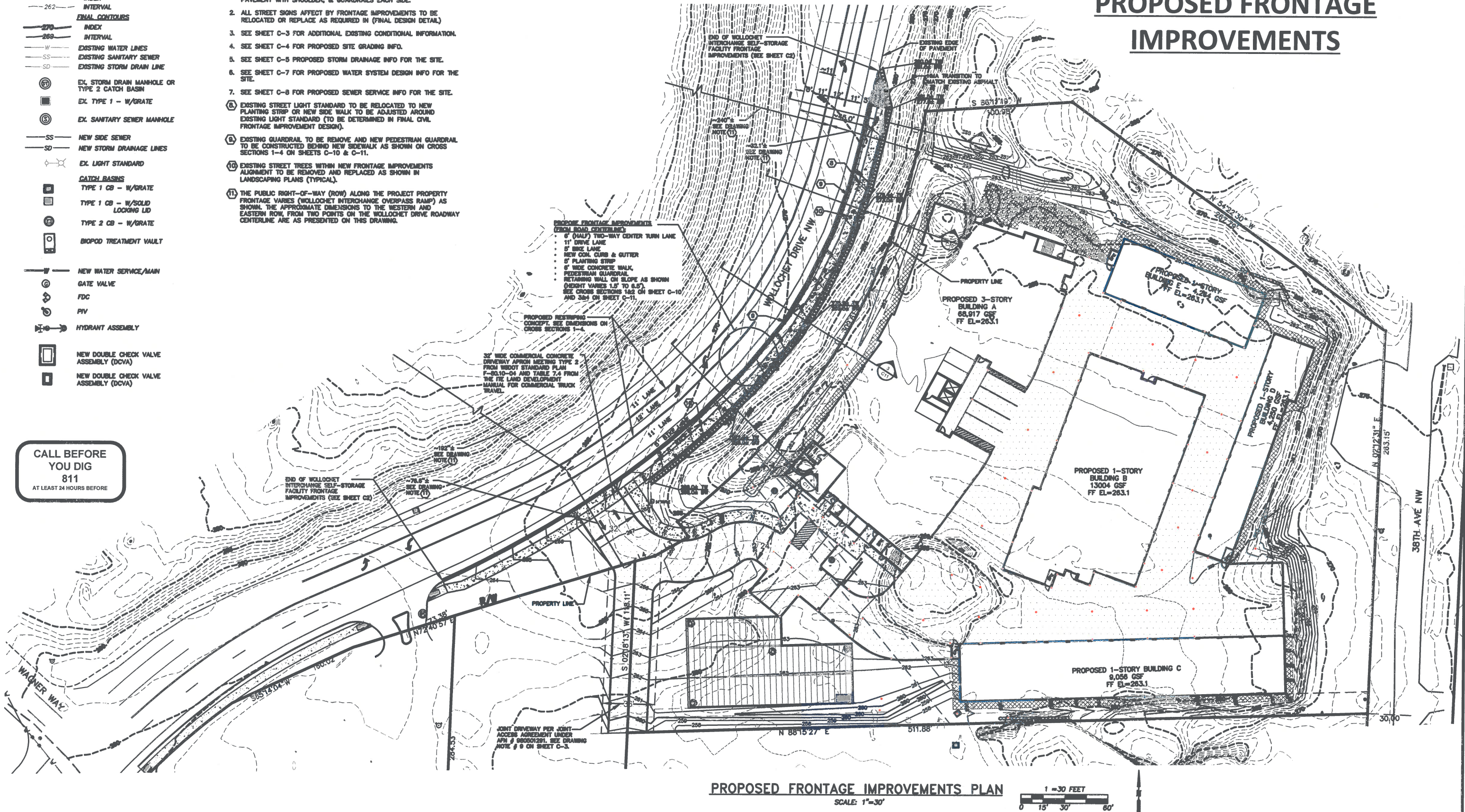
 HYDRANT ASSEMBLY

 NEW DOUBLE CHECK VALVE
ASSEMBLY (DCVA)

 NEW DOUBLE CHECK VALVE
ASSEMBLY (DCVA)

1. WOLLOCHET DRIVE INTERCHANGE RAMP. CURRENTLY ASPHALT PAVEMENT WITH SHOULDER, & GUARDRAILS EACH SIDE.
2. ALL STREET SIGNS AFFECT BY FRONTAGE IMPROVEMENTS TO BE RELOCATED OR REPLACE AS REQUIRED IN (FINAL DESIGN DETAIL).
3. SEE SHEET C-3 FOR ADDITIONAL EXISTING CONDITIONAL INFORMATION.
4. SEE SHEET C-4 FOR PROPOSED SITE GRADING INFO.
5. SEE SHEET C-5 PROPOSED STORM DRAINAGE INFO FOR THE SITE.
6. SEE SHEET C-7 FOR PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
7. SEE SHEET C-8 FOR PROPOSED SEWER SERVICE INFO FOR THE SITE.
8. EXISTING STREET LIGHT STANDARD TO BE RELOCATED TO NEW PLANTING STRIP OR NEW SIDE WALK TO BE ADJUSTED AROUND EXISTING LIGHT STANDARD (TO BE DETERMINED IN FINAL CIVIL FRONTAGE IMPROVEMENT DESIGN).
9. EXISTING GUARDRAIL TO BE REMOVE AND NEW PEDESTRIAN GUARDRAIL TO BE CONSTRUCTED BEHIND NEW SIDEWALK AS SHOWN ON CROSS SECTIONS 1-4 ON SHEETS C-10 & C-11.
10. EXISTING STREET TREES WITHIN NEW FRONTAGE IMPROVEMENTS ALIGNMENT TO BE REMOVED AND REPLACED AS SHOWN IN LANDSCAPING PLANS (TYPICAL).
11. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROPRIATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

EXHIBIT B (SHEET 1 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



REVISIONS

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

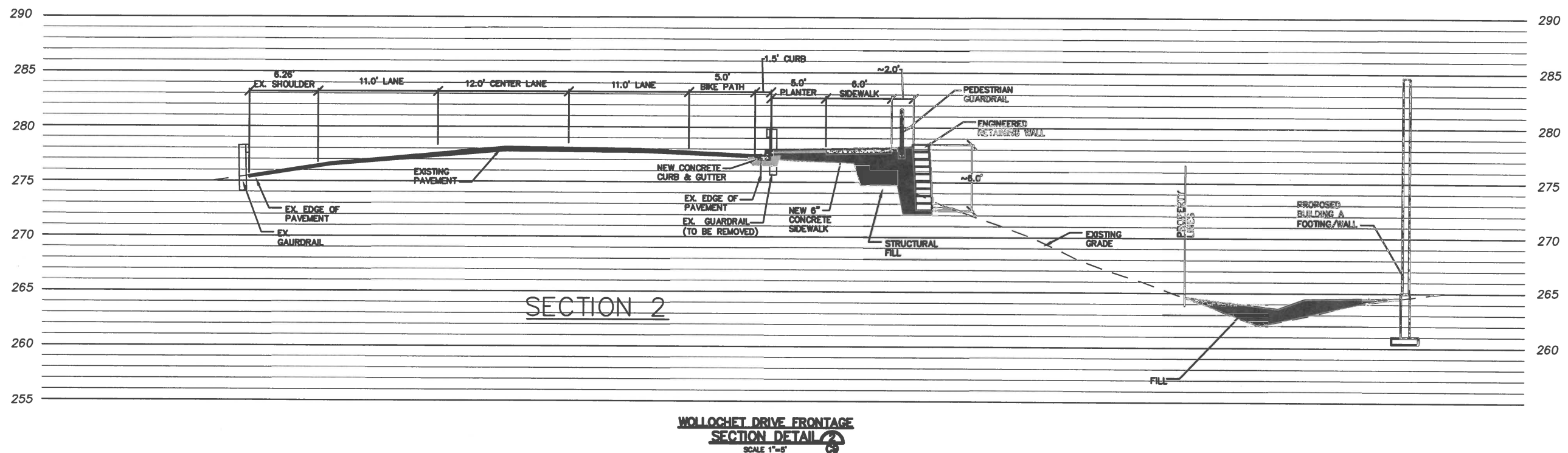
DRAWING DATE: 12/1/20

PROPOSED FRONTAGE IMPROVEMENTS PLAN

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C9	13



EXHIBIT B (SHEET 2 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



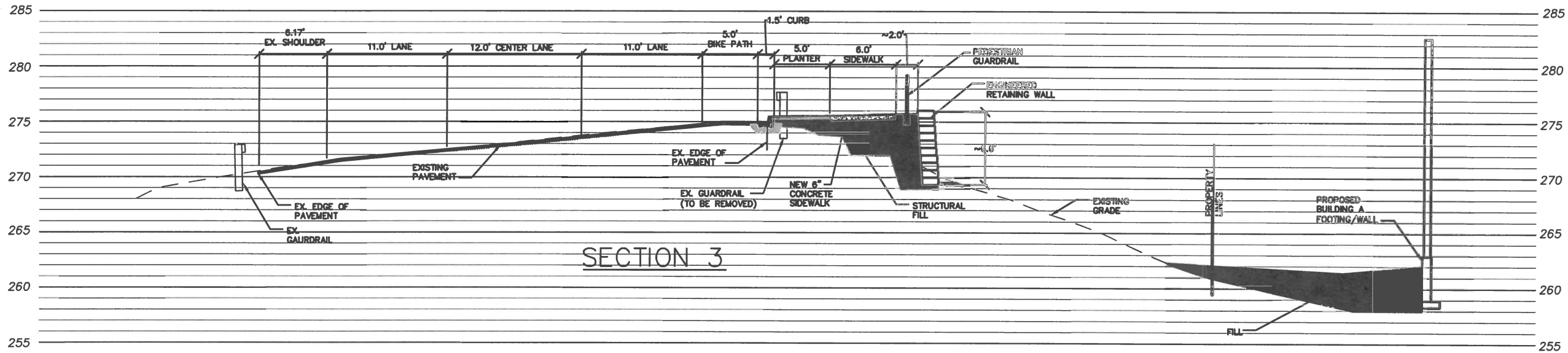
1 = 5 FEET

A horizontal scale bar with alternating black and white segments. It is marked with '0' at the left end, '5' in the middle, and '10' at the right end. Above the bar, the text '1 = 5 FEET' indicates the scale.

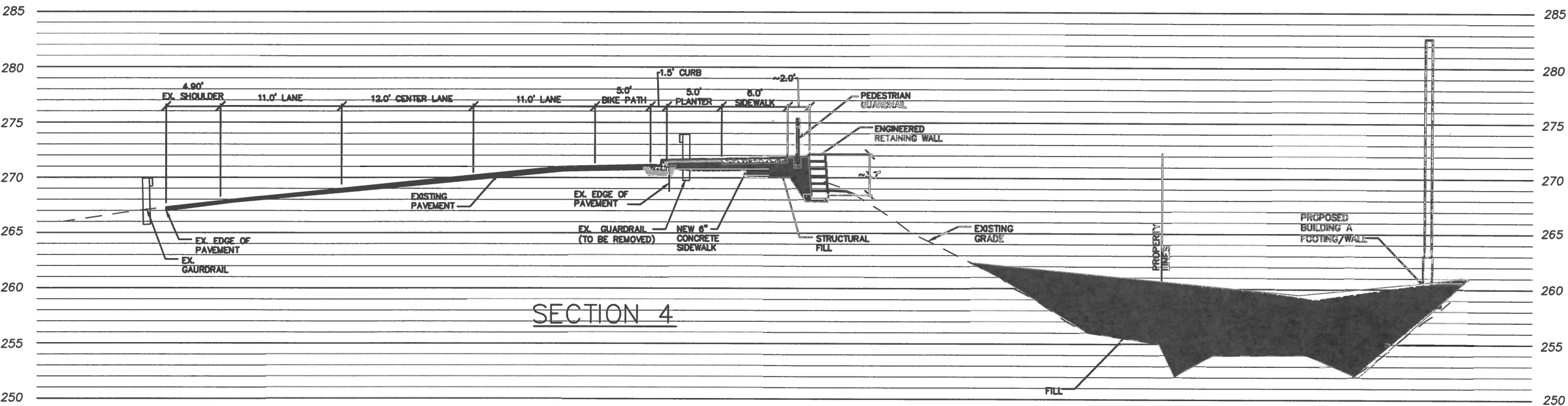
REVISIONS	JES Jorgenson Engineering Services, LLC - Civil/Development Engineering - Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 12/1/20	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		FRONTAGE IMPROVEMENTS CROSS SECTIONS	DRAWING NO. JES-19-02	
		CHECKED BY: TAJ			SHEET OF C10 13	
		APPROVED BY: TAJ				
		SCALE: AS NOTED				
		OTHER:				

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 3 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 3
SCALE 1"=5'



WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 4
SCALE 1"=5'

FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



REVISIONS

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE:	12/1/20
FRONTAGE IMPROVEMENTS CROSS SECTIONS	

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C10	13





July 16, 2020

Mr. Thair Jorgenson, P.E.
6622 Wollochet Drive NW,
Gig Harbor, WA 98335

Re: Wollochet Interchange Self-Storage Facility
Public Works Variance Requests #2 & #3

Mr. Thair Jorgensen, P.E.

I understand that you are requesting four (4) variances from the 2017 City of Gig Harbor Public Works Standards relating to the subject project. You have asked me to provide my comments, from a traffic engineering perspective, for two of the variance requests. These include, Variance Request #2 – (Allowing Access to Wollochet Drive) and Variance Request #3 – (allowing variance from driveway spacing guidelines).

The following provides my comments opinions supporting both variances for City consideration:

ACCESS ON WOLLOCHET DRIVE (VARIANCE #2)

I understand you are seeking a variance from the City's Public Works Standard that generally states:

"Access to a public roadway shall be limited to one commercial driveway connected to the lowest classified roadway for each tract of property separately owned."...

With Wollochet Drive being classified as a principle arterial and 38th Street classified as a local road, this standard would suggest the self-storage access be located on 38th Street. With 38th Street being a somewhat remote, dead-end road, I understand the interest and business need for the project to provide commercial access along Wollochet Drive.

The self-storage project has some unique circumstances that support a Wollochet Drive access from a traffic engineering perspective. These are summarized as follows:

Combining Accesses

The project proposes to combine accesses with the adjacent landscape company (Gig Harbor Waterfalls, Inc.). Currently both properties obtain their access along a wide uncontrolled access of the gravel shoulder of Wollochet Drive. Combining access to both properties in one

commercial driveway, meeting Gig Harbor standard will provide an improvement along that portion of Wollochet Drive.

Both projects are low generators of traffic and consolidating the entrances makes sense and creates a safer access environment as it prevents driver indecision as to which entrance to choose. The TIA analyzed the combination access and the LOS was LOS C for the exiting traffic. The new two-way left turn lane that is proposed across the entrance along Wollochet Drive creates a lane of sanctuary for left turn cars as well that is not available currently for the undeveloped project site and the existing landscape business traffic.

Requiring access on 38th Street for the self-storage facility would not be favorable from a customer standpoint which could translate to potential traffic safety concerns due to customer confusion of access location while traveling on Wollochet Drive. Restricting the project access to 38th Street, a minor dead-end road is not desirable and practical as the adjoining landscaping business would still have its uncontrolled access along the same section of Wollochet Drive.

Low Trip Generation Volumes

The low trip volumes associated with the proposed self-storage warehouse added to the existing landscape business traffic is nominal with an estimated one trip inbound every 4 to 5 minutes and one trip outbound every 4 to 5 minutes during the 4 PM to 6 PM commuter peak time. This added modest amount of traffic would have very little influence on area traffic and the use and access for both properties along Wollochet Drive.

DRIVEWAY SEPARATION (VARIANCE #2)

The separation of the proposed driveway to the driveway west of the site serving the Shell service station is 154 feet from centerline to centerline. This driveway is primarily the secondary driveway to the site and is used mostly by exiting traffic traveling easterly. The main driveway to the Shell service station site is further east and would be 385 feet centerline to centerline from the proposed Wollochet Storage driveway.

In my opinion this driveway spacing of 154 feet is more than adequate from a separation standpoint given the secondary nature of the Shell service station driveway, the low volumes associated with the common entrance for both the landscape company and the subject Wollochet Storage project as well as traffic conditions along Wollochet Drive.

Shifting the driveway further to the north is not practical due to the site and topographical conditions with the overcrossing ramp abutting the project site.

As determined in the traffic impact analysis (TIA) for the self-storage project, the combined driveway in and out volumes including that of the existing adjacent landscape business traffic is

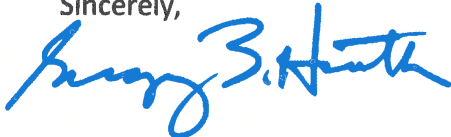
25 trips. The new access drive, as proposed for the project and in the TIA would also have a two-way left turn lane available to it.

Addition of Two-Way Left Turn Lane

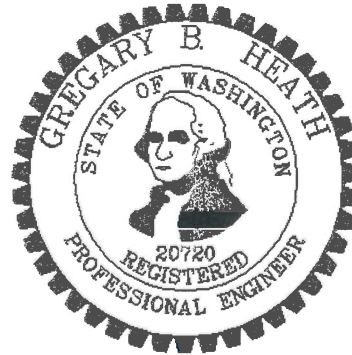
The addition of the two-way left turn lane, as mentioned, will complete the left turn lane in the area by connecting the channelization surrounding the Wagner Way/Wollochet intersection with the channelization associated with the SR-16 ramp/Wollochet intersection. This extended left turn lane will be available not only for drivers accessing the Wollochet Interchange Self-storage project access but will also provide extended length for drivers using both the above intersections as well. The current hourglass configuration which causes confusion for existing drivers will be eliminated by providing positive guidance between left turn traffic and through traffic for the entire length between both intersections.

In my opinion and for the reasons noted above I would support both of your variance applications.

Sincerely,



Gregory B. Heath, P.E.





Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit J

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

NOTICE OF RECOMMENDATION
CITY OF GIG HARBOR DESIGN REVIEW BOARD
PL-DR-20-0004

TO: Wollochet Ministorage, LLC
6622 Wollochet Drive, Gig Harbor, WA 98335

Steve Yester, Rush Development
6622 Wollochet Drive, Gig Harbor, WA 98335

FROM: Planning Staff

DATE: September 18, 2020

RE: PL-DR-20-0004 – Wollochet Interchange Self-Storage Facility

Having reviewed the above referenced application at its meeting on September 10, 2020, the City of Gig Harbor Design Review Board (DRB) has made the following findings and recommendations to the decision maker for the following requirements of the Design Manual:

Article III. Site Design

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

Findings: The Design Manual states that 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 multi-leveled buildings, terraced parking lots and/or

lower levels parking garages. “Balanced” grading is typically considered by staff as cut and fill quantities within 10 percent of each other.

The applicant is requesting the DRB review and recommend approval of its proposed grading. The applicant is proposing 5,000 cubic yards of cut and 21,000 cubic yards of fill to facilitate the site’s development in a manner which complies with accessibility requirements and incorporates the use of an underground stormwater detention structure.

The applicant has described the grading history of the site associated with a variety of on-site or near-site development projects over the past few decades. The applicant is proposing a grading plan which limits further manipulation of the site’s topography as much as is possible to facilitate the site’s proposed use and create a site that is consistent with accessible requirements. The applicant is also proposing an underground stormwater detention facility which, by nature, requires additional grading activity, but is an appropriate mechanism for managing the site’s stormwater when designed in an acceptable manner to the City’s Public Works Department.

The DRB finds that the proposed design alternative to maintain the site’s natural topography meets the intent of the general requirement discussed in GHMC 17.99.240(C) 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).

Recommendation: The DRB recommends the decision maker accept the design alternative to GHMC 17.99.240(C) as consistent with the criteria required to recommend approval of an alternative design solution set forth in GHMC 17.98.055(A).

2. GHMC Section 17.99.260: Primary Walkway Standards.

Findings: The Design Manual requires primary walkways for all nonresidential development. All primary structures must be served by primary walkways which directly link the building’s main entrance to the street on which the building is located.

The applicant is requesting the DRB review and recommend approval of its proposed alternative to the primary walkway standards set forth in GHMC 17.99.260. The applicant is proposing to provide a primary walkway only to the south side of Building A.

The DRB regards the applicant’s alternative design proposal to primary walkway standards as unnecessary, as primary walkway standards do not apply to the proposed use of the site. Primary walkways, by definition, connect a primary structure to the street on which the building is located. Primary structures are defined in the Design Manual Glossary as follows:

A nonindustrial and nonresidential structure designed to serve as a focal point to the site and to suggest a point of activity. (emphasis added)

Only industrial buildings are proposed for development on this site, consistent with the Design Manual's regard of "mini-storage facilities" as eligible for the Industrial Building Exemption (IBE). As such, the site does not propose the development of any nonindustrial and nonresidential structure, and therefore does not include the development of a primary structure. Without a primary structure, primary walkway standards are considered by the DRB to be inapplicable and do not require an alternative design proposal for the DRB's consideration.

Recommendation: The DRB makes no recommendation related to the applicant's proposed alternative design solution to the primary walkway standards set forth in GHMC 17.99.260. Considering the discussion provided in the Findings section above, the DRB regards primary walkway standards as inapplicable to the subject request.

3. **GHMC Section 17.99.270(A): Secondary Walkway Standards** – Link each building with walkways.

Findings: The Design Manual states that secondary walkways provide for pedestrian movement between buildings without depending upon parking lots or landscape areas for such movement. Secondary walkways are required for all nonresidential and multifamily development. All buildings designed for nonresidential use or business access shall be linked to each other by a secondary walkway system. Walkway layouts should promote the shortest distance between building entrances. Long circuitous routes shall be avoided. Public sidewalks may be considered part of the walkway system if they provide convenient movement between structures.

The applicant is requesting the DRB review and recommend approval of its proposed alternative to the secondary walkways required of GHMC 17.99.270(A). The applicant is proposing to provide a striped asphalt walkway which links Buildings A and B but is not proposing to link Buildings C, D or E to any other proposed structure with secondary walkways.

The applicant is proposing to provide secondary sidewalks which connect Buildings A and B but do not connect Buildings C, D and E to any other proposed structure on site as would be required through strict application of this Design Manual provision. The applicant asserts that the proposed design alternative is appropriate in that customer access to Buildings C, D and E is intended to be provided via drive aisles, particularly as the storage units in each of these buildings are accessible via exterior doors only.

The DRB finds that the proposed design alternative to this Design Manual provision meets the intent of the general requirement discussed in GHMC 17.99.270(A) and represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying the specific requirements of GHMC 17.99.270(A).

Recommendation: The DRB recommends the decision maker accept the design alternative to GHMC 17.99.270(A) as consistent with the criteria required to recommend approval of an alternative design solution set forth in GHMC 17.98.055(A).

4. **GHMC Section 17.99.330(B): Parking Lot Standards – Limit driveway widths to maximize landscaping at the streetface.**

Findings: The Design Manual states that, to further maximize landscaping at the street-face, two-lane driveways may be no wider than 24 feet except that necessary flaring of the driveway may occur between the inner edge of the sidewalk and the gutter.

The applicant is requesting the DRB review and recommend approval of its proposed 32-foot wide two-lane driveway as the proposed driveway width has been engineered to accommodate larger trucks and trailers which are commonly used for mini-storage sites.

The applicant's proposed 32-foot wide two-lane driveway providing access to the site intends to accommodate vehicle lengths and their accompanying turning radii for safe navigation of the site. The intent of this provision of the Design Manual is to maximize landscaping at the streetface by limiting the width of driveways. The applicant has specified that the neighboring landscaping contractor's yard (Gig Harbor Waterfalls, Inc.) has signed a shared access agreement with the subject site to combine the access to each site via one driveway. In this manner, the DRB reasons that the agreement to share access via one 32-foot wide two-lane driveway at the streetface maximizes landscaping more so than would two separate 24-foot driveways providing individual access to each site. Combined with the applicant's intent to design their access in a manner consistent with the City of Gig Harbor Public Works standards, the DRB finds that, in this limited instance, the proposed design alternative meets the intent of the general requirement and achieves an equivalent design solution to what would be achieved through rigid application of the specific requirements.

Recommendation: The DRB recommends the decision maker accept the design alternative to GHMC 17.99.330(B) as consistent with the criteria required to recommend approval of an alternative design solution set forth in GHMC 17.98.055(A).

Article IV. Architecture

5. **GHMC Section 17.99.380(D): Mass and Scale** – Provide visual terminus to tops of buildings.
6. **GHMC Section 17.99.400: Prominent Facades.**
7. **GHMC Section 17.99.410(B): Windows and Doors** – Conform to solid/void ratio requirements.
8. **GHMC Section 17.99.420(A): Siding and Trim** – Use siding materials that convey the same visual qualities as wood, brick, stone, stacked masonry or (in limited application) other unspecified materials.

Findings: The Design Manual states that, to avoid a truncated appearance, all structures shall have a visual “cap.” Except in the historic district, a lower pitched roof with a minimum 4/12 pitch is allowed provided eaves extend at least two feet beyond exterior building walls. Flat roofs with projecting cornices are allowed on multi-story structures only outside the historic district. Cornice dimensions must be one foot high for every 16 feet of building height and must protrude forward at least one-third the cornice height dimension. The protrusion may include the entire cornice of the cornice may be a graduated protrusion with full protrusion at the top. Cornices must be at or near the top of the wall or parapet. Pediments may extend above the cornice.

The Design Manual also requires that consistent architectural interest be provided to all prominent facades. All building facades prominently visible from public waterways, rights-of-way or streets provided primary access to the site shall meet the following façade requirements: prominent facades shall not be blank walls, and; prominent facades shall reflect the same design and detailing which typify the building’s front including roof design, window proportion, façade variation and building materials. Prominent facades, whether the front, side or rear of the building, are subject to full design review and shall comply with all design criteria stated herein.

Further, the Design Manual requires that windows and doors shall constitute at least 25 to 30 percent of prominent façade wall planes. In situations where this is not practical, the masonry façade option described in GHMC 17.99.420(B) may be considered.

Finally, the Design Manual requires that siding materials be limited to horizontal lap siding (of any lap design) made of wood or cement-like materials; shingles made of cedar or cement-like material; board and batten (or panels with similarly spaced battens); brick, stone (real or cultured), nonscored, split-faced or ground-faced block (CMU). Stucco, tile, terra-cotta, concrete, spandrel glass, sheet siding (e.g., T1-11), corrugated metal panels and smooth-faced or scored concrete block may be used as accent materials,

not to exceed 20 percent of any given façade. Standing seam metal siding with separately attached battens (with proportions similar to board and batten siding) may be used in gables only, or on up to 20 percent of any given façade.

The applicant is requesting the DRB review and recommend approval of its proposed flat roof design which is proposed for Buildings A and B. Building A is a multi-story structure designed with a flat roof and projecting cornices which do not strictly conform to the cornice dimensional requirements described in this provision. Building B is a single-story structure designed with a flat roof without projecting cornices. The applicant emphasizes that the proposed roof design is more proportional to the mass of the façade as compared to the flat roof dimensions prescriptively allowed via GHMC 17.99.380(D). The applicant's materials provided no discussion of its roof designs proposed for Buildings C, D and E, although each of these buildings are designed with low-pitched roofs without two-foot overhangs, which is also inconsistent with GHMC 17.99.380(D).

The applicant is also requesting the DRB review and recommend approval of its proposal to design only facades visible from the Wollochett Drive right-of-way (ROW) prescriptive to the prominent façade design standards required via GHMC 17.99.400 as opposed to also designing facades visible from the 38th Avenue public ROW against these standards, as is required by this Design Manual provision.

Further, the applicant is requesting the DRB review and recommend approval of its proposal to consider its masonry siding material as a mechanism toward achieving conformance with solid/void ratio requirements set forth via GHMC 17.99.410(B). As proposed, Building A consists of three prominent facades which are required to conform with this Design Manual provision: the north, south, and west facades. These facades are proposed to include glazing of 3.2%, 9.4%, and 8.7%, respectively. The applicant proposes that the decorative appearance of masonry on these facades should be considered as a substitute to the deficient glazing provided.

Finally, the applicant is requesting the DRB review and recommend approval of its proposal to use corrugated metal siding and smooth-face CMU in excess of 20% of any given façade on the site. The applicant asserts that the use of the buildings does not lend itself to the more residential-type siding materials discussed in the Design Manual. The applicant further asserts that its alternative design proposal creates a more durable building than would be achieved through rigid application of the Design Manual and that, with incorporation of its selected material colors, will create a handsome and timeless design for many years to come.

The DRB finds that the applicant's proposed design alternatives to the aforementioned provisions of Article IV of the Design Manual do not meet the

intent of the general requirements or represent an equivalent or superior design solution to what would otherwise be achieved by rigidly applying the specific requirements of each provision. The DRB finds that the applicant should revise its proposed alternative design for future consideration by the DRB, taking particular care toward a revised design of the façade fronting Wollochet Drive on Building A.

Recommendation: The DRB recommends the decision maker not accept the design alternatives proposed for GHMC 17.99.380(D), GHMC 17.99.400, GHMC 17.99.410(B), or GHMC 17.99.420(A) as consistent with the criteria required to recommend approval of an alternative design solution set forth in GHMC 17.98.055(A).

Brett Marlo-Desantis,
Chair
Design Review Board



Date 9/24/2020.

cc: Planning File



COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

NOTICE OF RECOMMENDATION
CITY OF GIG HARBOR DESIGN REVIEW BOARD
PL-DR-20-0004

TO: Wollochet Ministorage, LLC
6622 Wollochet Drive, Gig Harbor, WA 98335

Steve Yester, Rush Development
6622 Wollochet Drive, Gig Harbor, WA 98335

FROM: Planning Staff

DATE: October 23, 2020

RE: PL-DR-20-0004 – Wollochet Interchange Self-Storage Facility

Having reviewed the above referenced application at its meeting on October 22, 2020, the City of Gig Harbor Design Review Board (DRB) has made the following findings and recommendations to the decision maker for the following requirements of the Design Manual:

Article IV. Architecture

1. **GHMC Section 17.99.380(B) and (D): Mass and Scale** – Provide substantial shifts in walls and roof structures, and; Provide visual terminus to tops of buildings.

Findings: The Design Manual states that wall and roof surfaces shall be broken down into smaller planes using substantial shifts in building footprints which result in substantial shifts in roof lines in a manner consistent with GHMC 17.99.380(B)(1), Horizontal shifts, and (2), Vertical shifts. No portion of a prominent façade may exceed 80 feet in length without a shift in the

building footprint measuring one-tenth of the façade length and meeting the following:

- a. This shift may be broken down into smaller shifts of at least six feet each.
- b. Horizontal shifts, when required, shall be reflected by a shift alteration in the roof design.
- c. To assure that footprint shifts are distributed across the building façade, shifted wall planes shall have a width proportion of between one-to-one and three-to-one the width of adjacent wall planes on the same façade.

No single run of ridge, cornice or fascia (excluding eave overhang) shall exceed 80 feet without a five-foot transition in height. Cupolas and similar minor projections above roof lines do not meet the vertical shift requirement.

The Design Manual also states that, to avoid a truncated appearance, all structures shall have a visual “cap.” Except in the historic district, a lower pitched roof with a minimum 4/12 pitch is allowed provided eaves extend at least two feet beyond exterior building walls. Flat roofs with projecting cornices are allowed on multi-story structures only outside the historic district. Cornice dimensions must be one foot high for every 16 feet of building height and must protrude forward at least one-third the cornice height dimension. The protrusion may include the entire cornice of the cornice may be a graduated protrusion with full protrusion at the top. Cornices must be at or near the top of the wall or parapet. Pediments may extend above the cornice.

The applicant is requesting the DRB review and recommend approval of its proposed horizontal and vertical shifts on Building A’s northwestern façade fronting Wollochot Drive and recommend approval of its proposed flat roof design proposed for Buildings A and B and its low-pitched roof design proposed for Buildings C, D and E.

Following direction from the DRB at its September 10, 2020 public meeting, the applicant reconsidered its architectural design of Building A as it appears from Wollochot Drive. In the applicant’s revised design of Building A, the northwestern façade incorporated horizontal and vertical shifts which do not strictly adhere to the specific requirements of GHMC 17.99.380(B)(1) and (2), in that the horizontal shift measures less than one-tenth of the façade length, and the vertical shift measures less than five feet.

Building A is a multi-story structure designed with a flat roof and projecting cornices which do not strictly conform to the cornice dimensional requirements described in this provision. Building B is a single-story structure designed with a flat roof without projecting cornices; the applicant emphasizes that the proposed roof design is more proportional to the mass of the façade as compared to the flat roof dimensions prescriptively allowed via GHMC 17.99.380(D). Buildings C and E are 1.5-story perimeter structures whose

footprints are located below the grade of the landscaped perimeter and are designed with 1/12 pitched roofs with 18" protruding overhangs. Building D is a single-story structure designed with a 1/12 pitched roof without 2' eaves or protruding overhangs, but is designed with metal coping similar to the metal coping proposed for use on Building B's roof design.

The DRB finds that the proposed design alternative to provide substantial shifts in walls and roof surfaces and to provide visual terminus to tops of buildings meets the intent of the general requirements discussed in GHMC 17.99.380(B) and (D) and represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying the specific requirements of GHMC 17.99.380(B) and (D), particularly as the proposed horizontal and vertical shifts support the elegance of the structure's design and reduce the busyness of the facade.

Recommendation: The DRB recommends the decision maker accept the design alternative to GHMC 17.99.380(B) and (D) as consistent with the criteria required to recommend approval of an alternative design solution set forth in GHMC 17.98.055(A).

2. **GHMC Section 17.99.400: Prominent Facades.**

Findings: The Design Manual requires that consistent architectural interest be provided to all prominent facades. All building facades prominently visible from public waterways, rights-of-way or streets provided primary access to the site shall meet the following façade requirements: prominent facades shall not be blank walls, and; prominent facades shall reflect the same design and detailing which typify the building's front including roof design, window proportion, façade variation and building materials. Prominent facades, whether the front, side or rear of the building, are subject to full design review and shall comply with all design criteria stated herein.

The applicant is requesting the DRB review and recommend approval of its proposal to design only facades visible from the Wollochet Drive right-of-way (ROW) prescriptive to the prominent façade design standards required via GHMC 17.99.400 as opposed to also designing facades visible from the 38th Avenue public ROW against these standards, as is required by this Design Manual provision.

The DRB finds that the proposed design alternative to the prominent façade standards set forth in GHMC 17.99.400 meets the intent of the general requirements and represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying the specific requirements, particularly as the alternatively-designed roof forms and the perimeter landscaping aids in reducing visibility of facades from the 38th Avenue right-of-way.

Recommendation: The DRB recommends the decision maker accept the design alternative to GHMC 17.99.400 as consistent with the criteria required to recommend approval of an alternative design solution set forth in GHMC 17.98.055(A).

3. **GHMC Section 17.99.410(B): Windows and Doors – Conform to solid/void ratio requirements.**

Findings: The Design Manual requires that windows and doors shall constitute at least 25 to 30 percent of prominent façade wall planes. In situations where this is not practical, the masonry façade option described in GHMC 17.99.420(B) may be considered.

The applicant is requesting the DRB review and recommend approval of its proposal to consider its masonry siding material as a mechanism toward achieving conformance with solid/void ratio requirements set forth via GHMC 17.99.410(B). As proposed, Building A consists of three prominent facades which are required to conform with this Design Manual provision: the north, south, and west facades. These facades are proposed to include glazing of 3.2%, 9.4%, and 8.7%, respectively. The applicant proposes that the decorative appearance of masonry on these facades and structural requirements of the structures' composition should be regarded by the DRB in considering the deficient glazing provided.

The DRB finds that the proposed design alternative to this Design Manual provision meets the intent of the general requirement discussed in GHMC 17.99.410(B) and represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying the specific requirements of GHMC 17.99.410(B).

Recommendation: The DRB recommends the decision maker accept the design alternative to GHMC 17.99.410(B) as consistent with the criteria required to recommend approval of an alternative design solution set forth in GHMC 17.98.055(A).

4. **GHMC Section 17.99.420(A): Siding and Trim – Use siding materials that convey the same visual qualities as wood, brick, stone, stacked masonry or (in limited application) other unspecified materials.**

Findings: The Design Manual requires that siding materials be limited to horizontal lap siding (of any lap design) made of wood or cement-like materials; shingles made of cedar or cement-like material; board and batten (or panels with similarly spaced battens); brick, stone (real or cultured), nonscored, split-faced or ground-faced block (CMU). Stucco, tile, terra-cotta, concrete, spandrel glass, sheet siding (e.g., T1-11), corrugated metal panels and smooth-faced or scored concrete block may be used as accent materials, not to exceed 20 percent of any given façade. Standing seam metal siding

with separately attached battens (with proportions similar to board and batten siding) may be used in gables only, or on up to 20 percent of any given façade.

The applicant is requesting the DRB review and recommend approval of its proposal to use corrugated metal siding and smooth-face CMU in excess of 20% of any given façade on the site. The applicant asserts that the use of the building does not lend itself to the more residential-type siding materials discussed in the Design Manual. The applicant further asserts that its alternative design proposal creates a more durable building than would be achieved through rigid application of the Design Manual and that, with incorporation of its selected material colors, will create a handsome and timeless design for many years to come.

The DRB finds that the proposed alternative to this Design Manual provision meets the intent of the general requirement discussed in GHMC 17.99.420(A) and represents an equivalent or superior design solution to what would otherwise be achieved by rigidly applying the specific requirements of GHMC 17.99.420(A), provided that the applicant's choice of yellow and ochre colors for its proposed siding represent subtle earth-tone hues as set forth in GHMC 17.99.450(A).

Recommendation: The DRB recommends the decision maker accept the design alternative to GHMC 17.99.420(A) as consistent with the criteria required to recommend approval of an alternative design solution set forth in GHMC 17.98.055(A), provided the applicant chooses a subtle earth-tone shade of yellow and ochre colors for its siding for review and acceptance by the City of Gig Harbor Planning staff.

Brett Marlo-Desantis,
Chair
Design Review Board



Date 10 / 23 / 2020.

cc: Planning File



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

October 7, 2021

Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit K

Kimberly Mahoney, Associate Planner
City of Gig Harbor
Community Development Department
Planning Division
3510 Grandview Street
Gig Harbor, WA 98335

Dear Kimberly Mahoney:

Thank you for the opportunity to comment on the determination of nonsignificance for the Wollochet Interchange Self Storage Project (PL-SEPA-20-0001) located at 6627 Wollochet Drive as proposed by Wollochet MiniStorage, LLC. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

SOLID WASTE MANAGEMENT: Derek Rockett (360) 407-6287

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from the local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department for proper management of these materials.

TOXICS CLEANUP: Sandy Smith (360) 407-7269

If contamination is suspected, discovered, or occurs during site preparation or construction of storage facilities, testing of the potentially contaminated media must be conducted. If soil or groundwater contamination is readily apparent, or is revealed by testing, the Department of Ecology must be notified. To notify Ecology, contact the Environmental Report Tracking System Coordinator at the Southwest Regional Office at (360) 407-6300. For assistance and information about subsequent cleanup and to identify the type of testing that will be required, contact Sandy Smith with the Toxics Cleanup Program at the Southwest Regional Office at (360) 407-7269.

**TOXICS CLEANUP/TACOMA SMELTER PLUME:
Eva Barber, Technical Assistance Coordinator (360) 407-7094**

This proposed project is located in an area that may have been contaminated with heavy metals due to the air emissions originating from the old Asarco smelter in north Tacoma (visit Ecology's Tacoma Smelter Plume map search tool: <https://fortress.wa.gov/ecy/smeltersearch/>).

Soil contamination from the former Asarco smelter poses a risk to human health and the environment. Children are at especially high risk from direct exposure to contaminated soil. Construction workers, landscapers, gardeners, and others who work in the soils are also at risk.

Ecology recommends that the lead agency include the following as conditions of approval, prior to the issuance of any site development permits or the initiation of grading, filling, or clearing:

- Sample the soil and analyze for arsenic and lead following the [2012 Tacoma Smelter Plume Guidance](#). The soil sampling results shall be sent to Ecology for review. If the project includes open space areas, contact the Technical Assistance Coordinator, Eva Barber, for assistance in soil sampling methodology within the open space area.
- If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The MTCA cleanup level for arsenic is 20 parts per million (ppm) and lead is 250 ppm.
- If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:
 - 1) Develop soil remediation plan and enter into the Voluntary Cleanup Program with Ecology. For more information on the Voluntary Cleanup Program, visit Ecology's website at: <http://www.ecy.wa.gov/programs/tcp/vcp/vcpmain.htm>.
 - 2) Obtain an opinion letter from Ecology stating that the proposed soil remediation plan will likely result in no further action under MTCA. The applicant shall provide to the local land use permitting agency the opinion letter from Ecology.
 - 3) Prior to finalizing site development permits, provide to the local land use permitting agency "No Further Action" determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.
- If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Site design shall include protective measures to isolate or remove contaminated soils from public spaces, yards, and children's play areas. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.

The link below provides a fact sheet that explains more how the arsenic and lead clean-up levels were set and why Ecology sees that they are protective for human health:

<https://fortress.wa.gov/ecy/publications/SummaryPages/1109095.html>.

For assistance and information about Tacoma Smelter Plume and soils contamination, the applicant shall contact, Eva Barber with the Toxics Cleanup Program at (360) 407-7094 or via email at Eva.Barber@ecy.wa.gov.

WATER QUALITY/WATERSHED RESOURCES UNIT:
Jessica Eakens (360) 407-0246

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or stormdrains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Construction Stormwater General Permit:

The following construction activities require coverage under the Construction Stormwater General Permit:

1. Clearing, grading and/or excavation that results in the disturbance of one or more acres **and** discharges stormwater to surface waters of the State; and
2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more **and** discharge stormwater to surface waters of the State.
 - a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, **and** discharge to surface waters of the State; and
3. Any size construction activity discharging stormwater to waters of the State that Ecology:
 - a) Determines to be a significant contributor of pollutants to waters of the State of Washington.
 - b) Reasonably expects to cause a violation of any water quality standard.

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted. For additional information on contaminated construction sites, please contact Carol Serdar at Carol.Serdar@ecy.wa.gov, or by phone at (360) 742-9751.

Additionally, sites that discharge to segments of waterbodies listed as impaired by the State of Washington under Section 303(d) of the Clean Water Act for turbidity, fine sediment, high pH, or phosphorous, or to waterbodies covered by a TMDL may need to meet additional sampling and record keeping requirements. See condition S8 of the Construction Stormwater General Permit for a description of these requirements. To see if your site discharges to a TMDL or 303(d)-listed waterbody, use Ecology's Water Quality Atlas at: <https://fortress.wa.gov/ecy/waterqualityatlas/StartPage.aspx>.

Kimberly Mahoney

October 7, 2021

Page 4

The applicant may apply online or obtain an application from Ecology's website at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/ - Application>. Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(GMP:202105196)

cc: Derek Rockett, SWM
Sandy Smith, TCP
Eva Barber, TCP
Jessica Eakens, WQ

From: [Cindy Andrews](#)
To: [Kimberly Mahoney](#)
Subject: FW: Notice of DNS with Exhibits - Wollochet Interchange Self-Storage - PL-SEPA-20-0001
Date: Friday, September 24, 2021 3:34:06 PM

Squaxin Comments
Cindy

From: Shaun Dinubilo <sdinubilo@squaxin.us>
Sent: Friday, September 24, 2021 3:12 PM
To: Cindy Andrews <candrews@gigharborwa.gov>
Subject: Re: Notice of DNS with Exhibits - Wollochet Interchange Self-Storage - PL-SEPA-20-0001

Hello Cindy,

Thank you for contacting the Squaxin Island Tribe Cultural Resources Department regarding the above listed project for our review and comment. We have no specific cultural resource concerns for this project. However, if DAHP recommends a survey, or any other additional recommendations, we concur with DAHP's recommendations. We would prefer to receive an electronic copy by email once completed. If any archaeological or cultural resources are uncovered during implementation, please halt work in the area of discovery and contact DAHP and the Squaxin Island Tribe's Archaeologist, Shaun Dinubilo via email at sdinubilo@squaxin.us.



Shaun Dinubilo
Archaeologist
CR Department
Squaxin Island Tribe
200 S.E. Billy Frank Jr. Way
Shelton, WA 98584
Office Phone: 360-432-3998
Cell Phone: 360-870-6324
Email: sdinubilo@squaxin.us

From: Cindy Andrews <candrews@gigharborwa.gov>
Sent: Thursday, September 23, 2021 10:55 AM
To: Adonais Clark (aclark@co.pierce.wa.us) <aclark@co.pierce.wa.us>; Alec, Wrolson, Puyallup Tribe <Alec.Wrolson@PuyallupTribe-nsn.gov>; Andrew Strobel, Puyallup Tribe <Andrew.Strobel@PuyallupTribe-nsn.gov>; aosullivan@suquamish.nsn.us <aosullivan@suquamish.nsn.us>; Carol <CarolAnn.Hawks@PuyallupTribe-nsn.gov>; Char Naylor,

Puyallup Tribe <Char.Naylor@PuyallupTribe-nsn.gov>; Charles Matheson, Puyallup Tribe <Charlene.Matheson@PuyallupTribe-nsn.gov>; David Winfrey, Puyallup Tribe <David.Winfrey@PuyallupTribe-nsn.gov>; Department of Natural Resources SEPA Center (sepacenter@dnr.wa.gov) <sepacenter@dnr.wa.gov>; dwilliams@suquamish.nsn.us <dwilliams@suquamish.nsn.us>; efheinitz@doc1.wa.gov <efheinitz@doc1.wa.gov>; eguenther@penmetparks.org <eguenther@penmetparks.org>; esorensen@penmetparks.org <esorensen@penmetparks.org>; ewatson@piercefire.org <ewatson@piercefire.org>; Jennifer Keating, Puyallup Tribe <Jennifer.M.Keating@puyalluptribe-nsn.gov>; JOE CUSHMAN <cushman.joe@nisqually-nsn.gov>; Kelly Still - WDFW (sepadesk@dfw.wa.gov) <sepadesk@dfw.wa.gov>; Kristen Miller <kirsten.miller@dnr.wa.gov>; Lisa Anderson, Puyallup Tribe <Lisa.Anderson@PuyallupTribe-nsn.gov>; Lois Boome, Puyallup Tribe <Lois.Boome@PuyallupTribe-nsn.gov>; Michael Prentice <michaelp@penlight.org>; Muckleshoot Tribe - Laura Murphy (laura.murphy@muckleshoot.nsn.us) <laura.murphy@muckleshoot.nsn.us>; Nancy Games, Puyallup Tribe <nancy.games@puyalluptribe-nsn.gov>; OR-SEPA-REVIEW@wsdot.wa.gov <or-sepa-review@wsdot.wa.gov>; Puget Sound Partnership - Marsha Engel (marsha.engel@psp.wa.gov) <marsha.engel@psp.wa.gov>; reviewteam@commerce.wa.gov <reviewteam@commerce.wa.gov>; Rhonda Foster <rfoster@squaxin.us>; Robert Barandon, Puyallup Tribe <Robert.B.Barandon@puyalluptribe-nsn.gov>; Russ Ladley, Puyallup Tribe <Russ.Ladley@PuyallupTribe-nsn.gov>; sepa <sepa@dahp.wa.gov>; SEPA <SEPARreview@PuyallupTribe-nsn.gov>; sepaunit@ecy.wa.gov <sepaunit@ecy.wa.gov>; Sharon Silver (sharons@penlight.org) <sharons@penlight.org>; Shaun Dinubilo <sdinubilo@squaxin.us>; Shital Saini <shital@penlight.org>; smithv@psd401.net <smithv@psd401.net>; Suquamish Tribe - Dennis Lewarch (dlewarch@suquamish.nsn.us) <dlewarch@suquamish.nsn.us>; Tina Vaslet Pierce Transit (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Zachary Meyer <ZMEY461@FCY.WA.GOV>

Cc: Kimberly Mahoney <KMahoney@gigharborwa.gov>

Subject: Notice of DNS with Exhibits - Wollochet Interchange Self-Storage - PL-SEPA-20-0001

Please find attached the DNS for the Wollochet Interchange Self-Storage project – PL-SEPA-20-0001 and also a link to the DNS including the exhibits and the SEPA checklist. Please provide your comments by October 7, 2021.

[FINAL DNS W. EX A.](#)

[SEPA](#)

Best Regards

Cindy Andrews

Planning Technician

City of Gig Harbor

CAndrews@gigharborwa.gov

Phone - 253-853-7625

City of Gig Harbor
Transmittal Form

Routing for:
Project:

NOA SEPA **NOPH** NOPM NOD Notice Date: October 07, 2021
WOLLOCHET INTERCHANGE SELF-STORAGE

PL-SPR-21-0001, PL-SEPA-20-0001, PL-DR-20-0004, PL-CUP-20-0001, ALP-20-0001

Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit L

Planner: KIM MAHONEY

Routed to:
City Depts.

☐ Public Works–Operations
☐ Public Works–Engineering

☐ Building and Fire Safety
☐ Other _____

SEPA Agencies:

(NOA, SEPA)

Electronic Mail

- ☐ Washington Department of Ecology, SEPA Register
- ☐ Washington Department of Commerce, attn: Review Team
- ☐ Pierce Transit Land Use Review, attn: Kelly Haden, Monica Adams
- ☐ Washington State Department of Fish & Wildlife, attn: SEPA Desk
- ☐ Washington State Department of Natural Resources, attn: SEPA Center
- ☐ Washington State DAHP, attn: Gretchen Kaehler
- ☐ Puyallup Tribe of Indians Historic Preservation, attn: Judy Wright
- ☐ Puyallup Tribe Cultural Resources, attn: Brandon Reynon/Jeffrey Thomas
- ☐ PenMet Parks, attn: Elaine Sorenson
- ☐ Pierce County Fire District Number 5, attn: Eric Watson/Eric Waters
- ☐ Suquamish Tribe, attn: Dennis Lewarch
- ☐ Peninsula School District, attn: Vicki Smith
- ☐ Pierce County Planning and Land Services
- ☐ Washington State Department of Transportation, attn: Dale Severson / SEPA Reviews
- ☐ Squaxin Island Tribe, attn: Rhonda Foster
- ☐ Muckleshoot Tribe, attn: Laura Murphy
- ☐ Washington Department of Corrections, attn: Eric Heinitz
- ☐ Puget Sound Partnership, attn: Marsha Engel

Other Parties:

1st Class Mail

- ☒ Applicant/Owner/Agent (NOA, **NOPH**, NOPM, SEPA, NOD) MDNS)
- ☐ DRB (NOA for Non-residential, Multi-family, Subdivisions, Public Projects)
- ☐ Parks Commission via Terri Reed (NOA)
- ☒ Property Owners within 300 feet of site: attached list (NOA, SEPA, **NOPH**, NOPM, NOD for Type II permits only)
- ☒ Parties of Record: attached list **NOPH** NOPM, NOD)
PACIFIC EQUITY GROUP – CHRIS UNGER
MYIA THORSTELDT
- ☐ Pierce County (NOA for Plats adjacent to City Limits)
- ☐ Pierce County Assessor-Treasurer (NOD)
- ☐ WA Transportation Secretary (NOA for Plats adj. to State ROW, or within 2 miles of Airport—approximately any plats south of Pioneer/Wollochet

interchange)

☐ **TACOMA NEWS TRIBUNE**

CERTIFICATION OF PUBLIC NOTICE

=====

DECLARATION OF MAILING

I, **Cindy Andrews** (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On **October 7, 2021** I mailed **(e-mailed)** a true and correct copy of the **NOTICE OF PUBLIC HEARING**

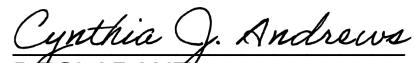
Project Name **WOLLOCHET INTERCHANGE SELF-STORAGE**

Project Location **66XX WOLLOCHET DR. NW**

Permit Number(s): **PL-SPR-21-0001, PL-SEPA-20-0001, PL-DR-20-0004, PL-CUP-20-0001, ALP-20-0001**

to the individuals/agencies identified on the attached transmittal form by United States Postal Service, inter-office routing, or electronic mail, as specified on the attached.

SIGNED at Gig Harbor, Washington, this 7th day of October 2021


DECLARANT (signature)



Pacific Equity Group
3304 Rosedale Street, Suite 200
Gig Harbor, WA 98335



Myia Thorsteldt
16202 80th St NW
Gig Harbor, WA 98349



"THE MARITIME CITY"

CITY OF GIG HARBOR NOTICE OF PUBLIC HEARING

WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY

Permit Number(s):	PL-SPR-20-0001, PL-SEPA-20-0001, PL-DR-20-0004, PL-CUP-20-0001, PL-ALP-20-0001
Date of Notice:	October 7, 2021
Applicant:	Wollochet Ministorage, LLC, 6622 Wollochet Dr. NW, Gig Harbor, WA 98335
Agent:	The Rush Companies, 6622 Wollochet Dr. NW, Gig Harbor, WA 98335
Project Location:	66XX Wollochet Dr. NW, located on the east side of Wollochet Dr, approximately 500 feet northeast of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR 16 off ramp. Sec 07, Tw 21, R 02 Qtr 44. Assessor's Parcel Number: 0221078007
Project Description:	The proposal includes the construction of five buildings totaling approximately 102,371 gross square feet, (buildings A - E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. The applicant also proposes 11 off-street vehicle loading berths. Vehicular access is proposed via a new driveway off of Wollochet Dr.
SEPA Threshold Determination:	Determination of Nonsignificance issued on September 23, 2021.
PUBLIC HEARING DATE:	Hearing Examiner, October 21, 2021, at 1:30 pm , at Gig Harbor Civic Center, Council Chambers, 3510 Grandview Street, Gig Harbor. NOTE: This public hearing may be held in an online format subject to the latest public health recommendations.

Interested persons are invited to attend the public hearing and provide testimony on this proposal. The hearing will be conducted in the manner prescribed by Gig Harbor Municipal Code Chapter 19.05.

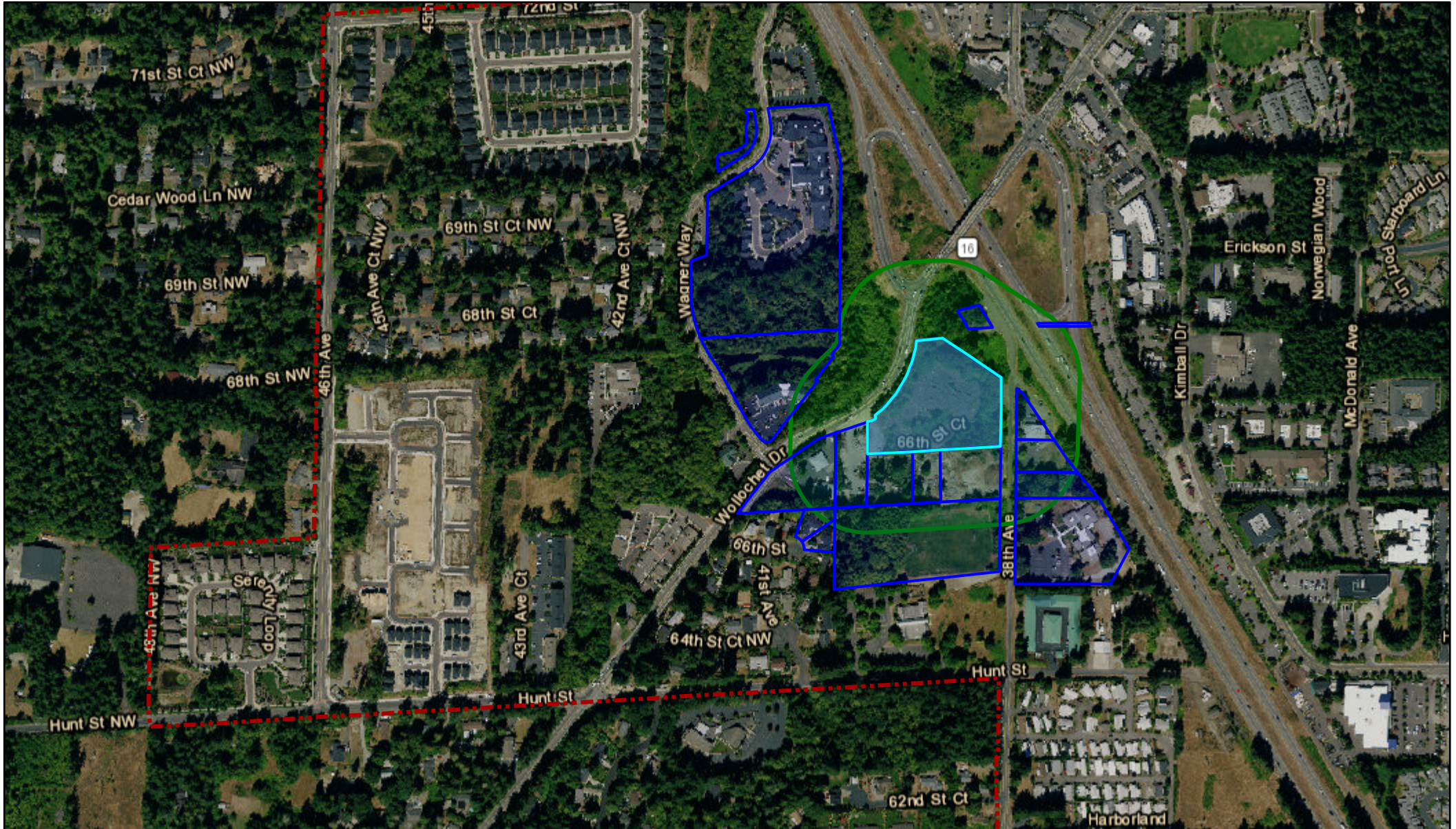
Documents pertinent to this application are available for review and inspection online only using the City of Gig Harbor Permit Portal. Please contact Kimberly Mahoney, Senior Planner, for questions regarding access to other documents pertinent to this application. A copy of the staff report on this proposal will be available at least seven days prior to the hearing. A copy of the application, all documents and evidence relied upon by the applicant, and applicable criteria are available for inspection at no cost; copies will be provided at the requestor's cost.

Interested persons may comment on the above stated application or may request a copy of the decision on this

application. **Requests for notification, written comments, including any written comments addressing the findings required for a decision, must be submitted to the Planning Division no later than 5:00 pm on October 20, 2021**

Questions regarding the above stated application should be made to Kimberly Mahoney, Senior Planner, City of Gig Harbor Community Development Department, 3510 Grandview Street, Gig Harbor, WA 98335, or by calling 851-6170. Additional permit information can also be found at www.cityofgigharbor.net by clicking "Permit Portal" then clicking "Applications," entering "Hearing Examiner Hearing" and then selecting the Hearing date and clicking on More Details".

ArcGIS Web Map



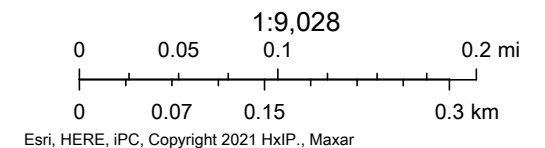
9/29/2021, 4:48:31 PM

OCIO 2020 Imagery MG3 Color

Red: Band_1

Green: Band_2

Blue: Band_3



TaxParcelNumber	TaxpayerName	Delivery_Address
Parcel: 0221083161	PENINSULA LUTHERAN CHURCH	6509 38TH AVE
Parcel: 0221074048	CHANGELA SATISH & VARSHA S	5105 57TH AVE NW
Parcel: 0221074030	WASHINGTON STATE DOT	11211 41ST AVE SW
Parcel: 0221083023	CITY OF TACOMA - TPU	3628 S 35TH ST ABS-2
Parcel: 7997000050	LARRABEE CONNIE	4001 66TH ST
Parcel: 0221078006	WASHINGTON ST BOARD	6501 S 19TH ST
Parcel: 0221083024	PENINSULA LUTHERAN CHURCH	6509 38TH AVE
Parcel: 0221074071	OLSEN WAYNE E & VAGN OLSEN ETAL	PO BOX 2355
Parcel: 0221078007	WOLLOCHET MINISTORAGE LLC	6622 WOLLOCHET DR
Parcel: 7997000040	LUNDERVILLE ANNETTE D	4007 66TH ST
Parcel: 0221083087	NITARDY JOHN	29747 48TH AVE S
Parcel: 4002010050	GIG HARBOR FINANCIAL CENTER LLC	6622 WOLLOCHET DR
Parcel: 0221074069	OLSEN WAYNE E & VAGN OLSEN ETAL	PO BOX 2355
Parcel: 0221083162	PENINSULA LUTHERAN CHURCH	6509 38TH AVE
Parcel: 0221074058	OLSEN VAGN	3110 WHITE CLOUD AVE NW
Parcel: 0221083089	NITARDY JOHN	29747 48TH AVE S
Parcel: 4002980080	ONE MALLARDS LANDING LLC	PO BOX 99945
Parcel: 0221074070	OLSEN WAYNE E & VAGN OLSEN ETAL	PO BOX 2355

City_State Zipcode

GIG HARBOR, WA 98335-8301

GIG HARBOR, WA 98335-7385

LAKEWOOD, WA 98499-4653

TACOMA, WA 98409-3115

GIG HARBOR, WA 98335

TACOMA, WA 98466-6139

GIG HARBOR, WA 98335-8301

GIG HARBOR, WA 98335-4355

GIG HARBOR, WA 98335-8325

GIG HARBOR, WA 98335-8311

AUBURN, WA 98001-1504

GIG HARBOR, WA 98335-8325

GIG HARBOR, WA 98335-4355

GIG HARBOR, WA 98335-8301

GIG HARBOR, WA 98335-7678

AUBURN, WA 98001-1504

LAKEWOOD, WA 98496-0945

GIG HARBOR, WA 98335-4355

Row 10/7/21 CP

CERTIFICATION OF PUBLIC NOTICE

DECLARATION OF POSTING

I, STEVE YESTER (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On OCTOBER 6, 2021 I caused to be posted the notice board provided by the

City for the NOTICE OF PUBLIC HEARING on the following:

Project Name: **WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY**

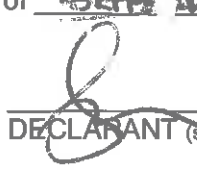
Project Location **66XX Wollochet Dr NW**

Permit Number(s): PL-SPR-20-0001, PL-ALP-20-0001, PL-CUP-20-0001, PL-DR-20-0004, PL-SEPA-20-0001

the locations indicated below meeting the requirements of GHMC 19.03.001(A).

- ☒ ON WOLLOCHET DR FRONTAGE
- ☒ _____

SIGNED at Gig Harbor, Washington, this 6th day of OCTOBER, 2021.


DECLARANT (signature)

**City of Gig Harbor
Transmittal Form**

Routing for: NOA SEPA **NOPH** NOPM NOD Notice Date: October 7, 2021
Project: WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY

PI-SPR-20-0001

Planner: KIMBERLY MAHONEY

Routed to: ☐ Public Works–Operations ☐ Building and Fire Safety
City Depts. ☐ Public Works–Engineering ☐ Other _____

SEPA Agencies: ☐ Washington Department of Ecology, SEPA Register
(NOA, SEPA) ☐ Washington Department of Commerce, attn: Review Team
Electronic Mail ☐ Pierce Transit Land Use Review, attn: Kelly Haden, Monica Adams
☐ Washington State Department of Fish & Wildlife, attn: SEPA Desk
☐ Washington State Department of Natural Resources, attn: SEPA Center
☐ Washington State DAHP, attn: Gretchen Kaehler
☐ Puyallup Tribe of Indians Historic Preservation, attn: Judy Wright
☐ Puyallup Tribe Cultural Resources, attn: Brandon Reynon/Jeffrey Thomas
☐ PenMet Parks, attn: Elaine Sorenson
☐ Pierce County Fire District Number 5, attn: Eric Watson/Eric Waters
☐ Suquamish Tribe, attn: Dennis Lewarch
☐ Peninsula School District, attn: Vicki Smith
☐ Pierce County Planning and Land Services
☐ Washington State Department of Transportation, attn: Dale Severson / SEPA Reviews
☐ Squaxin Island Tribe, attn: Rhonda Foster
☐ Muckleshoot Tribe, attn: Laura Murphy
☐ Washington Department of Corrections, attn: Eric Heinitz
☐ Puget Sound Partnership, attn: Marsha Engel

Other Parties: ☐ **Applicant/Owner/Agent (NOA, NOPH, NOPM, SEPA, NOD) MDNS)**
1st Class Mail ☐ DRB (NOA for Non-residential, Multi-family, Subdivisions, Public Projects)
☐ Parks Commission via Terri Reed (NOA)
☐ **Property Owners within 300 feet of site: attached list (NOA, SEPA, NOPH, NOPM, NOD for Type II permits only)**
☐ Parties of Record: attached list (**NOPH**, NOPM, NOD)
☐ Pierce County (NOA for Plats adjacent to City Limits)
☐ Pierce County Assessor-Treasurer (**NOD**)
☐ WA Transportation Secretary (NOA for Plats adj. to State ROW, or within 2 miles of Airport—approximately any plats south of Pioneer/Wollochet interchange)

☒ **TACOMA NEWS TRIBUNE**

CERTIFICATION OF PUBLIC NOTICE

=====

DECLARATION OF PUBLISHING

I, **CINDY ANDREWS** (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On **SEPTEMBER 28, 2021** I sent a true and correct copy of the **NOTICE OF PUBLIC HEARING** for publication in the **OCTOBER 7, 2021** edition of the Tacoma News Tribune for the following:

Project Name **WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY**

Project Location: **66XX Wollochet Dr NW**

Permit Number(s): **PI-SPR-20-0001, PL-SEPA-20-0001, PL-DR-20-0004, PL-CUP-20-0001, PL-ALP-20-0001**

SIGNED at Gig Harbor, Washington, this 30 day of **SEPTEMBER , 2021**


DECLARANT (signature)



"THE MARITIME CITY"

CITY OF GIG HARBOR NOTICE OF PUBLIC HEARING

WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY

Permit Number(s):	PL-SPR-20-0001, PL-SEPA-20-0001, PL-DR-20-0004, PL-CUP-20-0001, PL-ALP-20-0001
Date of Notice:	October 7, 2021
Applicant:	Wollochet Ministorage, LLC, 6622 Wollochet Dr. NW, Gig Harbor, WA 98335
Agent:	The Rush Companies, 6622 Wollochet Dr. NW, Gig Harbor, WA 98335
Project Location:	66XX Wollochet Dr. NW, located on the east side of Wollochet Dr, approximately 500 feet northeast of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR 16 off ramp. Sec 07, Tw 21, R 02 Qtr 44. Assessor's Parcel Number: 0221078007
Project Description:	The proposal includes the construction of five buildings totaling approximately 102,371 gross square feet, (buildings A - E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. The applicant also proposes 11 off-street vehicle loading berths. Vehicular access is proposed via a new driveway off of Wollochet Dr.
SEPA Threshold Determination:	Determination of Nonsignificance issued on September 23, 2021.
PUBLIC HEARING DATE:	Hearing Examiner, October 21, 2021, at 1:30 pm , at Gig Harbor Civic Center, Council Chambers, 3510 Grandview Street, Gig Harbor. NOTE: This public hearing may be held in an online format subject to the latest public health recommendations.

Interested persons are invited to attend the public hearing and provide testimony on this proposal. The hearing will be conducted in the manner prescribed by Gig Harbor Municipal Code Chapter 19.05.

Documents pertinent to this application are available for review and inspection online only using the City of Gig Harbor Permit Portal. Please contact Kimberly Mahoney, Senior Planner, for questions regarding access to other documents pertinent to this application. A copy of the staff report on this proposal will be available at least seven days prior to the hearing. A copy of the application, all documents and evidence relied upon by the applicant, and applicable criteria are available for inspection at no cost; copies will be provided at the requestor's cost.

Interested persons may comment on the above stated application or may request a copy of the decision on this

application. **Requests for notification, written comments, including any written comments addressing the findings required for a decision, must be submitted to the Planning Division no later than 5:00 pm on October 20, 2021**

Questions regarding the above stated application should be made to Kimberly Mahoney, Senior Planner, City of Gig Harbor Community Development Department, 3510 Grandview Street, Gig Harbor, WA 98335, or by calling 851-6170. Additional permit information can also be found at www.cityofgigharbor.net by clicking "Permit Portal" then clicking "Applications," entering "Hearing Examiner Hearing" and then selecting the Hearing date and clicking on More Details".

THANK YOU for your legal submission!

Your legal has been submitted for publication. Below is a confirmation of your legal placement. You will also receive an email confirmation.

ORDER DETAILS**Order Number:**

IPL0043137

Order Status:

Submitted

Classification:

Legals & Public Notices

Package:

TAC - Legal Ads

Final Cost:

136.64

Payment Type:

Account Billed

User ID:

IPL0021041

ACCOUNT INFORMATION

CITY OF GIG HARBOR IP

3510 GRANDVIEW ST

GIG HARBOR, WA 98335-1214

253-851-8136

noemail@noemail.com

CITY OF GIG HARBOR

TRANSACTION REPORT**Date**

September 28, 2021 5:56:13 PM EDT

Amount:

136.64

SCHEDULE FOR AD NUMBER IPL00431370

October 7, 2021

The News Tribune (Tacoma)

PREVIEW FOR AD NUMBER IPL00431370

**CITY OF GIG HARBOR
NOTICE OF PUBLIC HEARING
WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY**

Permit Number(s): PL-SPR-20-0001, PL-SEPA-20-0001, PL-DR-20-0004, PL-CUP-20-0001, PL-ALP-20-0001

Date of Notice: October 7, 2021

Applicant: Wollochet Ministorage, LLC, 6622 Wollochet Dr. NW, Gig Harbor, WA 98335

Agent: The Rush Companies, 6622 Wollochet Dr. NW, Gig Harbor, WA 98335

Project Location: 66XX Wollochet Dr. NW, located on the east side of Wollochet Dr, approximately 500 feet northeast of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR 16 off ramp. Sec 07, Tw 21, R 02 Qtr 44.

Assessor's Parcel Number: 0221078007

Project Description: The proposal includes the construction of five buildings totaling approximately 102,371 gross square feet, (buildings A - E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. The applicant also proposes 11 off-street vehicle loading berths. Vehicular access is proposed via a new driveway off of Wollochet Dr.

SEPA Threshold Determination:

Determination of Nonsignificance issued on September 23, 2021.

PUBLIC HEARING DATE:

Hearing Examiner, **October 21, 2021, at 1:30 pm**, at Gig Harbor Civic Center, Council Chambers, 3510 Grandview Street, Gig Harbor.

NOTE: This public hearing may be held in an online format subject to the latest public health recommendations.

Interested persons are invited to attend the public hearing and provide testimony on this proposal. The hearing will be conducted in the manner prescribed by Gig Harbor Municipal Code Chapter 19.05.

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Interested persons may comment on the above stated application or may request a copy of the decision on this application. **Requests for notification, written comments, including any written comments addressing the findings required for a decision, must be submitted to the Planning Division no later than 5:00 pm on October 20, 2021**

Questions regarding the above stated application should be made to Kimberly Mahoney, Senior Planner, City of Gig Harbor Community Development Department, 3510 Grandview Street, Gig Harbor, WA 98335, or by calling 851-6170. Additional permit information can also be found at www.cityofgigharbor.net by clicking "Permit Portal" then clicking "Applications," entering "Hearing Examiner Hearing" and then selecting the Hearing date and clicking on More Details".

IPL0043137

Oct 7 2021

[<< Click here to print a printer friendly version >>](#)

Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit M

CERTIFICATION OF PUBLIC NOTICE

=====

DECLARATION OF PUBLISHING

I, **CINDY ANDREWS** (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On AUGUST 25th, 2020 I sent a true and correct copy of the **NOTICE OF PUBLIC MEETING** for publication In the SEPT 3rd, 2020 edition of the Peninsula Gateway for the following:

Project Name: **WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY**

Project Location: **66XX WOLLOCHET DR NW**

Permit Number(s): PL-DR-20-0004

SIGNED at Gig Harbor, Washington, this 25TH day of AUGUST, 2020.

Cindy Andrews

DECLARANT (signature)

Order Confirmation

Customer

CITY OF GIG HARBOR

Customer Account

255175

Customer Address

3510 GRANDVIEW ST
GIG HARBOR WA 983351214 USA

Customer Phone

253-851-8136

Customer Fax

Sales Rep

cdaniels@mcclatchy.com

Payor Customer

CITY OF GIG HARBOR

Payor Account

255175

Payor Address

3510 GRANDVIEW ST
GIG HARBOR WA 983351214 USA

Payor Phone

253-851-8136

Customer EMail

Order Taker

cdaniels@mcclatchy.com

PO Number

Legal Notice

Payment Method

Invoice

Blind Box

Tear Sheets

0

Proofs

0

Affidavits

2

Net Amount

\$173.10

Tax Amount

\$0.00

Total Amount

\$173.10

Payment Amount

\$0.00

Amount Due

\$173.10

Ad Order Number

0004738784

Order Source

Ordered By

Cindy Andrews

Special Pricing

Invoice Text

NOPM Wollochet Self-Storage 9.10.2020

Promo Type

Package Buy

Materials

Ad Order Information

<u>Ad Number</u>	<u>Ad Type</u>	<u>Production Method</u>	<u>Production Notes</u>
0004738784-01	TAC-Legal Liner	AdBooker	

<u>External Ad Number</u>	<u>Ad Attributes</u>	<u>Ad Released</u> No	<u>Pick Up</u>
---------------------------	----------------------	--------------------------	----------------

<u>Ad Size</u>	<u>Color</u>
2 X 59 li	

<u>Product</u>	<u>Placement</u>	<u>Times Run</u>	<u>Schedule Cost</u>
TAC-GW-Gateway	0300 - Legals Classified	1	\$173.10

<u>Run Schedule Invoice Text</u>	<u>Position</u>
NOTICE OF PUBLIC MEETING Wollochet Inte	0301 - Legals & Public Notices

Run Dates
09/03/2020

NOTICE OF PUBLIC MEETING

Wollochet Interchange Self-Storage Facility

Permit Number(s): PL-DR-20-0004
Date of Notice: August 27, 2020
Applicant: Wollochet MiniStorage, LLC, 6622 Wollochet Dr NW, Gig Harbor, WA 98335
Agent: Steve Yester, 6622 Wollochet Dr NW, Gig Harbor, WA 98335
Project Location: 66XX Wollochet Dr, NW, site is located on the east side of Wollochet Dr, approximately 500 feet north east of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR 16 off-ramp. Sec 07, Tw 21, R 02 Qtr 44.
Assessor's Parcel Number: 0221078007
Project Description: The proposal includes the construction of five buildings totaling approximately 101,570 gross square feet, (buildings A - E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. Vehicular access is proposed via a new driveway off of Wollochet Dr. The applicant is seeking a recommendation from the Design Review Board (DRB) on a design alternative request related to specific requirements of GHMC 17.99, Design Manual, Article III: Site Design and Article IV: Architecture.
SEPA Threshold Determination: A threshold determination has not been issued at this time.
PUBLIC MEETING DATE: Design Review Board, **September 10, 2020, 5:00 pm**, at Gig Harbor Civic Center, Community Rooms, 3510 Grandview Street, Gig Harbor. **NOTE: This public meeting will be held in an online format subject to the latest public health recommendations.**

Interested persons are invited to attend the public meeting and provide comment on this proposal; however, public testimony will not be taken. The meeting will be conducted in the manner prescribed by Gig Harbor Municipal Code Section 17.98.055(C).

As of March 16, 2020, at 12 PM noon, our Civic Center will be closed to the general public until further notice. Therefore, documents pertinent to this application are available for review and inspection online only using the City of Gig Harbor Permit Portal. Please contact Kimberly Mahoney, Associate Planner, for questions regarding access to other documents pertinent to this application.

Interested persons may comment on the above stated application or may request a copy of the decision on this application. **Pursuant to the Governor's Stay Home - Stay Healthy Order, requests for notification, written comments, including any written comments addressing the findings required for a decision, must be submitted to the Community Development Department no later than 5:00 PM on September 9, 2020; one day prior to the scheduled meeting. Comments received will be read into the record at the meeting.**

Questions regarding the above stated application should be made to Kimberly Mahoney, Associate Planner, City of Gig Harbor Planning Division, 3510 Grandview Street, Gig Harbor, WA 98335, or by calling 851-6170. Additional permit information can be found at www.cityofgigharbor.net by clicking "Permit Portal," then clicking "Applications" and entering the above permit numbers or by reviewing the city's website at <https://www.cityofgigharbor.net/calendar>, selecting "Design Review Board", selecting the meeting date and then clicking on "More Details".

CERTIFICATION OF PUBLIC NOTICE

=====

DECLARATION OF MAILING

I, Michelle Thomas (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On August 27, 2020 I mailed a true and correct copy of the of Notice of Public Meeting for the following:

Project Name: Wollochet Interchange Self-Storage

Project Location: 66XX Wollochet Drive

Permit Number(s): PL-DR-20-0004

to the individuals/agencies identified on the attached transmittal form by United States Postal Service, inter-office routing, or electronic mail, as specified on the attached.

SIGNED at Gig Harbor, Washington, this 27th day of August, 2020.


DECLARANT (signature)



COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

NOTICE OF PUBLIC MEETING

Wollochet Interchange Self-Storage Facility

Permit Number(s): PL-DR-20-0004

Date of Notice: August 27, 2020

Applicant: Wollochet MiniStorage, LLC, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Agent: Steve Yester, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Project Location: 66XX Wollochet Dr, NW, site is located on the east side of Wollochet Dr, approximately 500 feet north east of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR 16 off-ramp. Sec 07, Tw 21, R 02 Qtr 44. Assessor's Parcel Number: 0221078007

Project Description: The proposal includes the construction of five buildings totaling approximately 101,570 gross square feet, (buildings A – E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. Vehicular access is proposed via a new driveway off of Wollochet Dr. The applicant is seeking a recommendation from the Design Review Board (DRB) on a design alternative request related to specific requirements of GHMC 17.99, Design Manual, Article III: Site Design and Article IV: Architecture.

SEPA Threshold Determination: A threshold determination has not been issued at this time.

PUBLIC MEETING DATE: Design Review Board, **September 10, 2020, 5:00 pm**, at Gig Harbor Civic Center, Community Rooms, 3510 Grandview Street, Gig Harbor. **NOTE: This public meeting will be held in an online format subject to the latest public health recommendations.**

Interested persons are invited to attend the public meeting and provide comment on this proposal;

however, public testimony will not be taken. The meeting will be conducted in the manner prescribed by Gig Harbor Municipal Code Section 17.98.055(C).

As of March 16, 2020, at 12 PM noon, our Civic Center will be closed to the general public until further notice. Therefore, documents pertinent to this application are available for review and inspection online only using the City of Gig Harbor Permit Portal. Please contact Kimberly Mahoney, Associate Planner, for questions regarding access to other documents pertinent to this application.

Interested persons may comment on the above stated application or may request a copy of the decision on this application. **Pursuant to the Governor's Stay Home – Stay Healthy Order, requests for notification, written comments, including any written comments addressing the findings required for a decision, must be submitted to the Community Development Department no later than 5:00 PM on September 9, 2020; one day prior to the scheduled meeting.** Comments received will be read into the record at the meeting.

Questions regarding the above stated application should be made to Kimberly Mahoney, Associate Planner, City of Gig Harbor Planning Division, 3510 Grandview Street, Gig Harbor, WA 98335, or by calling 851-6170. Additional permit information can be found at www.cityofgigharbor.net by clicking "Permit Portal," then clicking "Applications" and entering the above permit numbers or by reviewing the city's website at <https://www.cityofgigharbor.net/calendar>, selecting "Design Review Board", selecting the meeting date and then clicking on "More Details".

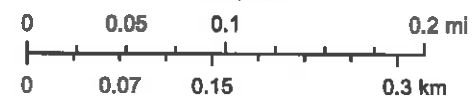
ArcGIS Web Map



8/25/2020 1:17:36 PM

Parcels

1:9,028



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS,

City of Gig Harbor

The map features are approximate. All data is provided "as-is" and "with all faults." The City assumes no liability for variations ascertained by actual survey.

Parcel: 0221083087
NITARDY JOHN
815 S 216TH ST
DES MOINES, WA 98198

Parcel: 0221074048
CHANGELA SATISH & VARSHA ...
5105 57TH AVE NW
GIG HARBOR, WA 98335-7385

Parcel: 0221074070
OLSEN WAYNE E & VAGN OLSE...
PO BOX 2355
GIG HARBOR, WA 98335-4355

Parcel: 0221078007
WOLLOCHET MINISTORAGE LL...
6622 WOLLOCHET DR
GIG HARBOR, WA 98335-8325

Parcel: 0221083024
PENINSULA LUTHERAN CHURC...
6509 38TH AVE
GIG HARBOR, WA 98335-8301

Parcel: 0221083089
NITARDY JOHN
815 S 216TH ST
DES MOINES, WA 98198

Parcel: 7997000040
LUNDERVILLE ANNETTE D
4007 66TH ST
GIG HARBOR, WA 98335-8311

Parcel: 0221074071
OLSEN WAYNE E & VAGN OLSE...
PO BOX 2355
GIG HARBOR, WA 98335-4355

Parcel: 0221078006
WASHINGTON ST BOARD
6501 S 19TH ST
TACOMA, WA 98466-6139

Parcel: 0221074058
OLSEN VAGN
3110 WHITE CLOUD AVE NW
GIG HARBOR, WA 98335-7678

Parcel: 0221074030
WASHINGTON STATE DOT
11211 41ST AVE SW
LAKEWOOD, WA 98499-4653

Parcel: 0221083023
CITY OF TACOMA - TPU
3628 S 35TH ST ABS-2
TACOMA, WA 98409-3115

Parcel: 4002980080
ONE MALLARDS LANDING LLC
PO BOX 99945
LAKEWOOD, WA 98496-0945

Parcel: 0221074069
OLSEN WAYNE E & VAGN OLSE...
PO BOX 2355
GIG HARBOR, WA 98335-4355

Parcel: 0221083162
PENINSULA LUTHERAN CHURC...
6509 38TH AVE
GIG HARBOR, WA 98335-8301

Parcel: 0221083161
PENINSULA LUTHERAN CHURC...
6509 38TH AVE
GIG HARBOR, WA 98335-8301

Parcel: 4002010050
GIG HARBOR FINANCIAL CENT...
6622 WOLLOCHET DR
GIG HARBOR, WA 98335-8325

Parcel: 7997000050
LARRABEE CONNIE
4001 66TH ST
GIG HARBOR, WA 98335

RECEIVED

By C. Andrews at 7:20 am, Sep 03, 2020

CERTIFICATION OF PUBLIC NOTICE

DECLARATION OF POSTING

I, STEVE YESTER (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On SEPTEMBER 2, 2020 I caused to be posted the notice board provided by the

City for the NOTICE OF PUBLIC MEETING on the following:

Project Name: **WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY**

Project Location: 66XX WOLLOCHET DR NW.

Permit Number(s): PL-SPR-20-0001

the locations indicated below meeting the requirements of GHMC 19.03.001(A).

- ☒ WOLLOCHET DR NW AT PROJECT FRONTAGE
- ☒ _____

SIGNED at Gig Harbor, Washington, this 3RD day of SEPTEMBER, 2020.


DECLARANT (signature)

CERTIFICATION OF PUBLIC NOTICE

DECLARATION OF POSTING

I, STEVE YESTER (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On OCTOBER 15, 2020 I caused to be posted the notice board provided by the City for the **NOTICE OF PUBLIC MEETING** on the following:

Project Name: **WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY**

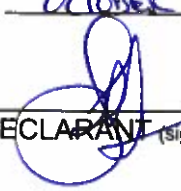
Project Location: **66XX WOLLOCHET DR.**

Permit Number(s): **PL-DR-20-0004**

the locations indicated below meeting the requirements of GHMC 19.03.001(A).

- ☒ AT WOLLOCHET DR FRONTAGE
- ☒ _____

SIGNED at Gig Harbor, Washington, this 15th day of OCTOBER, 2020.



DECLARANT (signature)

CERTIFICATION OF PUBLIC NOTICE

=====

DECLARATION OF MAILING

I, **Cindy Andrews** (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On **October 8, 2020** I mailed (e-mailed) a true and correct copy of the **NOTICE OF PUBLIC MEETING**

Project Name: **WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY**

Project Location : **66XX WOLLOCHET DR NW.**

Permit Number(s): **PL-DR-20-0004**

to the individuals/agencies identified on the attached transmittal form by United States Postal Service, inter-office routing, or electronic mail, as specified on the attached.

SIGNED at Gig Harbor, Washington, this 8TH day of OCTOBER, 2020.

Cindy Andrews

DECLARANT (signature)

City of Gig Harbor Transmittal Form

Routing for: NOA SEPA NOPH **NOPM** NOD **Notice Date: OCTOBER 8, 2020**
Project: WOLLOCHET INTERCHANGE SELF-STORAGE / PL-DR-20-0004
Planner: KIMBERLY MAHONEY

Routed to: ☐ Public Works–Operations ☐ Building and Fire Safety
City Depts. ☐ Public Works–Engineering ☐ Other_____

SEPA Agencies: ☐ Washington Department of Ecology, SEPA Register
(NOA, **SEPA**) ☐ Washington Department of Commerce, attn: Review Team
Electronic Mail ☐ Pierce Transit Land Use Review, attn: Kelly Haden, Monica Adams
☐ Washington State Department of Fish & Wildlife, attn: SEPA Desk
☐ Washington State Department of Natural Resources, attn: SEPA Center
☐ Washington State DAHP, attn: Gretchen Kaehler
☐ Puyallup Tribe of Indians Historic Preservation, attn: Judy Wright
☐ Puyallup Tribe Cultural Resources, attn: Brandon Reynon/Jeffrey Thomas
☐ PenMet Parks, attn: Elaine Sorenson
☐ Pierce County Fire District Number 5, attn: Eric Watson/Eric Waters
☐ Suquamish Tribe, attn: Dennis Lewarch
☐ Peninsula School District, attn: Vicki Smith
☐ Pierce County Planning and Land Services
☐ Washington State Department of Transportation, attn: Dale Severson / SEPA
Reviews
☐ Squaxin Island Tribe, attn: Rhonda Foster
☐ Muckleshoot Tribe, attn: Laura Murphy
☐ Washington Department of Corrections, attn: Eric Heinitz
☐ Puget Sound Partnership, attn: Marsha Engel

Other Parties:

1st Class Mail

- ☐ **Applicant/Owner**/Agent (NOA, NOPH, **NOPM**, SEPA, NOD)
- ☐ DRB (NOA for Non-residential, Multi-family, Subdivisions, Public Projects)
- ☐ Parks Commission via Terri Reed (NOA)
- ☐ **Property Owners within 300 feet of site: attached list** (NOA, **SEPA**, NOPH, **NOPM**, NOD for Type II permits only)
- ☐ Parties of Record: attached list (NOPH, NOPM, NOD)
- ☐ Pierce County (NOA for Plats adjacent to City Limits)
- ☐ Pierce County Assessor-Treasurer (NOD)
- ☐ WA Transportation Secretary (NOA for Plats adj. to State ROW, or within 2 miles of Airport—approximately any plats south of Pioneer/Wollochet interchange)
- ☐ **Other -**



COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

NOTICE OF PUBLIC MEETING

WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY

Permit Number(s): PL-DR-20-0004

Date of Notice: October 8, 2020

Applicant: Wollochet MiniStorage, LLC, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Agent: Steve Yester, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Project Location: 66XX Wollochet Dr, NW, site is located on the east side of Wollochet Dr., approximately 500 feet north east of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR 16 off-ramp. Sec 07, Tw 21, R 02 Qtr 44.
Assessor's Parcel Number: 0221078007

Project Description: The proposal includes the construction of five buildings totaling approximately 101,570 gross square feet, (buildings A – E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. Vehicular access is proposed via a new driveway off of Wollochet Dr. The applicant is seeking a recommendation from the Design Review Board (DRB) on a design alternative request related to specific requirements of GHMC 17.99, Design Manual, Article IV: Architecture.

SEPA Threshold Determination: A threshold determination has not been issued at this time.

PUBLIC MEETING DATE: Design Review Board, October 22, 2020 at 5:00 pm, NOTE: This public meeting will be held in an online format subject to the latest public health recommendations.

Interested persons are invited to attend the public meeting and provide comment on this proposal; however, public

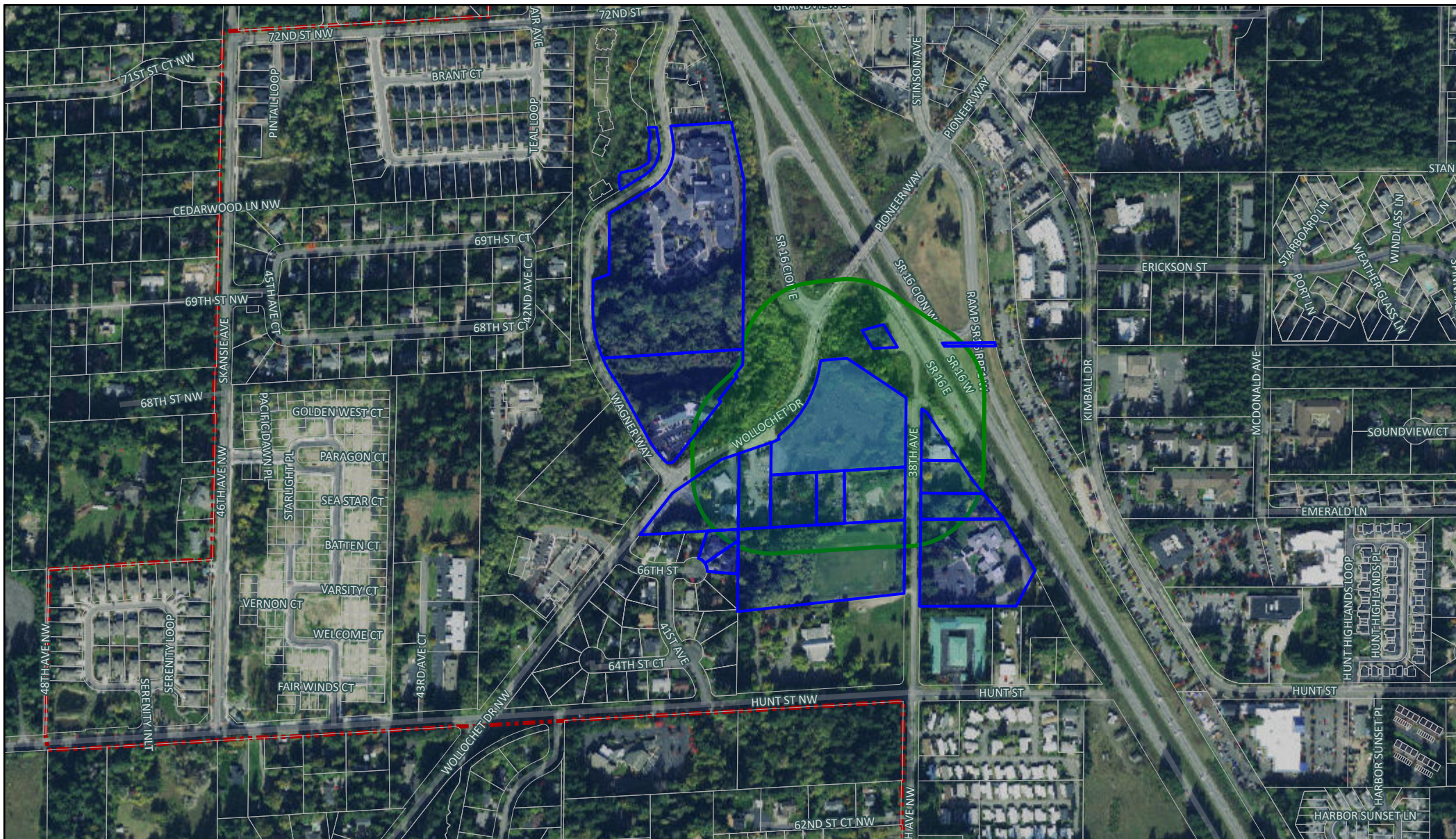
testimony will not be taken. The meeting will be conducted in the manner prescribed by Gig Harbor Municipal Code Section 17.98.055(C).

As of March 16, 2020, at 12 PM noon, our Civic Center will be closed to the general public until further notice. Therefore, documents pertinent to this application are available for review and inspection online only using the City of Gig Harbor Permit Portal. Please contact Kimberly Mahoney, Associate Planner, for questions regarding access to other documents pertinent to this application.

Interested persons may comment on the above stated application or may request a copy of the decision on this application. **Pursuant to the Governor's Stay Home – Stay Healthy Order, requests for notification, written comments, including any written comments addressing the findings required for a decision, must be submitted to the Community Development Department no later than 5:00 PM on October 21, 2020; one day prior to the scheduled meeting. Comments received will be read into the record at the meeting.**

Questions regarding the above stated application should be made to Kimberly Mahoney, Associate Planner, City of Gig Harbor Planning Division, 3510 Grandview Street, Gig Harbor, WA 98335, or by calling 851-6170. Additional permit information can be found at www.cityofgigharbor.net by clicking "Permit Portal," then clicking "Applications" and entering the above permit numbers or by reviewing the city's website at <https://www.cityofgigharbor.net/calendar>, selecting "Design Review Board", selecting the meeting date and then clicking on "More Details".

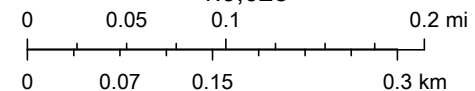
ArcGIS Web Map



10/6/2020 3:34:30 PM

Parcels

1:9,028



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

City of Gig Harbor

The map features are approximate. All data is provided "as-is" and "with all faults." The City assumes no liability for variations ascertained by actual survey.

Parcel: 0221083089
NITARDY JOHN
815 S 216TH ST
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Parcel: 7997000050
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Parcel: 0221078007
WOLLOCHET MINISTORAGE LL...
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GIG HARBOR, WA 98335-8311

Parcel: 7997000050
LARRABEE CONNIE
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GIG HARBOR, WA 98335

Parcel: 4002010050
GIG HARBOR FINANCIAL CENT...
6622 WOLLOCHET DR
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6509 38TH AVE
GIG HARBOR, WA 98335-8301

Parcel: 4002980080
ONE MALLARDS LANDING LLC
PO BOX 99945
LAKEWOOD, WA 98496-0945

**City of Gig Harbor
Transmittal Form**

Routing for: NOA SEPA NOPH **NOPM** NOD **Notice Date: OCTOBER 8, 2020**

Project: WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY/ PL-DR-20-0004

Planner: KIMBERLY MAHONEY

Routed to: ☐ Public Works–Operations ☐ Building and Fire Safety
City Depts. ☐ Public Works–Engineering ☐ Other_____

SEPA Agencies: ☐ Washington Department of Ecology, SEPA Register
(NOA, SEPA) ☐ Washington Department of Commerce, attn: Review Team
Electronic Mail ☐ Pierce Transit Land Use Review, attn: Kelly Haden, Monica Adams
 ☐ Washington State Department of Fish & Wildlife, attn: SEPA Desk
 ☐ Washington State Department of Natural Resources, attn: SEPA Center
 ☐ Washington State DAHP, attn: Gretchen Kaehler
 ☐ Puyallup Tribe of Indians Historic Preservation, attn: Judy Wright
 ☐ Puyallup Tribe Cultural Resources, attn: Brandon Reynon/Jeffrey Thomas
 ☐ PenMet Parks, attn: Elaine Sorenson
 ☐ Pierce County Fire District Number 5, attn: Eric Watson/Eric Waters
 ☐ Suquamish Tribe, attn: Dennis Lewarch
 ☐ Peninsula School District, attn: Vicki Smith
 ☐ Pierce County Planning and Land Services
 ☐ Washington State Department of Transportation, attn: Dale Severson / SEPA
 Reviews
 ☐ Squaxin Island Tribe, attn: Rhonda Foster
 ☐ Muckleshoot Tribe, attn: Laura Murphy
 ☐ Washington Department of Corrections, attn: Eric Heinitz
 ☐ Puget Sound Partnership, attn: Marsha Engel

Other Parties: ☐ Applicant/Owner/Agent (NOA, NOPH, NOPM, SEPA, NOD)
1st Class Mail ☐ DRB (NOA for Non-residential, Multi-family, Subdivisions, Public Projects)
 ☐ Parks Commission via Terri Reed (NOA)
 ☐ Property Owners within 300 feet of site: attached list (NOA, SEPA, NOPH,
 NOPM, NOD for Type II permits only)
 ☐ Parties of Record: attached list (NOPH, NOPM, NOD)
 ☐ Pierce County (NOA for Plats adjacent to City Limits)
 ☐ Pierce County Assessor-Treasurer (NOD)
 ☐ WA Transportation Secretary (NOA for Plats adj. to State ROW, or within 2
 miles of Airport—approximately any plats south of Pioneer/Wollochet
 interchange)

☐ Other - **GATEWAY**_____

CERTIFICATION OF PUBLIC NOTICE

=====

DECLARATION OF PUBLISHING

I, **CINDY ANDREWS** (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On October 7, 2020 I sent a true and correct copy of the NOTICE OF PUBLIC MEETING for publication In the OCT 15, 2020 edition of the Peninsula Gateway for the following:

Project Name: **WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY**

Project Location: **66XX Wollochet Dr, NW**

Permit Number(s): **PL-DR-20-0004**

SIGNED at Gig Harbor, Washington, this 7TH day of OCTOBER, 2020.

Cindy Andrews

DECLARANT (signature)



COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

NOTICE OF PUBLIC MEETING

WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY

Permit Number(s): PL-DR-20-0004

Date of Notice: October 8, 2020

Applicant: Wollochet MiniStorage, LLC, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Agent: Steve Yester, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Project Location: 66XX Wollochet Dr, NW, site is located on the east side of Wollochet Dr., approximately 500 feet north east of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR 16 off-ramp. Sec 07, Tw 21, R 02 Qtr 44.
Assessor's Parcel Number: 0221078007

Project Description: The proposal includes the construction of five buildings totaling approximately 101,570 gross square feet, (buildings A – E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. Vehicular access is proposed via a new driveway off of Wollochet Dr. The applicant is seeking a recommendation from the Design Review Board (DRB) on a design alternative request related to specific requirements of GHMC 17.99, Design Manual, Article IV: Architecture.

SEPA Threshold Determination: A threshold determination has not been issued at this time.

PUBLIC MEETING DATE: Design Review Board, October 22, 2020 at 5:00 pm, NOTE: This public meeting will be held in an online format subject to the latest public health recommendations.

Interested persons are invited to attend the public meeting and provide comment on this proposal; however, public

testimony will not be taken. The meeting will be conducted in the manner prescribed by Gig Harbor Municipal Code Section 17.98.055(C).

As of March 16, 2020, at 12 PM noon, our Civic Center will be closed to the general public until further notice. Therefore, documents pertinent to this application are available for review and inspection online only using the City of Gig Harbor Permit Portal. Please contact Kimberly Mahoney, Associate Planner, for questions regarding access to other documents pertinent to this application.

Interested persons may comment on the above stated application or may request a copy of the decision on this application. **Pursuant to the Governor's Stay Home – Stay Healthy Order, requests for notification, written comments, including any written comments addressing the findings required for a decision, must be submitted to the Community Development Department no later than 5:00 PM on October 21, 2020; one day prior to the scheduled meeting. Comments received will be read into the record at the meeting.**

Questions regarding the above stated application should be made to Kimberly Mahoney, Associate Planner, City of Gig Harbor Planning Division, 3510 Grandview Street, Gig Harbor, WA 98335, or by calling 851-6170. Additional permit information can be found at www.cityofgigharbor.net by clicking "Permit Portal," then clicking "Applications" and entering the above permit numbers or by reviewing the city's website at <https://www.cityofgigharbor.net/calendar>, selecting "Design Review Board", selecting the meeting date and then clicking on "More Details".

Order Confirmation

Customer

CITY OF GIG HARBOR

Customer Account

255175

Customer Address

3510 GRANDVIEW ST
GIG HARBOR WA 983351214 USA

Customer Phone

253-851-8136

Customer Fax

Sales Rep

cdaniels@mcclatchy.com

Payor Customer

CITY OF GIG HARBOR

Payor Account

255175

Payor Address

3510 GRANDVIEW ST
GIG HARBOR WA 983351214 USA

Payor Phone

253-851-8136

Customer EMail

Order Taker

cdaniels@mcclatchy.com

PO Number

Legal Notice

Payment Method

Invoice

Blind Box

Tear Sheets

0

Proofs

0

Affidavits

2

Net Amount

\$185.30

Tax Amount

\$0.00

Total Amount

\$185.30

Payment Amount

\$0.00

Amount Due

\$185.30

Ad Order Number

0004777335

Order Source

Ordered By

Cindy Andrews

Special Pricing

Invoice Text

NOPM DRB 10 22 2020

Promo Type

Package Buy

Materials

Ad Order Information

<u>Ad Number</u>	<u>Ad Type</u>	<u>Production Method</u>	<u>Production Notes</u>
0004777335-01	TAC-Legal Liner	AdBooker	

<u>External Ad Number</u>	<u>Ad Attributes</u>	<u>Ad Released</u>	<u>Pick Up</u>
		No	

<u>Ad Size</u>	<u>Color</u>
2 X 65 li	

<u>Product</u>	<u>Placement</u>	<u>Times Run</u>	<u>Schedule Cost</u>
TAC-GW-Gateway	0300 - Legals Classified	1	\$185.30

<u>Run Schedule Invoice Text</u>	<u>Position</u>
NOTICE OF PUBLIC MEETING WOLLOCHET INTE	0301 - Legals & Public Notices

Run Dates
10/15/2020

NOTICE OF PUBLIC MEETING

WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY

Permit Number(s):	PL-DR-20-0004
Date of Notice:	October 8, 2020
Applicant:	Wollochet MiniStorage, LLC, 6622 Wollochet Dr NW, Gig Harbor, WA 98335
Agent:	Steve Yester, 6622 Wollochet Dr NW, Gig Harbor, WA 98335
Project Location:	66XX Wollochet Dr, NW, site is located on the east side of Wollochet Dr., approximately 500 feet north east of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR 16 off-ramp. Sec 07, Tw 21, R 02 Qtr 44.
Assessor's Parcel Number:	0221078007
Project Description:	The proposal includes the construction of five buildings totaling approximately 101,570 gross square feet, (buildings A - E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. Vehicular access is proposed via a new driveway off of Wollochet Dr. The applicant is seeking a recommendation from the Design Review Board (DRB) on a design alternative request related to specific requirements of GHMC 17.99, Design Manual, Article IV Architecture.

SEPA Threshold Determination: A threshold determination has not been issued at this time.

PUBLIC MEETING DATE: **Design Review Board, October 22, 2020 at 5:00 pm, NOTE: This public meeting will be held in an online format subject to the latest public health recommendations.**

Interested persons are invited to attend the public meeting and provide comment on this proposal; however, public testimony will not be taken. The meeting will be conducted in the manner prescribed by Gig Harbor Municipal Code Section 17.98.055(C).

As of March 16, 2020, at 12 PM noon, our Civic Center will be closed to the general public until further notice. Therefore, documents pertinent to this application are available for review and inspection online only using the City of Gig Harbor Permit Portal. Please contact Kimberly Mahoney, Associate Planner, for questions regarding access to other documents pertinent to this application.

Interested persons may comment on the above stated application or may request a copy of the decision on this application. **Pursuant to the Governor's Stay Home - Stay Healthy Order, requests for notification, written comments, including any written comments addressing the findings required for a decision, must be submitted to the Community Development Department no later than 5:00 PM on October 21, 2020; one day prior to the scheduled meeting. Comments received will be read into the record at the meeting.**

Questions regarding the above stated application should be made to Kimberly Mahoney, Associate Planner, City of Gig Harbor Planning Division, 3510 Grandview Street, Gig Harbor, WA 98335, or by calling 851-6170. Additional permit information can be found at www.cityofgigharbor.net by clicking "Permit Portal," then clicking "Applications" and entering the above permit numbers or by reviewing the city's website at <https://www.cityofgigharbor.net/calendar>, selecting "Design Review Board", selecting the meeting date and then clicking on "More Details".



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit N

February 13, 2020

Kimberly Mahoney, Associate Planner
City of Gig Harbor
Community Development Department
Planning Division
3510 Grandview Street
Gig Harbor, WA 98335

Dear Kimberly Mahoney:

Thank you for the opportunity to comment on the prethreshold consultation for the Wollochet Interchange Self-Storage Facility Project (PL-SPR-20-0001, PL-DR-20-0004, PL-CUP-20-0001, PL-ALP-20-0001, PL-SEPA-20-0001) as proposed by Wollochet MiniStorage, LLC. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

TOXICS CLEANUP/TACOMA SMELTER PLUME:
Eva Barber, Technical Assistance Coordinator (360) 407-7094

This proposed project is located in an area that may have been contaminated with heavy metals due to the air emissions originating from the old Asarco smelter in north Tacoma (visit Ecology's Tacoma Smelter Plume map search tool:

<https://fortress.wa.gov/ecy/smeltersearch/>).

Soil contamination from the former Asarco smelter poses a risk to human health and the environment. Children are at especially high risk from direct exposure to contaminated soil. Construction workers, landscapers, gardeners, and others who work in the soils are also at risk.

Ecology recommends that the lead agency include the following as conditions of approval, prior to the issuance of any site development permits or the initiation of grading, filling, or clearing:

- Sample the soil and analyze for arsenic and lead following the [2012 Tacoma Smelter Plume Guidance](#). The soil sampling results shall be sent to Ecology for review. If the project includes open space areas, contact the Technical Assistance Coordinator, Eva Barber, for assistance in soil sampling methodology within the open space area.

- If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The MTCA cleanup level for arsenic is 20 parts per million (ppm) and lead is 250 ppm.
- If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:
 - 1) Develop soil remediation plan and enter into the Voluntary Cleanup Program with Ecology. For more information on the Voluntary Cleanup Program, visit Ecology's website at: <http://www.ecy.wa.gov/programs/tcp/vcp/vcpmain.htm>.
 - 2) Obtain an opinion letter from Ecology stating that the proposed soil remediation plan will likely result in no further action under MTCA. The applicant shall provide to the local land use permitting agency the opinion letter from Ecology.
 - 3) Prior to finalizing site development permits, provide to the local land use permitting agency "No Further Action" determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.
- If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Site design shall include protective measures to isolate or remove contaminated soils from public spaces, yards, and children's play areas. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.

The link below provides a fact sheet that explains more how the arsenic and lead clean-up levels were set and why Ecology sees that they are protective for human health:

<https://fortress.wa.gov/ecy/publications/SummaryPages/1109095.html>.

For assistance and information about Tacoma Smelter Plume and soils contamination, the applicant shall contact, Eva Barber with the Toxics Cleanup Program at (360) 407-7094 or via email at Eva.Barber@ecy.wa.gov.

SOLID WASTE MANAGEMENT: Derek Rockett (360) 407-6287

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from the local jurisdictional health department prior to filling. All removed debris resulting from this project must be

disposed of at an approved site. Contact the local jurisdictional health department for proper management of these materials.

WATER QUALITY/WATERSHED RESOURCES UNIT:
Chris Montague-Breakwell (360) 407-6364

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or stormdrains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Construction Stormwater General Permit:

The following construction activities require coverage under the Construction Stormwater General Permit:

1. Clearing, grading and/or excavation that results in the disturbance of one or more acres **and** discharges stormwater to surface waters of the State; and
2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more **and** discharge stormwater to surface waters of the State.
 - a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, **and** discharge to surface waters of the State; and
3. Any size construction activity discharging stormwater to waters of the State that Ecology:
 - a) Determines to be a significant contributor of pollutants to waters of the State of Washington.
 - b) Reasonably expects to cause a violation of any water quality standard.

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted.

You may apply online or obtain an application from Ecology's website at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/> - [Application](#). Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice.

Kimberly Mahoney

February 13, 2020

Page 4

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(MLD: 202000596)

cc: Eva Barber, TCP/TSP
Derek Rockett, SWM
Chris Montague-Breakwell, WQ

RECEIVED BY
JAN 04 2020
CITY OF GIG HARBOR

Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit O

CERTIFICATION OF PUBLIC NOTICE

DECLARATION OF POSTING

I, Tawney Calzacorta (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On 1-30, 2020 I caused to be posted the notice board provided by the City for the NOTICE OF APPLICATION on the following:

Project Name: WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY

Project Location: 66XX WOLLOCHET DR.

Permit Number(s): PL-SPR-20-0001, PL-ALP-20-0001, PL-CUP-20-0001, PL-DR-20-0004, PL-SEPA-20-0001

the locations indicated below meeting the requirements of GHMC 19.03.001(A).

- ☒ Facing Wollochet Dr.
- ☒ _____

SIGNED at Gig Harbor, Washington, this 30th day of January, 2020.

Tawney Calzacorta
DECLARANT (signature)

CERTIFICATION OF PUBLIC NOTICE

=====

DECLARATION OF PUBLISHING

I, Cindy Andrews (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On JANUARY 22ND, 2020 sent a true and correct copy of the NOTICE OF APPLICATION for publication

In the JANUARY 30TH, 2020 edition of the Peninsula Gateway for the following:

Project Name: WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY

Project Location: 6XX WOLLOCHET DR

Permit Number(s): PL-SPR-20-0001, PL-DR-20-0004, PL-CUP-20-0001, PL-ALP-20-0001, PL-SEPA-20-0001

SIGNED at Gig Harbor, Washington, this 22nd day of January, 2020.

Cindy Andrews
DECLARANT (signature)

City of Gig Harbor
Transmittal Form

Routing for: NOA SEPA NOPH NOPM NOD

Notice Date: Jan 30th 2020

Project: Wollochet Self Storage
PL-SPR-20-0001

Planner: Kim Mahoney

Routed to:
City Depts.

☐ Public Works-Operations
☐ Public Works-Engineering

☐ Building and Fire Safety
☐ Other _____

SEPA Agencies:
(NOA, SEPA)
Electronic Mail

- ☐ Washington Department of Ecology, SEPA Register
- ☐ Washington Department of Commerce, attn: Review Team
- ☐ Pierce Transit Land Use Review, attn: Kelly Haden, Monica Adams
- ☐ Washington State Department of Fish & Wildlife, attn: SEPA Desk
- ☐ Washington State Department of Natural Resources, attn: SEPA Center
- ☐ Washington State DAHP, attn: Gretchen Kaehler
- ☐ Puyallup Tribe of Indians Historic Preservation, attn: Judy Wright
- ☐ Puyallup Tribe Cultural Resources, attn: Brandon Reynon/Jeffrey Thomas
- ☐ PenMet Parks, attn: Elaine Sorenson
- ☐ Pierce County Fire District Number 5, attn: Eric Watson/Eric Waters
- ☐ Suquamish Tribe, attn: Dennis Lewarch
- ☐ Peninsula School District, attn: Vicki Smith
- ☐ Pierce County Planning and Land Services
- ☐ Washington State Department of Transportation, attn: Dale Severson / SEPA Reviews
- ☐ Squaxin Island Tribe, attn: Rhonda Foster
- ☐ Muckleshoot Tribe, attn: Laura Murphy
- ☐ Washington Department of Corrections, attn: Eric Heinitz
- ☐ Puget Sound Partnership, attn: Marsha Engel

Other Parties:
1st Class Mail

- ☐ Applicant/Owner/Agent (NOA, NOPH, NOPM, SEPA, NOD)
- ☐ DRB (NOA for Non-residential, Multi-family, Subdivisions, Public Projects)
- ☐ Parks Commission via Terri Reed (NOA)
- ☐ Property Owners within 300 feet of site: attached list (NOA, SEPA, NOPH, NOPM, NOD for Type II permits only)
- ☐ Parties of Record: attached list (NOPH, NOPM, NOD)
- ☐ Pierce County (NOA for Plats adjacent to City Limits)
- ☐ Pierce County Assessor-Treasurer (NOD)
- ☐ WA Transportation Secretary (NOA for Plats adj. to State ROW, or within 2 miles of Airport—approximately any plats south of Pioneer/Wollochet interchange)
- ☒ Other Gateway

CITY OF GIG HARBOR

NOTICE OF APPLICATION January 30th, 2020

WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY Type III Permit

Permit Number(s): PL-SPR-20-0001, PL-DR-20-0004, PL-CUP-20-0001, PL-ALP-20-0001, PL-SEPA-20-0001

Date Application was Submitted: January 14th, 2020

Date of Notice of Complete Application: January 21st, 2020

Name of Applicant: Wollochet MiniStorage, LLC, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Name of Agent: Tawney Calzacorta, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Project Location: 66XX Wollochet Dr, NW, site is located on the east side of Wollochet Dr, approximately 500 feet north east of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR 16 off ramp. Sec 07, Tw 21, R 02 Qtr 44.

Description of Proposed Project: The proposal includes the construction of five buildings totaling approximately 101,570 gross square feet, (buildings A – E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. Vehicular access is proposed via a new driveway off of Wollochet Dr.

Project Permits Included with Application: Site Plan Review Permit, Conditional Use Permit, Design Review, Alternative Landscape Plan and SEPA Checklist.

Further Studies Being Required by Applicable Official: None at this time.

Other Required Permits Not Included in Application: Clearing/Grading approval, construction drawing review, and building permits.

Existing Environmental Documents which Evaluate Proposed Project:

SEPA Environmental Checklist, prepared by Rush Development, dated December 31, 2019; Preliminary Hydraulic Sewer Report, prepared by Jorgenson Engineering Services, dated December 18th, 2019; Preliminary Hydraulic Water Report, prepared by Jorgenson Engineering Services, dated December 18th, 2019, Wetland report prepared by Soundview Consultants, dated March 8th, 2017; and Traffic Impact Analysis prepared by Heath & Associates, Inc dated December 18th, 2019.

Tentative Public Meeting or Public Hearing Date: A hearing date has not been scheduled for this application.

Documents pertinent to this application are available for review and inspection at the City of Gig Harbor Planning Department, 3510 Grandview Street, Gig Harbor, WA 98335, during normal business hours, Monday through Friday. An open record public hearing will be held on this project, at this time the hearing has not been scheduled. A copy of the staff report on this project proposal will be available seven days prior to the public hearing.

Interested persons may comment on the above stated application or may request any notice of public hearing or a copy of the decision on this application or participate in any public hearings. Requests for notification or written comments must be submitted to the Planning Department by no later than **February 13th, 2020**. All public comments or requests must be received at the Planning Department by no later than 5:00pm on the last date of the comment period.

Questions regarding the above stated application should be made to Kimberly Mahoney, Associate Planner, City of Gig Harbor Planning Department, 3510 Grandview St., Gig Harbor, WA 98335, or by calling 851-6170. Additional permit information can also be found at www.cityofgigharbor.net by clicking "Permit Portal" and entering the above permit numbers.

Order Confirmation

Customer

CITY OF GIG HARBOR

Customer Account

255175

Customer Address

3510 GRANDVIEW ST
GIG HARBOR WA 983351214 USA

Customer Phone

253-851-8136

Customer Fax

Sales Rep

cdaniels@mcclatchy.com

Payor Customer

CITY OF GIG HARBOR

Payor Account

255175

Payor Address

3510 GRANDVIEW ST
GIG HARBOR WA 983351214 USA

Payor Phone

253-851-8136

Customer Email

Order Taker

cdaniels@mcclatchy.com

PQ Number

Legal Notice

Payment Method

Invoice

Blind Box

Tear Sheets

0

Proofs

0

Affidavits

2

Net Amount

\$154.80

Tax Amount

\$0.00

Total Amount

\$154.80

Payment Amount

\$0.00

Amount Due

\$154.80

Ad Order Number

0004540023

Order Source

Ordered By

Cindy Andrews

Special Pricing

Invoice Text

NOTICE OF APPLICATION WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY

Promo Type

Package Buy

Materials

Ad Order Information

<u>Ad Number</u>	<u>Ad Type</u>	<u>Production Method</u>	<u>Production Notes</u>
0004540023-01	TAC-Legal Liner	AdBooker	

<u>External Ad Number</u>	<u>Ad Attributes</u>	<u>Ad Released</u>	<u>Pick Up</u>
		No	

<u>Ad Size</u>	<u>Color</u>
1 X 105 li	

<u>Product</u>	<u>Placement</u>	<u>Times Run</u>	<u>Schedule Cost</u>
TAC-GW-Gateway	0300 - Legals Classified	1	\$118.05

<u>Run Schedule Invoice Text</u>	<u>Position</u>
CITY OF GIG HARBOR NOTICE OF APPLICATIO	0301 - Legals & Public Notices

Run Dates
01/30/2020

<u>Product</u>	<u>Placement</u>	<u>Times Run</u>	<u>Schedule Cost</u>
TAC-upsell.gateline.com	0300 - Legals Classified	1	\$36.75

<u>Run Schedule Invoice Text</u>	<u>Position</u>
CITY OF GIG HARBOR NOTICE OF APPLICATIO	0301 - Legals & Public Notices

Run Dates
01/30/2020

CITY OF GIG HARBOR

NOTICE OF APPLICATION
January 30th, 2020

**WOLLOCHET INTERCHANGE SELF-
STORAGE FACILITY**
Type III Permit

Permit Number(s): PL-SPR-20-0001, PL-DR-20-0004, PL-CUP-20-0001, PL-ALP-20-0001, PL-SEPA-20-0001

Date Application was Submitted:

January 14th, 2020

Date of Notice of Complete Application:

January 21st, 2020

Name of Applicant: Wollochet
MiniStorage, LLC, 6622 Wollochet Dr NW,
Gig Harbor, WA 98335

Name of Agent: Tawney Calzacorta, 6622
Wollochet Dr NW, Gig Harbor, WA 98335

Project Location: 66XX Wollochet Dr, NW,
site is located on the east side of
Wollochet Dr, approximately 500 feet north
east of the intersection with Wagner Way,
and approximately 300 ft south of the
intersection with the SR 16 off ramp. Sec
07, T1w 21, R 02 Qtr 44.

Description of Proposed Project: The
proposal includes the construction of five
buildings totaling approximately 101,570
gross square feet, (buildings A - E). The
applicant is proposing a mix of storage
lockers ranging in size from 25 square feet
to over 250 square feet. Building A is
proposed for heated units with 4 covered
loading bays and elevator access to three
floors. Building B is proposed for a mix of
interior heated lockers and exterior
unheated lockers. Buildings C, D and E are
all exterior access lockers and unheated.
Six off-street parking stalls are proposed
along the south side of Building A, where
the administrative office is also proposed
to be located. Vehicular access is
proposed via a new driveway off of
Wollochet Dr.

Project Permits Included with Application:
Site Plan Review Permit, Conditional Use
Permit, Design Review, Alternative
Landscape Plan and SEPA Checklist.

Further Studies Being Required by
Applicable Official: None at this time.

Other Required Permits Not Included in
Application: Clearing/Grading approval,
construction drawing review, and building
permits.

Existing Environmental Documents which
Evaluate Proposed Project:

SEPA Environmental Checklist, prepared by
Rush Development, dated December 31,
2019; Preliminary Hydraulic Sewer Report,
prepared by Jorgenson Engineering
Services, dated December 18th, 2019;
Preliminary Hydraulic Water Report,
prepared by Jorgenson Engineering
Services, dated December 18th, 2019,
Wetland report prepared by Soundview
Consultants, dated March 8th, 2017; and
Traffic Impact Analysis prepared by Heath
& Associates, Inc dated December 18th,
2019.

Tentative Public Meeting or Public Hearing
Date: A hearing date has not been
scheduled for this application.

Documents pertinent to this application
are available for review and inspection at
the City of Gig Harbor Planning
Department, 3510 Grandview Street, Gig
Harbor, WA 98335, during normal
business hours, Monday through Friday.
An open record public hearing will be held
on this project, at this time the hearing
has not been scheduled. A copy of the
staff report on this project proposal will be
available seven days prior to the public
hearing.

Interested persons may comment on the
above stated application or may request
any notice of public hearing or a copy of
the decision on this application or
participate in any public hearings.
Requests for notification or written
comments must be submitted to the
Planning Department by no later than
February 13th, 2020. All public
comments or requests must be received at
the Planning Department by no later than
5:00pm on the last date of the comment
period.

Questions regarding the above stated
application should be made to Kimberly
Mahoney, Associate Planner, City of Gig
Harbor Planning Department, 3510
Grandview St., Gig Harbor, WA 98335, or
by calling 851-6170. Additional permit
information can also be found at
www.cityofgigharbor.net by clicking "Permit
Portal" and entering the above permit
numbers.

CERTIFICATION OF PUBLIC NOTICE

=====

DECLARATION OF MAILING

I, Michelle Thomas (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On March 20th, 2020 I mailed a true and correct copy of the of Notice of Application for the following:

Project Name: Wollochet Interchange Self Storage Facility

Project Location: 66XX Wollochet Drive

Permit Number(s): PL-SPR-20-0001, PL-DR-20-0004, PL-CUP-20-0001, PL-ALP-20-0001 & PL-SEPA-20-0001

to the individuals/agencies identified on the attached transmittal form by United States Postal Service, inter-office routing, or electronic mail, as specified on the attached.

SIGNED at Gig Harbor, Washington, this 20th day of March, 2020.


DECLARANT (signature)



CITY OF GIG HARBOR

RE-NOTICE OF APPLICATION
March 20th, 2020

WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY
Type III Permit

This notice is provided as a correction to an administrative error by the City of Gig Harbor when initially noticing the application. The notice is being provided to those residents within 300-feet of the subject site who did not receive the initial notice due to the error. All comments received prior to this notice will be included in the project record. Please do not provide the same comment if one was provided prior to receiving this notice.

Permit Number(s): PL-SPR-20-0001, PL-DR-20-0004, PL-CUP-20-0001, PL-ALP-20-0001, PL-SEPA-20-0001

Date Application was Submitted: January 14th, 2020

Date of Notice of Complete Application: January 21st, 2020

Name of Applicant: Wollochet MiniStorage, LLC, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Name of Agent: Tawney Calzacorta, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Project Location: 66XX Wollochet Dr, NW, site is located on the east side of Wollochet Dr, approximately 500 feet north east of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR 16 off ramp. Parcel 0221078007

Description of Proposed Project: The proposal includes the construction of five buildings totaling approximately 101,570 gross square feet, (buildings A – E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south

side of Building A, where the administrative office is also proposed to be located. Vehicular access is proposed via a new driveway off of Wollochet Dr.

Project Permits Included with Application: Site Plan Review Permit, Conditional Use Permit, Design Review, Alternative Landscape Plan and SEPA Checklist.

Other Required Permits Not Included in Application: Clearing/Grading approval, construction drawing review, and building permits.

Existing Environmental Documents which Evaluate Proposed Project:

SEPA Environmental Checklist, prepared by Rush Development, dated December 31, 2019; Preliminary Hydraulic Sewer Report, prepared by Jorgenson Engineering Services, dated December 18th, 2019; Preliminary Hydraulic Water Report, prepared by Jorgenson Engineering Services, dated December 18th, 2019, Wetland report prepared by Soundview Consultants, dated March 8th, 2017; and Traffic Impact Analysis prepared by Heath & Associates, Inc dated December 18th, 2019.

Tentative Public Meeting or Public Hearing Date: A hearing date has not been scheduled for this application.

As of March 16, 2020, at 12 PM noon, our Civic Center will be closed to the general public until further notice. Therefore, documents pertinent to this application are available for review and inspection online only using the City of Gig Harbor Permit Portal. Please contact Kimberly Mahoney, Associate Planner, for questions regarding access to other documents pertinent to this application. An open record public hearing will be held on this project, at this time the hearing has not been scheduled. A copy of the staff report on this project proposal will be available seven days prior to the public hearing.

Interested persons may comment on the above stated application or may request any notice of public hearing or a copy of the decision on this application or participate in any public hearings. Requests for notification or written comments must be submitted to the Planning Department by no later than **April 3rd, 2020**. All public comments or requests must be received at the Planning Department by no later than 5:00pm on the last date of the comment period.

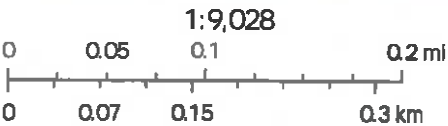
Questions regarding the above stated application should be made to Kimberly Mahoney, Associate Planner, City of Gig Harbor Planning Department, 3510 Grandview St., Gig Harbor, WA 98335, mahoneyk@cityofgigharbor.net, or by calling (253)851-6170. Additional permit information can also be found at www.cityofgigharbor.net by clicking "Permit Portal" and entering the above permit numbers.

Wollochet Self Storage NOA 03.20.2020



3/20/2020, 10:39:23 AM

Parcels
Streets



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

221074048
CHANGELA SATISH & VARSHA S
5105 57TH AVE NW
GIG HARBOR, WA 98335-7385

7997000050
LARRABEE CONNIE
4001 66TH ST
GIG HARBOR, WA 98335

221074058
OLSEN VAGN
3110 WHITE CLOUD AVE NW
GIG HARBOR, WA 98335-7678

221083161 221083162 221083024
PENINSULA LUTHERAN CHURCH
6509 38TH AVE
GIG HARBOR, WA 98335-8301

221078007
WOLLOCHET MINISTORAGE LLC
6622 WOLLOCHET DR
GIG HARBOR, WA 98335-8325

221083023
CITY OF TACOMA - TPU
3628 S 35TH ST ABS-2
TACOMA, WA 98409-3115

7997000040
LUNDERVILLE ANNETTE D
4007 66TH ST
GIG HARBOR, WA 98335-8311

221074069 221074070 221074071
OLSEN WAYNE E & VAGN OLSEN
ETAL
PO BOX 2355
GIG HARBOR, WA 98335-4355
221078006
WASHINGTON ST BOARD
6501 S 19TH ST
TACOMA, WA 98466-6139

4002010050
GIG HARBOR FINANCIAL CENTER LLC
6622 WOLLOCHET DR
GIG HARBOR, WA 98335-8325

221083087 221083089
NITARDY JOHN
815 S 216TH ST
DES MOINES, WA 98198

4002980080
ONE MALLARDS LANDING LLC
PO BOX 99945
LAKEWOOD, WA 98496-0945

221074030
WASHINGTON STATE DOT
11211 41ST AVE SW
LAKEWOOD, WA 98499-4653

CERTIFICATION OF PUBLIC NOTICE

=====

DECLARATION OF MAILING

I, Mandy Chapman (printed name), declare under penalty of perjury under the laws of the State of Washington and the United States of America that the foregoing is true and correct to the best of my knowledge:

On January 30th, 2020 I mailed a true and correct copy of the Notice of Application for the following:

Project Name: Wollochet Interchange Self-Storage Facility

Project Location: 60XX Wollochet Dr

Permit Number(s): PL-SPR-20-0001; PL-DR-20-0004; PL-CUP-20-0001; PL-ALP-20-0001; PL-SEPA-20-0001

to the individuals/agencies identified on the attached transmittal form by United States Postal Service, inter-office routing, or electronic mail, as specified on the attached.

SIGNED at Gig Harbor, Washington, this 30TH day of Janaury, 2020.


DECLARANT (signature)

City of Gig Harbor
Transmittal Form

Routing for:

NOA SEPA NOPH NOPM NOD

Notice Date: Jan 30th, 2020

Project: Wollochet Self-Storage
PL-SPR-20-0001

Planner: Kim Mahoney

Routed to:
City Depts.

☐ Public Works-Operations
☐ Public Works-Engineering

☐ Building and Fire Safety
☐ Other _____

SEPA Agencies:
(NOA, SEPA)
Electronic Mail

- ☐ Washington Department of Ecology, SEPA Register
- ☐ Washington Department of Commerce, attn: Review Team
- ☐ Pierce Transit Land Use Review, attn: Kelly Haden, Monica Adams
- ☐ Washington State Department of Fish & Wildlife, attn: SEPA Desk
- ☐ Washington State Department of Natural Resources, attn: SEPA Center
- ☐ Washington State DAHP, attn: Gretchen Kaehler
- ☐ Puyallup Tribe of Indians Historic Preservation, attn: Judy Wright
- ☐ Puyallup Tribe Cultural Resources, attn: Brandon Reynon/Jeffrey Thomas
- ☐ PenMet Parks, attn: Elaine Sorenson
- ☐ Pierce County Fire District Number 5, attn: Eric Watson/Eric Waters
- ☐ Suquamish Tribe, attn: Dennis Lewarch
- ☐ Peninsula School District, attn: Vicki Smith
- ☐ Pierce County Planning and Land Services
- ☐ Washington State Department of Transportation, attn: Dale Severson / SEPA Reviews
- ☐ Squaxin Island Tribe, attn: Rhonda Foster
- ☐ Muckleshoot Tribe, attn: Laura Murphy
- ☐ Washington Department of Corrections, attn: Eric Heinitz
- ☐ Puget Sound Partnership, attn: Marsha Engel

Other Parties:
1st Class Mail

- ☒ Applicant/Owner/Agent (NOA, NOPH, NOPM, SEPA, NOD)
- ☒ DRB (NOA for Non-residential, Multi-family, Subdivisions, Public Projects)
- ☒ Parks Commission via Terri Reed (NOA)
- ☒ Property Owners within 300 feet of site: attached list (NOA, SEPA, NOPH, NOPM, NOD for Type II permits only)
- ☐ Parties of Record: attached list (NOPH, NOPM, NOD)
- ☐ Pierce County (NOA for Plats adjacent to City Limits)
- ☐ Pierce County Assessor-Treasurer (NOD)
- ☐ WA Transportation Secretary (NOA for Plats adj. to State ROW, or within 2 miles of Airport—approximately any plats south of Pioneer/Wollochet interchange)
- ☐ Other _____

Parcel: 0221074070
OLSEN WAYNE E & VAGN OLSE...
PO BOX 2355
GIG HARBOR, WA 98335-4355

Parcel: 0221078007
WOLLOCHET MINISTORAGE LL...✖
6622 WOLLOCHET DR
GIG HARBOR, WA 98335-8325

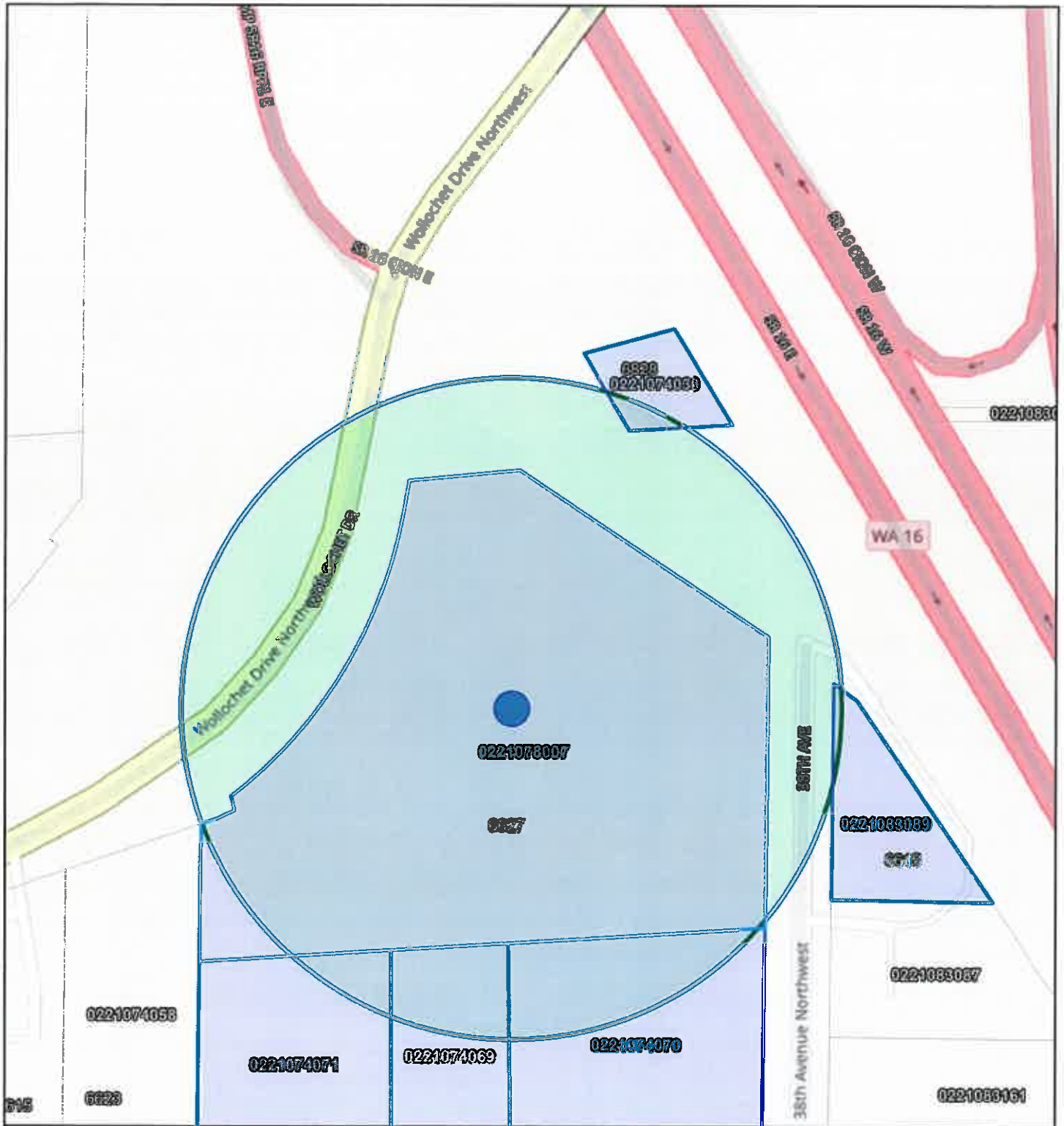
Parcel: 0221074030
WASHINGTON STATE DOT ✖
11211 41ST AVE SW
LAKEWOOD, WA 98499-4653

Parcel: 0221074071
OLSEN WAYNE E & VAGN OLSE...
PO BOX 2355
GIG HARBOR, WA 98335-4355

Parcel: 0221083089
NITARDY JOHN ✖
815 S 216TH ST
DES MOINES, WA 98198

Parcel: 0221074069
OLSEN WAYNE E & VAGN OLSE...
PO BOX 2355 ✖
GIG HARBOR, WA 98335-4355

ArcGIS Web Map



1/30/2020, 9:07:36 AM

- Parcels
- Address Label Point
- Streets

1:2,257
0 0.01 0.03 0.05 mi
0 0.02 0.04 0.08 km

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"THE MARITIME CITY"

DEVELOPMENT SERVICES

CITY OF GIG HARBOR

NOTICE OF APPLICATION

January 30th, 2020

WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY

Type III Permit

Permit Number(s): PL-SPR-20-0001, PL-DR-20-0004, PL-CUP-20-0001, PL-ALP-20-0001, PL-SEPA-20-0001

Date Application was Submitted: January 14th, 2020

Date of Notice of Complete Application: January 21st, 2020

Name of Applicant: Wollochet MiniStorage, LLC, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Name of Agent: Tawney Calzacorta, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Project Location: 66XX Wollochet Dr, NW, site is located on the east side of Wollochet Dr, approximately 500 feet north east of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR 16 off ramp. Sec 07, Tw 21, R 02 Qtr 44.

Description of Proposed Project: The proposal includes the construction of five buildings totaling approximately 101,570 gross square feet, (buildings A – E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. Vehicular access is proposed via a new driveway off of Wollochet Dr.

Project Permits Included with Application: Site Plan Review Permit, Conditional Use Permit, Design Review, Alternative Landscape Plan and SEPA Checklist.

Further Studies Being Required by Applicable Official: None at this time.

Other Required Permits Not Included in Application: Clearing/Grading approval, construction drawing review, and building permits.

Existing Environmental Documents which Evaluate Proposed Project:

SEPA Environmental Checklist, prepared by Rush Development, dated December 31, 2019; Preliminary Hydraulic Sewer Report, prepared by Jorgenson Engineering Services, dated December 18th, 2019; Preliminary Hydraulic Water Report, prepared by Jorgenson Engineering Services, dated December 18th, 2019, Wetland report prepared by Soundview Consultants, dated March 8th, 2017; and Traffic Impact Analysis prepared by Heath & Associates, Inc dated December 18th, 2019.

Tentative Public Meeting or Public Hearing Date: A hearing date has not been scheduled for this application.

Documents pertinent to this application are available for review and inspection at the City of Gig Harbor Planning Department, 3510 Grandview Street, Gig Harbor, WA 98335, during normal business hours, Monday through Friday. An open record public hearing will be held on this project, at this time the hearing has not been scheduled. A copy of the staff report on this project proposal will be available seven days prior to the public hearing.

Interested persons may comment on the above stated application or may request any notice of public hearing or a copy of the decision on this application or participate in any public hearings. Requests for notification or written comments must be submitted to the Planning Department by no later than **February 13th, 2020**. All public comments or requests must be received at the Planning Department by no later than 5:00pm on the last date of the comment period.

Questions regarding the above stated application should be made to Kimberly Mahoney, Associate Planner, City of Gig Harbor Planning Department, 3510 Grandview St., Gig Harbor, WA 98335, or by calling 851-6170. Additional permit information can also be found at www.cityofgigharbor.net by clicking "Permit Portal" and entering the above permit numbers.

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

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

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

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:
[Wollochet Interchange Self-Storage](#)
2. Name of applicant:
[Wollochet MiniStorage, LLC](#)

3. Address and phone number of applicant and contact person:
6622 Wollochet Dr
Gig Harbor, Wa
4. Date checklist prepared:
November 27, 2019
5. Agency requesting checklist:
City of Gig Harbor, WA
6. Proposed timing or schedule (including phasing, if applicable):
Start as soon as possible following release of permits - 13 month construction schedule in one phase
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
No
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
Wetland report (Soundview Consultants, LLC - Dated: March 2017)
Geotechnical Report (GeoResources, LLC - Dated: April 11, 2017)
Traffic Impact Analysis (Heath & Associates – Dated: December 18, 2019)
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
No
10. List any government approvals or permits that will be needed for your proposal, if known.
Local Gig Harbor only, including:
- Conditional Use Permit
 - Major Site Plan Review
 - Design Review
 - SEPA
 - Building permits
 - Site Development and Grading permits
 - NPDES permit
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)
The project consists of (5) separate buildings:
(1) 3-story building and (4) 1-story buildings.
The buildings total approx. 101,570 sf, containing a mix of storage lockers ranging in size from 25sf to 250+ sf. The building will be of type II-b construction with all buildings fully sprinklered.

The site consists of 160,736sf, 3.69 acres and is currently undeveloped.

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

Parcel 0221078007

Section 07 Township 21 Range 02 Quarter 44 : PARCEL "A" LOT COMBO 99-03-010-0329 DESC AS FOLL COM SE COR TH ALG E LI N 02 DEG 12 MIN 31 SEC E 862.35 FT TH S 88 DEG 15 MIN 27 SEC W 30.00 FT TO PT ON WLY ROW 38TH AVE ALSO BEING SE COR L 4 S P 80-211 TH ALG SD WLY ROW LI N 02 DEG 12 MIN 31 SEC E 263.15 FT TO PT ON SLY ROW LI OF SR-16 TH ALG SD LI N 54 DEG 22 MIN 30 SEC W 267.79 FT TH S 86 DEG 11 MIN 19 SEC W 100.98 FT TO SELY ROW LI OF WOLLOCHET DR AS PER ORD NO 777 TH ALG SD PAR ROW LI S 11 DEG 34 MIN 39 SEC W 28.36 FT TO PT OF CURVATURE TH ALG ROW LI ALG A CURVE TO RIGHT HAVING A RADIUS OF 420 FT THROUGH A CENTRAL ANGLE OF 42 DEG 14 MIN 12 SEC FOR ARC DISTANCE OF 309.61 FT TH ALG SD ROW LI S 36 DEG 11 MIN 09 SEC E 12.93 FT TO PT ON NWLY LI OF L 1 OF SP 80-211 TH S 60 DEG 36 MIN 08 SEC W 26.67 FT TH S 74 DEG 43 MIN 47 SEC W 14.35 FT TH S 02 DEG 18 MIN 13 SEC W 118.11 FT TO SW COR SD S P TH ALG S LI OF SD S P N 88 DEG 15 MIN 27 SEC E 511.88 FT M/L TO SE COR SD S P AND TPOB SUBJ TO EASE & RESTRICTIONS OF REC COMB 8-001, 8-002 8-003, 8-004 & 4-052 SEG L-0109 MM08-06-99MM

B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

- a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____
[Engineered Steep Slope \(roadway abutment\) and flat](#)

- b. What is the steepest slope on the site (approximate percent slope)?

Slopes on the east side of the property appear to be cut slopes associated with the original site grading and vary from about 15-50%. An engineered road embankment >50% exists on the west side of the property, but is off-site, on the Wollochet Dr right-of-way.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

[See Geotech Report](#)

The USDA Natural Resource Conservation Service web soil survey for Pierce County indicates that the site is underlain by Harstine gravelly sandy loam (16B; 16C) and Indianola loamy sand (18c) and Bellingham silty clay loam (4A) soils. The geotechnical report confirmed those findings.

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

[No](#)

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

The site was historically used as a soil borrow area for the embankments associated with the adjacent Wollochet Dr/SR 16 interchange overpass. The site generally slopes from south to north with a elevation variation of approximately 7 vertical feet. Accordingly, in order to provide a level pad area for the self-storage buildings and related paved area, and restrictions of the site stormwater outlet elevation, the project will involve approximately 5,000 cy of cut and 21,000 cy of fill.

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

Site work associated with building construction on this relatively flat depressed site has a minor potential to contribute to erosion. Best Management Practices (BMP) to control erosion and sedimentation will be provided during and after construction as required by the City of Gig Harbor 2014 Stormwater Management Manual.

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

Approximately 60% (59.6%)

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

BMP based erosion and sedimentation control plan, subject to approval by the City of Gig Harbor, will be implemented during and after construction. Measures which are expected to be necessary include mulching, silt fencing, stabilized construction entrance, sedimentation traps, catch basin inlet protection during construction, designed landscaping and permanent erosion controls post construction.

2. Air [\[help\]](#)

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

There will be exhaust fumes from construction equipment and limited dust due to the construction. These are anticipated to be minor and largely confined near the site. When the project is complete, vehicles will generate limited localized vehicle emissions related to typical self-storage facilities.

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

No

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

Ensure equipment is kept well maintained. Construction BMP practices will be implemented during construction activities to minimize fugitive dust emissions.

3. Water [\[help\]](#)

- a. Surface Water: [\[help\]](#)

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

An off-site, un-named wetland/pond exists approximately 260 feet to the west of the site within the City's Adam Tallman Park.

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

No

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

None

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

None

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

No

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

No

b. Ground Water: [\[help\]](#)

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

No

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

None. Sewer service for the project is provided by the City of Gig Harbor sewer system. The City sewer is available on-site (install under a previous project).

c. Water runoff (including stormwater):

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

Stormwater will be collected on site via catch basins and underground piping system. Collected stormwater will be detained on site in an underground detention vault and then released in accordance with City of Gig Harbor & Department of Ecology guidelines. Runoff from paved surfaces will be treated within a "BioPad Biofilter" treatment system (Model BPU-1B-816; 9'x17') meets the Department of Ecology's approval for "Enhanced" treatment.

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

No

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

No

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

Stormwater management during construction will include engineered stormwater erosion and sediment control systems designed to meet the City of Gig Harbor's stormwater management requirements. Stormwater runoff under developed conditions will be managed, engineered, and City approved. Due to the on-site soil conditions and depth to the site high ground water table, Low Impact Development/Infiltration is not feasible for the site. Thus stormwater treatment for the project with the use of a "BioPad Biofilter" treatment system (Model BPU-1B-816; 9'x17') meets the Department of Ecology's approval for "Enhanced" treatment systems and flow control will be provided with a 40'x116'x12' underground concrete detention vault with outlet control meeting the requirements of the 2014 City of Gig Harbor Stormwater Management Manual.

4. **Plants** [\[help\]](#)

a. Check the types of vegetation found on the site:

- ☒ deciduous tree: alder, maple, aspen, other
- ☒ evergreen tree: fir, cedar, pine, other
- ☒ shrubs
- ☒ grass
- ☐ pasture
- ☐ crop or grain
- ☐ Orchards, vineyards or other permanent crops.
- ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

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

All vegetation within the clearing limits will be removed to facilitate mass grading. This will include: trees (evergreen, deciduous), shrubs, invasive species, grasses, etc.

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

None

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

Tree and landscape retention around the site perimeter and undisturbed areas will be accomplished in accordance with City of Gig Harbor planning code. A landscape plan for the site will be included as part of the development.

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

Himalayan blackberry

5. **Animals** [\[help\]](#)

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

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

Birds - songbirds

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

None

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

Washington State lies within the Pacific Flyway Migratory Route for certain bird species.

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

Perimeter, natural landscaping to remain and be enhanced with native species per City of Gig Harbor perimeter buffering requirements.

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

None

6. **Energy and Natural Resources** [\[help\]](#)

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

Electricity for heating, lighting and cooling

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

No

- c. What kinds of energy conservation features are included in the plans of this proposal?

List other proposed measures to reduce or control energy impacts, if any:

Lighting systems will utilize LED and/or compact fluorescent lamps to minimize electrical consumption. The building will be insulated to meet Washington State energy code. Toilet and faucet will be low flow style.

7. Environmental Health [\[help\]](#)

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

No

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

None

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

None

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

None

- 4) Describe special emergency services that might be required.

None

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

None

b. Noise

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

There will be construction equipment noise while the project is underconstruction. Otherwise, there should be no ongoing noise impacts to the area as a result of the facility, once in operation.

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

Construction equipment noise could occur from 7am – 5pm during the course of construction. (approx 13 months)

- 2) Proposed measures to reduce or control noise impacts, if any:

None

8. Land and Shoreline Use [\[help\]](#)

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

Currently the site is vacant. Adjacent properties are commercial uses to the south, roadway (Wollochet Dr) to the west, ; Highway 16 to the north; 38th Ave and commercial office building to the east. This new development will have no effect on the adjacent land uses.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?
No. The site has not been used for farmland or forest land in the recent past.

- c. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:
No

- c. Describe any [existing] structures on the site.
None

- d. Will any [existing] structures be demolished? If so, what?
No

- e. What is the current zoning classification of the site?
Residential business – level 2 (RB-2)

- f. What is the current comprehensive plan designation of the site?
Light commercial and transitional businesses adjacent to single family residential

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

- f. Has any part of the site been classified as a critical area by the city or county? If so, specify.
No

- g. Approximately how many people would reside or work in the completed project?
Approximately 2 FTE

- h. Approximately how many people would the completed project displace?
None

- i. Proposed measures to avoid or reduce displacement impacts, if any:
N/A

- L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
N/A

- j. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

N/A

9. Housing [\[help\]](#)

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

None

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

None

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

NA

10. Aesthetics [\[help\]](#)

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

T.O. roof assembly approx. 30'

T.O. parapet on 3-story building approx. 42'

Exterior materials include cement board siding, CMU, metal.

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

No views will be obstructed. The majority of the proposed building is below street level to the north and West. The commercial business to the south is at a lower elevation than the finished project, currently.

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

The project will be designed to meet the city of Gig Harbor design manual with "superior" design recommendations by the city's design review board.

11. Light and Glare [\[help\]](#)

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

Site lights will produce night time light. Lights will be selected to minimize any light "pollution." No material impact anticipated with perimeter site lighting as a result.

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

No

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

None

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

Lights will be selected to minimize any light "pollution." No material impact anticipated with perimeter site lighting as a result.

12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity?
[The Adam Tallman Nature Park And Wetland Trail is located to the west of this project.](#)
- d. Would the proposed project displace any existing recreational uses? If so, describe.
[No](#)
- e. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
[N/A](#)

13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.
[No – site is undeveloped.](#)
- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.
[No](#)
- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.
[N/A](#)
- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.
[N/A](#)

14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.
[The site is bounded on the south by a commercial landscaping business; to the west by Wollochot Drive; to the north by vacant WSDOT land and highway 16 and to the east two small office buildings.](#)
- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?
[The site is not presently served by public transportation. The nearest bus stop is at the Kimball St. Park and Ride approximately a half mile away.](#)
- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The project will have 6 parking stalls which meets the code parking requirement for the proposed use.

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

Frontage improvements along Wollochet Drive fronting the site.

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

No

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

See Traffic Study

When completed, will produce approximately 10AM and 17PM peak hour trips

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

No

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

Per the traffic report it is not warranted. Recommended, however, is restripe to connect two-way left turn, using the shoulder fronting site, if needed.

15. Public Services [\[help\]](#)

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

The new building will require service from local fire department in the case of an emergency.

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

None

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site:

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

Water, power, sanitary sewer, telephone and cable infrastructure is all available in the street that fronts the project.

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

All utilities will be tapped in the street and extended on site to serve the project.

- WATER – CITY OF GIG HARBOR

- POWER - PENINSULA LIGHT CO
- CABLE – COMCAST
- PHONE - CENTURY LINK
- SEWER - CITY OF GIG HARBOR

C. Signature [\[HELP\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee Kim Orr

Position and Agency/Organization Dev Manager Rush
Development

Date Submitted: 12.31.19

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

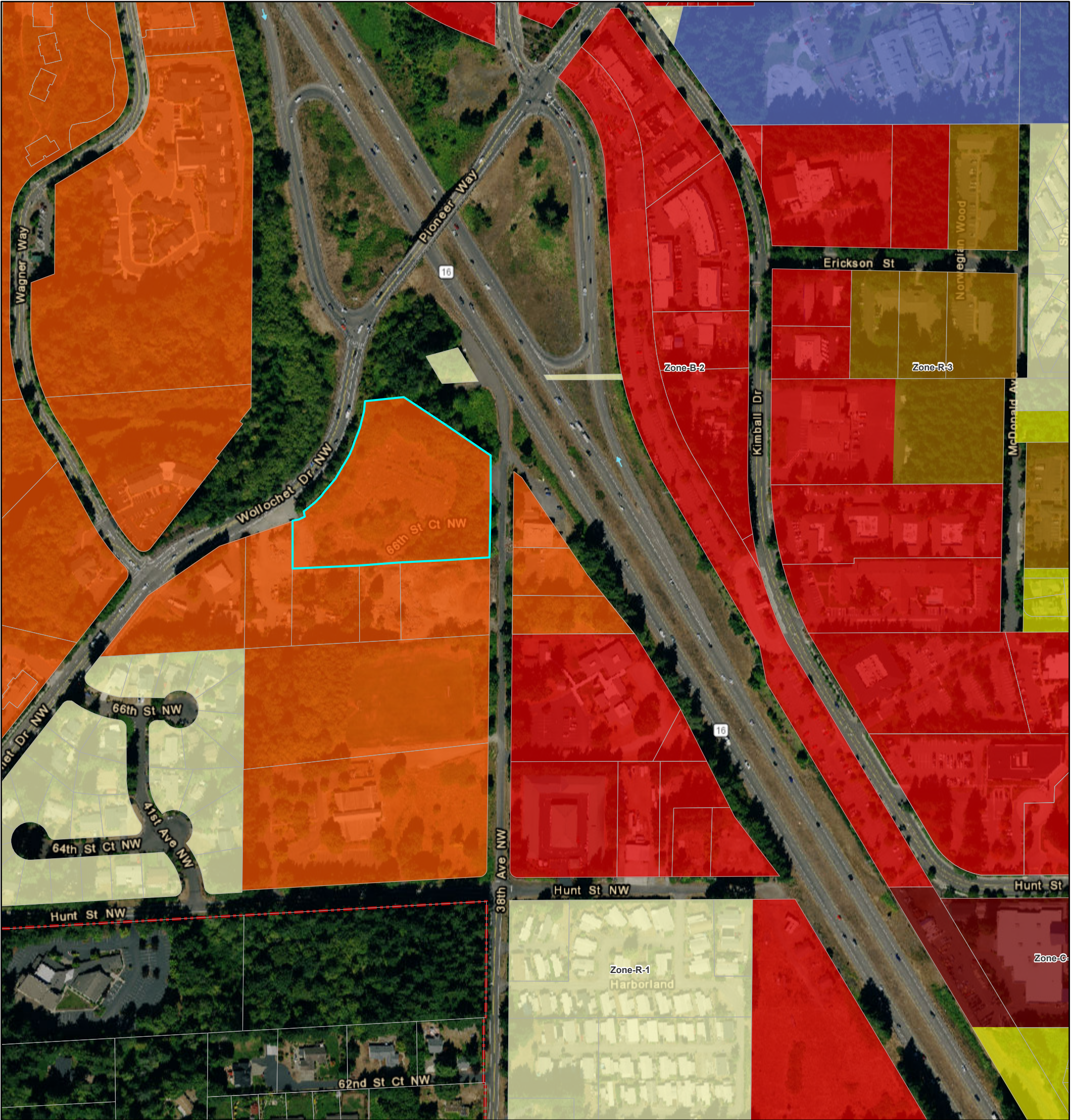
Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

ArcGIS Web Map

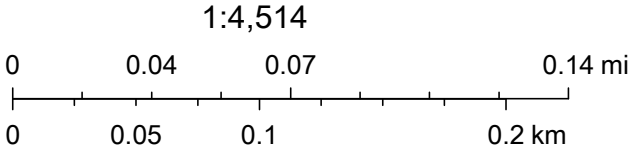


10/13/2021, 4:41:43 PM

Parcels

Zoning

- Single-Family Residential (R-1)
- Medium Density Residential (R-2)
- Multiple-Family Residential (R-3)
- Residential and Business District (RB-2)
- General Business District (B-2)
- Commercial District (C-1)
- Public-Institutional District (PI)



Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit P

Esri, HERE, iPC, Copyright 2021 HxIP., Maxar

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Site Planning



Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit Q

July 6, 2021

City of Gig Harbor
Planning Department
3510 Grandview Drive
Gig Harbor, WA 98335

Re: Wollochet Storage
Narrative in Support of Alternative Landscape Plan Dated July 6, 2021
and Responses to Redline Comments to January 22, 2001 Plan Set.

Dear Sir or Madam:

This letter is submitted in support of the Alternative Landscape & Tree Retention Plan submitted herewith, and dated July 6, 2021.

An Alternative Landscape Plan is being proposed for this project pursuant to GHMC 17.78.100 A, and accordingly, a request is being made for modification of landscape requirements relating to: 1) GHMC 17.78.070.2.a & 17.78.070.2.b.i – Perimeter Landscaping Requirements for Nonresidential and Mixed Use Development.

GHMC 17.78.070.2.a

- 1) Perimeter buffer landscape requirements state that all significant trees must be retained within the buffer setback area. Due to necessary grading activity for fire access on the northern side of building A, one – 13" deciduous perimeter tree will be adversely impacted, and will be removed. As an alternative the project has provided 10 – 2" caliper deciduous or 6' height conifer replacement trees within the northwestern and northeastern perimeter buffers as noted on Sheet L-4 & L-5 of the Alternative Landscape Plan.

GHMC 17.78.070.2.b.i

- 2) Perimeter buffer landscape requirements state that 80% of all trees, shrubs, and groundcover shall be from the preferred species list referenced in GHMC 17.78.050. The tree species *Pinus Contorta* / Shore Pine is listed as a tree suitable for height restriction areas or under power lines. An additional suitable use not listed is that it is a species that does not have an extensive root system that will interfere with utilities, and is not a species that is water seeking, which are especially destructive when planted in proximity to water, storm, or sewer pipes. It is the only native conifer species listed on the preferred list that is suitable for such use, and for that reason the project is specifying *Pinus Contorta* / Shore Pine to plant within the 8' perimeter buffer that is adjacent to the project

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Landscape Architecture

Site Planning



storm vault and the storm water lines that run the length of the southern property line. As an alternative, the project has provided a greater density of conifer plantings in that perimeter buffer - 80% vs. the required 40% minimum for perimeter buffer plantings.

All plant selections in this Alternative Landscape Plan have been chosen for their specific form, function, and compatibility with the other plantings, new and existing, and for the specific light, soil, and water conditions of each location of this site.

Responses to redline comments to the landscape plan set dated 22 January 2021 are as follows:

Sheet L-2

Site modifications have been implemented in order to retain an additional significant tree in order to meet the minimum 25% significant tree retention requirement. 9 Significant trees are being retained.

Sheet L-4

Landscaping has been extended the full width of the western buffer plus the additional distance to the face of building A. All required planting quantities have been provided, with the taller plantings located outside of the area required for fire access per the Fire Marshall.

Buffer width notation for Northwest buffer has been corrected from 20' to 25'. The calculations were correct as they were taken from the area provided in AutoCAD which was already a 25' width.

Sheet L-5

Buffer width notation for Northeast buffer corrected from 20' to 25'. The calculations were correct as they were taken from the area provided in AutoCAD which was already a 25' width.

Narrative

ALP request regarding perimeter parking lot requirements has been removed from the narrative as it has been determined that the parking lot requirements are being met prescriptively.

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Site Planning



If you have any questions regarding this Alternative Landscape Plan please do not hesitate to contact me for further discussion or clarification.

Sincerely,

A handwritten signature in black ink, appearing to read "Michelle Franklin-Wilson". The signature is fluid and cursive, with the first name "Michelle" being more prominent.

Michelle Franklin-Wilson

Senior Project Manager / Master Gardener

michelle@bradtrees.com

off. 253.272.4848

cell 253-380-7078

fax 253.276-0132

SUF

SOUND URBAN FORESTRY, LLC

Appraisals ~ Site Planning ~ Urban Landscape Design and Management
Environmental Education ~ Environmental Restoration

1/21/2021

The Rush Companies
C/o: Steve Yester
6622 Wollochet Drive
Gig Harbor, WA 98335

Cc: Michelle Franklin-Wilson, Bradley Design Group

Re: Wollochet Storage Tree Retention Assessment

Mr. Yester:

Upon your request, I have conducted an assessment of the identified trees within the site of the proposed Wollochet Storage project at 6627 Wollochet Drive NW in Gig Harbor, Washington. I have been asked by Bradley Design Group to evaluate nine trees to be retained within the northern buffer to establish the correct species identification, identify any that are diseased/dying/dead, review the calculated critical root zone encroachment and offer any additional recommendations for protection. I visited the site on January 13, 2021.

Findings

A total of 9 trees were identified to be assessed, please see the attached site plan for the locations.

Tree #4: 7" black cottonwood in good condition. This tree can tolerate the proposed 1.5:1 encroachment.

Tree #5: 6" Scouler's willow in good condition. This tree can tolerate the proposed 1.5:1 encroachment.

Tree #6: 6" American elm in fair condition. This tree can tolerate the proposed 1.5:1 encroachment.

Tree #7: 6" American elm in fair condition. This tree can tolerate the proposed 1.5:1 encroachment.

Tree #8: 6" bitter cherry in good condition. This tree can tolerate the proposed 1.5:1 encroachment.

Tree #33: 12" maple in fair condition. No impacts.

Tree #34: This is actually 2 very distinct trees (see photo). The tree closest to the property line is a 26" multi-stemmed big leaf maple in good condition. This tree can tolerate the proposed encroachment. The tree furthest from the property line is a 30" multi-stemmed big leaf maple in poor condition. It is infected with *Kretzschmaria deusta*, in decline and I would recommend it be removed.

Tree #35: 39" multi-stemmed big leaf maple in fair condition. This tree can tolerate the proposed 1.5:1 encroachment and I would consider a 1:1 encroachment as more applicable.

Tree #36: 19" fruiting pear in fair condition. This tree can tolerate the proposed 1.5:1 encroachment.

Comments

Regarding Trees #4-8, this is a tight cluster that was located within standing water at the time of my visit. It was difficult to differentiate between the trees and know which number applied to which tree. Also, there is concern about the water and the potential for increased amounts due to the property development. If more water is allowed to flow into this area, it is very possible that these trees will succumb.

If the declining maple adjacent to #34 is removed as recommended, the trunk should be flush cut with the surrounding grade and the stump left in place. No stump grinding should occur. This is to avoid damaging any roots of #34.

I believe that the tree protection fencing as shown on the provided plans will adequately protect the trees to be retained. I would strongly suggest that any supplemental replanting or irrigation within the CRZs be limited. Planting should not be allowed within the actual driplines and only along the outer edges of the CRZs. I recommended that installation be completed by hand with no equipment allowed within the CRZ zone. If any roots measuring 3" in diameter or greater are encountered, they should be cleanly cut with a handsaw or pruners.

Please contact me should you have any questions.

Professionally Submitted,

A handwritten signature in black ink, reading "Kevin M. McFarland". The signature is written in a cursive, flowing style.

Kevin M. McFarland, Principal
Consulting Forester
ISA Certified Arborist PN-0373 & ISA Tree Risk Assessment Qualified
Sound Urban Forestry, LLC
1910 E. 4th Ave., PMB 97
Olympia, WA 98506

WF'B* 1
9" TWN
PROPERTY LINE TREE
OP 7 X
9" TWN
FRUIT TREE
20' TWN
20' TWN
18" ADS. CROWN
E=251.60
20' BUFFER LINE
SIGNIFICANT TREE
REMOVER
10" CLUSTER
15" TWN
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Photo of Two Trees Identified as Trees #34



Exhibit R

BRADLEY DESIGN GROUP, INC.
LANDSCAPE ARCHITECTURE + SITE PLANNING

BDG

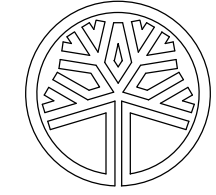


mail
4330 N Lexington St
Tacoma, WA 98407

location
455B St Helens Ave
Tacoma, WA 98402

l.253.272.4848
f.253.276.0132

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info@bradtree.com



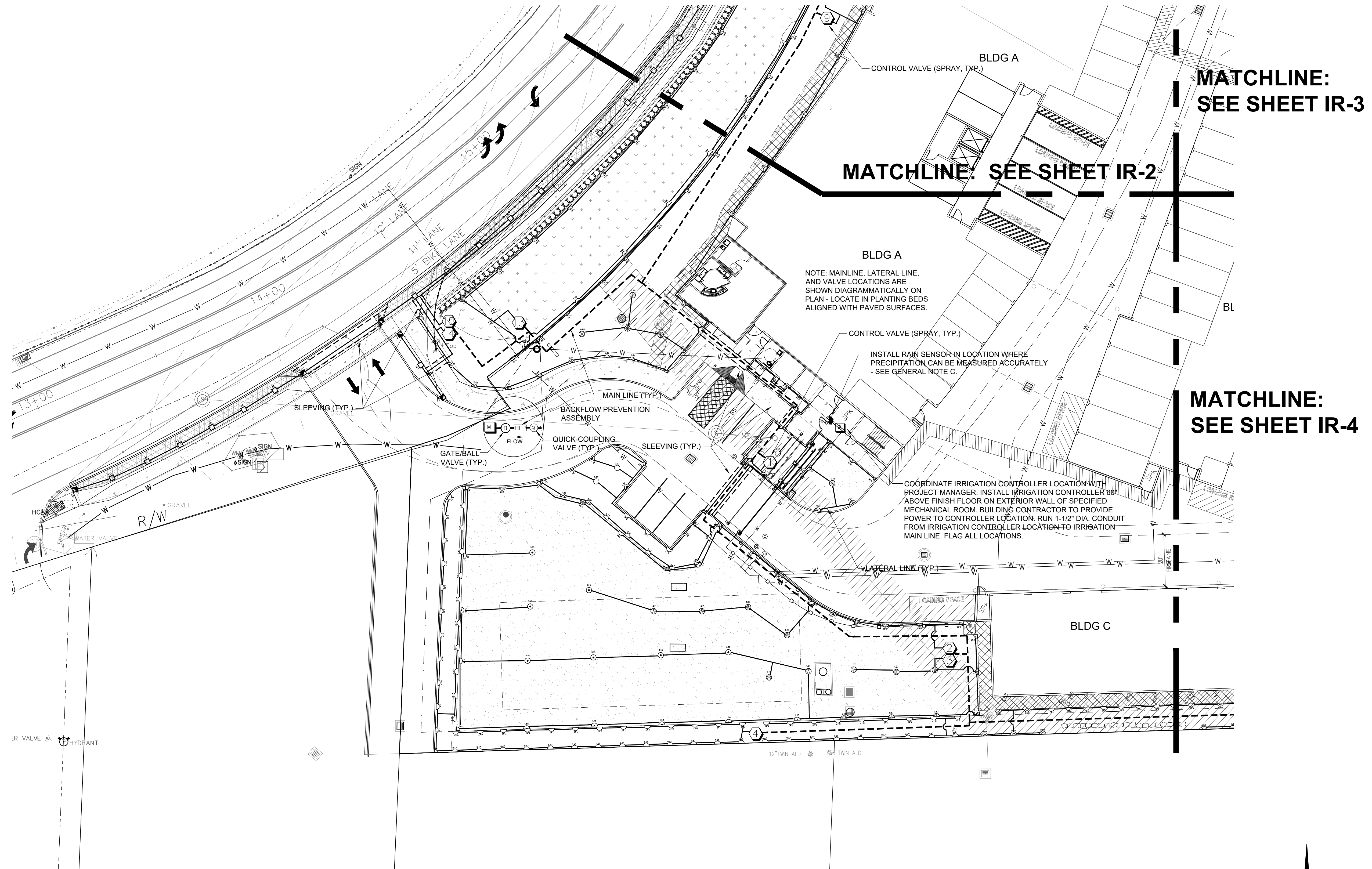
STATE OF
WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT

Kathleen Bradley Reade
Certificate No. 576

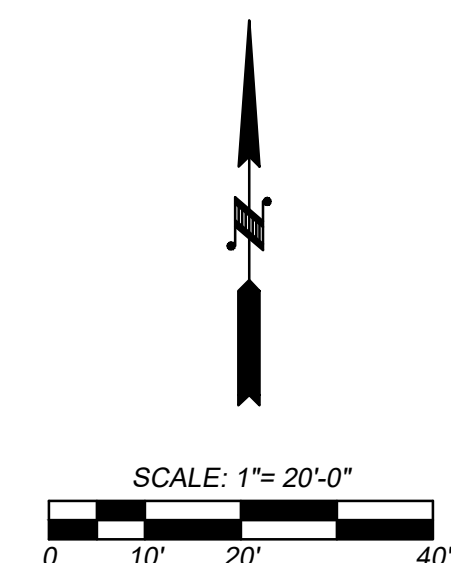
Wollochet Interchange, LLC
6600 Wollochet Drive, Gig Harbor, WA

REVISION		
No.	Date	By
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	Revised Per City Redlines & DRB Recommendations	
2	6 July 2021	MFW
	Revised Per City Redline Comments	

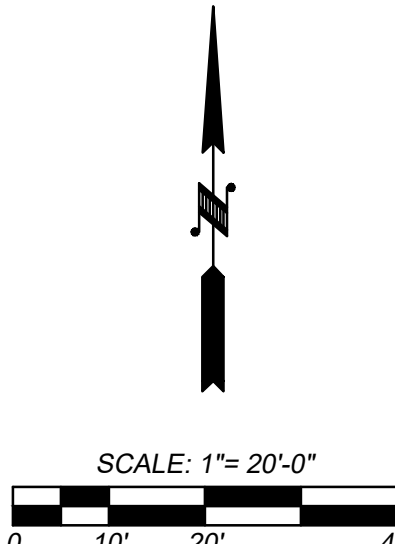
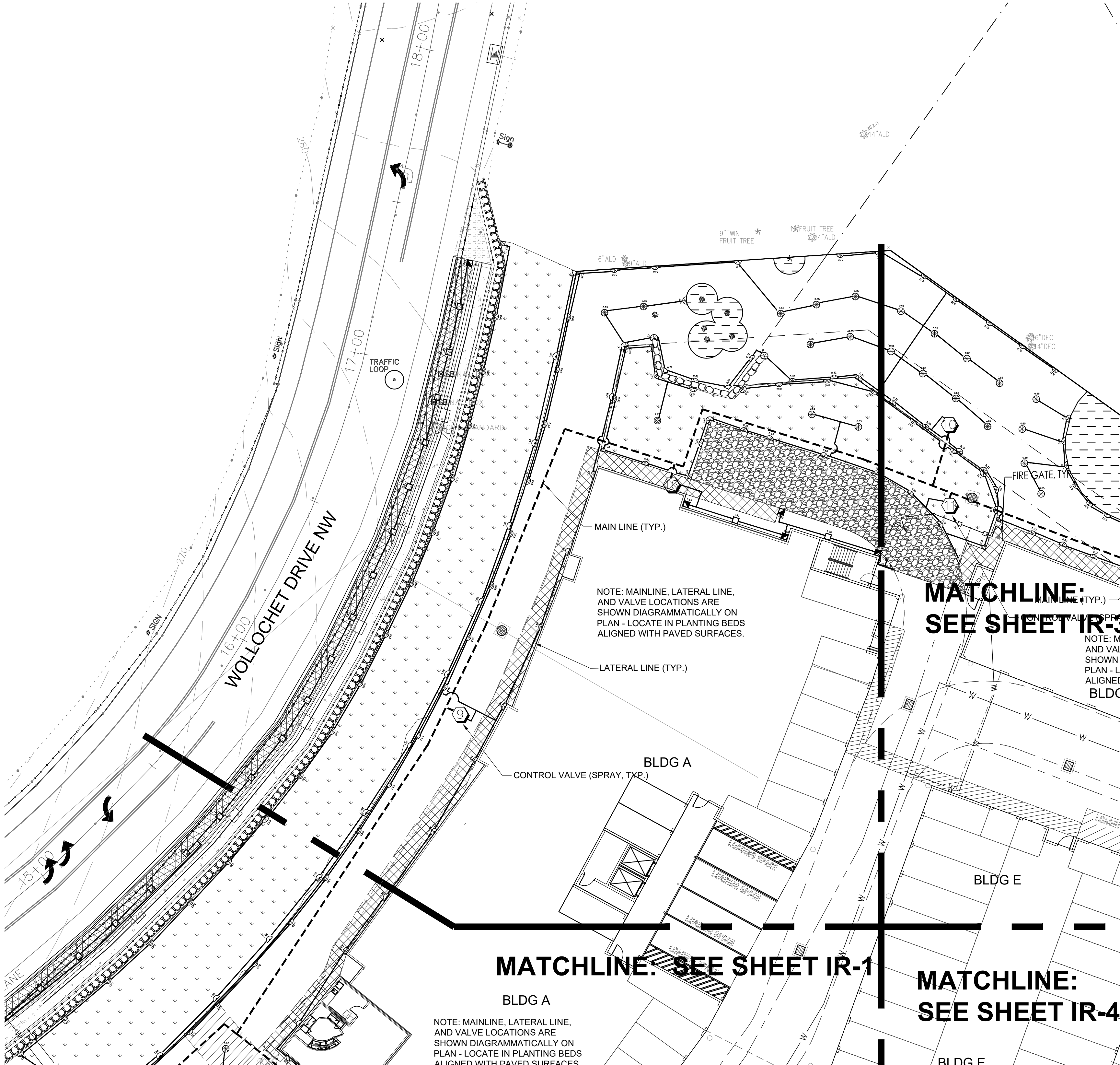
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Designer MFW	
Project Manager MFW	
Principal KBR	
Date 18 Dec 2019	
Phase CD	
Project No. 16008	



Irrigation Plan



Irrigation Plan

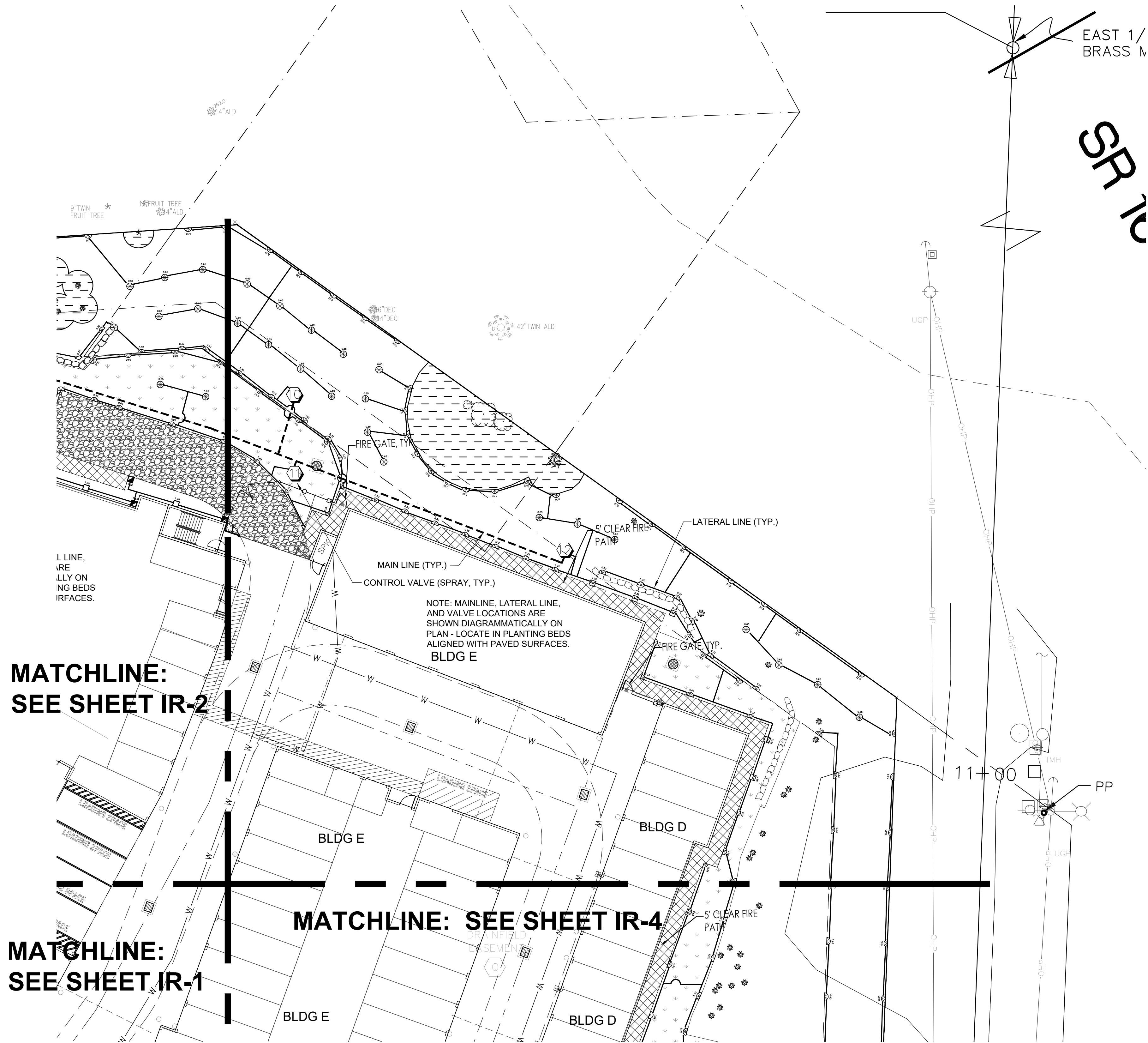


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No.	Date	By
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Revised Per City Redlines & DRB Recommendations		
2	6 July 2021	MWF
Revised Per City Redline Comments		

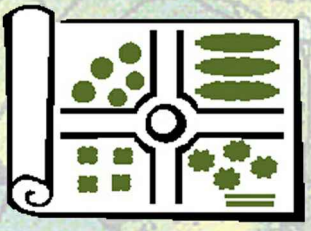
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Designer MWF Project Manager MWF Principle KBR Date 18 Dec 2019 CD Project No.	Sheet No. IR-2 of 5 Sheets
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Irrigation Plan



BRADLEY DESIGN GROUP, INC.
LANDSCAPE ARCHITECTURE + SITE PLANNING



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4330 N Lexington St
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info@bradtree.com



STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
Kathleen Bradley Pender
Certificate No. 576

IRRIGATION PLAN
Wollochet Heated Storage
Wollochet Interchange, LLC
6600 Wollochet Drive, Gig Harbor, WA

REVISION		
No.	Date	By
1	22 Jan 2021	MFW
Revised Per City Redlines & DRB Recommendations		
2	6 July 2021	MFW
Revised Per City Redline Comments		

Scale:
1"= 20'-0"

Designer:
MFW

Project Manager:
MFW

Principal:
KBR

Date:
18 Dec 2019

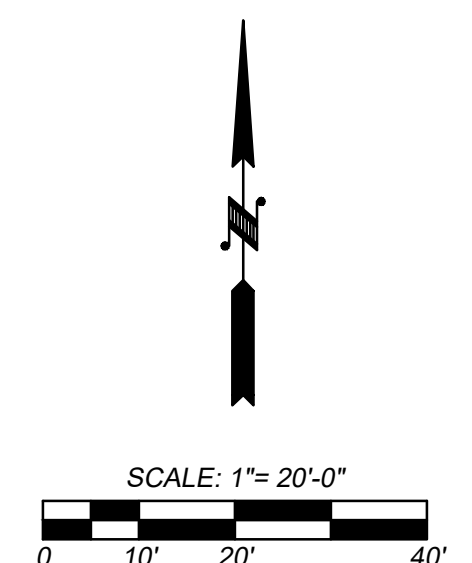
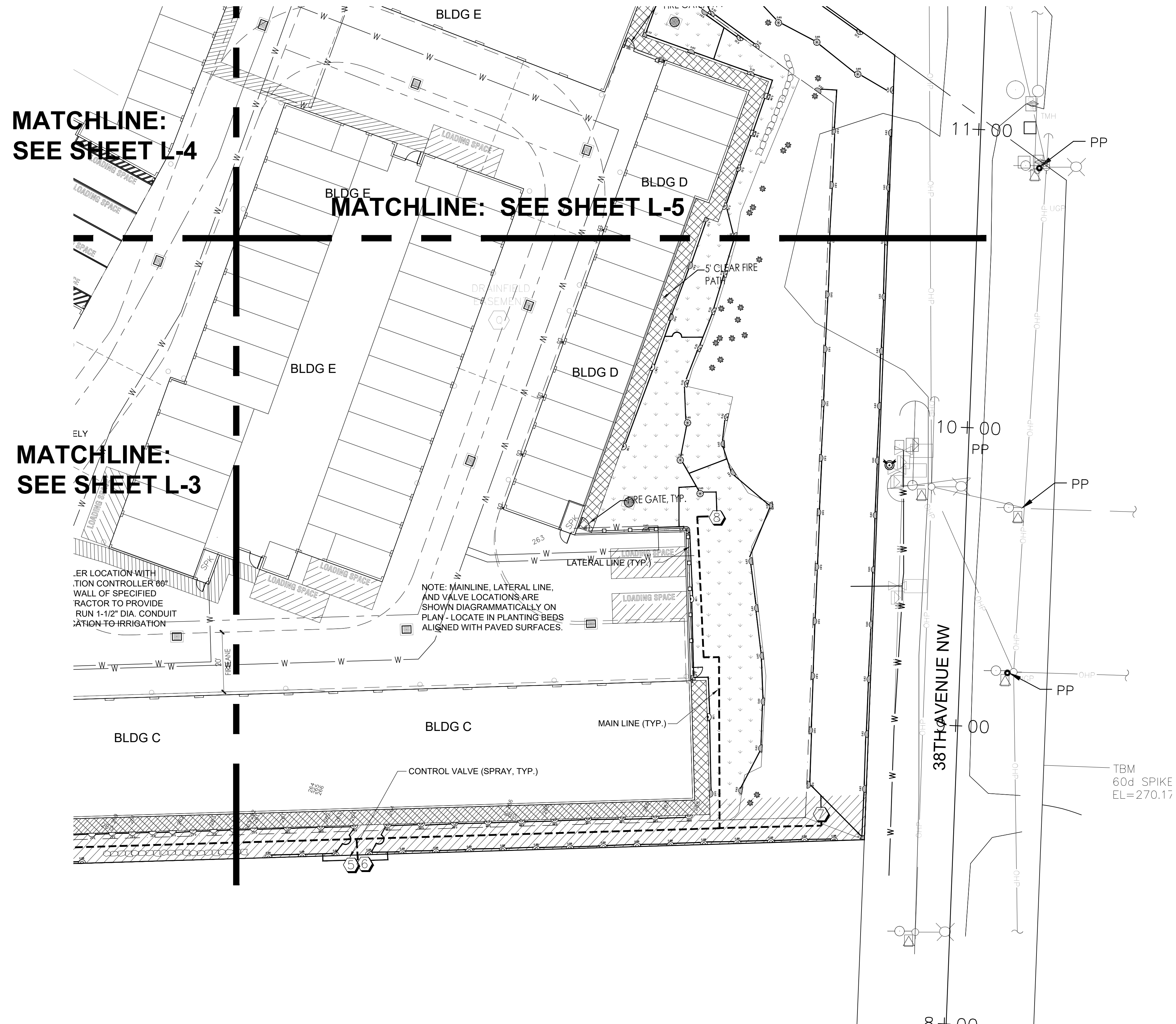
Phase:
CD

Project No:
16028

Sheet No.
IR-3

of 5 Sheets

Irrigation Plan



IRRIGATION PLAN

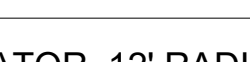
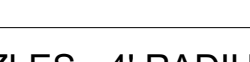
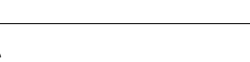
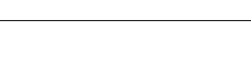
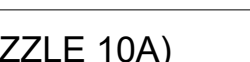
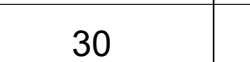
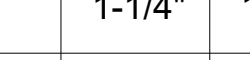
Wollochet Heated Storage

Wollochet Interchange, LLC

6600 Wollochet Drive, Gig Harbor, WA

REVISION		
No.	Date	By
1	22 Jan 2021	MFW
Revised Per City Redlines & DRB Recommendations		
2	6 July 2021	MFW
Revised Per City Redline Comments		
Scale 1" = 20'0"		
Designer	MFW	Sheet No. IR-4 of 5 Sheets
Project Manager	MFW	
Precursor	KBR	
Date	18 Dec 2019	
Plot	CD	
Project No. 1600R		

IRRIGATION EQUIPMENT SCHEDULE

SYMBOL	DESCRIPTION	P.S.I.	RADIUS
	HUNTER MPLCS515, MPRCS515, MPSS530 STRIP ROTATOR HEAD, WITH MATCHED PRECIPITATION RATES	30	4'x28', 4'x14'
	HUNTER MP1000 ROTATOR, 12' ADJUSTABLE ARC AND RADIUS NOZZLE, WITH MATCHED PRECIPITATION RATES	30	12'
	HUNTER MP2000 ROTATOR, 17' & 18' ADJUSTABLE ARC AND RADIUS NOZZLE, WITH MATCHED PRECIPITATION RATES	30	17'-18'
	HUNTER MP3000 ROTATOR, 27' ADJUSTABLE ARC AND RADIUS NOZZLE, WITH MATCHED PRECIPITATION RATES	30	27'
	HUNTER MP CORNER ROTATOR, 12' RADIUS HEADS, ADJUSTABLE ARC NOZZLE, WITH MATCHED PRECIPITATION RATES	30	12'
	HUNTER PRO-SPRAY SHORT RADIUS NOZZLES - 4' RADIUS	30	4'
	HUNTER PRO-SPRAY SHORT RADIUS NOZZLES - 2' RADIUS	30	2'
	HUNTER PRO-SPRAY POP-UP SPRAY HEADS, 5 NOZZLE	30	6'
	HUNTER PRO-SPRAY POP-UP SPRAY HEADS, 8 NOZZLE (FOR ADJUSTABLE ARCS, TT AND TQ HEAD USE NOZZLE 8A)	30	8'
	HUNTER PRO-SPRAY POP-UP SPRAY HEADS, 10 NOZZLE (FOR ADJUSTABLE ARCS, TT & TQ HEAD USE NOZZLE 10A)	30	10'
	HUNTER PRO-SPRAY POP-UP SPRAY HEADS, 12 NOZZLE (FOR ADJUSTABLE ARCS USE NOZZLE12A)	30	12'
	HUNTER PRO-SPRAY POP-UP SPRAY HEADS, 15 NOZZLE (FOR ADJUSTABLE ARCS USE NOZZLE 15A)	30	15'
	HUNTER PRO-SPRAY POP-UP SPRAY HEADS, 17' NOZZLE (FOR ADJ. ARCS, T, TT, TQ, & F HEAD USE NOZZLE 17A)	30	17'
	HUNTER STRIP PATTERN - L CORNER, R CORNER, SIDE STRIP, END STRIP, & CENTER STRIP	30	5'x30', 5'x15'
	BRASS GATE VALVE - RuB Ball Valve - Model S95F43 (Round Handle) - SIZE TO FIT MAINLINE		
	BACKFLOW ASSEMBLY - FEBCO LF850 (SIZE TO MATCH METER)		
	AUTOMATIC CONTROL VALVE, HUNTER ICV, SEE VALVE KEY		
	2" WATER METER (BY OTHERS - COORDINATE POC WITH CONSTRUCTION MANAGER)		
	QUICK COUPLER - HUNTER HQ-44-LRC-AW		
	RAIN SENSOR - HUNTER RAIN-CLIK-WIRELESS RAIN SENSOR (WRC-INT) OR EQUAL, SEE GENERAL NOTE C		
	CONTROLLER - HUNTER I-CORE WITH DUAL (18 STATION EXTERIOR, WALL MOUNT, PLASTIC ENCLOSURE)		
	CLASS 200 PVC LATERAL LINE PIPING, SIZE PER PLAN		
	2" SCHEDULE 40 PVC MAIN LINE		
	CLASS 200 PVC SLEEVE 2X PIPE DIAMETER, 4" MIN.		
Not Shown	#14 AWG TYPE UF CONTROL WIRE, RED = SIGNAL, WHITE = COMMON, ORANGE= SPARE		

VALVE KEY

VALVE	SIZE	GPM
1	1-1/4"	23.2
2	1-1/2"	25
3	1-1/2"	25.7
4	1-1/4"	22.8
5	1-1/4"	22.4
6	1-1/4"	22
7	1-1/4"	17.3
8	1-1/2"	25.8
9	1-1/4"	25.2
10	1-1/4"	23.6
11	3/4"	13.9
12	1-1/4"	19.4
13	1-1/2"	30.7
14	1-1/4"	20.2
15	1-1/4"	18.9
16	3/4"	6.0
17	#	OPEN
18	#	OPEN

GENERAL NOTES

A. IRRIGATION DESIGN ASSUMES 65 PSI STATIC WATER PRESSURE IS AVAILABLE ON SITE. VERIFY STATIC WATER PRESSURE IN FIELD PRIOR TO CONSTRUCTION. NOTIFY LANDSCAPE ARCHITECT IF STATIC WATER PRESSURE IS LESS THAN 55 PSI. IRRIGATION DESIGN IS BASED ON 30 PSI.

B. USE 4" POP-UP HEADS WITHIN ALL LAWN AREAS AND 6" POP-UP HEADS WITHIN ALL SHRUB AREAS. 12" POP-UP HEADS ARE OPTIONAL IN SHRUB BEDS WITH OWNERS REQUEST.

C. RAIN SENSOR TO BE INSTALLED ON SOUTH OR WEST SIDE OF BUILDING, AT A MINIMUM OF 8 FEET ABOVE GRADE WHERE SENSOR IS FREE FROM VANDALISM, TREE CANOPIES, BUILDING OVER HANGS OR OTHER STRUCTURAL / NATURAL RAIN IMPEDIMENTS. COORDINATE LOCATION WITH CONSTRUCTION MANAGER.

IRRIGATION NOTES

1. PLAN IS DIAGRAMMATIC. VERIFY LOCATION OF STRUCTURES, UTILITIES AND OTHER SITE ELEMENTS PRIOR TO COMMENCING WORK. NOTIFY PROJECT MANAGER OF ANY CONFLICTS.

2. CONTRACTOR TO TEST EXISTING WATER PRESSURE AN PROVIDE WRITTEN REPORT TO PROJECT MANAGER PRIOR TO COMMENCING WORK.

3. REVIEW ALL IRRIGATION DETAILS PRIOR TO COMMENCING WORK.

4. REFER TO EQUIPMENT SCHEDULE FOR ALL IRRIGATION HEAD TYPES AND EQUIPMENT.

5. PROVIDE 2 (TWO) SPARE WIRES FROM THE CONTROLLER TO THE FURTHEST VALVE LOCATIONS FOR FUTURE EXPANSION.

6. STAKE ALL VALVE BOX LOCATIONS FOR APPROVAL.

7. SET VALVE BOXES SQUARE TO ADJACENT BUILDING, CURB OR PAVING.

8. ALL IRRIGATION UNDER ROADS, WALKS, PARKING AREAS OR OTHER PAVED SURFACES SHALL BE SLEEVED. SLEEVES SHALL BE 2 (TWO) TIMES THE DIAMETER OF THE INSERTED PIPE OR AS INDICATED.

9. ALL PIPING IS DIAGRAMMATIC. PIPING SHOWN WITHIN PAVING OR ADJACENT / PARALLEL TO PLANTED AREAS ARE INTENDED TO BE PLACED WITHIN PLANTING BEDS WHERE POSSIBLE. ALL MATERIAL TO BE INSTALLED ON OWNER'S PROPERTY.

10. MAKE ANY AND ALL REQUIRED ADJUSTMENTS TO THE IRRIGATION PLAN TO ASSURE COMPLETE AN ADEQUATE COVERAGE WITH MINIMUM OVER SPRAY.

11. WHEN SLEEVING, PIPING OR HEAD LAYOUT IS REQUIRED IN R.O.W., CONTRACTOR TO COORDINATE LOCATION WITH THE PROJECT ENGINEER PRIOR TO CONSTRUCTION. INDICATE EXACT LOCATION OF SLEEVES AND PIPING ON THE AS-BUILT DRAWINGS.

12. PLACE TRACE WIRE ON ALL IRRIGATION PIPING AT OWNER'S REQUEST.

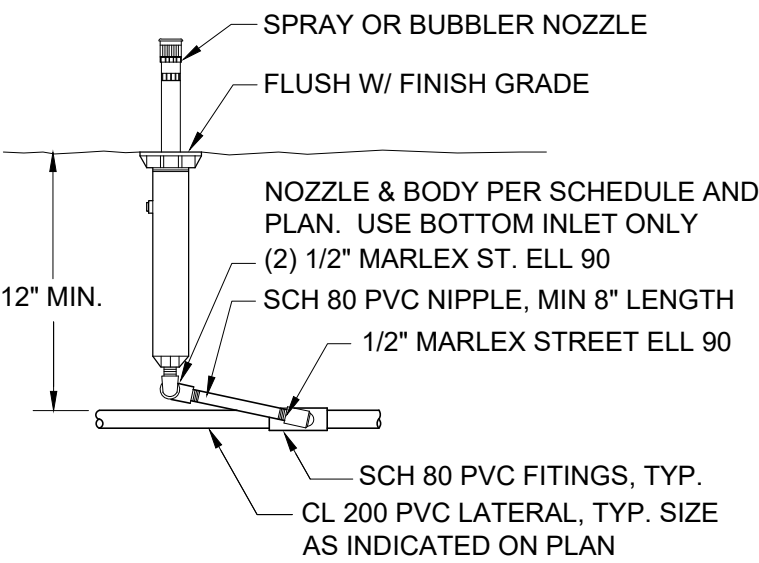
13. LATERAL LINE SHALL HAVE MINIMUM 12" OF COVER AND MAINLINES A MINIMUM OF 18" COVER.

14. PROVIDE MANUAL DRAINS AT ALL LOW POINT ON THE MAIN LINE AND RECORD ACCURATELY ON AS-BUILT DRAWINGS.

15. LOCATE IRRIGATION BACK-FLOW PREVENTER DOWN-STREAM OF SITE WATER METER (WATER METER BY OTHERS). VERIFY LOCATION WITH PROJECT MANAGER PRIOR TO COMMENCING WORK.

16. COORDINATE LOCATION OF CONTROLLER WITH PROJECT MANAGER. INSTALL CONTROLLER AT 60" ABOVE (FINISH FLOOR / FINISH GRADE) ON EXTERIOR WALL OF (BUILDING). PROVIDE A 110 GFI POWER OUTLET AT CONTROLLER LOCATION FOR POWER SUPPLY. PROVIDE CONDUIT FROM IRRIGATION CONTROLLER LOCATION TO OUTSIDE PLANTING BED. FLAG ALL LOCATIONS.

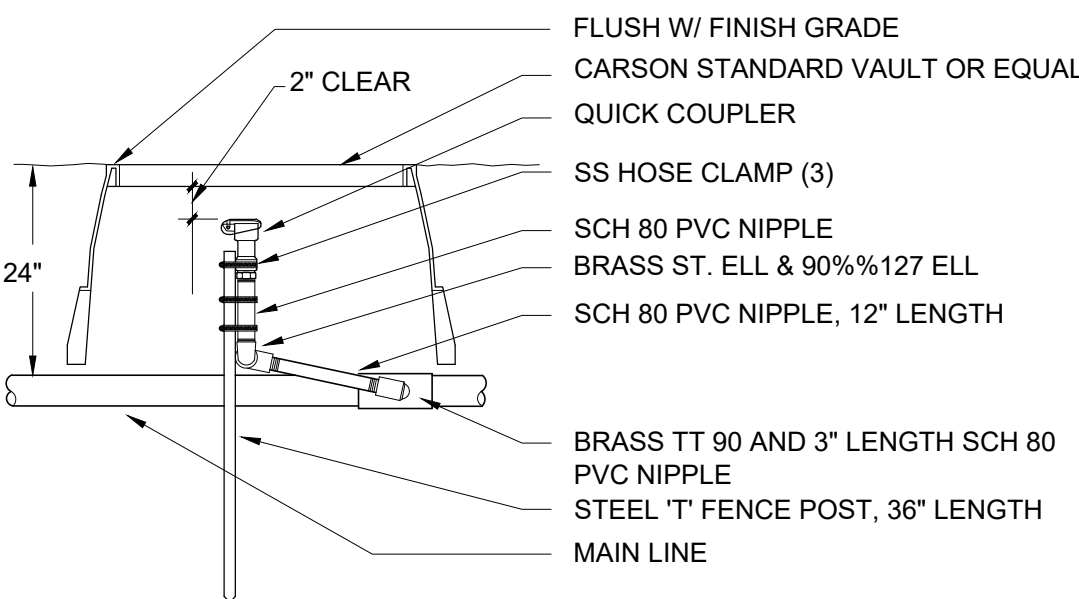
IRRIGATION DETAILS:



Pop-up Head

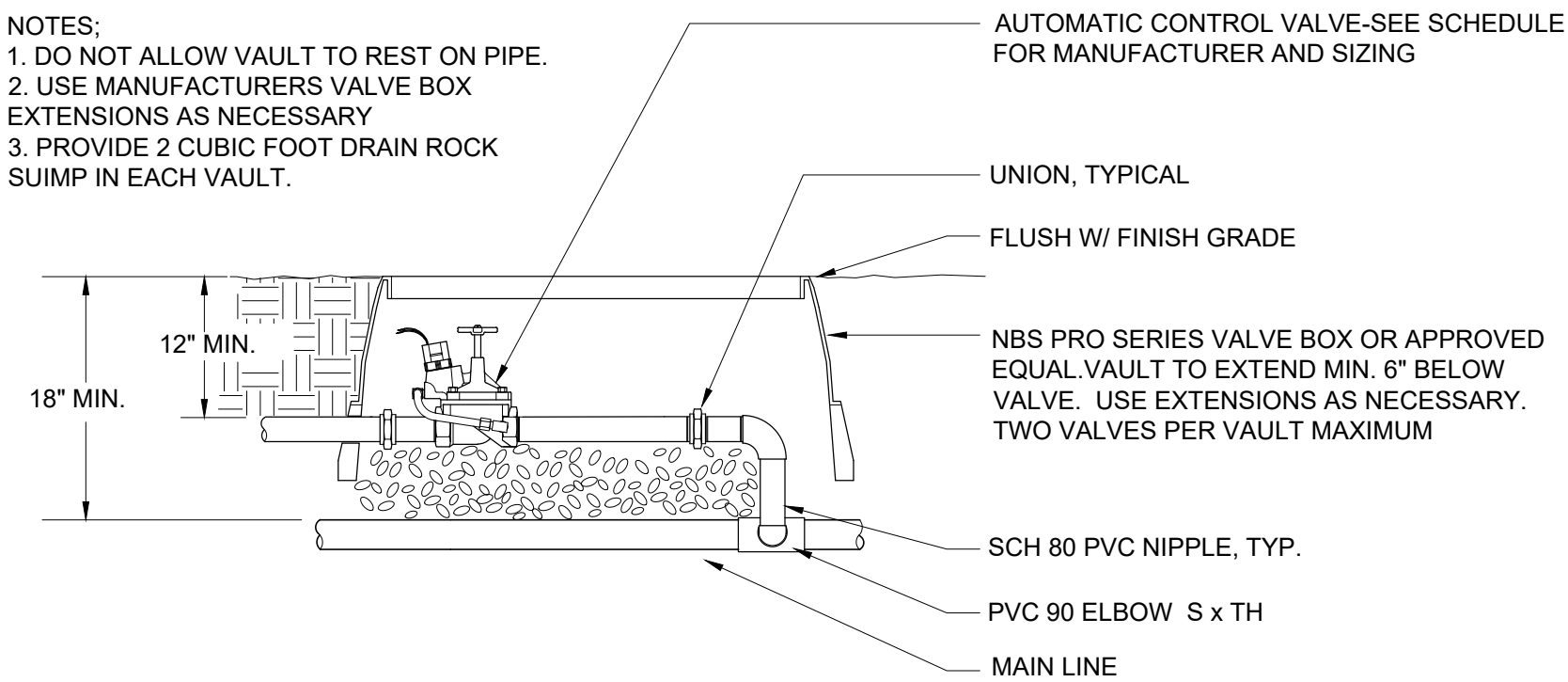
(Not To Scale)

- NOTES
1. DO NOT ALLOW VAULT TO REST ON PIPE. USE EXTENSIONS AS NECESSARY.
 2. VALVE TO BE SET PLUMB.
 3. CONTRACTOR TO PROVIDE QCV KEY WITH SWIVEL HOSE ELL ATTACHED
 4. PROVIDE 6" DEPTH DRAIN ROCK.



Quick Coupler

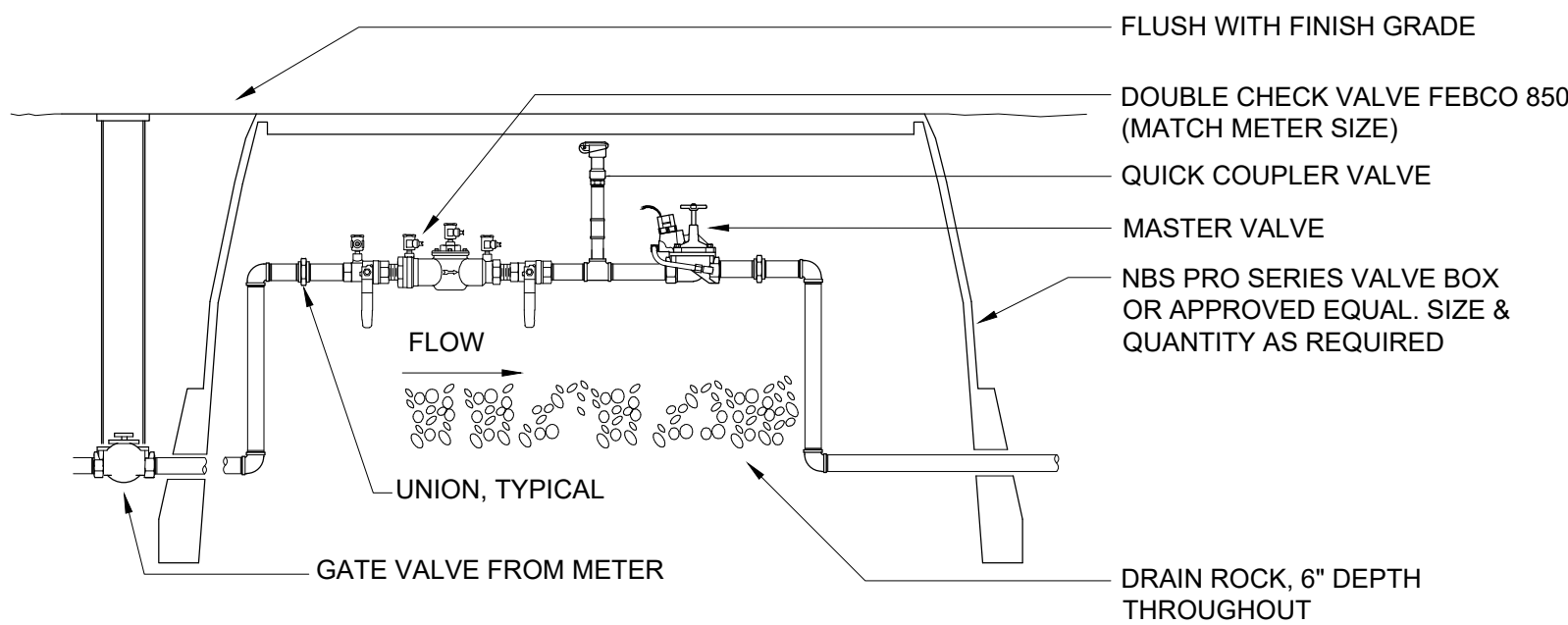
(Not To Scale)



Control Valve Assembly

(Not To Scale)

- NOTES:
1. DO NOT ALLOW VAULT TO REST ON PIPE
 2. DCVA CAN NOT BE DEEPER THAN 12" FROM TOP OF ASSEMBLY TO FIN GRADE
 3. DCVA MUST HAVE A MIN 6" AIR SPACE CLEARANCE BELOW ASSEMBLY & 3" CLEARANCE ON EACH END
 4. SUFFICIENT CLEARANCE MUST BE PROVIDED FOR TESTING & MAINTENANCE

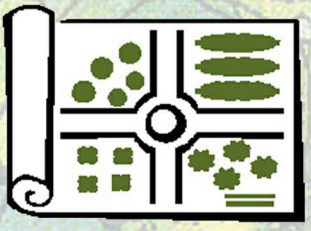


Main Assembly

(Not To Scale)

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STATE OF WASHINGTON

REGISTERED

LANDSCAPE ARCHITECT

Kathleen Bradley Pleader

Certificate No. 576

IRRIGATION SCHEDULE, NOTES & DETAILS

Wollochet Heated Storage

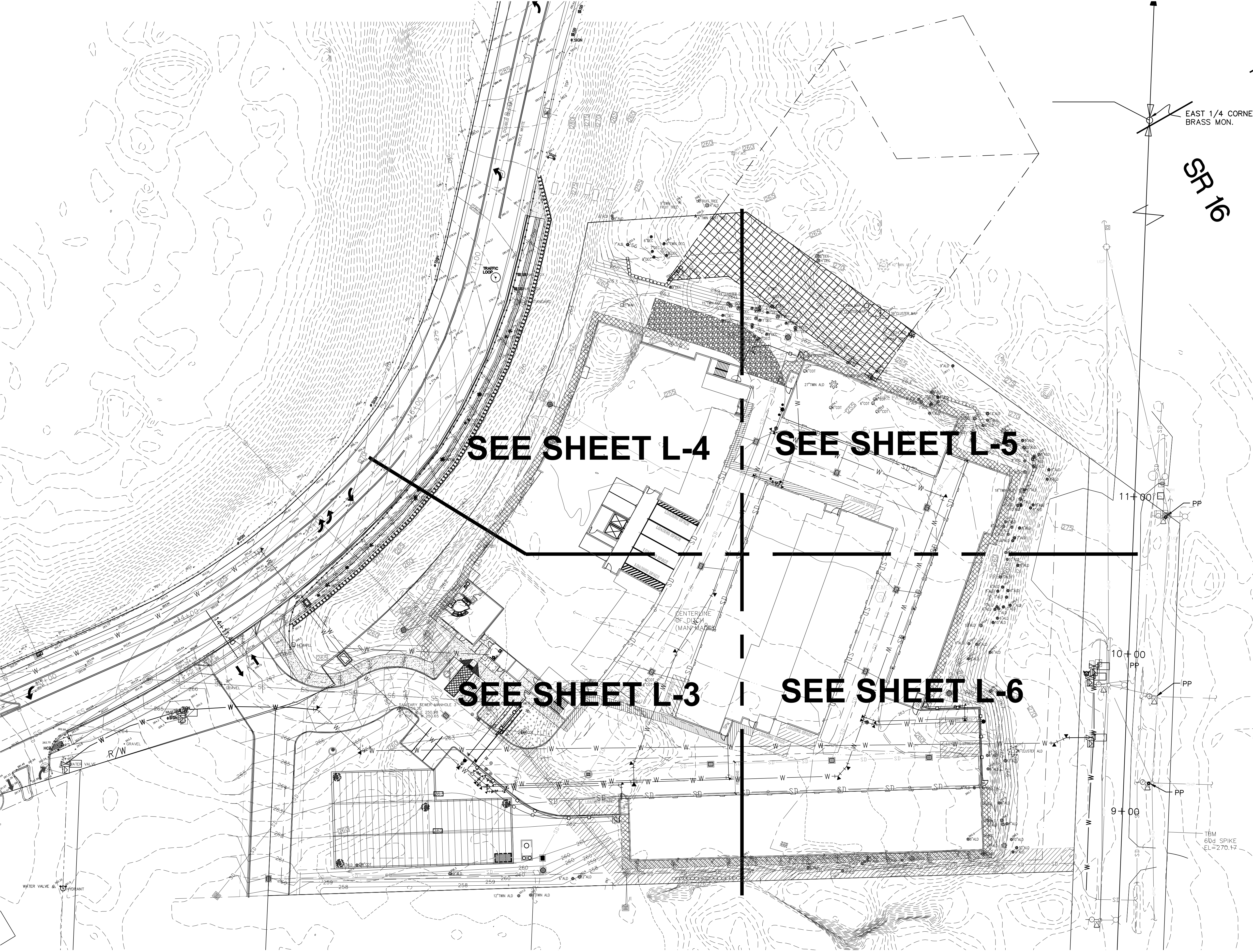
Wollochet Interchange, LLC

6600 Wollochet Drive, Gig Harbor, WA

REVISION		
No.	Date	By
1	22 Jan 2021	MFW
Revised Per City Redlines & DRB Recommendations		
2	6 July 2021	MFW
Revised Per City Redline Comments		

Scale NTS		Sheet No. IR-5 of 5 Sheets
Designer MFW	Project Manager MFW Principal KBR	
Date 18 Dec 2019		
Issue CD	Project No. 16028	

Overall Site Plan



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LANDSCAPE ARCHITECT

Kathleen Bradley Pender
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Certificate No. 576

OVERALL SITE PLAN
Wollochet Heated Storage
Wollochet Interchange, LLC
6600 Wollochet Drive, Gig Harbor, WA

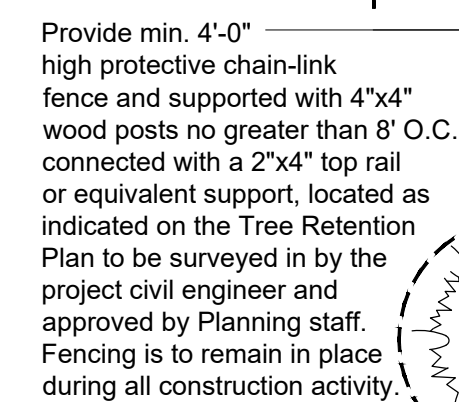
REVISION		
No.	Date	By
1	22 Jan 2021	MFW
Revised Per City Redlines & DRB Recommendations		
2	6 July 2021	MFW
Revised Per City Redline Comments		

Scale: 1"=30'-0"	Sheet No. L-1
Designer: MFW	Project Manager: MFW
Principal: KBR	Phase: CD
Date: 18 Dec 2019	Project No.: 16028

- ⊗ Significant Tree Removed
- X Insignificant Tree Removed
- * ROW Tree Removed

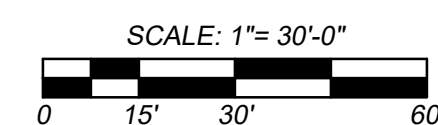
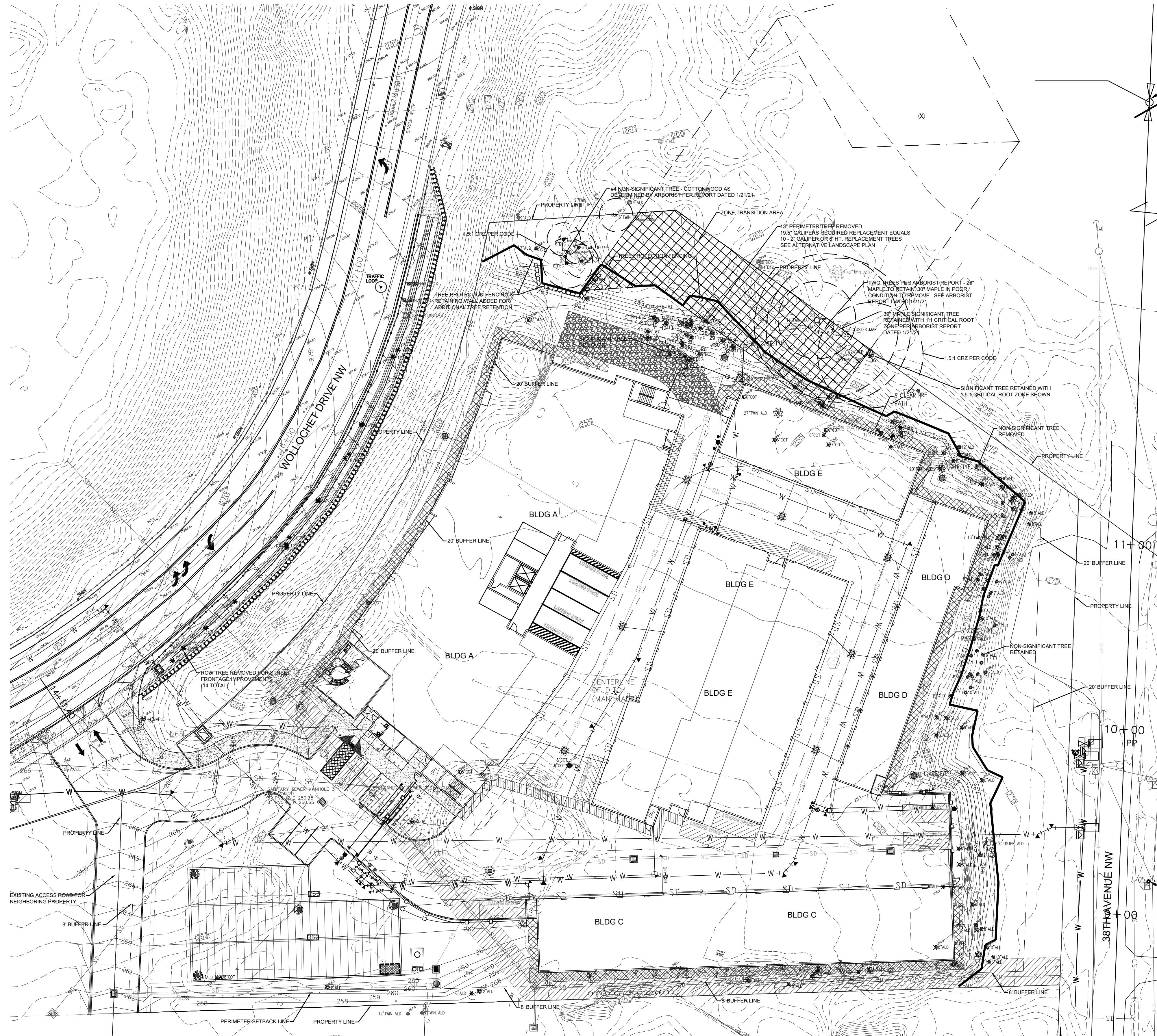
35 On-Site Significant Trees
Requirement: 25% Retention = 9
9 On-Site Significant Trees Retained

No.	Tree Description	1.5:1 CRZ Sq. Ft.	Encroachment Sq. Ft.	Encroachment Percent	Remove/Retain	Replacement Trees
1	11" Maple				Remove	
2	9" Deciduous				Remove	
3	9" Deciduous			0%	Retain	
4	7" Deciduous	346	60	17%	Retain	
5	6" Deciduous			0%	Retain	
6	6" Twin Deciduous			0%	Retain	
7	6" Deciduous	265	63	25%	Retain	
8	6" Twin Fruit Tree			0%	Retain	
9	15" Twin Deciduous				Remove	
10	15" Deciduous				Remove	
11	6" Deciduous				Remove	
12	8" Deciduous				Remove	
13	15" Deciduous				Remove	
14	6" Deciduous				Remove	
15	11" Deciduous				Remove	
16	19" Deciduous				Remove	
17	9" Deciduous				Remove	
18	9" Deciduous				Remove	
19	13" Deciduous				Remove	
20	11" Deciduous				Remove	
21	12" Deciduous				Remove	
22	9" Deciduous				Remove	
23	6" Deciduous				Remove	
24	8" Deciduous				Remove	
25	6" Deciduous				Remove	
26	9" Deciduous				Remove	
27	13" Deciduous (Perimeter Tree)				Remove	10
28	7" Deciduous				Remove	
29	15" Deciduous				Remove	
30	8" Deciduous				Remove	
31	13" Deciduous				Remove	
32	11" Deciduous				Remove	
33	14" Twin Maple			0%	Retain	
34	46" Cluster Maple	14,950	3,878	26%	Retain	
35	39" Cluster Maple	10,746	2,068	19%	Retain	
36	19" Fruit Tree	2,550	20	1%	Retain	



(NOT TO SCALE)

Tree Retention Plan



TREE RETENTION PLAN

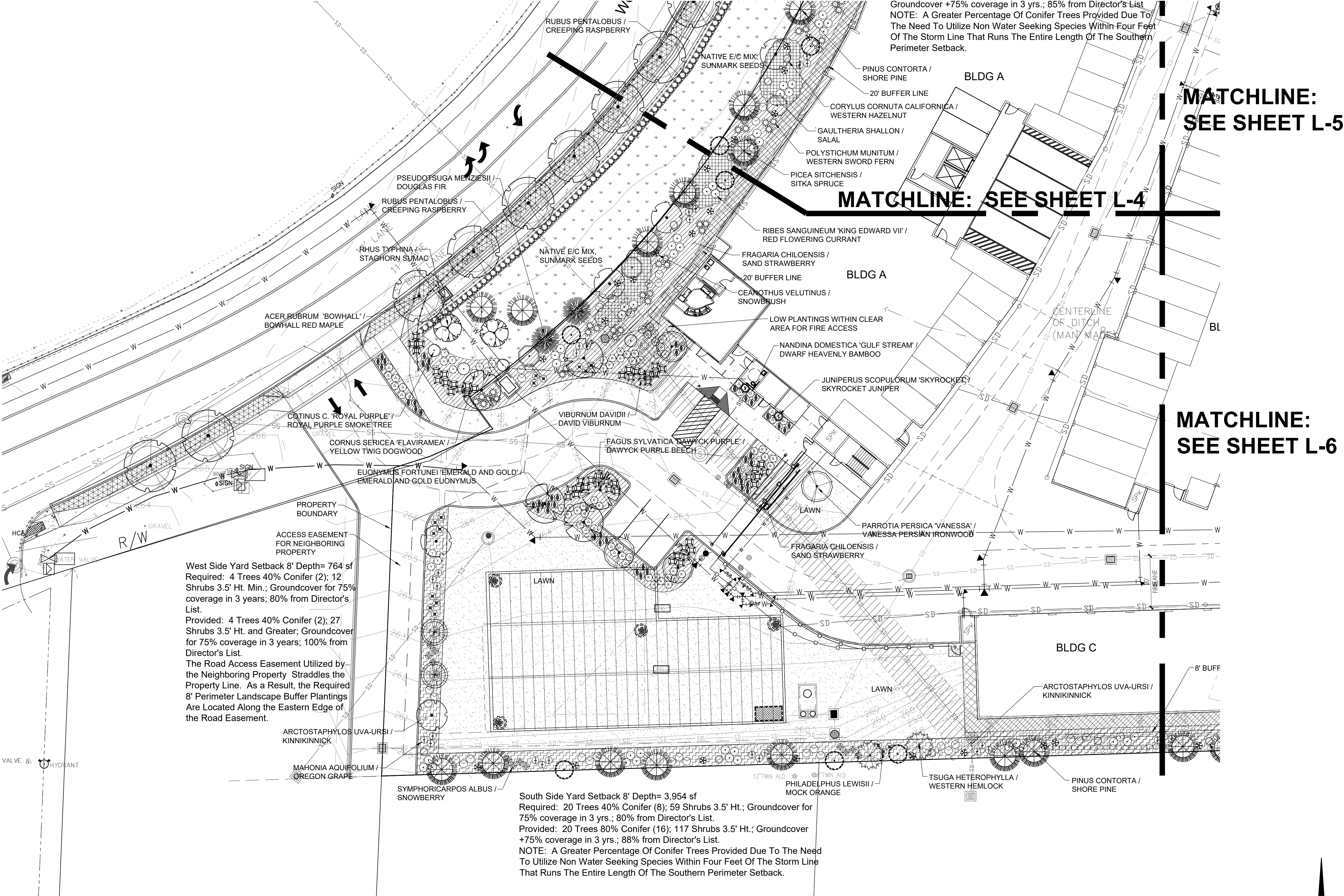
Wollochet Heated Storage

Wollochet Interchange, LLC

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Scale		
1"= 30'0"		
Designer	MFW	Sheet No. L-2
Project Manager	MFW	
Printer	KBR	
Date	186 Dec 2019	
Phase	CD	
Project No.		
160498		

Alternative Landscape Plan



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ALTERNATIVE LANDSCAPE PLAN

Wollochet Heated Storage

Wollochet Interchange, LLC

6600 Wollochet Drive, Gig Harbor, WA

REVISION		
No.	Date	By
1	22 Jan 2021	MFW
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Revised Per City Redline Comments		

Scale:
1"= 20'-0"

Designer: MFW

Project Manager: MFW

Printer: KBR

Date: 18 Dec 2019

Phase: CD

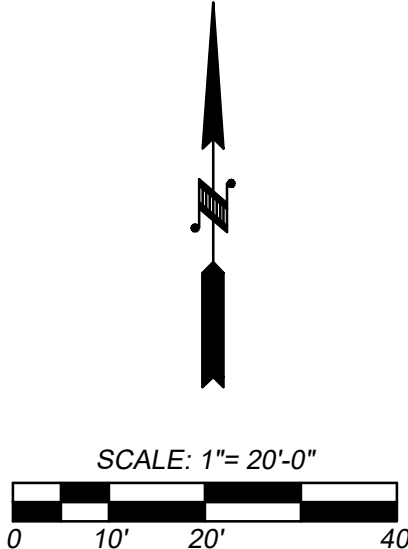
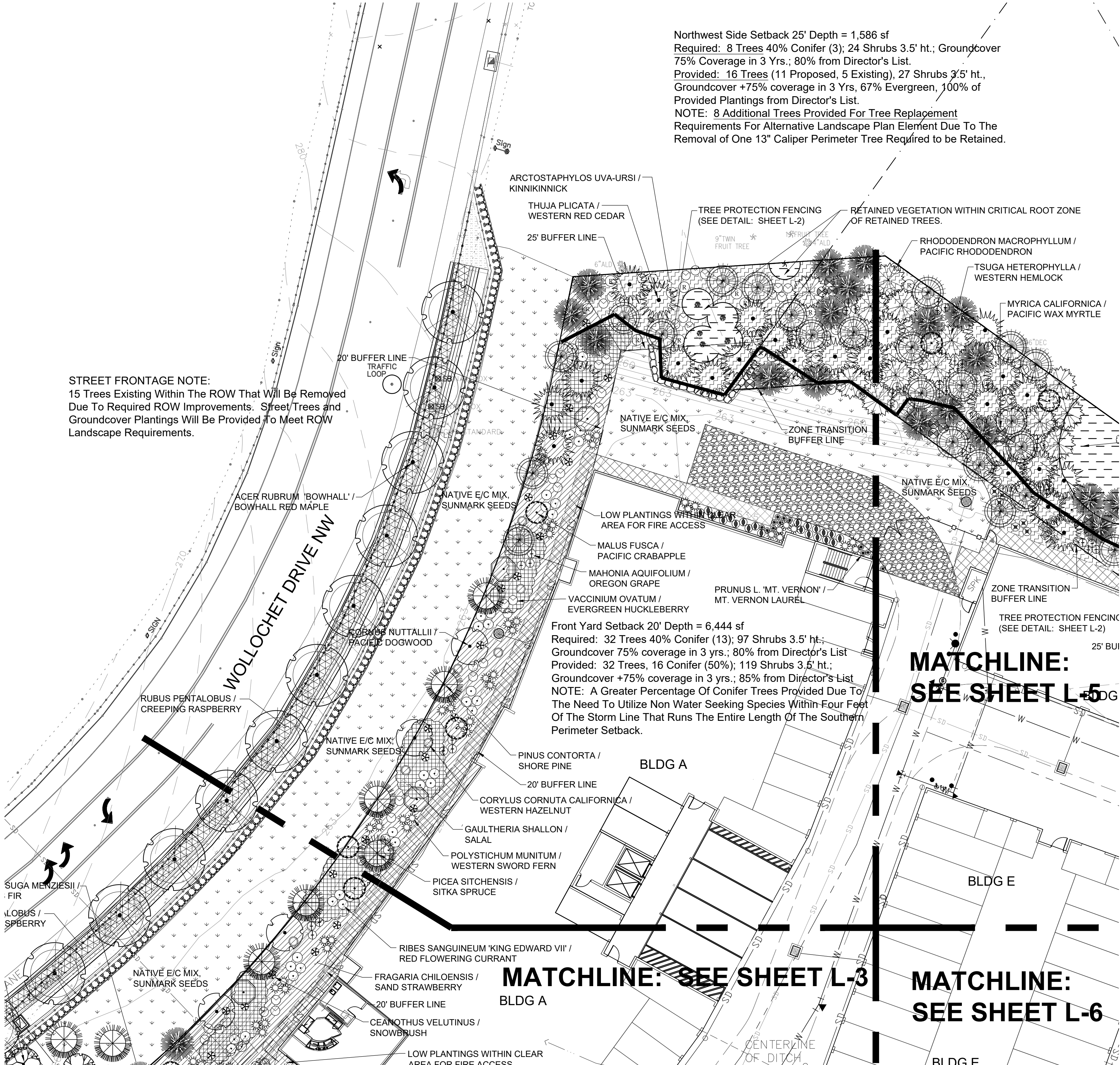
Project No: 16028

Sheet No.

L-3

of 7 Sheets

Alternative Landscape Plan



ALTERNATIVE LANDSCAPE PLAN

Wollochet Heated Storage

Wollochet Interchange, LLC

6600 Wollochet Drive, Gig Harbor, WA

No.	Date	By
1	22 Jan 2021	MFW
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2	6 July 2021	MFW
Revised Per City Redline Comments		
Scale		
1"= 20'0"		
Designer	MFW	Sheet No. L-4 of 7 Sheets
Project Manager	MFW	
Principal Engineer	KBR	
Date:	18 Dec 2019	
Phonor	CD	
Project No.		
1600R		

Northwest Side Setback 25' Depth = 1,586 sf
 Required: 8 Trees 40% Conifer (3); 24 Shrubs 3.5' ht.; Groundcover 75% Coverage in 3 Yrs.; 80% from Director's List.
 Provided: 16 Trees (11 Proposed, 5 Existing), 27 Shrubs 3.5' ht., Groundcover +75% coverage in 3 Yrs, 67% Evergreen, 100% of Provided Plantings from Director's List.
 NOTE: 8 Additional Trees Provided For Tree Replacement Requirements For Alternative Landscape Plan Element Due To The Removal of One 13" Caliper Perimeter Tree Required to be Retained.

Zone Transition Area = 6,070 sf
 Required: 1 Deciduous Tree Per 800sf (8); 1 Conifer Tree Per 100sf (61), 1 Evergreen Shrub (6' ht. min.) per 50sf (121). Groundcover 75% Coverage 3 yrs.; 80% from Director's List.
 Provided: 8 Deciduous Trees (5 Proposed, 3 Existing), 61 Conifer Trees; 126 Evergreen Shrubs (6' ht. min.); Groundcover +75% Coverage in 3 Yrs.; 90% from Director's List

Northeast Side Setback 25' Depth = 3,364 sf
 Required: 17 Trees 40% Conifer (7); 51 Shrubs 3.5' ht.; Groundcover 75% Coverage in 3 Yrs.; 80% from Director's List.
 Provided: 19 Trees (18 Proposed, 1 Existing), 11 Conifer; 71 Shrubs 3.5' ht.; Groundcover +75% Coverage in 3 Yrs. 92% from Director's List.
 NOTE: 2 Additional Trees Provided For Tree Replacement Requirements For Alternative Landscape Plan Element Due To The Removal of One 13" Caliper Perimeter Tree Required to be Retained.

Front Yard Setback 20' Depth = 5,029 sf
 Required: 25 Trees 40% Conifer (10); 75 Shrubs 3.5' ht.; Groundcover 75% Coverage in 3 yrs.; 80% from Director's List
 Provided: 30 Trees, 20 Conifer; 79 Shrubs 3.5' ht.; Groundcover +75% coverage in 3 yrs.; 88% from Director's List. Increased Number of Conifers Per DRB Recommendations.

RETAINED VEGETATION WITHIN CRITICAL ROOT ZONE OF RETAINED TREES.
 RETAINED VEGETATION WITHIN PROTECTED CRITICAL ROOT ZONE OF RETAINED TREES.

25' BUFFER LINE
 20 sf BUFFER ENCROACHMENT AREA
 20 sf BUFFER REPLACEMENT AREA PER 17.78.070.A.

UNDISTURBED EXISTING VEGETATION AREA

MATCHLINE: SEE SHEET L-2
 MATCHLINE: SEE SHEET L-3
 MATCHLINE: SEE SHEET L-6

SP 16

EAST 1/4 CORNER BRASS MON.

**MATCHLINE:
SEE SHEET L-3**

MATCHLINE: SEE SHEET L-6

EAST 1/4 CO
BRASS MON.

SR 16

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Certificate No. 576

ALTERNATIVE LANDSCAPE PLAN

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Designer MFW	
Project Manager MFW	
Principal KBR	
Date 18 Dec 2019	
Phase CD	
Project No. 16028	

1:1

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Designer MFW Project Manager MFW Project Engineer KBR Date 18 Dec 2019		Sheet No. L-6 of 7 Sheets
Phone CD Project No. 16028		

SYMBOL	QTY.	BOTANICAL NAME / COMMON NAME	SIZE	SPACING, CONDITION & REMARKS
TREES - DECIDUOUS				
	14	ACER RUBRUM 'BOWHALL' / BOWHALL RED MAPLE	2" CAL.	B&B/Cont., NURSERY GROWN
	8	CORNUS NUTTALLII / PACIFIC DOGWOOD	8-9' HEIGHT	B&B/Cont., NURSERY GROWN
	5	FAGUS SYLVATICA 'DAWYCK PURPLE' / DAWYCK PURPLE BEECH	2" CAL.	B&B/Cont., NURSERY GROWN
	19	MALUS FUSCA / PACIFIC CRABAPPLE	8-9' HEIGHT	B&B/Cont., NURSERY GROWN
	4	PARROTIA PERSICA 'VANESSA' / VANESSA PERSIAN IRONWOOD	2" CAL.	B&B/Cont., NURSERY GROWN
	15	PRUNUS EMARGINATA / BITTER CHERRY	8'-8" HEIGHT	B&B/Cont., NURSERY GROWN
	2	RHUS TYPHINA / STAGHORN SUMAC	5'-6" HT.	NURSERY GROWN, MULTI-TRUNK, EVENLY BRANCHED
TREES - CONIFER				
	2	JUNIPERUS SCOPULORUM 'SKYROCKET' / UPRIGHT JUNIPER	4'-5" HT.	B&B, NURSERY GROWN
	25	PICEA SITCHENSIS / SITKA SPRUCE	6'-7" HT.	B&B, NURSERY GROWN
	8	PICEA SITCHENSIS / SITKA SPRUCE (For Zone Transition Buffer)	12' HT.	B&B, NURSERY GROWN
	22	PINUS CONTORTA / SHORE PINE (In Perimeter Buffers Within 5' of Utility Lines)	6'-7" HT.	B&B, NURSERY GROWN
	24	PSEUDOTSUGA MENZIESII / DOUGLAS FIR	6'-7" HT.	B&B, NURSERY GROWN
	8	PSEUDOTSUGA MENZIESII / DOUGLAS FIR (For Zone Transition Buffer)	12' HT.	B&B, NURSERY GROWN
	26	THUJA PLICATA / WESTERN RED CEDAR	6'-7" HT.	B&B, NURSERY GROWN
	8	THUJA PLICATA / WESTERN RED CEDAR (For Zone Transition Buffer)	12' HT.	B&B, NURSERY GROWN
	12	TSUGA HETEROPHYLLA / WESTERN HEMLOCK	6'-7" HT.	B&B, NURSERY GROWN
	7	TSUGA HETEROPHYLLA / WESTERN HEMLOCK (For Zone Transition Buffer)	12' HT.	B&B, NURSERY GROWN
SHRUBS				
	62	CEANOTHUS VELUTINUS / SNOWBRUSH	2 GAL. CONTAINER	FULL FOLIAGE, 36" O.C.
	35	CORNUS SERICEA 'FLAVIRAMEA' / YELLOW TWIG DOGWOOD	2 GAL. CONTAINER	FULL FOLIAGE, 42" O.C.
	33	CORNUS SERICEA 'ISANTI' / ISANTI RED-OSIER DOGWOOD	5 GAL. CONTAINER	FULL FOLIAGE, 42" O.C.
	43	CORYLUS CORNUTA CALIFORNICA / WESTERN HAZELNUT	2 GAL. CONTAINER	FULL FOLIAGE, 36" O.C.
	4	COTINUS COGGYGRIA 'ROYAL PURPLE' / ROYAL PURPLE SMOKE TREE	5 GAL. CONTAINER	FULL FOLIAGE, AS SHOWN
	73	EUONYMUS FORTUNEI 'EMERALD AND GOLD' / EMERALD AND GOLD EUONYMUS	2 GAL. CONTAINER	FULL FOLIAGE, 30" O.C.
	101	MAHONIA AQUIFOLIUM / OREGON GRAPE	5 GAL. CONTAINER	FULL FOLIAGE, 36" O.C.
	15	MYRICA CALIFORNICA / PACIFIC WAX MYRTLE	5 GAL. CONTAINER	FULL FOLIAGE, 42" O.C.
	33	NANDINA DOMESTICA 'GULF STREAM' / DWARF HEAVENLY BAMBOO	2 GAL. CONTAINER	FULL FOLIAGE, 36" O.C.
	23	PHILADELPHUS LEWISII / MOCK ORANGE	2 GAL. CONTAINER	FULL FOLIAGE, 36" O.C.
	15	PRUNUS LAUROCERASUS 'MT. VERNON' / MT. VERNON LAUREL	2 GAL. CONTAINER	FULL FOLIAGE, 24" O.C.
	27	RHODODENDRON MACROPHYLLUM / PACIFIC RHODODENDRON	5 GAL. CONTAINER	FULL FOLIAGE, 48" O.C.
	87	RIBES SANGUINEUM 'KING EDWARD VII' / RED FLOWERING CURRANT	2 GAL. CONTAINER	FULL FOLIAGE, 36" O.C.
	38	SYMPHORICARPOS ALBUS / SNOWBERRY	2 GAL. CONTAINER	FULL FOLIAGE, 36" O.C.
	50	VIBURNUM DAVIDII / DAVID VIBURNUM	2 GAL. CONTAINER	FULL FOLIAGE, 36" O.C.
	175	VACCINIUM OVATUM / EVERGREEN HUCKLEBERRY	5 GAL. CONTAINER	FULL FOLIAGE, 36" O.C.
FERNS, GRASSES & PERENNIALS				
	62	POLYSTICHUM MUNITUM / WESTERN SWORD FERN	2 GAL. CONTAINER	FULL FOLIAGE, 36" O.C.
GROUNDCOVER				
	3,810	ARCTOSTAPHYLOS UVA-URSI / KINKINKINICK	1 GAL. CONTAINER	24" O.C.
	520	GAULTHERIA SHALLON / SALAL	1 GAL. CONTAINER	36" O.C.
	1,373	FRAGARIA CHILOENSIS / SAND STRAWBERRY	1 GAL. CONTAINER	24" O.C.
	13,366 sf	LAWN - PREMIUM NW BLEND SEED MIX		Hydroseed per Manufacturer's specs.
	16,883sf	NATIVE E/C MIX, SUNMARK SEEDS		Hydroseed per Manufacturer's specs. Supplier Sunmark Seeds: 1-888-214-7333
	608	RUBUS PENTALOBUS / CREEPING RASPBERRY	1 GAL. CONTAINER	24" O.C.
	5,975 sf	UNDISTRUBED EXISTING VEGETATION AREA		

GENERAL NOTES:

A. Plant material list submittal: within 30 calendar days after receipt of the notice to proceed, landscape contractor shall submit a complete list of materials proposed to be furnished and installed demonstrating conformance with the requirements specified. Include the name, addresses and telephone numbers of all plant material suppliers and growers.

1.A. Documentation shall also include suppliers name, contact person, address, telephone number, botanical and common name, plant size and size of container or ball.

1.B. Contractor shall provide a signed statement from the plant suppliers who have furnished the plant materials identifying the plant materials being supplied by botanical and common names, plant size and stating that all of the plants supplied by them are in healthy growing conditions meeting the American Standard for Nursery Stock (ANSI Z60.1).

1.C. Submit a project installation schedule, coordinated with the proposed soil amending and planting schedule to the landscape architect or owner for approval at least 30 calendar days prior to start of work under this section.

B. Substitutions of plant materials will not be permitted unless authorized in writing by the landscape architect or owner. If proof is submitted that any plant specified is not obtainable, a proposal will be considered for use of the nearest equivalent size and/or variety. Such proof shall be substantiated and submitted in writing to the landscape architect or owner at least 30 days prior to start of work under this section. These provisions shall not relieve contractor of the responsibility of obtaining specified materials in advance if special growing conditions or other arrangements must be made in order to supply specified materials.

C. Plants shall be subject to inspection and approval by landscape architect or owner for conformance to specifications upon delivery to the project site. Such approval shall not impair the subsequent right of inspection and rejection during progress of the work. Contractor shall give landscape architect 48 hours advance notice when plants will be delivered to the site for inspection. Inspection of plant materials shall take place within 24 hours of delivery to the site.

D. Coordinate work with other trades as required.

E. Locate all underground utilities prior to commencing work to avoid damage to buried pipes and cables.

F. Provide protection for all property, persons, work in progress, structures, utilities, walls, curbs and paved surfaces from potential damage arising from this work. The contractor shall pay for any such damage at no additional cost to the owner. Unfinished and completed work shall be protected from erosion or trespassing, and proper safeguards shall be erected to protect the public from injury or danger.

PLANTING NOTES:

1. Verify bedlines and plant layout with landscape architect prior to commencing work.

2. Verify that site conditions are acceptable prior to beginning work. Do not install any site elements if plant material until unsatisfactory conditions are corrected. When conditions detrimental to plant growth/constructed elements are encountered, immediately notify the owner.

3. Substitutions or changes in materials and placement shall be made only after written change orders are accepted by the owner.

4. Install protective fencing for on site existing trees and vegetation to remain, and plant material located on adjacent property prior to commencing work. The critical root protection area of all trees to remain has been established per the Tree Retention Plan. Locate tree protection fencing as indicated on plan. Fencing is to be installed per Tree Protection Detail Sheet L-7, with stakes driven into the ground, not mounted on cinder blocks. Signage shall be affixed to the fencing that reads: 'No Entry, Tree Root Protection Area'. See existing tree and vegetation protection detail for additional information.

5. All areas subject to clearing and grading that have not been covered by impervious surface, incorporated into a drainage facility or engineered as structural fill or slope shall, at project completion, demonstrate the following:

1) General Soil Requirements: The topsoil layer shall have a minimum depth of eight inches except where tree roots limit the depth of incorporation of amendments needed to meet the criteria. Subsoils below the topsoil layer shall be scarified at least 4 inches with some incorporation of the upper material to avoid stratified layers, where feasible. The topsoil layer shall have an organic matter content of 5% dry weight for turf areas, and 10% dry weight for planting beds (typically around 20-25% compost for turf areas and 35-40% compost for planting areas). The soil portion must be 75-80% sandy loam for turf areas, and 60-65% sandy loam for planting areas. Soil pH should be 5.5-6.5 for turf areas, 5.5-7.0 for planting areas and 4.5-5.5 for areas planted with acid-tolerant or native plantings.

2) Requirements for Amending Existing Soil in Place:

Turf Areas - Place and rototill 1.75 inches of composted material into 7.75 inches of existing soil for a total depth of 9.5 inches, and a settled depth of 8 inches. Subsoils below this layer should be scarified at least 4 inches, for a finished minimum depth of 12 inches of uncompacted soil.

Planting Beds - Place and rototill 3 inches of composted material into 6.5 inches of existing soil for a total depth of 9.5 inches, and a settled depth of 8 inches. Subsoils below this layer should be scarified at least 4 inches, for a finished minimum depth of 12 inches of uncompacted soil.

Do not scarify within drip lines of existing trees to be retained.

(NOT TO SCALE)

11. Plant trees, shrubs and groundcover as shown in the planting details. Roughly scarify sides of the planting pits. Install plant material at finish grade and feather bark mulch away from base of plant. Water plant pits thoroughly midway through backfilling and add fertilizer tablets. Balled and burlapped material that cannot be installed immediately shall be heeled in, mulched and watered regularly to keep root balls moist.

12. Provide landscape maintenance immediately after planting and continue until final acceptance. Work shall include watering, spraying, fertilizing, pruning, resetting of plants, restoring eroded areas, adjustments to staking and removal of weeds/debris as required for healthy plant growth.

13. Inspection and acceptance: the owner will make an inspection for substantial completion of the work upon request by the contractor.

14. Replacement of plantings: remove any plant from site that is either dead, or in unsatisfactory condition as determined by the owner or landscape architect. Replace with a new planting of equal size and species as soon as conditions permit within the normal planting season. All replacement plantings are then to be under re-installed guarantee period as specified. Identify those replacements and take whatever measures necessary to prevent similar demise of additional plant material.

15. Provide root barrier in a surround or linear pattern for tree plantings when

1/2" DIA. BLACK RUBBER HOSE (TYP)

12 GA. WIRE, TWIST TO TIGHTEN

2" DIA. TREE STAKES (TYP)

TREE WRAP AS SPECIFIED TO FIRST BRANCHING

REMOVE BURLAP AND TWINE (AND WIRE BASKETS) OFF TOP 1/3 OF ROOTBALL

2" MULCH LAYER FEATHERED AWAY FROM TRUNK

3" WATER BASIN

CURB & ASPHALT

ROOT BARRIER (SEE NOTE# 2)

BREAK SIDES AND BOTTOMS OF PLANTING PIT TO ALLOW FOR ROOT PENETRATION

PLANTING MIX AS SPECIFIED

FERTILIZER TABLETS AS SPECIFIED

COMPACTED SOIL BASE

FERTILIZER TABLETS AS SPECIFIED

FINISH GRADE

SIDEWALK

6" MIN.

5" MIN.

1"

12" MIN.

BALL DEPTH

2X Min. Dia. Rootball

Diagram illustrating the planting process for a tree, showing the root ball, soil, mulch, and fertilizer application.

- 2" LAYER MULCH, FEATHER AWAY FROM TRUNK
- MOUND SOIL TO FORM BASIN 6" ABOVE GRADE
- FERTILIZER TABLETS QUANTITY PER MANUFACTURER'S RECOMMENDED APPLICATION RATES
- CUT AND REMOVE BURLAP FROM TOP 1/2 OF BALL. REMOVE ALL TREATED OR NON BIO-DEGRADABLE MATERIAL.
- 12" GREATER THAN ROOT BALL WIDTH
- 6"
- 50 NATIVE & 50 TOPSOIL MIX

1. Site will be watered by an automated underground sprinkler system - or a method proven equal - at time of landscape installation.
2. The irrigation system will provide adequate watering of the installed landscape plan for a minimum of three years.

Rush Construction
6622 Wollochet Drive NW
Gig Harbor, Washington 98335
(253) 858-3636

Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit S

April 11, 2017
Rev. April 1, 2021

Attn: Mr. Steve Yester

Updated Geotechnical Engineering Report
Proposed Self Storage
xxx – Wollochet Drive NW
Gig Harbor, WA
PN: 02210780070
Doc ID: Rush.Wollochet.RG.rev01

INTRODUCTION

This updated report addresses comments from the City of Gig Harbor and a review of the most current project plans that were provided to us by you on December 23, 2020. Our April 11, 2017 report summarized our recent and previous observations contained in our September 11, 2009 Geotechnical Engineering Report. This report has been updated to address the more recent City of Gig Harbor critical areas ordinance and stormwater management manual, and 2018 International Building Code (IBC), as well as the modification to the proposed development. We originally visited the site on August 27, 2009 and monitored the excavation of seven test pits, and returned to the site on February 28, 2017 and March 28, 2017. The site is located at the intersection of Wollochet Drive and Highway 16 in Gig Harbor, Washington, as shown on the attached Site Vicinity Map, Figure 1.

Our understanding of the project is based on our discussions with you, a review of the proposed site development plan prepared by NPD, our recent site visits and subsurface explorations, and our experience in the project vicinity. We anticipate that the proposed development will include a three story self-storage facility with single-story garage type storage facilities. The proposed site development is shown on the attached Site & Exploration Plan, Figure 2. The remainder of the site will be covered with asphalt parking and landscaped planters. There is a large water main that crosses the central portion of the site. The parcel was originally to be developed with a bowling alley several years ago, and in preparation for that, sanitary sewer was stubbed to the center of the site and a portion of the site stormwater system was already installed. Past grading operations have turned the site into somewhat of an isolated topographic low. As such, we understand that site grades will be raised 5 to 10 feet in order to achieve design grades, and that filling may occur over a period of time, with soil obtained from other construction sites. The existing site topography is shown on the attached Site and Exploration Plan, Figure 2.

SCOPE

The purpose of our services is to evaluate the existing surface and subsurface conditions across the site as a basis for providing updated geotechnical recommendations and design criteria

for the proposed development. Specifically, the scope of services for this project will include the following:

1. Reviewing the available geologic, hydrogeologic and geotechnical data for the site area;
2. Observing subsurface groundwater conditions by logging the depth to groundwater in previously excavated septic perc holes;
3. Addressing the City of Gig Harbor Municipal Code's (GHMC) Critical Areas Ordinance, Title 18.08;
4. Providing updated geotechnical recommendations for earthwork and grading activities including site preparation, subgrade preparation, fill placement criteria, suitability of on-site soils for use as structural fill, temporary and permanent cut and fill slopes, and drainage and erosion control measures;
5. Providing updated recommendations and design criteria for foundation and floor slab support, including conventional spread foundations;
6. Providing our evaluation of site drainage issues, including an evaluation of the feasibility of onsite infiltration of stormwater, and infiltration rates (if appropriate);
7. Providing updated recommendations for wet weather earthwork and erosion control; and
8. Preparing this *Updated Geotechnical Engineering Report* summarizing our site observations and conclusions, and our geotechnical recommendations and design criteria, along with the supporting data.

Our current scope of work was performed in accordance with our *Proposal for Geotechnical Engineering Services* dated March 2, 2017. We received notice to proceed on March 4, 2017.

SITE CONDITIONS

Surface Conditions

The subject site consists of a single tax parcel that is located at xxx Wollochet Drive, in Gig Harbor, Washington. The parcel is roughly triangular in shape, is about 511 feet wide (east to west) by 480 feet long (north to south). The parcel is bounded by Wollochet Drive on the west, 38th Avenue NW on the east, by a landscaping company on the south, and by the WA-16 right-of-way on the north.

The site is currently undeveloped. The site was previously cleared, grubbed and roughly graded as the initial steps in building the originally planned bowling alley. As noted in our original 2009 report, a 6-inch water main that extends from 38th Avenue to Wollochet Drive was installed across the site. A new sanitary sewer stub and manhole was installed from Wollochet Drive to the center of the site. Several new storm drain man-holes, catch-basins, and lines were also installed, as was a new stormwater pond in the west central portion of the parcel near the Wollochet Drive/Highway 16 overpass. In addition, several column foundations were poured in the west central portion of the parcel. Construction was stopped and the site was left in its current condition that also includes a soil stockpile in the south central portion of the site. These features were still observed to be on the site and are generally shown on the attached Site and Exploration Plan, Figure 2.

The site is located in a slight depression or lowland that has been bisected by the Wollochet Drive/Highway 16 overpass. The site slopes down from south to north at natural inclinations of 5 to 10 percent. The slopes on the west side consist of a 2H:1V (Horizontal: Vertical) fill slope that extend up to Wollochet Drive. The slopes on the east side of the site appear to be a cut slope associated with the

original site grading. Slopes in this portion of the site vary from about 15 to 50 percent. The total topographical relief across the site and adjacent roadway embankments is on the order of 25 feet. The site topography and proposed layout, including the steep slope portions of the site, are shown on Figure 2.

Site vegetation consists of sparse grass with occasional shrubs and young alder trees. Most of the margins of the site are also covered with dense stands of blackberries. There was standing water observed in low points, open ditches, and open perc holes at the time of our recent March 28, 2017 site visit.

Site Soils

The Natural Resource Conservation Service Web Soil Survey for Pierce County indicates that the site is located in an area underlain by a combination of Harstine gravelly sandy loam (16B, 16C), Indianola loamy sand (18C), and Bellingham silty clay loam (4A). The Harstine soils are derived from sandy glacial till soils that form on slopes of 0 to 6 and 6 to 15 percent. These soils are derived from glacial till and are listed as having a “slight” to “moderate” erosion hazard, depending on slope inclination. The Indianola soils are derived from sandy outwash, form on slopes of 6 to 15 percent, and have a “moderate” erosion hazard. Finally, the Bellingham silty clay loam soils are derived from alluvium in upland depressions. This soil forms on slopes of less than 2 percent and have “little to no” erosion hazard. An excerpt of the SCS map for the site vicinity is attached as Figure 3.

Site Geology

The *Geologic map of the Gig Harbor 7.5-minute quadrangle, Washington (in review)*, by Troost, K.G., Booth, D.B., and Wells, R.E. maps the site as being underlain by ice contact deposits (Qvi) and glacial till (Qvt) that were deposited during the Vashon stade of the Fraser glaciation about 12,000 to 15,000 years ago. The Vashon glacial till consists of a heterogeneous mixture of clay, silt, sand, and gravel that was deposited at the base of the prehistoric continental glacial ice mass and was subsequently over-ridden. As such, the glacial till exhibits high strength and low compressibility characteristics. The ice contact deposits consists of a graded deposit of sand and gravel that was deposited by meltwater streams and rivers flowing along the margin of the ice mass. Unlike the till, the ice contacts were typically not overridden by the ice mass and as such are considered normally consolidated. An excerpt of the geologic map is attached as Figure 4.

Subsurface Explorations

As stated above, we excavated seven test (7) pits across the site on August 27, 2009. Our test pits were excavated by a rubber tire extend-a-hoe operated by a licensed earthwork contractor working under contract to GeoResources. A geologist working for GeoResources observed the excavations, logged the subsurface conditions, and obtained representative soil samples. All samples were stored in plastic bags and were taken to our office for further visual examination and laboratory testing. After each test pit was logged, and samples were collected, the contractor backfilled it with excavated soils and used the bucket to tap the surface, but no other compactive effort was used.

We understand other test holes were excavated by Soundview Consultants as part of their Wetland and Fish and Wildlife Habitat Assessment Report dated March 2017. A geologist from GeoResources, LLC (GeoResources) logged subsurface conditions in five (5) of these holes on March

28, 2017. These supplemental explorations are summarized below and shown on the Site & Exploration Plan, Figure 2, as DP-1 through DP-5.

Based on our review of the historic aerial photographs on Google Earth, as shown in Appendix B, no WSDOT activities have occurred within the site vicinity and the proposed street improvement location. The aerial photograph taken on May 14, 2010 shows the approximate locations of our test pits, Figure B-5. The August 19, 2011 aerial photograph shows the removal of the structure to the northeast of the site; however, this is outside the property boundary and proposed street improvement location. No other images from Google Earth or the Pierce County Public GIS website show work performed on the site or along the Wollochet Drive frontage improvements that would indicate that additional explorations are warranted.

Table 1 summarizes the approximate functional locations, surface elevations, and termination depths of all pertinent subsurface explorations, and Figure 2 depicts their approximate relative locations.

TABLE 1:
APPROXIMATE LOCATIONS, ELEVATIONS AND DEPTHS OF EXPLORATIONS

Test Pit Number	Functional Location	Surface Elevation¹ (feet)	Termination Depth (feet)	Termination Elevation¹ (feet)
TP-1	Southeast corner of the site	260	10	250
TP-2	South central portion of the site	256	11	245
TP-3	Southwest corner of the site	257	11	246
TP-4	East-central portion of the site	256	11	245
TP-5	West-central portion of the site	258	11½	246½
TP-6	Northeast corner of site	255	11½	243½
TP-7	Northwest corner of site	255	11	244
DP-1	West-central portion of site	257	3	254
DP-2	Central portion of the site	257	3½	253½
DP-3	North-central portion of site	255	3½	251½
DP-4	East-central portion of site	257	4	253
DP-5	South-central portion of site	259	4	255
Notes: ¹ = Surface elevations estimated from client provided site plan prepared by Thornton Land Surveying (Datum NAVD88)				

The encountered soils were visually classified in accordance with the system described in Figure 5, ASTM D2488. The test pit logs, attached as Figures 6a through 6c, describe a vertical sequence of the soils encountered at each test pit locations. The soil descriptions are based primarily on our field classifications and amended based on the results of the subsequent laboratory testing. Where a soil contact was observed to be gradational, undulating, or dipping, our test pit logs report the average contact depth. We estimated the relative density and consistency of the encountered soils by stability of the test pit sidewalls and overall excavation characteristics. Our logs also indicate the approximate depths of any sidewall caving or groundwater seepage observed in the test pits.

Subsurface Conditions

The subsurface conditions encountered in our test pits differed across the site, but generally confirmed the mapped geology. The site had 1 to 3 feet of topsoil (root layer) mantling 1 to 5 feet of dense gravelly silty sand that we interpret to be previously placed fill soils. Because of the relative density of the soil, we would interpret the fill to have been placed and compacted as structural fill. However, in-situ density testing or records of such tests would need to be produced for the fill material to verify. Underlying the fill, our test pits generally encountered 1 to about 6½ feet of medium dense sand and silt with varying amounts of gravel. We interpret this shallow soil type to be indicative of the mapped ice contact deposits. Underlying these surficial soils, two of our test pits (TP-2, TP-5) encountered a thin peat layer that appeared compressed by the overlying fill. Our tests pits all terminated in a dense to very dense gravelly sand with varying amounts of silt that we interpret to be glacial till. The glacial till was encountered to the full depth explored in our test pits.

TABLE 2:
APPROXIMATE THICKNESS, DEPTHS, & ELEVATION OF SOIL TYPES ENCOUNTERED IN EXPLORATIONS

<i>Test Pit Number</i>	<i>Thickness of Fill (feet)</i>	<i>Thickness of Medium Dense Alluvial Soils (feet)</i>	<i>Thickness of Relict Topsoil or Peat Layer (feet)</i>	<i>Depth to Sandy Glacial Till (feet)</i>	<i>Elevation¹ of Sandy Glacial Till (feet)</i>
TP-1	1	6	0	7	253
TP-2	3	6½	½	10	246
TP-3	2	2½	0	4½	253
TP-4	1½	1	0	4	252
TP-5	5	4	1	10	248
TP-6	3	2	0	5	250
TP-7	5	0	0	6	249

Notes: ¹ = Surface elevations estimated from client provided site plan prepared by Thornton Land Surveying (Datum NAVD88)

Groundwater Conditions

Groundwater seepage was encountered in several of our test pits at the time of excavation. Table 3 summarizes the approximate depth and elevation of groundwater encountered in our test pits. We anticipate that the encountered groundwater is indicative of a perched groundwater conditions, and is associated with two ponds located on the north side of Wollochet Drive. Perched groundwater develops when the vertical infiltration of groundwater through a shallow more permeable soil is slowed at depth by a denser, less permeable soil type. Because our explorations were performed during a period of extended dry weather, the groundwater conditions present at that time likely represent season low levels. Somewhat higher levels probably occur during the wet winter months and spring. Throughout the year, groundwater levels would likely fluctuate in response to changing precipitation patterns, off-site construction activities, and site utilization.

TABLE 3:
APPROXIMATE DEPTHS, AND ELEVATION OF GROUNDWATER ENCOUNTERED IN EXPLORATIONS

Test Pit Number	Depth to Groundwater (feet)	Elevation¹ of Groundwater (feet)	Date Observed
TP-1	9½	240½	August 27, 2009 (ATD)
TP-2	10	246	August 27, 2009 (ATD)
TP-4	10	246	August 27, 2009 (ATD)
TP-6	5	250	August 27, 2009 (ATD)
DP-1	0	257	March 28, 2017
DP-2	0	257	March 28, 2017
DP-3	0	255	March 28, 2017
DP-4	¼	256¾	March 28, 2017
DP-5	¼	258¾	March 28, 2017
Notes: ¹ = Surface elevations estimated from client provided site plan prepared by Thornton Land Surveying (Datum NAVD88)			

ENGINEERING CONCLUSIONS AND RECOMMENDATIONS

Based on the results of our data review, site reconnaissance, subsurface explorations and our experience in the area, it is our opinion that the site is suitable for the proposed development. Pertinent conclusions and geotechnical recommendations regarding the design and construction of the proposed development are presented below.

Landslide Hazards per GHMC 18.08.192

The Gig Harbor Critical Areas Ordinance defines a landslide hazard area as those areas which are susceptible to risk of mass movement due to a combination of geologic, topographic and hydrologic factors.

The referenced maps do not identify areas of landslide debris or mass wasting on or within the vicinity of the site. The mapped stratigraphy consists of a series of glacial till over advance outwash, which does not meet the definition of an intersecting or adverse geologic contact. No evidence of landslide activity, or significant erosion was observed at the site at the time of our site visit. No natural slopes steeper than 40 percent are mapped or were observed on the site. The slope below Wollochet Drive is steeper than 40 percent, but this slope is an engineered and constructed roadway embankment and is exempt from the Critical Areas Ordinance. No planes of weakness or rockfall hazards were observed at the site.

In our opinion, the site does not constitute an active landslide hazard area. Since no evidence of landslide activity or active landslide hazards were observed at the site, no prescriptive buffer or setbacks should be imposed by the City.

Hillsides, Ravine Sidewalls and Bluffs per GHMC 18.08.190

The City of Gig Harbor Chapter 18, Section 18.08.190 requires an undisturbed buffer of natural vegetation equal to the height of the ravine, sidewall, or bluff, as measured on a horizontal plane. As previously stated, the steep slopes on the site are associated with the Wollochet Drive

roadway embankment and are exempt from the critical areas ordinance. Since the steep slope area is part of a constructed slope, there are no naturally occurring hillsides, ravines, or bluff on the site, therefore should be no prescriptive buffer or setbacks should be imposed by the City.

A. Disturbance Limitations. If a hillside, ravine sidewall or bluff is located on or adjacent to a development site, all activities on the site shall be in compliance with the following requirements:

1. Ravine Sidewalls and Bluffs

- a. Buffers. An undisturbed buffer of natural vegetation equal to the height of the ravine sidewall or bluff shall be established and maintained from the top, toe and sides of all ravine sidewalls and bluffs. All buffers shall be measured on a horizontal plane.**
- b. Buffer Delineation. The edge of a buffer shall be clearly staked, flagged, and fenced prior to any site clearing or construction. Markers shall be clearly visible and weather-resistant. Site clearing shall not commence until such time that the project proponent or authorized agent for the project proponent has submitted written notice to the city that the buffer requirements of this section have been met. Field marking of the buffer shall remain in place until all phases of construction have been complete and an occupancy permit has been issued by the city.**
- c. Buffer Reduction. A buffer may be reduced upon verification by a qualified professional and supporting environmental information to the satisfaction of the city that the proposed construction method will:**
 - i. Not adversely impact the stability of ravine sidewalls;**
 - ii. Not increase erosion and mass movement potential of ravine sidewalls;**
 - iii. Use construction techniques which minimize disruption of existing topography and vegetation;**
 - iv. Includes measures to overcome any geological, soils and hydrologic constraints of the site. The buffer may be reduced to no less than the minimum rear yard setback established in the respective zoning district, pursuant to GHMC Title 17.**
- d. Building Setback Lines. A building setback line of 10 feet is required from the edge of any buffer or a ravine wall or bluff.**

2. Hillsides of 15 Percent Slope and Greater – Studies Required. Developments on hillsides shall comply with the following requirements:

- a. Site Analysis Reports Required. The following chart sets forth the level of site analysis report required to be developed based upon the range of the slope of the site and adjacent properties.**

As previously mentioned, the slope in the northwestern portion of the site adjacent to Wollochet Drive does meet the technical definition of a hillside. All graded or disturbed areas should be protected from erosion by temporary and permanent erosion control measures. A site with a hillside does not require a prescriptive buffer per the Critical Areas Ordinance like a ravine

sidewall or bluff. However, we recommend that any structure be setback from the top of the slopes steeper than 30 percent in accordance with the requirements of the International Building Code (IBC).

Erosion Hazards per GHMC 18.08.192

Erosion Hazard Areas are defined as “those areas which are vulnerable to erosion due to natural characteristics including vegetative cover, soil texture, slope, gradient or which have been induced by human activity. Those areas which are rated “severe” or “very severe” for building site development on slopes or cut banks, in accordance with the United States Department of Agriculture Soil Conservation Service Soil Survey for Pierce County Area (February 1979), are included”. The potential erosion hazards for the site soils, as previously described in this report, are described in the soil survey as “slight” to “moderate”, and do not meet the technical criteria for an erosion hazard.

Seismic Design

Based on our observations and the subsurface units mapped at the site, we interpret the structural site conditions in the upper portion of the site, where the proposed development will be located, to correspond to a seismic Site Class “D” in accordance with the 2018 IBC documents and American Society of Civil Engineers (ASCE) standard 7-10 Chapter 20 Table 20.3-1. This is based on the assumed range of SPT (Standard Penetration Test) blow counts for the soil types observed in the site area. These conditions were assumed to be representative for the subsurface conditions for the site in general based on our experience in the vicinity of the site.

Liquefaction is a phenomenon where there is a reduction or complete loss of soil strength due to an increase in pore water pressure. The increase in pore water pressure is induced by seismic vibrations. Liquefaction mainly affects geologically recent deposits of loos, fine-grained sands that are below the groundwater table. Based on the density and nature of the glacial soils observed on the site, it is our opinion that the risk for liquefaction to occur at this site during an earthquake is negligible. Provided the design criteria listed below are followed, the proposed structures should have no greater seismic risk damage than other appropriately designed structures in the Puget Sound area.

Earthquake-induced Geologic Hazards

Earthquake-induced geologic hazards may include liquefaction, lateral spreading, slope instability, and ground surface fault rupture. In our opinion, the potential for slope instability and lateral spreading is low because the site interior is generally flat most of the slopes on the site are engineered, and the site is underlain by over consolidated glacial soil. As stated above, the risk for liquefaction is low because of density of the site soils. According to the Department of Natural Resources Hazard Map (Geologic Information Portal), the site is located south of the Rosedale Monocline, Rattlesnake Mountain Fault Zone, and the Tacoma Fault Zone, as shown on Figure 5. Given the distance to the mapped fault zones and thickness of young, dense to very dense glacial sediments underlying the site, we interpret the risk for ground fault surface rupture to be low.

Foundation Support

Provided the fill pad is prepared as described above, it will be feasible to support the proposed storage facility on conventional spread footings. The foundations should be founded on

firm and unyielding native soils the have been placed in accordance with the “**Structural Fill**” section of this report.

We understand the previously proposed development for the site included the use of pier pads. Pier pads are also commonly known as isolated footings. These types of footings are typical shallow foundation elements that are treated the same as conventional spread footings. Our recommendations below are suitable for either shallow foundation option.

The relict topsoil (or peat) encountered in test pit TP-2 and TP-5 should be removed if located under a proposed building footprint. As we currently understand it, TP-5 may be within a building footprint at this time. The overexcavation should be backfilled with structural fill as outlined above.

The soil at the base of the excavations should be disturbed as little as possible. All loose, soft or unsuitable material should be removed or recompacted, as appropriate. A representative from our firm should observe the foundation excavations and fill subgrade areas prior to fill placement to determine if suitable bearing surfaces have been prepared, particularly in the areas where the foundation will be situated in fill material.

We recommend a minimum width of 2 feet for isolated footings and at least 16 inches for continuous wall footings. All footing elements should be embedded at least 18 inches below grade for frost protection. We recommend a minimum width of 2 feet for isolated footings and at least 16 inches for continuous wall footings. Shallow footings founded as described above can be designed using an allowable soil bearing capacity of 2,500 psf (pounds per square foot) for combined dead and long-term live loads. The weight of the footing and any overlying backfill may be neglected. The allowable bearing value may be increased by one-third for transient loads such as those induced by seismic events or wind loads.

Lateral loads may be resisted by friction on the base of footings and floor slabs and as passive pressure on the sides of footings. We recommend that an allowable coefficient of friction of 0.40 be used to calculate friction between the concrete and the underlying soil. Passive pressure may be determined using an allowable equivalent fluid density of 350 pcf (pounds per cubic foot). Factors of safety have been applied to these values.

We estimate that settlements of footings designed and constructed as recommended will be less than 1 inch, for the anticipated load conditions, with differential settlements between comparably loaded footings of ½-inch or less. Most of the settlements should occur essentially as loads are being applied. However, disturbance of the foundation subgrade during construction could result in larger settlements than predicted.

If the peat or topsoil is not removed, settlements within the center of the site will be significantly greater. Because of the amount of fill proposed, we anticipate that settlements could be upwards of 6 inches, with differential settlements approaching total settlements.

Preloading and Surcharging

Our original report provided recommendation for preloading and surcharging. Typically, a surcharge load consists of a moderately compacted soil embankment placed over some or all of the preload surface. We recommend that the surcharge embankment extend at least 5 feet beyond the entire building footprint, with side slopes no steeper than 1H:1V and no flatter than 2H:1V. Because the peat appears contained laterally, the risk of inducing a shear failure within the underlying peat is minimal.

Because all settlement estimates inherently involve numerous uncertainties, actual settlements should be monitored in the field throughout the preloading period. We recommend that vertical survey measurements be taken at settlement plates installed in a quincunx pattern (one at each corner and one at the center) across the building footprint. Measurements should be made on a weekly basis, with an accuracy of 0.01 foot, and all data should be promptly submitted to GeoResources for review.

If requested, we can provide additional recommendation for preloading, but we anticipate that overexcavation will be the quicker and less expensive option.

Floor Slab Support

Slabs-on-grade, if constructed, should be supported on the native silty fine sand or properly placed and compacted structural fill (as described above). We recommend that floor slabs be directly underlain by a capillary break material with minimum 6-inch thickness of coarse sand, pea gravel, or gravel containing less than 3 percent fines. The drainage material should be placed in one lift and compacted to an unyielding condition.

A synthetic vapor barrier is recommended to control moisture migration through the slabs. This is of particular importance where the foundation elements are underlain by the silty till or lake sediments, or where moisture migration through the slab is an issue, such as where adhesives are used to anchor carpet or tile to the slab. A thin layer of sand may be placed over the vapor barrier and immediately below the slab to protect the liner during steel and/or concrete placement.

A subgrade modulus of 400 kcf (kips per cubic foot) may be used for floor slab design. We estimate that settlement of the floor slabs designed and constructed as recommended, will be ½-inch or less over a span of 50 feet.

Site Drainage

All ground surfaces, pavements and sidewalks at the site should be sloped away from the structures. The site should be graded to ensure positive drainage away from all structures and property lines. Surface water runoff from the roof areas, driveways, perimeter footing drains, and wall drains should be collected, tightlined, and conveyed to an appropriate discharge point. We recommend that footing drains are installed for the residences in accordance with IBC 1807.4.2.

Precipitation water from roof downspouts should be collected into tightlines and routed to the proposed dispersion trenches using tightline pipes. Downspout water should not be introduced into the foundation backfill or perimeter footing drain.

Cast-in-Place Concrete Walls

The magnitude of earth pressure development on below-grade walls, such as loading dock or retaining walls, will partly depend on the quality of the wall backfill. We recommend placing and compacting wall backfill as structural fill. Wall backfill below structurally loaded areas, such as pavements or floor slabs, should be compacted according to the specifications provided in the **"Structural Fill"** section of this report.

To guard against hydrostatic pressure development, drainage must be installed behind the wall. We recommend that wall drainage consist of a minimum 12 inches of clean sand and/or gravel with less than 3 percent fines placed against the back of the wall. In addition, a drainage collector system consisting of 4-inch perforated PVC pipe should be installed behind the wall to provide an outlet for any accumulated water. The drains should be provided with cleanouts at easily accessible

locations. These cleanouts should be serviced at least once every year. The wall drainage material should be capped at the ground surface with 1-foot of relatively impermeable soil to prevent surface intrusion into the drainage zone. Alternatively, the 12 inches of clean sand and/or gravel can be replaced with a Miradrain G100N drainage board placed against the back of the wall. We have attached a typical wall detail as Figure 8.

With wall backfill placed and compacted as recommended and drainage properly installed, unrestrained walls can be designed for an active earth pressure equivalent to a fluid weighing 35 pcf. For restrained walls, we do not recommend using at-rest earth pressures. For walls that will be restrained at the top, an additional uniform lateral pressure of 100 psf should be included. These values assume a horizontal backfill condition. Because the top of the wall will be subject to vehicular traffic and parking, we recommend applying a traffic surcharge of 75 psf. Friction at the base of the wall foundation and passive earth pressure will provide resistance to these lateral loads. Values for these parameters are provided in the **"Foundations"** section of this report.

Pavement and Driveway Areas

We recommend that 3 inches of Class "B" pavement over 4 inches of crushed surfacing top course be used as a general pavement section.

The following comments and recommendations are given for pavement design and construction purposes. All pavement subgrades should be proof-rolled with a loaded dump truck or heavy compactor to demonstrate the subgrade areas are firm and unyielding prior to paving. Any areas where this proof-rolling operation reveals soft, organic, or pumping soils at the pavement subgrade should be overexcavated and replaced with a suitable structural fill material. All structural fill should be compacted according to our recommendations given in the **"Structural Fill"** section. Specifically, the upper 2 feet of soils underlying pavement section should be compacted to at least 95 percent of ASTM D1557, and all soils below 2 feet should be compacted to at least 90 percent. For the top course, we recommend using imported, clean, crushed rock, such as "Crushed Surfacing Top Course" per WSDOT Standard Specification 9-03.9(3). For the base course (if required to bring to grade), we recommend using imported, clean, well-graded sand and gravel, such as "Ballast" or "Gravel Borrow" per WSDOT Standard Specifications 9-03.9(1) and 9-03.14, respectively.

The top and base course material should be compacted to at least 95 percent of the modified Proctor maximum dry density (based on ASTM D1557). Typically, the asphalt concrete should be compacted to at least 92 percent of the Rice value (ASTM:D-2041), but since porous pavement is proposed, the supplier may have a different requirement in order to achieve the desired porosity. For the subbase course and pavement course, this is best accomplished by means of frequent density testing. For the base course, methodology observations and hand probing are more appropriate than density testing because of the coarse nature of the material.

It should be realized that no asphaltic pavement is maintenance-free. The above described pavement sections represent our minimum recommendations for an average level of performance during a 20-year design life; therefore, an average level of maintenance will likely be required. Furthermore, a 20-year pavement life typically assumes that an overlay will be placed after about 10 years. Thicker asphalt, base, and subbase courses would offer better long-term performance, but would cost more initially; thinner courses would be more susceptible to "alligator" cracking and other failure modes. As such, pavement design can be considered a compromise between a high initial cost and low maintenance costs versus a low initial cost and higher maintenance costs.

Stormwater Infiltration

We understand the proposed development may include a subgrade stormwater system. We have reviewed the 2016 City of Gig Harbor Stormwater Management and Site Development Manual Volume III in order to determine that onsite infiltration of stormwater is not feasible.

Seasonal high groundwater was observed to be within 3 inches of the ground surface in the recently excavated test holes. The shallow depth to groundwater does not provide sufficient separation between both the base of a conventional infiltration gallery or pond, or from potential Low Impact Development (LID) techniques such as permeable pavements and/or bio-filtration systems such as raingardens.

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EARTHWORK RECOMMENDATIONS

Site Preparation

The site had previously been cleared and stripped, and it appears the site may have also been regraded ***prior to our 2009 subsurface explorations***. Where grass and roots have reestablished, we recommending stripping the organic material from areas to receive fill or be constructed upon. Typical stripping depths will be on the order of 1 to 3 inches. The stripped topsoil may be stockpiled and later used for erosion control and landscaping/revegetation. Materials that cannot be used for landscaping or erosion control should be removed from the site.

Any soft, loose or otherwise unsuitable areas delineated during proofrolling or probing should be recompacted, if practical, or over-excavated and replaced with structural fill, based on the recommendations of our site representative. The fill placed across the site does appear to be medium dense, and likely was compacted. In our opinion, the existing fill soils will be suitable for supporting the lightly loaded structures.

Where placement of fill material is required, the stripped/exposed subgrade areas should be compacted to a firm and unyielding surface prior to placement of any fill. We recommend that a member of our staff evaluate the exposed subgrade conditions after removal of vegetation and topsoil stripping is completed and prior to placement of structural fill. The exposed subgrade soil should be proofrolled with heavy rubber-tired equipment during dry weather or probed with a 1/2-inch-diameter steel rod during wet weather conditions.

Where fill placement extends into existing slopes that are steeper than 5H:1V, the fill should be keyed and benched into the existing slope.

Structural Fill

All material placed as fill associated with mass grading or as utility trench backfill should be placed as structural fill. The structural fill should be placed in horizontal lifts of appropriate thickness to allow adequate and uniform compaction of each lift. Fill should be compacted to at least 95 percent of MDD (maximum dry density as determined in accordance with ASTM D1557).

The appropriate lift thickness will depend on the fill characteristics and compaction equipment used. We recommend that the appropriate lift thickness be evaluated by our field representative during construction. We recommend that our representative be present during site grading activities to observe the work and perform field density tests.

The suitability of material for use as structural fill will depend on the gradation and moisture content of the soil. As the amount of fines (material passing US No. 200 sieve) increases, soil becomes increasingly sensitive to small changes in moisture content and adequate compaction becomes more difficult to achieve. During wet weather, we recommend use of well-graded sand and gravel with less than 5 percent (by weight) passing the US No. 200 sieve based on that fraction passing the ¾-inch sieve. If prolonged dry weather prevails during the earthwork and foundation installation phase of construction, soils with higher fines content (such as the near surface site soils) will be acceptable.

Material placed for structural fill should be free of debris, organic matter, trash and cobbles greater than 6-inches in diameter. The moisture content of the fill material should be adjusted as necessary for proper compaction.

Suitability of On-Site Materials as Fill

During dry weather construction, any nonorganic on-site soil may be considered for use as structural fill; provided it meets the criteria described above in the structural fill section and can be compacted as recommended. If the material is over-optimum moisture content when excavated, it will be necessary to aerate or dry the soil prior to placement as structural fill. We generally did not observe the site soils to be excessively moist at the time of our subsurface exploration program. However, laboratory test results indicated that many of our samples had moisture contents above optimum moisture.

The shallow surficial soils at the site generally consist of a fine to medium sandy silt/silty fine to medium sand, with a varying and occasional high, fines content. These soils are generally comparable to "common borrow" material and will be suitable for use as structural fill provided the moisture content is maintained within 2 percent of optimum moisture. However, because of the localized layers of high fines content, the native soils could become difficult to place and compact during periods of extended wet weather.

We recommend that completed graded-areas be restricted from traffic or protected prior to wet weather conditions. The graded areas may be protected by paving, placing asphalt-treated base, a layer of free-draining material such as pit run sand and gravel or clean crushed rock material containing less than 5 percent fines, or some combination of the above.

Cut and Fill Slopes

All job site safety issues and precautions are the responsibility of the contractor providing services/work. The following cut/fill slope guidelines are provided for planning purposes only. Based on current Washington Industrial Safety and Health Act (WISHA, WAC 296-155-66401) regulations, the site soils on the site would be classified as Type B soils.

According to WISHA, for temporary excavations of less than 20 feet in depth, the side slopes in Type B soils should be laid back at a slope inclination of 1H:1V or flatter from the toe to the crest of the slope. It should be recognized that slopes of this nature do ravel and require occasional maintenance. All exposed slope faces should be covered with a durable reinforced plastic membrane, jute matting, or other erosion control mats during construction to prevent slope raveling and rutting during periods of precipitation. These guidelines assume that all surface loads are kept at a minimum distance of at least one half the depth of the cut away from the top of the slope and that significant seepage is not present on the slope face. Flatter cut slopes will be necessary where significant raveling or seepage occurs, or if construction materials will be stockpiled along the slope crest.

Where it is not feasible to slope the site soils back at these inclinations, a retaining structure should be considered. Where retaining structures are greater than 4-feet in height (bottom of footing to top of structure) or have slopes of greater than 15 percent above them, they should be engineered. This information is provided solely for the benefit of the owner and other design consultants, and should not be construed to imply that GeoResources assumes responsibility for job site safety. It is understood that job site safety is the sole responsibility of the project contractor.

Erosion Control

Weathering, erosion and the resulting surficial sloughing and shallow land sliding are natural processes. As noted, no evidence of surficial raveling or sloughing was observed at the site. To manage and reduce the potential for these natural processes, we recommend erosion protection measures will need to be in place prior to grading activity on the site. Erosion hazards can be mitigated by applying Best Management Practices (BMP's) outlined in the *City of Gig Harbor Stormwater Management and Site Development Manual (2016 Edition)*.

Wet Weather and Wet Condition Considerations

In the Puget Sound area, the Washington State Department of Ecology generally defines the wet season as beginning October 1st and continuing through about April 30th, although rainy periods could occur at any time of year. Therefore, it is strongly encouraged that earthwork be scheduled during the dry weather months. Most of the soil at the site contains sufficient fines to produce an unstable mixture when wet. Such soil is highly susceptible to changes in water content and tends to become unstable and impossible to proof-roll and compact if the moisture content exceeds the optimum.

In addition, during wet weather months, the groundwater levels could increase, resulting in seepage into site excavations. Performing earthwork during dry weather would reduce these problems and costs associated with rainwater, construction traffic, and handling of wet soil. However, should wet weather/wet condition earthwork be unavoidable, the following recommendations are provided:

- The ground surface in and surrounding the construction area should be sloped as much as possible to promote runoff of precipitation away from work areas and to prevent ponding of water.

- Work areas or slopes should be covered with plastic when not being worked. The use of sloping, ditching, sumps, dewatering, and other measures should be employed as necessary to permit proper completion of the work.
- Earthwork should be accomplished in small sections to minimize exposure to wet conditions. That is, each section should be small enough so that the removal of unsuitable soils and placement and compaction of clean structural fill could be accomplished on the same day. The size of construction equipment may have to be limited to prevent soil disturbance. It may be necessary to excavate soils with a backhoe, or equivalent, and locate them so that equipment does not pass over the excavated area. Thus, subgrade disturbance caused by equipment traffic would be minimized.
- Fill material should consist of clean, well-graded, sand and gravel, of which not more than 5 percent fines by dry weight passes the No. 200 mesh sieve, based on wet-sieving (ASTM D: 1140) the fraction passing the $\frac{3}{4}$ -inch mesh sieve. The gravel content should range from between 20 and 50 percent retained on a No. 4 mesh sieve. The fines should be non-plastic. No exposed soil should be left uncompacted and exposed to moisture. A smooth-drum vibratory roller, or equivalent, should roll the surface to seal out as much water as possible.
- In-place soil or fill soil that becomes wet and unstable and/or too wet to suitably compact should be removed and replaced with clean, granular soil (see gradation requirements above).
- Excavation and placement of structural fill material should be observed on a full-time basis by a geotechnical engineer (or representative) experienced in wet weather/wet condition earthwork to determine that all work is being accomplished in accordance with the project specifications and our recommendations.
- Grading and earthwork should not be accomplished during periods of heavy, continuous rainfall.

We recommend that the above requirements for wet weather/wet condition earthwork be incorporated into the contract specifications.

LIMITATIONS

We have prepared this report for use by RUSH Construction, along with other members of the design team, for use in the design of proposed hotel and restaurants. The data used in preparing this report and this report should be provided to prospective contractors for their bidding or estimating purposes only. Our report, conclusions and interpretations are based on data from others and limited site reconnaissance, and should not be construed as a warranty of the subsurface conditions.

If there are any changes in the loads, grades, locations, configurations or type of facilities to be constructed, the conclusions and recommendations presented in this report may not be fully applicable. If such changes are made, we should be given the opportunity to review our recommendations and provide written modifications or verifications, as appropriate.

Variations in subsurface conditions are possible between the explorations and may also occur with time. A contingency for unanticipated conditions should be included in the budget and schedule. Sufficient monitoring, testing and consultation should be provided by our firm during construction to confirm that the conditions encountered are consistent with those indicated by the explorations, to provide recommendations for design changes should the conditions revealed during the work differ

from those anticipated, and to evaluate whether earthwork and foundation installation activities comply with contract plans and specifications.

Our recommendations are not intended to direct the contractor's methods, techniques, sequences or procedures, except as specifically described in our report for consideration in design.

Within the limitations of scope, schedule and budget, our services have been executed in accordance with generally accepted practices in this area at the time this report was prepared. No warranty, express or implied, should be understood.



We have appreciated the opportunity to be of service to you on this project. If you have any questions or comments, please do not hesitate to call at your earliest convenience.

Respectfully submitted,
GeoResources, LLC



Jon Zhdanov, EIT
Staff Engineer-in-Training



Keith S. Schembs, LEG
Principal

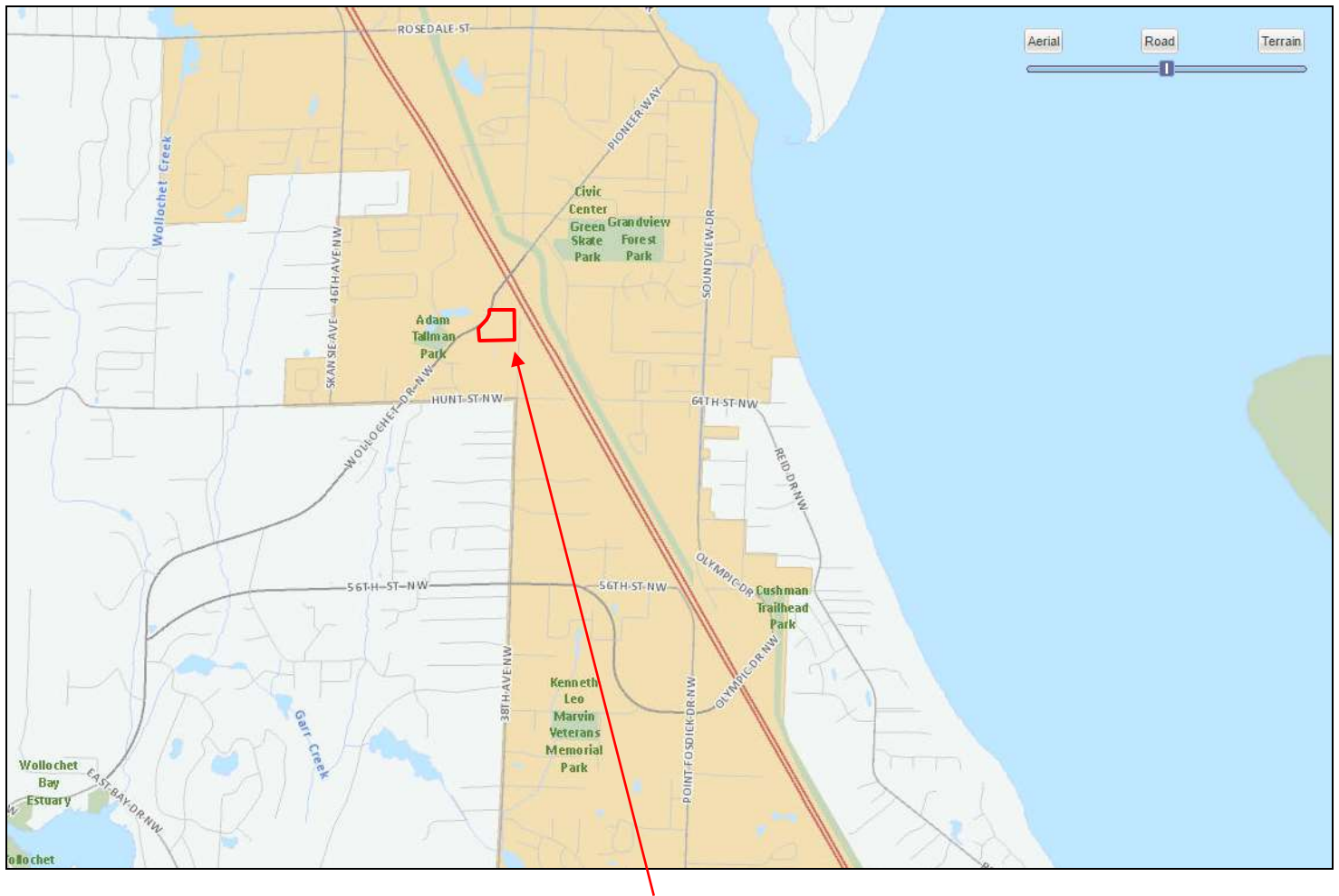


Eric W. Heller, PE, LG
Senior Geotechnical Engineer

KSS:DCB/jlk

DocID: Rush.Wollochet.RG.rev01

Attachments: Figure 1: Site Vicinity Map
 Figure 2: Site & Exploration Plan
 Figure 3: USDA SCS Map
 Figure 4: Geologic Map
 Figure 5: WA DNR Seismic Hazard Map
 Figure 6: Typical Wall Drainage and Backfill
 Appendix A – Subsurface Explorations
 Appendix B – Historic Aerial Photographs



Approximate Site Location

(map created from Pierce County Public GIS <http://matterhorn3.co.pierce.wa.us/publicgis/>)

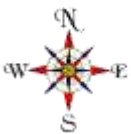
Not to Scale



Approximate Site Location

Map created from Web Soil Survey (<http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>)

Soil Type	Soil Name	Parent Material	Slopes	Erosion Hazard	Hydrologic Soils Group
4A	Bellingham silty clay loam	Alluvium		None to Slight	D
16C	Harstine gravelly ashy sandy loam	Sandy Glacial Till on broad uplands	6 to 15	Moderate	C
18C	Indianola loamy sand	Sandy Recessional Outwash	15 to 45	Moderate	A



Not to Scale



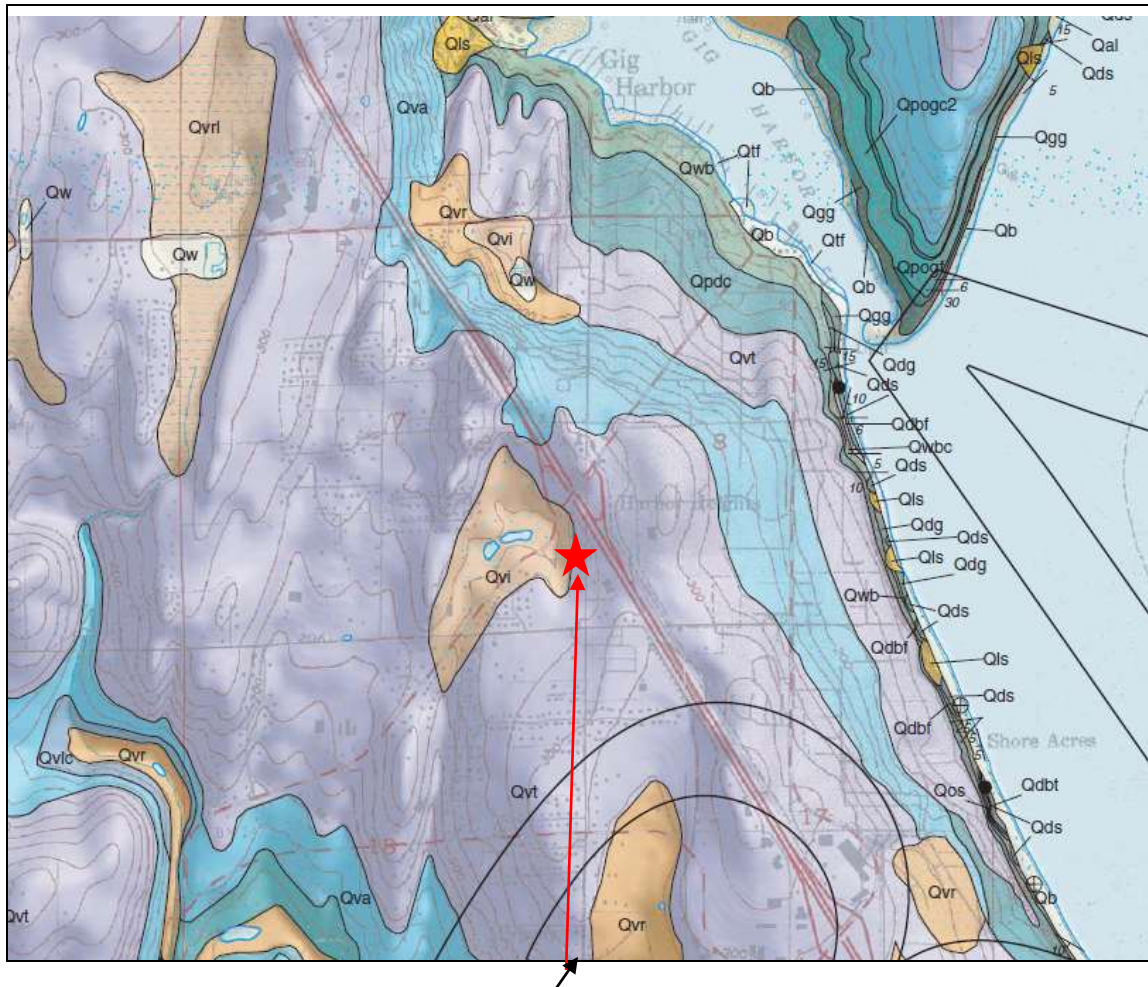
USDA NRCS Soils Map

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April 2021

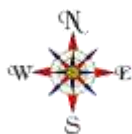
Figure 3



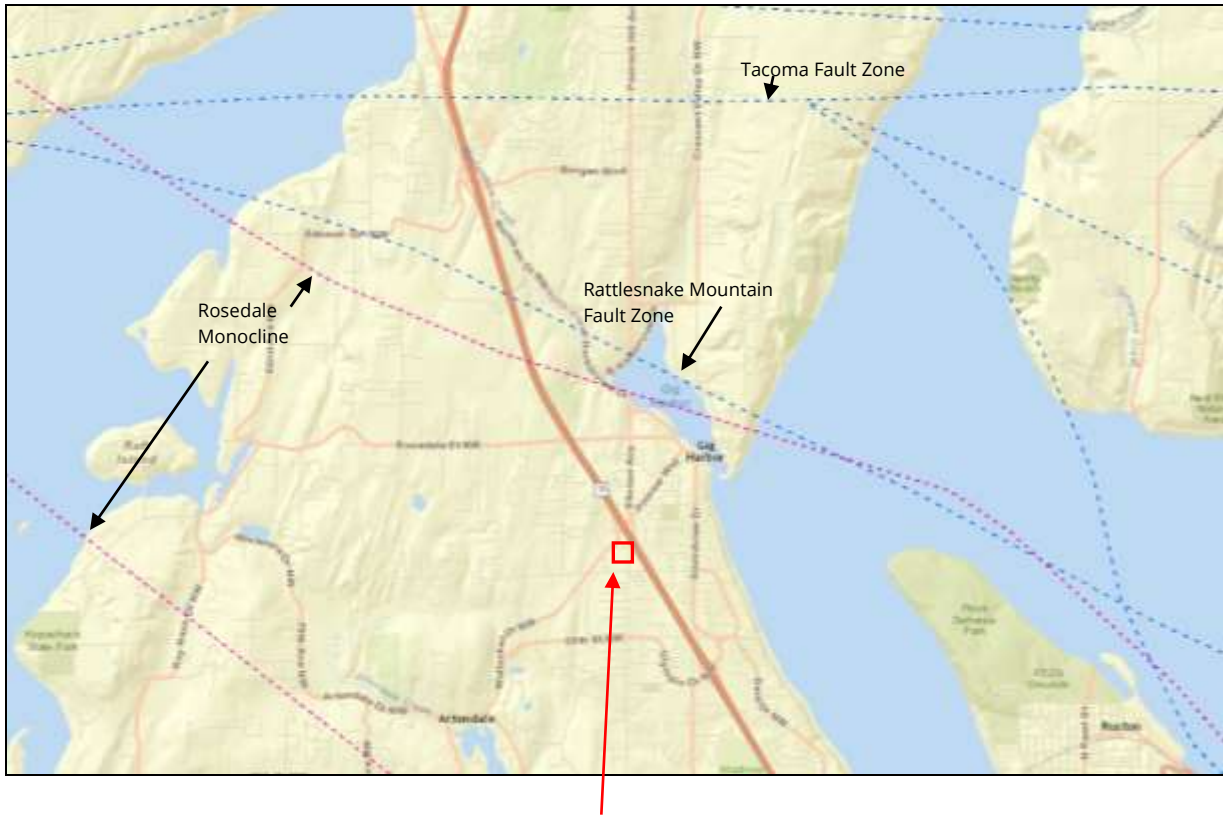
Approximate Site Location

(An excerpt from the *Geologic Map of the Gig Harbor 7.5-minute Quadrangle, Washington* by Troost, K.G., Booth, D.B., and Wells, R.E. in review)

Qvrl	Recessional outwash deposits - lacustrine
Qvt	Glacial till

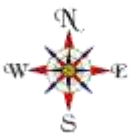


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Approximate Site Location

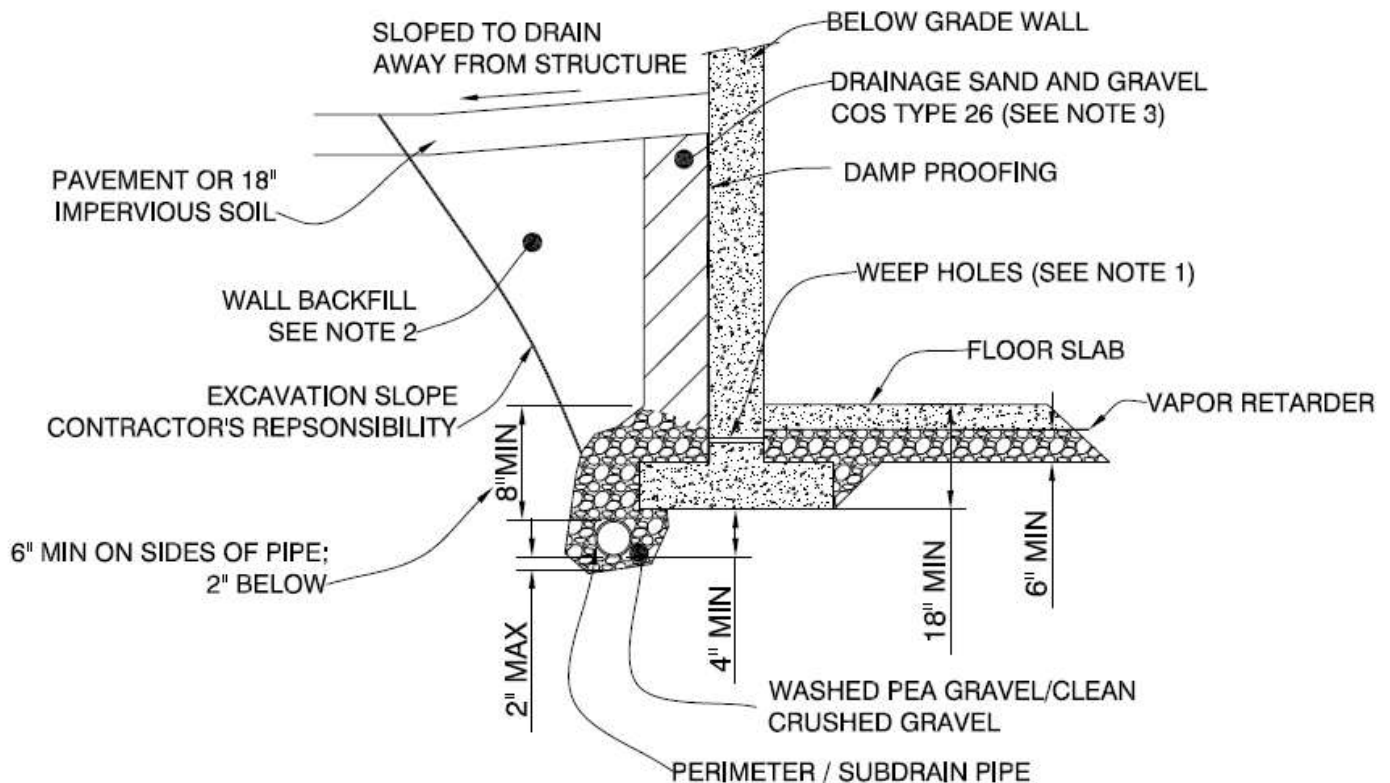
(map created from the Washington State Department of Natural Resources Geologic Information Portal at <https://fortress.wa.gov/dnr/protectiongis/geology/?Theme=wigm>)



Not to Scale

Washington DNR Seismic Map

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Notes

1. Washed pea gravel/crushed rock beneath floor slab could be hydraulically connected to perimeter/subdrain pipe. Use of 1" diameter weep holes as shown is one applicable method. Crushed gravel should consist of 3/4" minus. Washed pea gravel should consist of 3/8" to No. 8 standard sieve.
2. Wall backfill should meet WSDOT Gravel Backfill for walls Specification 9-03-12(2).
3. Drainage sand and gravel backfill within 18" of wall should be compacted with hand-operated equipment. Heavy equipment should not be used for backfill, as such equipment operated near the wall could increase lateral earth pressures and possibly damage the wall. The table below presents the drainage sand and gravel gradation.
4. All wall back fill should be placed in layers not exceeding 4" loose thickness for light equipment and 8" for heavy equipment and should be densely compacted. Beneath paved or sidewalk areas, compact to at least 95% Modified Proctor maximum density (ASTM: 01557-70 Method C). In landscaping areas, compact to 90% minimum.
5. Drainage sand and gravel may be replaced with a geocomposite core sheet drain placed against the wall and connected to the subdrain pipe. The geocomposite core sheet should have a minimum transmissivity of 3.0 gallons/minute/foot when tested under a gradient of 1.0 according to ASTM 04716.
6. The subdrain should consist of 4" diameter (minimum), slotted or perforated plastic pipe meeting the requirements of AASHTO M 304; 1/8-inch maximum slot width; 3/16- to 3/8-inch perforated pipe holes in the lower half of pipe, with lower third segment unperforated for water flow; tight joints; sloped at a minimum of 6"/100' to drain; cleanouts to be provided at regular intervals.
7. Surround subdrain pipe with 8 inches (minimum) of washed pea gravel (2" below pipe" or 5/8" minus clean crushed gravel. Washed pea gravel to be graded from 3/8-inch to No.8 standard sieve.
8. See text for floor slab subgrade preparation.

Materials

Drainage Sand and Gravel		3/4" Minus Crushed Gravel	
Sieve Size	% Passing by Weight	Sieve Size	% Passing by Weight
3/4"	100	3/4"	100
No 4	28-56	1/2"	75 - 100
No 8	20-50	1/4"	0 - 25
No 50	3-12	No 100	0 - 2
No 100	0-2	(by wet sieving)	(non-plastic)

Not to Scale

Typical Wall Drainage and Backfill

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Appendix A

Subsurface Explorations

SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS			GROUP SYMBOL	GROUP NAME
COARSE GRAINED SOILS More than 50% Retained on No. 200 Sieve	GRAVEL More than 50% Of Coarse Fraction Retained on No. 4 Sieve	CLEAN GRAVEL	GW	WELL-GRADED GRAVEL, FINE TO COARSE GRAVEL
			GP	POORLY-GRADED GRAVEL
		GRAVEL WITH FINES	GM	SILTY GRAVEL
			GC	CLAYEY GRAVEL
	SAND More than 50% Of Coarse Fraction Passes No. 4 Sieve	CLEAN SAND	SW	WELL-GRADED SAND, FINE TO COARSE SAND
			SP	POORLY-GRADED SAND
		SAND WITH FINES	SM	SILTY SAND
			SC	CLAYEY SAND
FINE GRAINED SOILS More than 50% Passes No. 200 Sieve	SILT AND CLAY Liquid Limit Less than 50	INORGANIC	ML	SILT
			CL	CLAY
		ORGANIC	OL	ORGANIC SILT, ORGANIC CLAY
			SILT AND CLAY Liquid Limit 50 or more	INORGANIC
	CH	CLAY OF HIGH PLASTICITY, FAT CLAY		
		ORGANIC	OH	ORGANIC CLAY, ORGANIC SILT
HIGHLY ORGANIC SOILS			PT	PEAT

NOTES:

- Field classification is based on visual examination of soil in general accordance with ASTM D2488-90.
- Soil classification using laboratory tests is based on ASTM D2487-90.
- Description of soil density or consistency are based on interpretation of blow count data, visual appearance of soils, and or test data.

SOIL MOISTURE MODIFIERS:

- Dry- Absence of moisture, dry to the touch
- Moist- Damp, but no visible water
- Wet- Visible free water or saturated, usually soil is obtained from below water table



Unified Soils Classification System

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Test Pit TP-1

Location: Southeast corner of the site

Depth (ft)	Soil Type	Soil Description
0 - 1		Sparse grass with thin topsoil layer overlying tan gravelly SAND (med dense, damp)(Fill)
1 - 7	SP	Tan/light gray w/ orange mottling, SILT w/ some gravel. Occasionally thin sand/silty sand lens (dense, damp to moist)
7 - 10	GP	Brown, gravelly SAND w/ trace to some silt (dense, moist, become wet at depth)

Terminated at 10 feet below ground surface.
No caving observed.
Slight groundwater seepage observed at 9½.

Test Pit TP-2

Location: South central portion of the site

Depth (ft)	Soil Type	Soil Description
0 - 1½		Sparse grass with thin topsoil layer overlying tan silty gravelly SAND (medium dense, damp)(Fill)
1½ - 3	GP	Brown silty gravelly SAND (medium dense, moist)(Fill)
3 - 5	GP	Brown gravelly SAND, w/ trace to some silt (medium dense, moist)
5 - 9½	GP	Gray gravelly medium to coarse SAND (medium dense, moist).
9½ - 10	P	Brown compressed PEAT (medium stiff, moist to wet)
10 - 11	GP	Gray gravelly medium to coarse SAND (medium dense, moist).

Terminated at 11 feet below ground surface.
No caving observed.
Slight groundwater seepage observed from 10 to 11 feet.

Test Pit TP-3

Location: Southwest corner of the site

Depth (ft)	Soil Type	Soil Description
0 - 1½		Sparse grass with thin topsoil layer overlying light brown silty gravelly SAND (medium dense, damp)(Fill)
1½ - 2½	GP	Brown gravelly silty SAND (medium dense, moist)(Fill)
2½ - 4½	GP	Gray w/ orange mottling silty SAND, w/ some gravel (medium dense, moist)
4½ - 11	GP	Light gray silty gravelly SAND. Decreasing silt content with depth (dense to very dense, moist).

Terminated at 10 feet below ground surface.
Moderate caving observed below 2 feet.
No groundwater seepage observed.

Test Pit Logs

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Test Pit TP-4

Location: East-central portion of the site

Depth (ft)	Soil Type	Soil Description
0 - 1½		Sparse grass with thin topsoil layer overlying light brown silty gravelly SAND (medium dense, damp)(Fill)
1½ - 2½	GP	Light brown w/ orange mottling silty SAND, w/ some gravel (medium dense, moist)
4½ - 11	GP	Light gray gravelly SAND w/some silt to silty (dense to very dense, moist).

Terminated at 5¼ feet below ground surface.
No caving observed.
Slight seepage observed at 10 feet below ground surface.

Test Pit TP-5

Location: West-central portion of the site

Depth (ft)	Soil Type	Soil Description
0 - 2		Sparse grass with thin topsoil layer overlying light brown silty gravelly SAND (medium dense, damp)(Fill)
2 - 5	GM	Light brown w/ orange mottling silty SAND, w/ some gravel (medium dense, moist) (Fill)
5 - 9	GP	Gray gravelly medium to coarse SAND (medium dense, moist).
9 - 10	GP	Brown compressed PEAT (medium stiff, moist to wet)
10 - 11½	GP	Gray gravelly SAND, some silt (very dense, wet)

Terminated at 8 feet below ground surface.
Slight caving observed below 2 feet.
No groundwater seepage observed.

Test Pit TP-6

Location: Northeast corner of site

Depth (ft)	Soil Type	Soil Description
0 - 3		Sparse grass with thin topsoil layer overlying gray silty gravelly SAND (dense to very dense, damp)(Fill)
3 - 5	GM	Gray silty gravelly SAND (medium dense, moist)
5 - 7½	GP	Gray with orange mottling gravelly silty SAND (dense, moist to wet)
7½ - 10	GP	Gray gravelly SAND, some silt (very dense, wet)

Terminated at 10 feet below ground surface.
Slight caving observed from 9 to 10 feet.
Slight groundwater seepage observed from 5 to 7 feet.

Test Pit Logs

Proposed Self Storage Facility
xxx – Wollochet Drive
Gig Harbor, Washington
PN: 0221078007

Test Pit TP-7

Location: Northwest corner of site

Depth (ft)	Soil Type	Soil Description
0 - 5		Sparse grass with thin topsoil layer overlying brown silty gravelly SAND (dense, moist)(fill)
5 - 6	GM	Gray/brown SAND, w/ some silt, gravel (very dense, moist)
6 - 11	GP	Brown with some mottling gravelly SAND, w/ some silt (dense, moist)

Terminated at 11 feet below ground surface due to roots.

No caving observed.

No groundwater seepage observed.

Logged by: KSS

Excavated on: August 27, 2009



Test Pit Logs

Proposed Self Storage Facility
xxx - Wollochet Drive
Gig Harbor, Washington
PN: 0221078007

DocID: RUSH.Wollochet.F

April 2021

Figure A-3

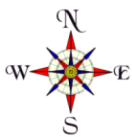
Appendix B

Historic Aerial Photographs



Approximate Site Location

Map created from © 2021 Google Earth
Aerial photo dated 7/4/2007



Not to Scale



GEORESOURCES
earth science & geotechnical engineering

4809 Pacific Hwy. E. | Fife, WA 98424 | 253.896.1011 | www.georesources.rocks

Aerial Photography - July 2007

Proposed Self Storage Facility
xxx - Wollochet Drive
Gig Harbor, Washington
PN: 0221078007

DocID: Rush.Wollochet.AppendixB

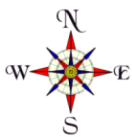
April 2021

Figure B-1



Approximate Site Location

Map created from © 2021 Google Earth
Aerial photo dated 11/8/2007



Not to Scale

Aerial Photograph – November 2007

Proposed Self Storage Facility
xxx – Wollochet Drive
Gig Harbor, Washington
PN: 0221078007

DocID: Rush.Wollochet.AppendixB

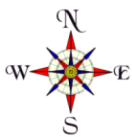
April 2021

Figure B-2



Approximate Site Location

Map created from © 2021 Google Earth
Aerial photo dated 4/30/2009



Not to Scale

Aerial Photograph – April 2009

Proposed Self Storage Facility
xxx – Wollochet Drive
Gig Harbor, Washington
PN: 0221078007

DocID: Rush.Wollochet.AppendixB

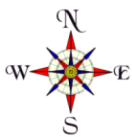
April 2021

Figure B-3



Approximate Site Location

Map created from © 2021 Google Earth
Aerial photo dated 6/25/2009



Not to Scale

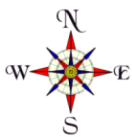
Aerial Photograph – June 2009

Proposed Self Storage Facility
xxx – Wollochet Drive
Gig Harbor, Washington
PN: 0221078007



Approximate Site Location

Map created from © 2021 Google Earth
Aerial photo dated 5/14/2010



Not to Scale

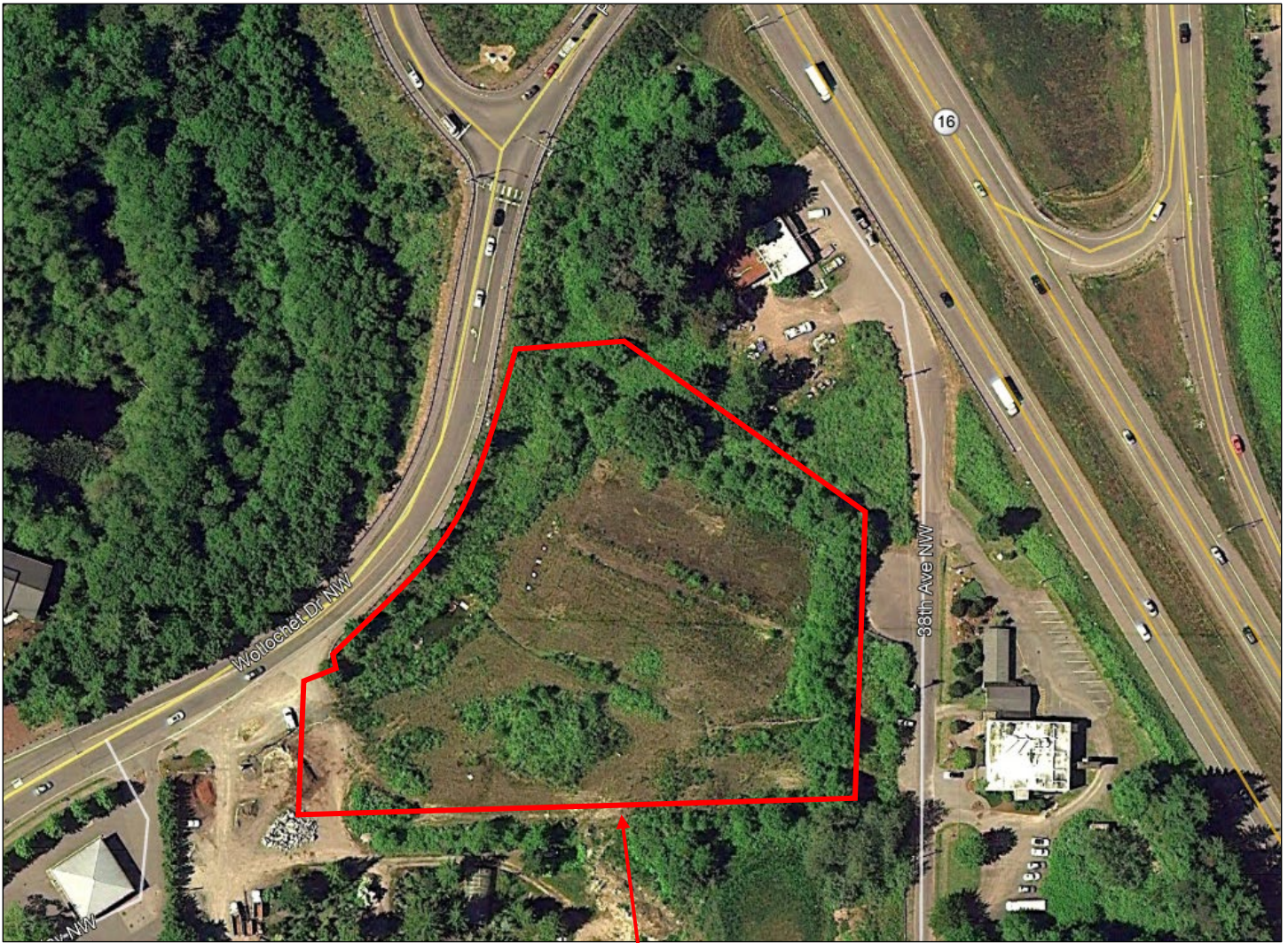
Aerial Photograph – May 2010

Proposed Self Storage Facility
xxx – Wollochet Drive
Gig Harbor, Washington
PN: 0221078007

DocID: Rush.Wollochet.AppendixB

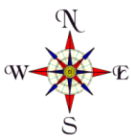
April 2021

Figure B-5



Approximate Site Location

Map created from © 2021 Google Earth
Aerial photo dated 6/11/2010



Not to Scale

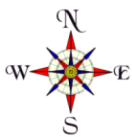
Aerial Photograph – June 2010

Proposed Self Storage Facility
xxx – Wollochet Drive
Gig Harbor, Washington
PN: 0221078007



Approximate Site Location

Map created from © 2021 Google Earth
Aerial photo dated 8/19/2011



Not to Scale

Aerial Photograph – August 2011

Proposed Self Storage Facility
xxx – Wollochet Drive
Gig Harbor, Washington
PN: 0221078007

DocID: Rush.Wollochet.AppendixB

April 2021

Figure B-7



Hearing Examiner
Wollochet Self-Storage
PL-SPR-20-0001 et al

Exhibit T

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

**Determination of Nonsignificance (DNS)
W.A.C. 197-11-970**

Environmental Review Application No.: PL-SEPA-20-0001

Parcel Numbers: 0221078007

Action: Wollochet Interchange Self-Storage Facility – Site Plan Review, Conditional Use Permit, Alternative Landscape Plan, and Alternative Design Review

Proposal: The proposal includes the construction of five buildings totaling approximately 102,371 gross square feet, (buildings A – E). The applicant is proposing a mix of storage lockers ranging in size from 25 square feet to over 250 square feet. Building A is proposed for heated units with 4 covered loading bays and elevator access to three floors. Building B is proposed for a mix of interior heated lockers and exterior unheated lockers. Buildings C, D and E are all exterior access lockers and unheated. Six off-street parking stalls are proposed along the south side of Building A, where the administrative office is also proposed to be located. The applicant also proposes 11 off-street vehicle loading berths. Vehicular access is proposed via a new driveway off of Wollochet Dr.

Location: 66XX Wollochet Dr, NW, site is located on the east side of Wollochet Dr., approximately 500 feet north east of the intersection with Wagner Way, and approximately 300 ft south of the intersection with the SR 16 off-ramp. Sec 07, Tw 21, R 02 Qtr 44.

Proponent: Wollochet MiniStorage, LLC, 6622 Wollochet Dr NW, Gig Harbor, WA 98335

Lead Agency: City of Gig Harbor

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS)

is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

[x] This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from the date below, or by the date comments are due, whichever is longer. Comments must be submitted by October 7, 2021.

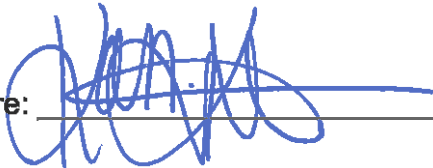
Any interested person may appeal the adequacy of this SEPA Threshold Determination to the City of Gig Harbor Hearing Examiner pursuant to the procedures set forth under Chapter 18.04 of the Gig Harbor Municipal Code if a written request for appeal is received within 21 days after the date of issuance, or October 14, 2021, whichever is later. The written appeal must be submitted with a filing fee of three hundred and twelve dollars (\$312.00).

Contact: Kimberly Mahoney, Senior Planner; Phone: (253) 851-6170

SEPA Responsible Official: Katrina Knutson, AICP
Position Title: Community Development Director Phone: (253) 851-6170

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

Signature: _____



Date: September 23, 2021

Exhibits:

Exhibit A – Public Works SEPA Memorandum, prepared by Trent Ward, P.E., and Josh Gilchrist, P.E., dated September 14, 2021.

cc: Proponent

Determination of Nonsignificance

PL-SEPA-20-0001
Wollochet Interchange Self-Storage
Facility

Exhibit A



PUBLIC WORKS / ENGINEERING

MEMORANDUM

DATE: September 14, 2021

TO: Kim Mahoney, Senior Planner

FROM: Trent Ward, P.E., City Engineer *TW*
Josh Gilchrist, P.E., Civil Engineer, 3J Consulting (Consultant Contract Reviewer)

SUBJECT: **Wollochet Interchange Self-storage Facility** (PL-SEPA-20-0001)
66XX Wollochet Drive, Gig Harbor, WA 98335
Public Works SEPA Review

Reference:

- Preliminary Plan set stamped received dated September 7, 2021
- Sewer Capacity Reservation Certificate dated 2/24/2020.
- Sewer Hydraulic Report dated approved on 4/14/21.
- Traffic Impact Analysis (TIA) prepared by Heath & Associates, Inc., dated 12/18/19
- Preliminary Drainage Report, dated received on 4/13/21.
- Concurrency Report prepared by DEA, Inc., dated 6/28/21.
- Transportation Capacity Reservation Certificate Letter dated received 4/13/21.
- Four Public Works Variances (EN-20-0085, 0086, 0087, 0088) approved 3/24/21.

Based on the submitted project documents and the identified impacts from the proposed development, the Public Works Department has the following comments described below. Unless otherwise noted, all items shall meet the City of Gig Harbor Public Works Standards and be completed prior to any certificates of occupancy being issued for structures on the proposed development.

BACKGROUND

The proposed project at 66XX Wollochet Drive intends to develop a vacant parcel and build a heated self-storage facility with associated site improvements. The project is comprised of five buildings including one 3-story structure and several smaller structures. Right-of-way improvements will consist of curb and gutter, sidewalk, landscaping, pedestrian guardrail, retaining wall, and lighting improvements. Four variances (EN-20-0085, EN-20-0086, EN-20-0087, EN-20-0088) have been granted allowing a modified frontage section, access spacing, and access onto a classified roadway.

Access to the site will be from a proposed full access driveway located along Wollochet Drive, a public roadway. A variance was obtained to allow access onto a principal arterial versus local street. The site also requires connections to the wastewater system and provisions for compliance with stormwater regulations. A water connection to a non-City purveyor (Stroh's) will be proposed, as well.

REVIEW and ANALYSIS

Water Infrastructure: The impacts to the City's water infrastructure from the proposed development was not been reviewed for capacity, nor concurrency purposes, as the proposed development is served by a private (Stroh's Water Company Inc.) system.

Wastewater Infrastructure: The impacts to the City's sewer infrastructure from the proposed development have been reviewed in accordance with the following:

- Gig Harbor Municipal Code (GHMC), Chapter 19.10, Concurrency Management
- City of Gig Harbor Wastewater System Comprehensive Plan (Wastewater Plan).
- City of Gig Harbor Comprehensive Plan (Plan)

The findings and conclusions from review of the concurrency ordinance have been determined based on the referenced Sewer Hydraulics Report and the Sewer CRC. Based on the referenced documents, **the City has reserved 1 sewer ERU's for the development.**

The applicant proposes to connect to the City's existing sewer collection and conveyance system via 8" side sewer line previously intended to serve the parcel. The existing line extends into the site and terminates in an existing 48" sanitary sewer manhole. The project proposes to retain this infrastructure, adjust structures to finished grade, and connect a new lateral service into the existing manhole. This connection is in accordance with the City's Wastewater System Comprehensive Plan.

Based on the documentation described above, the developer has made appropriate provisions for sanitary wastes.

Stormwater Infrastructure: The City has reviewed the storm water impacts for the proposed development based on the documents provided by the applicant. The City of Gig Harbor Stormwater Management and Site Development Manual requires consideration of both quantity and quality control of storm water run-off from the proposed development. The impacts to the City's stormwater infrastructure from the proposed development have been reviewed in accordance with the following:

- Gig Harbor Municipal Code (GHMC), Chapter 14.20.
- City of Gig Harbor Stormwater Comprehensive Plan (Stormwater Plan).

The applicant has prepared a Preliminary Stormwater Report, in accordance with the COGH 2016 Stormwater Management and Site Development Manual, along with a proposed storm system layout in the referenced plans to document the preliminary engineering design. Currently, the development is required to meet both flow control and water quality restrictions in accordance with the Storm Manual. The existing site generally flows from south to north at 5 to 10 percent slopes. Conveyance will be completed via catch basins, roof drains, and drainage swales and ditches. A mechanical treatment system is proposed and meets Ecology's 'enhanced' treatment

requirements. A downstream analysis was requested by the City to evaluate a regional drainage basin. The basin is approximately 60 acres in size and houses an outlet structure at the south end. A qualitative analysis on the function of that structure and capacity for the basin confirmed that the regional facility would not be negatively impacted by this development. No improvements to the control structure are expected. Downstream conveyance calculations are provided in the above referenced storm report that demonstrate downstream capacity is available for the project stormwater.

Review of the referenced documents indicates that the applicant proposes to meet the design requirements under the 2016 Stormwater Management and Site Development Manual.

Appropriate provisions for drainage ways can be obtained by implementing the proposed storm water system improvements and by compliance with requirements contained in the City of Gig Harbor Municipal Code, current Stormwater Design Manual and Public Works Standards. No further mitigation is required under SEPA as the impacts will be addressed by compliance with State and local regulations consistent with WAC 197-11-158.

Transportation Infrastructure: The impacts to the City's transportation infrastructure from the proposed development have been reviewed in accordance with the following:

- Gig Harbor Municipal Code (GHMC), Chapter 19.10, Concurrency Management
- City of Gig Harbor Comprehensive Plan (Plan).

The findings and conclusions from review of the concurrency ordinance have been determined based on the information submitted by the developer in the TIA prepared by Heath & Associates, Inc., and the Concurrency Report prepared by David Evans and Associates, Inc. The result of this review concludes that capacity can be provided for the proposed development and **the City has reserved 17 pm peak hour trips for the development.**

The applicant proposes to connect to the City's transportation system via one full access driveway at Wollochet Drive. A variance was obtained to allow access onto a higher classified roadway. The driveway is located within a shared easement with the neighboring parcel. Sight distance certification will be finalized by a licensed professional engineer at the time of civil construction drawing submittal. A preliminary sight distance analysis has been conducted during land use and is included with the preliminary stamped civil drawings.

Appropriate provisions for streets or roads can be obtained by construction of the transportation improvements proposed by the applicant and compliance with requirements contained in the City of Gig Harbor Municipal Code and Public Works Standards. No further transportation infrastructure mitigation is required under SEPA as the impacts will be addressed by compliance with State and local regulations consistent with WAC 197-11-158.

Recommended Mitigations and Conditions

None.

SECTION 7, TOWNSHIP 21N, RANGE 02E, W.M.

WOLLOCHET HEATED STORAGE
A NEW SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN REVIEW
APPLICATIONS *

City PROJECT No. PL-SPR-20-0001
Firm's PROJECT No. 19-02

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

JORGENSEN ENGINEERING SERVICES, LLC
6904 FORD DR NW
GIG HARBOR, WA 98335
253.514.0264
www.jorgenson-engineering.com

* THIS DRAWING SET IS INTENDED TO PROVIDE THE PRELIMINARY/CONCEPTUAL CIVIL SITE DESIGN FOR THE SUBJECT PROJECT. THE INFORMATION PROVIDED ON THESE DRAWINGS ARE INTENDED TO MEET THE MINIMUM DESIGN INFORMATION AND CHECKLIST REQUIREMENTS FOR THE PROJECT MAJOR SITE PLAN REVIEW AND DESIGN REVIEW APPLICATIONS FOR THE PROJECT. THE DRAWINGS ARE NOT INTENDED TO BE PERMIT CONSTRUCTION DRAWINGS NOR ARE THE INTENDED TO PROVIDE ALL DETAIL AND NOTES NECESSARY FOR PERMIT/CONSTRUCTION DRAWINGS AND SHOULD BE REVIEWED ACCORDINGLY.

IT SHOULD BE NOTED THAT FOUR (4) SEPARATE PUBLIC WORKS VARIANCES WERE SIMULTANEOUSLY REQUESTED TO SUPPORT THE CONCEPT FRONTAGE IMPROVEMENTS DESIGN AND DRIVEWAY LOCATION FOR THIS PROJECT. THE FOUR (4) PUBLIC WORKS VARIANCES INCLUDE:

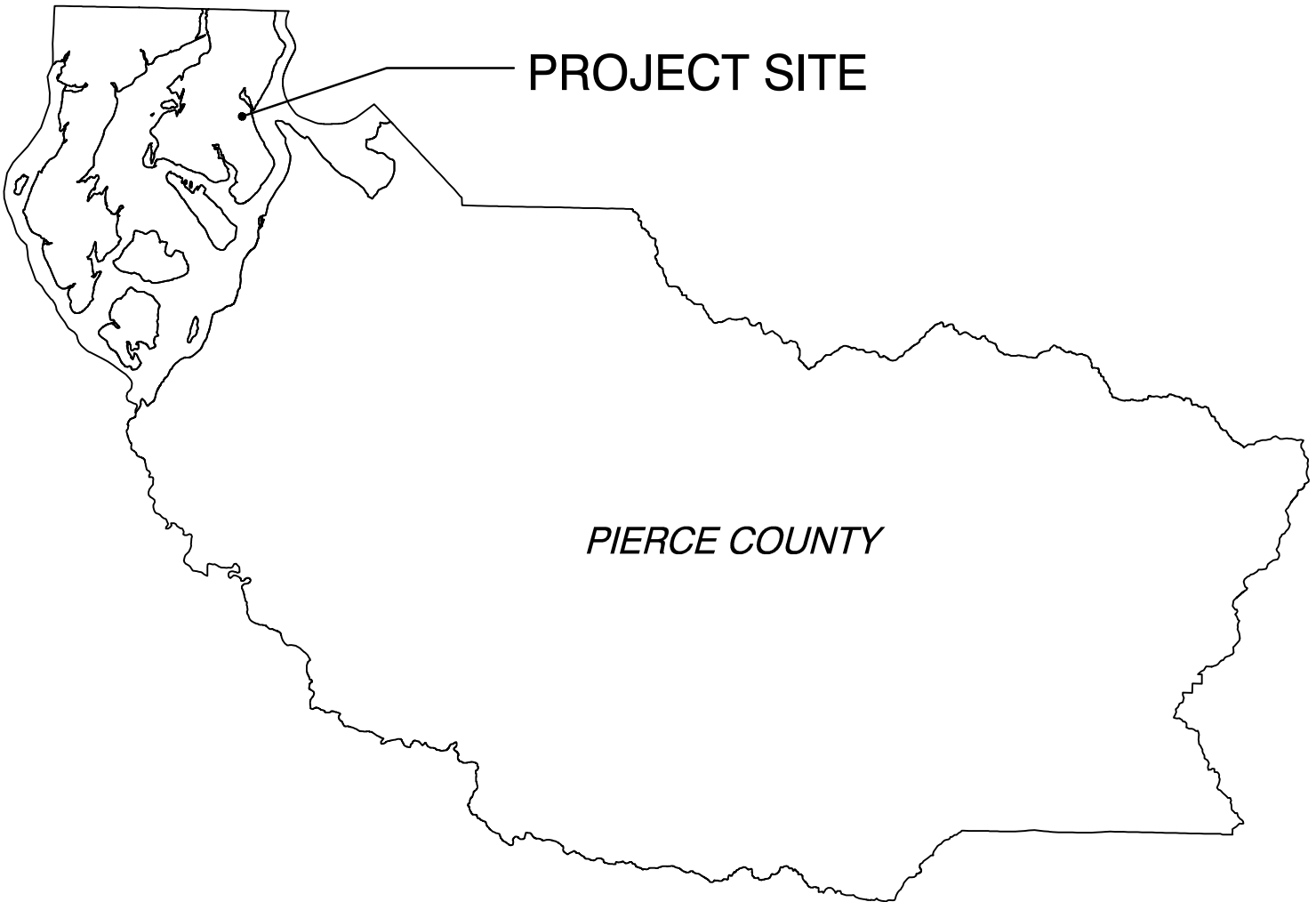
VARIANCE REQUEST #1 - FRONTAGE IMPROVEMENTS ROAD SECTION'
VARIANCE REQUEST #2 - WOLLOCHET DRIVE ACCESS
VARIANCE REQUEST #3 - WOLLOCHET DRIVE ACCESS DRIVEWAY SEPARATION
VARIANCE REQUEST #4 - 38TH STREET FRONTAGE IMPROVEMENTS

APPROVAL OF ALL FOUR VARIANCES WERE GRANTED ON 3/26/21 BY THE CITY ENGINEER. PUBLIC WORKS VARIANCE FILE/APPLICATION NUMBERS ARE:

VARIANCE REQUEST #1 - EN-20-0085
VARIANCE REQUEST #2 - EN-20-0086
VARIANCE REQUEST #3 - EN-20-0087
VARIANCE REQUEST #4 - EN-20-0088

THIS PROJECT IS DESIGNED TO THE CITY OF GIG HARBOR'S 2018 PUBLIC WORKS STANDARDS AND THE 2016 STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL

VICINITY MAP
SCALE: N.T.S.



VICINITY MAP

SHEET INDEX

- SHEET C1 - COVER SHEET
- SHEET C2 - GENERAL CIVIL SITE PLAN - 40 SCALE
- SHEET C3 - EXISTING CONDITIONS & DEMOLITION PLAN
- SHEET C4 - PROPOSED GRADING PLAN
- SHEET C5 - PROPOSED STORM DRAINAGE PLAN
- SHEET C6 - OVERALL UTILITY PLAN
- SHEET C7 - PROPOSED WATER PLAN
- SHEET C8 - PROPOSED SEWER PLAN
- SHEET C9 - PROPOSED FRONTAGE IMPROVEMENTS PLAN
- SHEET C10 - FRONTAGE IMPROVEMENTS CROSS SECTIONS
- SHEET C11 - FRONTAGE IMPROVEMENTS CROSS SECTIONS
- SHEET C12 - WOLLOCHET DRIVE DRIVEWAY SIGHT DISTANCE
- SHEET C13 - AUTOTURN FIGURES

OWNER/APPLICANT:
WOLLOCHET INTERCHANGE, LLC
% KIM ORR, OWNER'S AGENT
6622 WOLLOCHET DRIVE NW
GIG HARBOR, WA. 98335
(253) 858-3636 T
(253) 858-3188 F

STEPHEN A. BOURNE ARCHITECTURE
& DEVELOPMENT
STEPHEN BOURNE, ARCHITECT
11012 SANDPOINT WAY NE
SEATTLE, WA. 98125
(206) 310-7770 T

JORGENSEN ENGINEERING SERVICES, LLC
THAIR JORGENSEN P.E.
6904 FORD DR NW
GIG HARBOR, WA. 98335
(253) 514-0264 C

BRADLEY DESIGN GROUP, INC
MICHELLE FRANKLIN-WILSON
455 ST HELENS, SUITE B
TACOMA, WA. 98402
(253) 272-4848 T
(253) 276-0132 F

PROJECT NAME
WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY

7000+/- WOLLOCHET DR
GIG HARBOR, WASHINGTON 98335

TOTAL PARCEL AREA 160,819 ±SQ. FT. (3.69 AC)
TOTAL IMPERVIOUS AREA 95,568 ±SQ. FT (2.19 AC)
(BUILDING/ACCESS/SIDEWALKS/PARKING)

% IMPERVIOUS 59.4 %
ZONING RB-2

IT SHOULD BE NOTED THAT FOUR (4) SEPARATE PUBLIC WORKS VARIANCES WERE SIMULTANEOUSLY REQUESTED TO SUPPORT THE CONCEPT FRONTAGE IMPROVEMENTS DESIGN AND DRIVEWAY LOCATION FOR THIS PROJECT. THE FOUR (4) PUBLIC WORKS VARIANCES INCLUDE:

VARIANCE REQUEST #1 - FRONTAGE IMPROVEMENTS ROAD SECTION'
VARIANCE REQUEST #2 - WOLLOCHET DRIVE ACCESS
VARIANCE REQUEST #3 - WOLLOCHET DRIVE ACCESS DRIVEWAY SEPARATION
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APPROVAL OF ALL FOUR VARIANCES WERE GRANTED ON 3/26/21 BY THE CITY ENGINEER. PUBLIC WORKS VARIANCE FILE/APPLICATION NUMBERS ARE:

VARIANCE REQUEST #1 - EN-20-0085
VARIANCE REQUEST #2 - EN-20-0086
VARIANCE REQUEST #3 - EN-20-0087
VARIANCE REQUEST #4 - EN-20-0088

AT TIME OF CIVIL PERMIT INTAKE ALL PROPOSED DRIVEWAY
APPROACH LOCATIONS DEPICTED IN THIS PRELIMINARY PLAN SET
SHALL COMPLY WITH MAX. SLOPE PERCENTAGES AND ALL OTHER
REQUIREMENTS, PER THE MOST CURRENT CITY OF GIG HARBOR
PUBLIC WORKS STANDARDS.

AT THE TIME OF CIVIL PERMIT INTAKE, P.E.-STAMPED AND SIGNED ROADWAY ILLUMINATION SHEET(S) SHALL BE PROVIDED AS WELL AS AN ILLUMINATION CALCULATION REPORT CREATED WITH A LIGHTING SOFTWARE PROGRAM, PER THE CITY OF GIG HARBOR PUBLIC WORKS STANDARDS.

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

WATER
CITY OF GIG HARBOR
PUBLIC WORKS DEPARTMENT
3510 GRANDVIEW ST
GIG HARBOR, WA 98335
(253) 851-6170

CENTURYLINK
3718 ROSEDALE ST
GIG HARBOR, WA 98335
(253) 851-8118

PENINSULA LIGHT COMPANY
13315 GOODNOUGH DR. NW
GIG HARBOR, WA 98335
(253) 857-5950

CITY OF GIG HARBOR
PUBLIC WORKS DEPARTMENT
3510 GRANDVIEW ST
GIG HARBOR, WA 98335
(253) 851-6170

PUGET SOUND ENERGY
TACOMA, WA (253)
476-6106

	<i>PERVIOUS AREA (NATIVE/LANDSCAPING)</i>
	<i>CONCRETE SIDEWALKS</i>
	<i>HMA PAVEMENT AROUND BUILDINGS</i>
	<i>20' WIDE GRAVEL EVA ACCESS TO REACH BACK OF BUILDING</i>
	<i>5' WIDE GRAVEL FIRE ACCESS PATH AROUND BUILDINGS</i>

- ① FOR SECURITY GATE INFORMATION, SEE ARCHITECTURAL PLANS.
- ② FOR ON-SITE EASEMENTS, SEE SHEET C-3
- ③ 5 FOOT WIDE GRAVEL PATH FOR FIRE ACCESS BEHIND EACH BUILDING
4. SEE SHEET C-3 FOR EXISTING EASEMENT INFORMATION.
5. SEE SHEET C-3 EXISTING SITE AND UTILITIES INFORMATION.
6. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORM DRAINAGE DESIGN INFO FOR THE SITE.
7. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
8. SEE SHEET C-8 FOR EXISTING AND PROPOSED SEWER SERVICE FOR THE SITE.
9. FOR PROPOSED FRONTAGE IMPROVEMENTS SEE SHEET C10

SCALE: 1"=40'

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 9/7/21

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C2	13

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 7, TOWNSHIP 21
NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, IN PIERCE COUNTY,
WASHINGTON;

THENCE ALONG THE EAST LINE OF SAID SECTION 7, NORTH 02°12'31" EAST FOR A DISTANCE OF 862.35 FEET; THENCE LEAVING SAID EAST LINE OF SECTION 7, SOUTH 88°15'27" WEST FOR A DISTANCE OF 30.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF 38TH AVENUE, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 4 OF PIERCE COUNTY SHORT PLAT NUMBER 80--211, AS RECORDED IN VOLUME 41 OF SHORT PLATS AT PAGE 74 AND ALSO BEING THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION;

THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE, NORTH 02°12'31" EAST FOR A DISTANCE OF 263.15 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF SR-16 (STATE HIGHWAY NO. 14 AS CONVEYED TO THE STATE OF WASHINGTON IN DEED RECORDED UNDER RECORDING NUMBER 1809901);

THENCE ALONG SAID RIGHT OF WAY LINE, NORTH 54°22'30" WEST FOR A DISTANCE OF 267.79 FEET TO A POINT ON THE TURN BACK LINE AS DEPICTED ON SHEET 9 OF THAT CERTAIN MAP OF DEFINITE LOCATION ENTITLED SR-16, NARROWS BRIDGE TO OLYMPIC DRIVE, PREPARED BY THE WASHINGTON STATE HIGHWAY COMMISSION MARCH 19, 1970 (SUPERIOR COURT CASE NO. 205305, FEBRUARY 1, 1972);

THENCE ALONG SAID TURN BACK LINE AND ITS EXTENSION, SOUTH 86°11' 19" WEST FOR A DISTANCE OF 100.98 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF WOLLOCHOT DRIVE AS PER CITY OF GIG HARBOR ORDINANCE NO. 777, SAID LINE BEING PARALLEL WITH AND 70.00 FEET SOUTHEASTERLY FROM THE CENTERLINE OF WOLLOCHOT DRIVE; THENCE ALONG SAID PARALLEL RIGHT OF WAY LINE, SOUTH 11°34'39" WEST FOR A DISTANCE OF 28.36 FEET TO A POINT OF CURVATURE;

THENCE CONTINUING ALONG SAID PARALLEL RIGHT OF WAY LINE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 420.00 FEET THROUGH A CENTRAL ANGLE OF 42°14'12" FOR AN ARC DISTANCE OF 309.61 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND LEAVING SAID PARALLEL LINE ON A LINE RADIAL TO SAID CURVE, SOUTH 36°11'09" EAST FOR A DISTANCE OF 12.93 FEET TO A POINT ON THE NORTHWESTERLY LINE OF LOT 1 OF SAID PIERCE COUNTY SHORT PLAT NUMBER 90-211;

THENCE ALONG THE SAID RIGHT OF WAY LINE AND SHORT PLAT BOUNDARY, SOUTH 60°36'08" WEST FOR A DISTANCE OF 26.67 FEET; THENCE ALONG THE SAID RIGHT OF WAY LINE AND SHORT PLAT BOUNDARY, SOUTH 74°43'47" WEST FOR A DISTANCE OF 14.35 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE AND CONTINUING ALONG SAID SHORT PLAT BOUNDARY, SOUTH 02°18'13" WEST FOR A DISTANCE OF 118.11 FEET TO THE SOUTHWEST CORNER OF SAID SHORT PLAT NO. 80-211;

THENCE ALONG THE SOUTH LINE OF SAID SHORT PLAT, NORTH 88°15'27" EAST FOR A DISTANCE OF 511.88 FEET, MORE OR LESS, TO THE SOUTHEAST CORNER OF SAID SHORT PLAT AND ALSO BEING THE TRUE POINT OF BEGINNING AND THE TERMINUS OF THIS DESCRIPTION.

SITUATE IN THE COUNTY OF PIERCE, STATE OF WASHINGTON.

- 1) THE MONUMENT CONTROL SHOWN FOR THIS SITE WAS ACCOMPISHED BY FIELD TRAVERSE UTILIZING A TWO (2) SECOND THEODOLITE WITH INTEGRAL ELECTRONIC DISTANCE MEASURING METER (TRIMBLE S-3) AND REAL TIME KINEMATIC (RTK) / STATIC GLOBAL POSITIONING SYSTEM (TRIMBLE R-8). LINEAR AND ANGULAR CLOSURE OF THE TRAVERSES MEET THE STANDARDS OF WAC 332-130-090.
- 2) UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE. ONLY THOSE WHICH ARE VISIBLE OR HAVING VISIBLE EVIDENCE OF THEIR INSTALLATION ARE SHOWN HEREON.
- 3) THIS SURVEY REPRESENTS PHYSICAL IMPROVEMENT CONDITIONS AS THEY EXISTED APRIL 12, 2018, THE DATE OF THIS FIELD SURVEY.
- 4) LEGAL DESCRIPTIONS PROVIDED BY CLIENT. NO ADDITIONAL RESEARCH HAS BEEN ATTEMPTED.
- 5) TOPOGRAPHIC BOUNDARY SHOWN PER THORNTON SURVEY AND PROVIDED BY CLIENT.

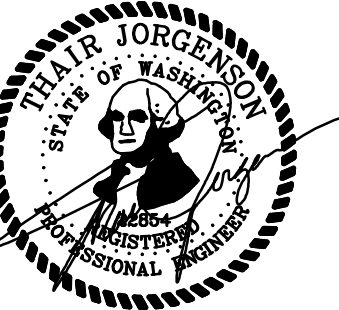
GRID NORTH, BASED UPON GLOBAL POSITIONING SYSTEM (GPS)
LAMBERT GRID WASHINGTON STATE SOUTH ZONE COORDINATES.THE
NORTH AMERICAN DATUM OF 1983/2011 (NAD 83/2011 EPOCH 2010.00)
GRID COORDINATES WERE FOUND TO BE 729979.57 / 1122128.93
AT A "BRASS DISK WITH "X" AT THE SOUTHEAST
CORNER OF SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 EAST, W.M..
THE INVERSE OF BOTH THE SEA LEVEL CORRECTION FACTOR OF
0.99999900458 AND THE GRID SCALE FACTOR OF 9999961252 WAS
APPLIED TO THE GRID COORDINATES FOR SHOWN GRID DISTANCES.

PIERCE COUNTY STATION "PRDY"
ELEVATION 345.46' (NAVD 88))

SITE: CONTOUR ENGINEERING, LLC
CONTOUR INTERVAL: 1 FOOT

LINE TABLE		
NO.	BEARING	DISTANCE
L1	S 11°34'39" W	28.36'
L2	S 36°11'09" E	12.93'
L3	S 60°36'08" W	26.67'
L4	S 74°43'47" W	14.35'

<u>NO</u>	<u>DELTA</u>	<u>RADIUS</u>	<u>LENGTH</u>
C1	42°14'12"	420.00	309.61



1. HISTORICALLY THE SITE WAS USED AS A BORROW SOURCE FOR THE WOLLOCHET/SR-16 OVERPASS. THIS SITE WAS ALSO A PROPOSED SITE FOR A NEW COMMUNITY BOWLING ALLEY THAT WAS TO BE CONSTRUCTED IN THE LATE 1990S. THIS BOWLING ALLEY/COMMUNITY ACTIVITY CENTER WAS TO BE CONSTRUCTED AS A REPLACEMENT TO THE GG HARBOR UDENBERG BOWLING ALLEY WHEN ITS ROOF FAILED IN THE MID 1990S UNDER SNOW LOADS. THE NEW BOWLING ALLEY WAS TO BE A JOINT VENTURE BETWEEN TALMO, INC AND THE UDENBERG FAMILY.

PERMITS FOR THE FACILITY WERE ISSUED BY THE CITY AND SOME SITE INFRASTRUCTURE ELEMENTS WERE CONSTRUCTED ON-SITE (STORM DRAINAGE COMPONENTS, SEWER LINE EXTENSION ONTO THE SITE, GRADING AND INITIAL CONCRETE FOUNDATION PIER ADS) AS SHOWN ON THIS DRAWING SHEET. FINANCIAL CONSTRAINTS ULTIMATELY PREVENTED THE PROJECT FROM MOVING FORWARD.

2. PORTION OF THE EXISTING DRAINAGE SYSTEM INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE REMOVED OR PLUGGED AND ABANDONED. (SEE SHEET C-5).

3. APPROXIMATELY 124' OF THE EXISTING DRAINAGE PIPE INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE REMOVED AND REPLACED. (SEE SHEET C-5).

4. EXISTING TEMPORARY SEDIMENT POND INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE ABANDONED AND FILLED.

5. EXISTING INITIAL PIER PADS INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE REMOVED.

6. STROHS WATER COMPANY WATER MAIN. THIS WATER MAIN ONLY SERVES THE ADJACENT SHELL GAS STATION (PARCEL #0221070408). A PORTION OF THE WATER MAIN CROSSING THE SITE, BETWEEN POINTS (A) TO (B) IS TO BE REMOVED AND RELOCATED/REPLACED AS SHOWN ON SHEET C-6. NOTE: NO EXISTING EASEMENT CAN BE FOUND UNDER TITLE SEARCH FOR THIS WATER MAIN TO CROSS SITE. A FORMAL EASEMENT WILL BE RECORDED FOR THE RELOCATED WATER MAIN LINE.

7. THIS PROJECT SITE IS CURRENTLY WITHIN THE CITY OF GIG HARBOR WATER SERVICE AREA. AS SUCH CITY WATER AND FIRE SERVICE WILL BE EXTENDED TO THE SITE FROM THE CITY'S WATER MAIN IN THE INTERSECTION OF WOLLOCHET DRIVE AND WAGNER WAY. (SEE SHEETS C-6 & C-8).

8. STORM DRAINAGE SYSTEM AGREEMENT AND RESTRICTIVE COVENANT, (AFN & 9901280341), WHICH GENERALLY ALLOWS THE CITY AND UPLAND PROPERTY OWNERS TO TO SEND STORMWATER THROUGH THE PREVIOUSLY INSTALLED PRIVATE STORM LINE ACROSS THE PROPERTY (INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT).

9. AGREEMENT FOR JOINT ACCESS (AFN# 9805010291) BENEFITING THE SUBJECT PROPERTY AND THE ADJOINING PROPERTIES, PARCELS 022104058 & 022104071 (GIG HARBOR WATERFALLS). IN GENERAL, THIS JOINT ACCESS AGREEMENT PROVIDES FOR THE CONSTRUCTION OF A JOINT PAVED ACCESS ROAD (12' ON EACH ADJOINING PROPERTY) WITH AN ADDITIONAL 5' OF LANDSCAPING AREA ON EACH PROPERTY, PROVIDING FOR A TOTAL EASEMENT WIDTH OF 36'. THE EASEMENT PROVIDES FOR THE SHARE ACCESS & LIMITED ACCESS TO WOLLOCHET DRIVE.

10. EXISTING TREES ON THE SITE ARE NOT SHOWN ON THIS DRAWING FOR CLARITY. EXISTING TREES ARE SHOWN ON THE LANDSCAPING PLAN SET.

11. PER GHMC 17.04.605 NATURAL GRADE, THE SITE, INCLUDING THE MOUND OF SOIL, IS CONSIDERED BY DEFINITION NATURAL GRADE AS IT HAS BEEN UNDISTURBED FOR MORE THAN 60 MONTHS. IN ADDITION, THE ALLOWED BUILDING HEIGHT, PER GHMC 17.99.370.03, MAY BE MEASURED FROM THE POINT OF MEASUREMENT TO THE POINT OF MEASUREMENT, THAT THE POINT OF MEASUREMENT IS WITHIN 50 FEET OF THE BUILDING FOOTPRINT. THAT POINT, FOR THIS PROJECT, IS LOCATED ON THE SOIL MOUND SHOWN AND AT AN ELEVATION OF 267'. THE MAXIMUM HEIGHT FOR THIS ZONING DISTRICT IS 35' THUS THE MAXIMUM ELEVATION OF EACH BUILDINGS IS ELEVATION 302. BUILDING A (3-STORY) IS PROPOSED TO BE MEASURED FROM THE POINT OF MEASUREMENT TO THE REMAINING FOUR BUILDINGS ARE SINGLE STORY AND BELOW THE HEIGHT LIMITATION.

12 THE EXISTING STORMWATER DISCHARGE FOR NEARLY THE ENTIRE SITE IS THROUGH THE EXISTING 24" CMP CULVERT RUNNING UNDER WOLLOCHET DRIVE WHERE SHOWN. BECAUSE OF THE EXISTING STORMWATER SYSTEM THAT WAS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT (NOTE #1), THE CURRENT SITE RUNOFF IS CHanneled ALONG THE ADJACENT SITE, TO THE NORTH DRAIN DITCH DIRECTLY TO THE SOUTH. RUNOFF TO VARIOUS CATCH BASINS AND CONVEYANCE PIPING ON THE SITE, THIS CONVEYANCE SYSTEM DISCHARGES TO THE CULVERT INLET ON THE WESTERN SIDE OF THE PROPERTY AS SHOWN. THIS EXISTING ON-SITE STORMWATER SYSTEM ALSO CONVEYS RUNOFF FROM THE NORTH AND SOUTH AS WELL AS RUNOFF FROM THE EAST 36TH STREET UNDER THE STORMWATER AGREEMENT WITH THE CITY DESCRIBED IN NOTE #8 ABOVE.

13 THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.



EXISTING CONDITONS PLAN
SCALE: 1"=30'

[illegible]

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 9/7/21

EXISTING CONDITIONS & DEMOLITION PLAN

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C3	13



CB #1 TYPE 2 GE=265.20 IE=243.51 (12° NE) IE=243.51 (12° S) IE=245.64 (12° SW)	CB #11 TYPE 1 GE=262.28 IE=258.20 (12° NE) IE=258.20 (12° SW)
CB #2 TYPE 1 GE=260.80 IE=256.88 (12° E) IE=256.88 (12° N) IE=256.88 (12° S)	CB #12 TYPE 1 GE=262.28 IE=258.46 (12° NE) IE=258.46 (12° SW)
CB #3 TYPE 2 GE=262.02 IE=257.16 (12° NE) IE=257.16 (12° E) IE=257.16 (12° NW) IE=257.16 (12° SW)	CB #13 TYPE 1 GE=262.24 IE=258.72 (12° NE) IE=258.72 (12° SW)
CB #4 TYPE 1 GE=262.05 IE=257.53 (12° NE) IE=257.53 (12° S)	CB #14 TYPE 1 GE=261.00 IE=258.97 (12° SW)
CB #5 TYPE 1 GE=262.05 IE=257.88 (12° NE) IE=257.88 (12° SW)	CB #15 TYPE 1 GE=261.51 IE=258.20 (12° NE) IE=258.20 (12° SW)
CB #6 TYPE 1 GE=262.14 IE=258.30 (12° NE) IE=258.30 (12° SE) IE=258.30 (12° SW)	CB #16 TYPE 1 GE=261.00 IE=258.40 (12° SW)
CB #7 TYPE 1 GE=261.50 IE=258.63 (12° SW)	CB #17 TYPE 1 GE=262.11 IE=257.63 (12° NW) IE=257.63 (12° SE)
CB #8 TYPE 1 GE=262.24 IE=258.56 (12° NW)	CB #18 TYPE 1 GE=260.5 IE=257.91 (12° NE) IE=257.91 (12° SE)
CB #9 TYPE 1 GE=262.02 IE=257.54 (12° E) IE=257.54 (12° W)	CB #19 TYPE 1 GE=261.00 IE=258.75 (12° SW)
CB #10 TYPE 1 GE=262.04 IE=257.91 (12° E) IE=257.91 (12° E) IE=257.91 (12° NE)	CB #20 TYPE 1 GE=260.5 IE=256.90 (12° W) IE=256.90 (12° N)
	CB #21 TYPE 1 GE=260.00 IE=257.76 (12° E)

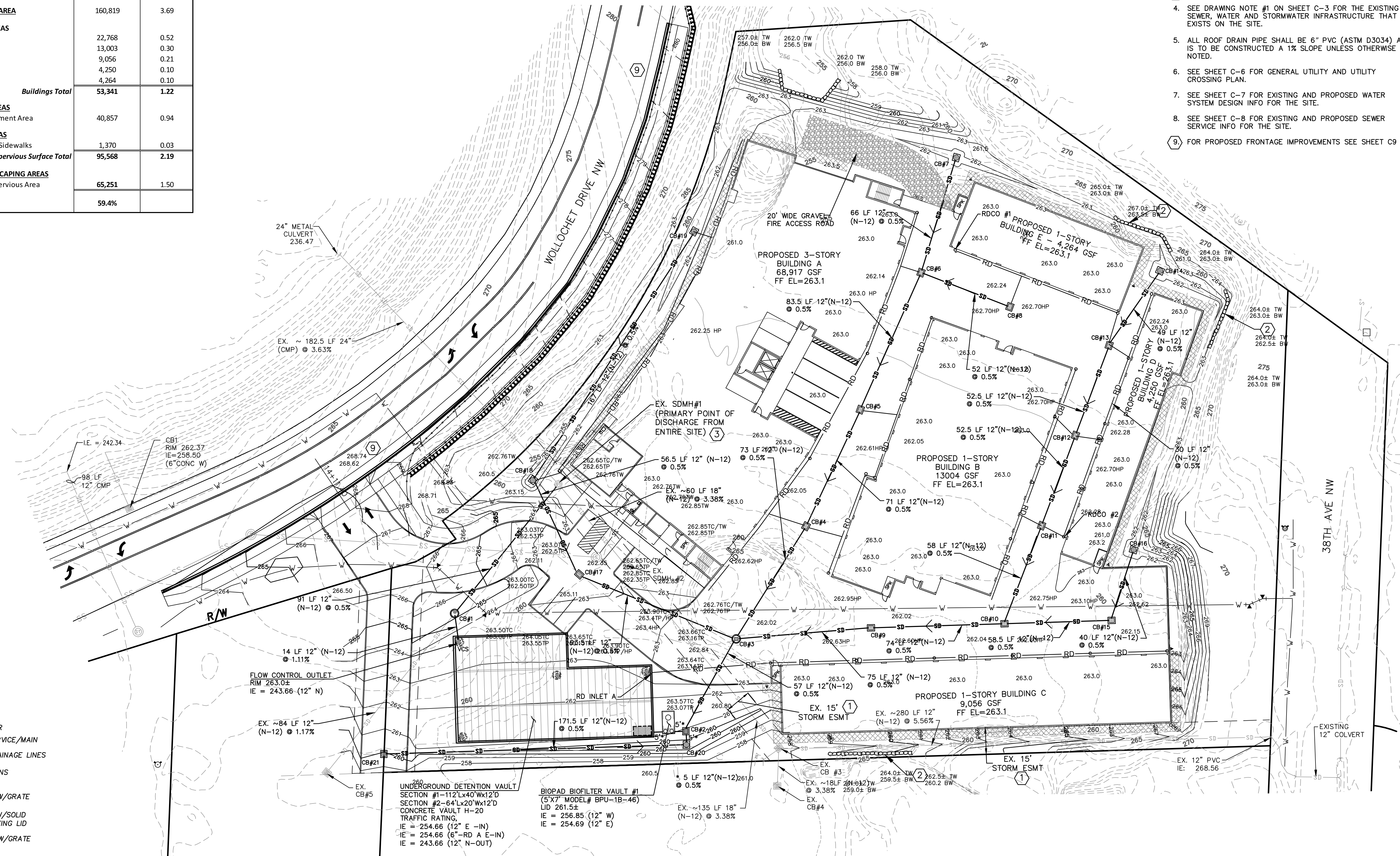
IMPERVIOUS/PERVIOUS SURFACE AREA SUMMARY		
AREA DESCRIPTION	TOTAL AREA (SF)	TOTAL AREA (AC)
<u>TOTAL PARCEL AREA</u>	160,819	3.69
<u>BUILDINGS AREAS</u>		
Building A	22,768	0.52
Building B	13,003	0.30
Building C	9,056	0.21
Building D	4,250	0.10
Building E	4,264	0.10
<i>Buildings Total</i>	53,341	1.22
<u>PAVEMENT AREAS</u>		
On-site Pavement Area	40,857	0.94
<u>SIDEWALK AREAS</u>		
Total On-site Sidewalks	1,370	0.03
<i>Impervious Surface Total</i>	95,568	2.19
<u>NATIVE/LANDSCAPING AREAS</u>		
Total On-site Pervious Area	65,251	1.50
% Impervious	59.4%	

EX. SDMH #1
 RIM=256.62 *
 IE=243.02 (24°CMP NW)
 IE=243.29 (18° SE)
 IE=243.61 (18° NE) ***
 IE=244.31 (12° SW) ***
 IE=250.77 (45° NW) ***
 IE=243.05 (12° SW) **
 EX. CB #2 TYPE 2-48"
 (W/SOLID LID)
 RIM=256.25
 IE=245.58 (18° ADS SE)
 IE=245.35 (18° ADS NW)
 IE=249.59 (6° PVG SW) ***
 EX. CB #3
 GRATE=256.46
 IE=250.19 (18° NW)
 IE=250.51 (6° NE) ***
 IE=253.01 (12° E)
 IE=253.01 (12° S)
 IE=253.52 (4° SW)
 EX. CB #4
 GRATE=256.51
 IE=253.01 (12° S)
 IE=252.96 (12° N)
 EX. CB #6
 RIM= 259.06
 IE=246.77 (12° NE)
 ADJUST RIM
 NEW PIPE IE
 EXISTING PIPE TO BE
 PLUGGED AND ABANDONED

	<u>EXISTING CONTOURS</u>		NEW SIDE SEWER
	INDEX		NEW WATER SERVICE/MAIN
	INTERVAL		NEW STORM DRAINAGE LINES
<u>FINAL CONTOURS</u>			NEW ROOF DRAINS
	INDEX	<u>CATCH BASINS</u>	
	INTERVAL		TYPE 1 CB - W/GRATE
	EXISTING WATER LINES		TYPE 1 CB - W/SOLID LOCKING LID
	EXISTING SANITARY SEWER		TYPE 2 CB - W/GRATE
	EXISTING STORM DRAIN LINE		BIOPOD TREATMENT VAULT
	EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN		
	EX. TYPE 1 - W/GRATE		STORMWATER PIPE SLOPE DIRECTION
	EX. SANITARY SEWER MANHOLE		5' GRAVEL WALKWAY (FIRE ACCESS) BEHIND EACH BUILDING

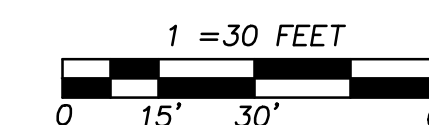
DRAWING NOTES:

1. SEE DRAWING NOTE #7 ON SHEET C-3 FOR THE EXISTING STORMWATER UTILITY EASEMENT INFORMATION.
2. MINOR ROCKERY RETAINING WALL 2'-4.5' HIGH. DRAIN BEHIND WALL TO DAYLIGHT INTO DITCH.
3. SEE DRAWING NOTE #12 ON SHEET C-4.
4. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
5. ALL ROOF DRAIN PIPE SHALL BE 6" PVC (ASTM D3034) AND IS TO BE CONSTRUCTED A 1% SLOPE UNLESS OTHERWISE NOTED.
6. SEE SHEET C-6 FOR GENERAL UTILITY AND UTILITY CROSSING PLAN.
7. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
8. SEE SHEET C-8 FOR EXISTING AND PROPOSED SEWER SERVICE INFO FOR THE SITE.
9. FOR PROPOSED FRONTAGE IMPROVEMENTS SEE SHEET C9



**CALL BEFORE
YOU DIG
811
AT LEAST 24 HOURS BEFORE**

SCALE: 1"=30'

[illegible]

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 9/7/21

PROPOSED STORM DRAINAGE PLAN

PERMIT NO. PL-SPR-20-0001	
DRAWING NO. JES-19-02	
SHEET C5	OF 13



UTILITY CROSSING #	UTILITY	PIPE SIZE (IN)	SURFACE ELEV. ~	PIPE IE	PIPE SEPARATION	STORM PIPE COVER (FT)	WATER MAIN COVER (FT)
#1	NEW SD EX.SD	12 18	262.8	256.97 248.22	7.25	4.83	
#2	NEW SD WM	12 10	262.2	257.14 254.64	1.67	4.06	6.73
#3	NEW SD WM	12 10	262.4	258.33 255.83	1.67	3.07	5.74
#4	NEW SD WM	12 6	262.7	258.37 256.37	1.5	3.33	
#5	NEW SD WM	12 10	262.6	257.30 254.80	1.67	4.3	6.97
#6	NEW SD WM	12 6	262.3	257.59 255.49	1.6	3.71	6.31
#7	NEW SD WM	12 10	262.2	257.96 255.46	1.67	3.24	5.91
#8	NEW SD WM	12 10	262.2	258.24 255.74	1.50	2.96	5.46
#9	NEW SD WM	12 6	262.7	258.33 256.22	1.60	3.38	5.99
#10	NEW SD WM	12 12	262.2	257.94 255.44	1.50	3.26	5.76
#11	NEW SD WM	12 10	262.5	258.76 256.26	1.67	2.74	5.41
#12	WM EX.SD	10 18	262.7	254.82 246.10	7.54		7.22
#13	NEW SD EX.SD	12 18	263.0	257.39 246.43	9.15	4.61	
#14	NEW SD WM	12 6	263.0	257.53 255.43	1.60	4.95	7.55
#15	NEW SD EX.SS	12 8	262.2	257.69 250.89	6.13	3.51	
#16	NEW SD EX.SD	12 12	263.0	257.85 243.11	13.75	4.15	
#17	WM NEW SD EX.SS	10 12 8	264.0	259.97 251.42 243.29	7.89 7.12		3.50
#18	WM NEW SD	12 12	265.5	261.00 243.46	16.54		3.50

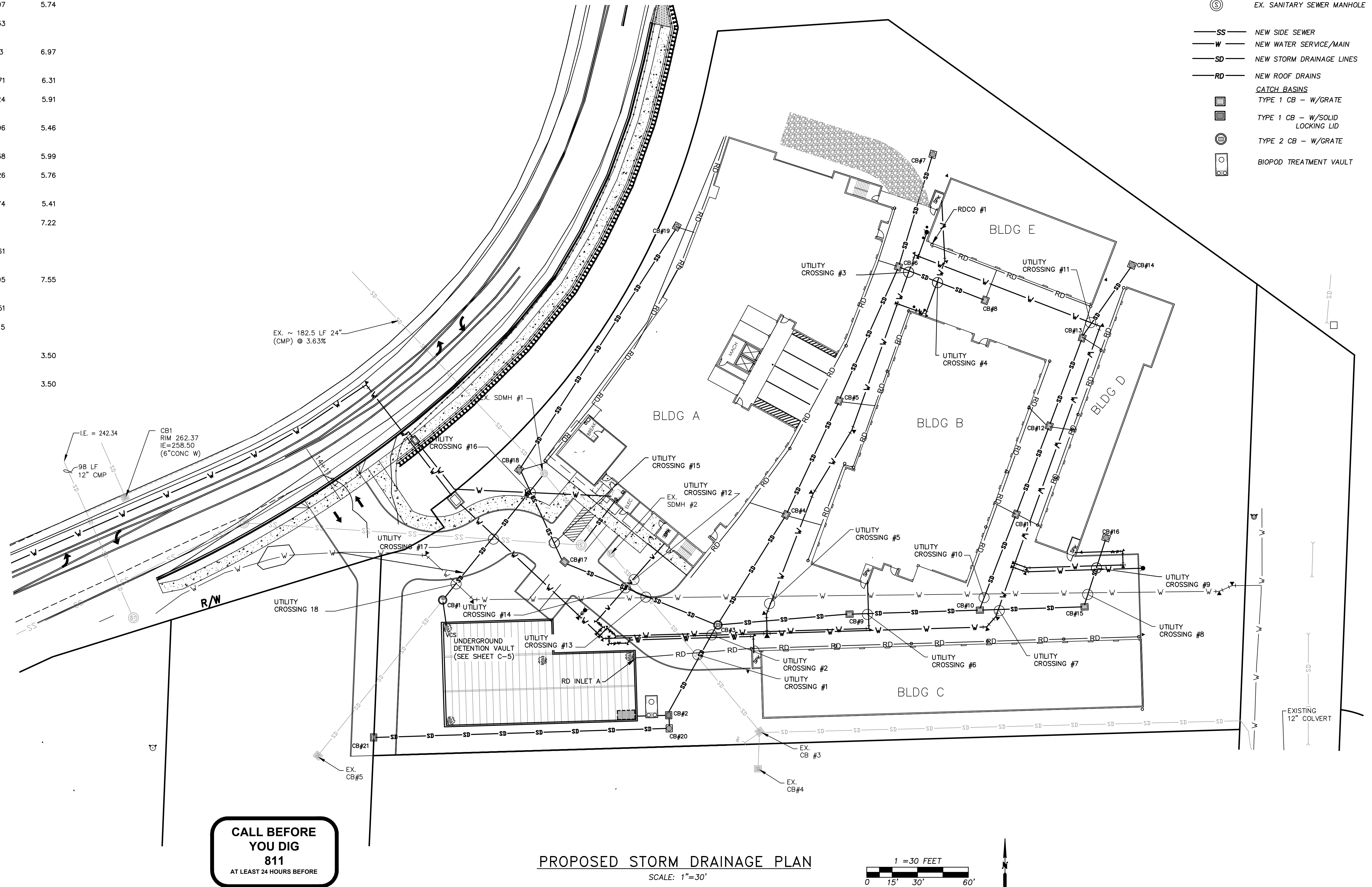
DRAWING NOTES:

1. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
2. SEE DRAWING NOTE #7 ON SHEET C-3 FOR THE EXISTING STORMWATER UTILITY EASEMENT (NOT SHOWN ON THIS SHEET FOR CLARITY).
3. ALL ROOF DRAIN PIPE SHALL BE 6" PVC (ASTM D3034) AND IS TO BE CONSTRUCTED A 1% SLOPE UNLESS OTHERWISE NOTED.
4. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
5. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
6. SEE SHEET C-8 FOR EXISTING AND PROPOSED SEWER SERVICE INFO FOR THE SITE.

1 = 30 FEET

0 15' 30' 60'

	EXISTING WATER LINES
	EXISTING SANITARY SEWER
	EXISTING STORM DRAIN LINE
	EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
	EX. TYPE 1 - W/GRATE
	EX. SANITARY SEWER MANHOLE
	NEW SIDE SEWER
	NEW WATER SEWER/MAIN
	NEW STORM DRAINAGE LINES
	NEW ROOF DRAINS
	<u>CATCH BASINS</u>
	TYPE 1 CB - W/GRATE
	TYPE 1 CB - W/SOLID LOCKING LID
	TYPE 2 CB - W/GRATE
	BIOPOD TREATMENT VAULT

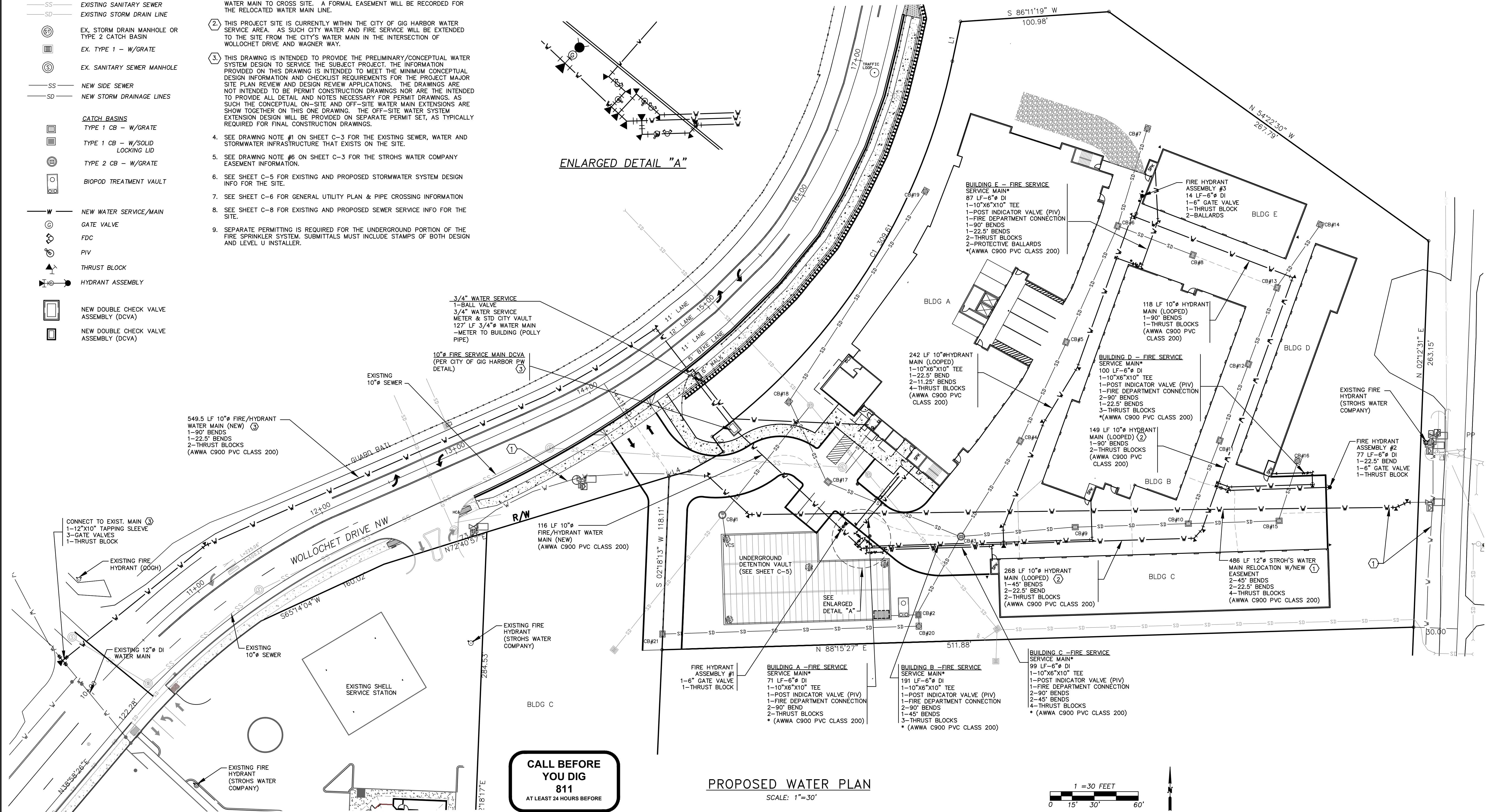
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	<u>EXISTING CONTOURS</u>
— 260 —	INDEX
— 262 —	INTERVAL
— W —	EXISTING WATER LINES
— SS —	EXISTING SANITARY SEWER
— SD —	EXISTING STORM DRAIN LINE
(S)	EX. STORM DRAIN MANHOLE TYPE 2 CATCH BASIN
[G]	EX. TYPE 1 — W/GRATE
(S)	EX. SANITARY SEWER MANHOLE
— SS —	NEW SIDE SEWER
— SD —	NEW STORM DRAINAGE LINES

1. STROHS WATER COMPANY WATER MAIN. THIS WATER MAIN ONLY SERVES THE ADJACENT SHELL GAS STATION (PARCEL #02210740048). A PORTION OF THIS WATER MAIN (-476± LF) IS TO BE MOVED/RELOCATED ACROSS SITE WHERE SHOWN ON SHEET C-3 AND RECONSTRUCTED WHERE SHOWN ON THIS SHEET. NOTE: NO EXISTING EASEMENT CAN BE FOUND UNDER TITLE SEARCH FOR THIS WATER MAIN TO CROSS SITE. A FORMAL EASEMENT WILL BE RECORDED FOR THE RELOCATED WATER MAIN LINE.
2. THIS PROJECT SITE IS CURRENTLY WITHIN THE CITY OF GIG HARBOR WATER SERVICE AREA. AS SUCH CITY WATER AND FIRE SERVICE WILL BE EXTENDED TO THE SITE FROM THE CITY'S WATER MAIN IN THE INTERSECTION OF WOLLOCHET DRIVE AND WAGNER WAY.
3. THIS DRAWING IS INTENDED TO PROVIDE THE PRELIMINARY/CONCEPTUAL WATER MAIN DESIGN TO SERVICE THE SUBJECT PROJECT. THE INFORMATION PROVIDED ON THIS DRAWING IS INTENDED TO MEET THE MINIMUM CONCEPTUAL DESIGN INFORMATION AND CHECKLIST REQUIREMENTS FOR THE PROJECT MAJOR SITE PLAN REVIEW AND DESIGN REVIEW APPLICATIONS. THE DRAWINGS ARE NOT INTENDED TO BE PERMIT CONSTRUCTION DRAWINGS NOR ARE THE INTENDED TO PROVIDE ALL DETAIL AND NOTES NECESSARY FOR PERMIT DRAWINGS. AS SUCH THE CONCEPTUAL ON-SITE AND OFF-SITE WATER MAIN EXTENSIONS ARE SHOWN TOGETHER ON THIS ONE DRAWING. THE OFF-SITE WATER SYSTEM EXTENSION DESIGN WILL BE PROVIDED ON SEPARATE PERMIT SET, AS TYPICALLY REQUIRED FOR FINAL CONSTRUCTION DRAWINGS.
4. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
5. SEE DRAWING NOTE #6 ON SHEET C-3 FOR THE STROHS WATER COMPANY EASEMENT INFORMATION.
6. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
7. SEE SHEET C-6 FOR GENERAL UTILITY PLAN & PIPE CROSSING INFORMATION
8. SEE SHEET C-8 FOR EXISTING AND PROPOSED WATER SERVICE INFO FOR THE SITE.
9. SEPARATE PERMITTING IS REQUIRED FOR THE UNDERGROUND PORTION OF THE FIRE SPRINKLER SYSTEM. SUBMITTALS MUST INCLUDE STAMPS OF BOTH DESIGN AND LEVEL U INSTALLER.

A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

ENLARGED DETAIL "A"



	REVISIONS

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 9/7/21

PROPOSED WATER PLAN

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C7	13



	<u>EXISTING CONTOURS</u>
	<u>INDEX</u>
	<u>INTERVAL</u>
	EXISTING WATER LINES
	EXISTING SANITARY SEWER
	EXISTING STORM DRAIN LINE
	EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
	EX. TYPE 1 - W/GRATE
	NEW STORM DRAINAGE LINES
	<u>CATCH BASINS</u>
	TYPE 1 CB - W/GRATE
	TYPE 1 CB - W/SOLID LOCKING LID
	TYPE 2 CB - W/GRATE
	BIOPOD TREATMENT VAULT
	NEW WATER SERVICE/MAIN
	GATE VALVE
	FDC
	PIV
	THRUST BLOCK
	HYDRANT ASSEMBLY
	NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
	NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
	NEW SIDE SEWER
	EX. SANITARY SEWER MANHOLE
	BUILDING SEWER CLEANOUT

1. AN EXISTING 8"Ø SANITARY SEWERS SEWER STUBOUT FROM SSMH #14-18, INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT, IS TO BE REMOVED OR PLUGGED AND ABANDONED.
2. A INSIDE DROP CONNECTION OF THE BUILDING SIDE SEWER IS BEING PROPOSED IN THE EXISTING SANITARY SEWER MANHOLE FOR CITY CONSIDERATION AT THIS CONCEPTUAL DESIGN STAGE. ALTHOUGH THE EXISTING SANITARY MANHOLE (#14-18) IS 48" Ø, A WAIVER FROM THE MINIMUM OF 60" Ø FOR DROP CONNECTIONS IS REQUESTED (FORMALLY REQUESTED IN FINAL DESIGN). THIS IS BEING PROPOSED IN CONSIDERATION OF THE FOLLOWING:
 - a) THE SANITARY SEWER MANHOLE IS AT THE END OF THE LINE, WITH NO ADDITIONAL UPSTREAM CONNECTION, NOR ARE THERE ANY ADDISON CONNECTION TO THE NEXT EXISTING DOWNSTREAM MANHOLE IN WOLOCHET DRIVE.
 - b) THE SEWER MANHOLE AND THE 8"Ø SEWER LINE ON THE PROPERTY TO THE NEXT EXISTING DOWNSTREAM MANHOLE IS /WAS CONSIDERED PRIVATE WHEN CONSTRUCTED UNDER THE BOWLING ALLEY PROJECT PERMIT.
 - c) THE BUILDING SEWER SERVES ONLY A SMALL GUEST BATHROOM AND ONE SMALL OFFICE BATHROOM.
3. IT IS ASSUME THAT THE EXISTING SANITARY SEWER LINE FROM SSMH #14-17 TO THE ONSITE SSMH#14-18, INCLUDING SSMH#14-18 IS TO REMAIN PRIVATE AS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT. IF REQUIRE TO BECOME PART OF THE CITY SEWER SYSTEM AN EASEMENT CAN BE PROVIDED AT TIME OF BUILDING PERMIT APPROVALS.
4. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
5. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
6. SEE SHEET C-6 FOR GENERAL UTILITY PLAN & PIPE CROSSING INFORMATION
7. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SERVICE INFO FOR THE SITE.

EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN

EX. TYPE 1 - W/GRATE

NEW STORM DRAINAGE LINES

CATCH BASINS

TYPE 1 CB - W/GRATE

TYPE 1 CB - W/SOLID LOCKING LID

TYPE 2 CB - W/GRATE

BIOPOD TREATMENT VAULT

NEW WATER SERVICE/MAIN

GATE VALVE

FDC

PIV

THRUST BLOCK

HYDRANT ASSEMBLY

NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)

NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)

NEW SIDE SEWER

EX. SANITARY SEWER MANHOLE

BUILDING SEWER CLEANOUT

o) THE SANITARY SEWER MANHOLE IS AT THE END OF THE LINE, WITH NO ADDITIONAL UPSTREAM CONNECTION, NOR ARE THERE ANY ADDISON CONNECTION TO THE NEXT EXISTING DOWNSTREAM MANHOLE IN WOLLOCHET DRIVE.

b) THE SEWER MANHOLE AND THE 8"Ø SEWER LINE ON THE PROPERTY TO THE NEXT EXISTING DOWNSTREAM MANHOLE IS IS/WAS CONSIDERED PRIVATE WHEN CONSTRUCTED UNDER THE BOWLING ALLEY PROJECT PERMIT.

c) THE BUILDING SEWER SERVES ONLY A SMALL GUEST BATHROOM AND ONE SMALL OFFICE BATHROOM.

3) IT IS ASSUME THAT THE EXISTING SANITARY SEWER LINE FROM SSMH #14-17 TO THE ONSITE SSMH#14-18, INCLUDING SSMH#14-18 IS TO REMAIN PRIVATE AS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT. IF REQUIRE TO BECOME PART OF THE CITY SEWER SYSTEM AN EASEMENT CAN BE PROVIDED AT TIME OF BUILDING PERMIT APPROVALS.

4. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.

5. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.

6. SEE SHEET C-6 FOR GENERAL UTILITY PLAN & PIPE CROSSING INFORMATION

7. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SERVICE INFO FOR THE SITE.

EX. SSMH #14-17 48"Ø
RIM=264.79
IE = 248.08 (8" PVC S)
IE = 248.00 (8" PVC E)
IE = 247.96 (8" PVC SW)

EX. SS 8"Ø PVC, ASTM D 3034, SDR 356 (PUBLIC)

EX. 200 LF 8"Ø PVC SS @ 1.5% (PRIVATE) 3

EX. SSMH #14-18 48"Ø
RIM=259.20 262.35
IE = 250.98 (8" S)
IE = 250.65 (8" W)
IN SIDE DROP CONNECTION 2
IE = 259.0 (4" N - OUTSIDE MH)
* ADJUST RIM

CO #1
IE = 260.3±

NEW 16 LF 4"Ø PVC SS @ 4.0%

UNDERGROUND DETENTION VAULT (SEE SHEET C-5)

WOLLOCHET DR

38TH STREET

CALL BEFORE YOU DIG
811
AT LEAST 24 HOURS BEFORE

PROPOSED SEWER PLAN

SCALE: 1"=30'

1"=30 FEET

0 15' 30' 60'

[illegible]

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

DRAWING DATE: 9/7/21 PROPOSED SEWER PLAN	PERMIT NO. PL-SPR-20-0001	
	DRAWING NO. JES-19-02	
	SHEET OF C8 13	



A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

— 260 — EXISTING CONTOURS
INDEX
INTERVAL

— 262 —

— 270 — FINAL CONTOURS
INDEX
INTERVAL

— 269 —

— W — EXISTING WATER LINES
— SS — EXISTING SANITARY SEWER
— SD — EXISTING STORM DRAIN LINE

- | | |
|---|--|
|  | EX. STORM DRAIN MANHOLE OR
TYPE 2 CATCH BASIN |
|  | EX. TYPE 1 - W/GRATE |
|  | EX. SANITARY SEWER MANHOLE |
|  | NEW SIDE SEWER |
|  | NEW STORM DRAINAGE LINES |
|  | EX. LIGHT STANDARD |
|  | CATCH BASINS |
|  | TYPE 1 CB - W/GRATE |
|  | TYPE 1 CB - W/SOLID
LOCKING LID |
|  | TYPE 2 CB - W/GRATE |
|  | BIOPOD TREATMENT VAULT |
|  | NEW WATER SERVICE/MAIN |
|  | GATE VALVE |
|  | FDC |
|  | PIV |
|  | HYDRANT ASSEMBLY |
|  | NEW DOUBLE CHECK VALVE
ASSEMBLY (DCVA) |
|  | NEW DOUBLE CHECK VALVE
ASSEMBLY (DCVA) |

**CALL BEFORE
YOU DIG
811**
AT LEAST 24 HOURS BEFORE

1. WOLLOCHET DRIVE INTERCHANGE RAMP. CURRENTLY ASPHALT PAVEMENT WITH SHOULDER, & GUARDRAILS EACH SIDE.
2. ALL STREET SIGNS AFFECT BY FRONTAGE IMPROVEMENTS TO BE RELOCATED OR REPLACE AS REQUIRED IN (FINAL DESIGN DETAIL).
3. SEE SHEET C-3 FOR ADDITIONAL EXISTING CONDITIONAL INFORMATION.
4. SEE SHEET C-4 FOR PROPOSED SITE GRADING INFO.
5. SEE SHEET C-5 PROPOSED STORM DRAINAGE INFO FOR THE SITE.
6. SEE SHEET C-7 FOR PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
7. SEE SHEET C-8 FOR PROPOSED SEWER SERVICE INFO FOR THE SITE.
8. EXISTING STREET LIGHT STANDARD TO BE RELOCATED TO NEW PLANTING STRIP OR NEW SIDE WALK TO BE ADJUSTED AROUND EXISTING LIGHT STANDARD (TO BE DETERMINED IN FINAL CIVIL FRONTAGE IMPROVEMENT DESIGN).
9. EXISTING GUARDRAIL TO BE REMOVE AND NEW PEDESTRIAN GUARDRAIL TO BE CONSTRUCTED BEHIND NEW SIDEWALK AS SHOWN ON CROSS SECTIONS 1-4 ON SHEETS C-10 & C-11.
10. EXISTING STREET TREES WITHIN NEW FRONTAGE IMPROVEMENTS ALIGNMENT TO BE REMOVED AND REPLACED AS SHOWN IN LANDSCAPING PLANS (TYPICAL).
11. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

PROPOSE FRONTAGE IMPROVEMENTS
(FROM ROAD CENTERLINE):

- 6' (HALF) TWO-WAY CENTER TURN LANE
- 11' DRIVE LANE
- 5' BIKE LANE
- NEW CON. CURB & GUTTER
- 5' PLANTING STRIP
- 6' WIDE CONCRETE WALK,
- PEDESTRIAN GUARDRAIL
- RETAINING WALL ON SLOPE AS SHOWN
(HEIGHT VARIES 1.5' TO 6.5').

SEE CROSS SECTIONS 1&2 ON SHEET
AND 3&4 ON SHEET C-11.

PROPOSED RESTRIPING
CONCEPT. SEE DIMENSIONS ON
CROSS SECTIONS 1-4.

COMMERCIAL CONCRETE
IRON MEETING TYPE 2
STANDARD PLAN
AND TABLE 7.4 FROM
DEVELOPMENT
COMMERCIAL TRUCK

END OF WOLLOCHET
- INTERCHANGE SELF-STORAGE
FACILITY FRONTAGE
IMPROVEMENTS (SEE SHEET C2)

~192"±
SEE DRAWING
NOTE 11

JOINT DRIVEWAY PER JOINT—
ACCESS AGREEMENT UNDER
AFN # 980501291. SEE DRAWING
NOTE # 9 ON SHEET C-3.

SCALE: 1"=30'

1 = 30 FEET



0 15' 30' 60'

[illegible]

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

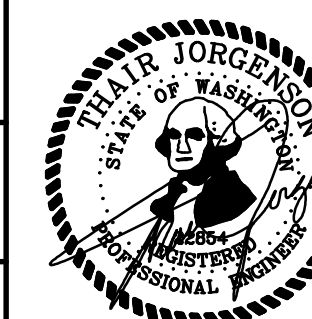
DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 9/7/21

PROPOSED FRONTAGE IMPROVEMENTS PLAN

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C9	13



SECTION 1

290

285

280

275

270

265

260

255

6.32' SHOULDER

11.0' LANE

12.0' CENTER LANE

11.0' LANE

5.0' BIKE PATH

1.5' CURB

5.0' PLANTER

6.0' SIDEWALK

~2.0'

PEDESTRIAN GUARDRAIL

ENGINEERED RETAINING WALL

~4.0'

STRUCTURAL FILL

EXISTING GRADE

PROPERTY LINES

EX. SHOULDER

EX. EDGE OF PAVEMENT

EX. GAURDRAIL

EXISTING PAVEMENT

NEW CONCRETE CURB & GUTTER

EX. EDGE OF PAVEMENT

EX. GUARDRAIL (TO BE REMOVED)

NEW 6" CONCRETE SIDEWALK

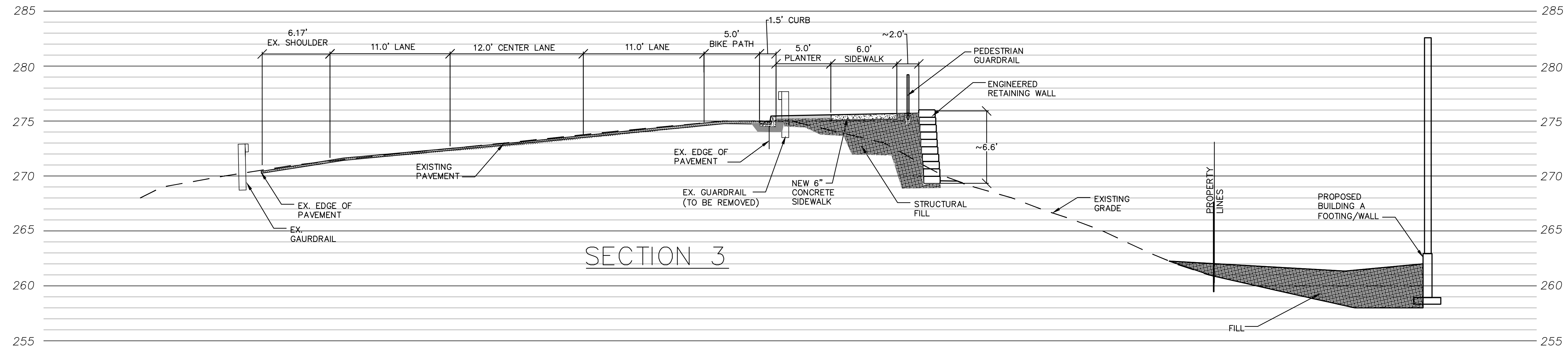
1 = 5 FEET



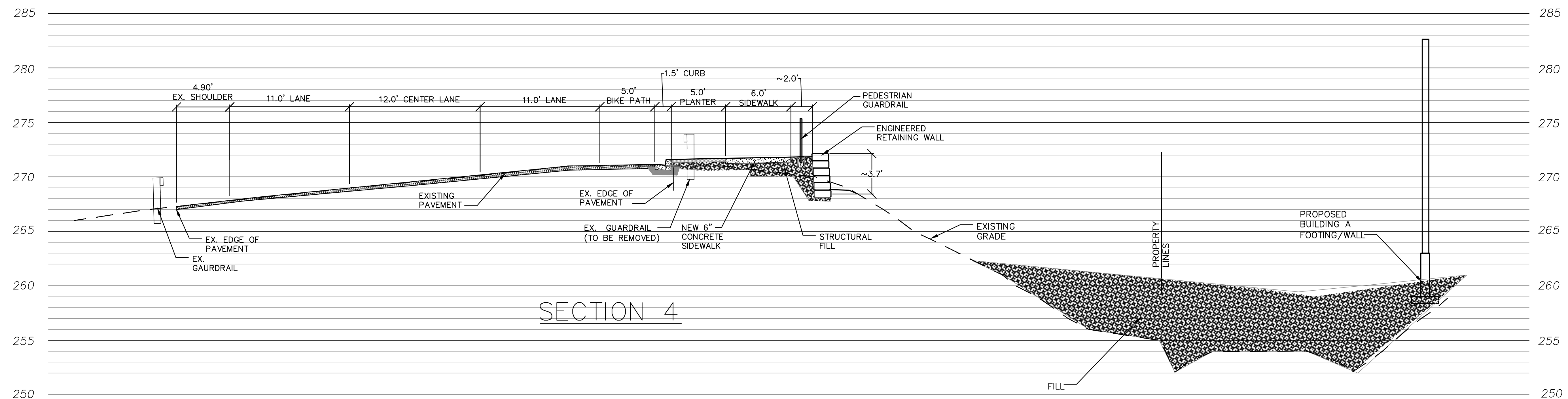
0 5' 10'

REVISIONS	JES Jorgenson Engineering Services, LLC - Civil/Development Engineering - Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 9/7/21	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		FRONTAGE IMPROVEMENTS CROSS SECTIONS	DRAWING NO. JES-19-02	
		CHECKED BY: TAJ			SHEET OF C10 13	
		APPROVED BY: TAJ				
		SCALE: AS NOTED				
		OTHER:				

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON



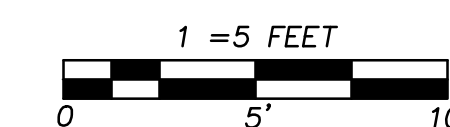
WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 3
SCALE 1"=5' C9



WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 4
SCALE 1"=5' C9

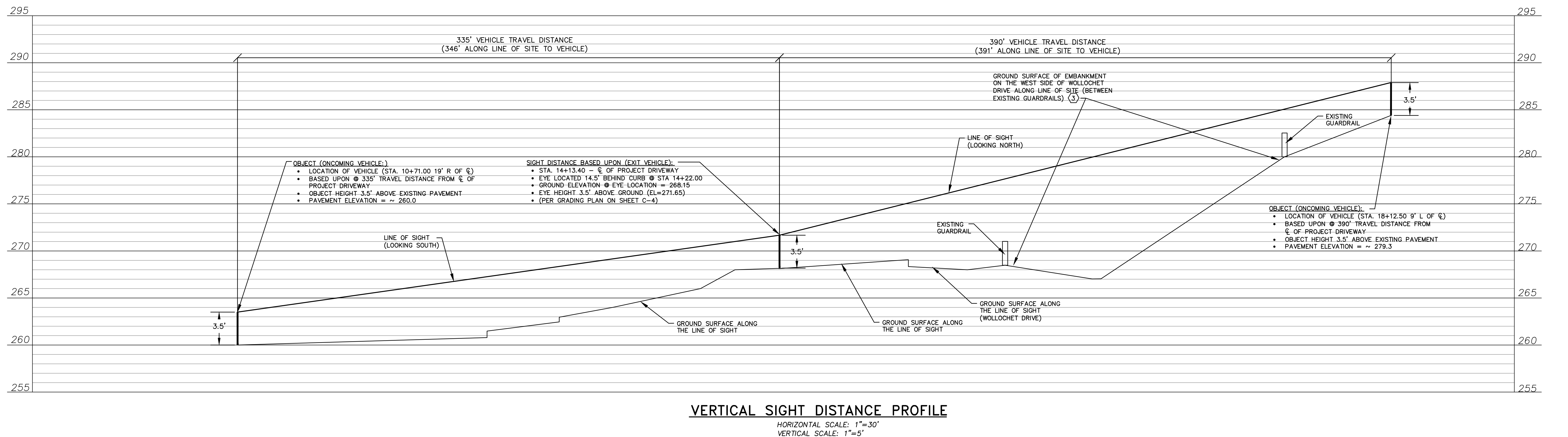
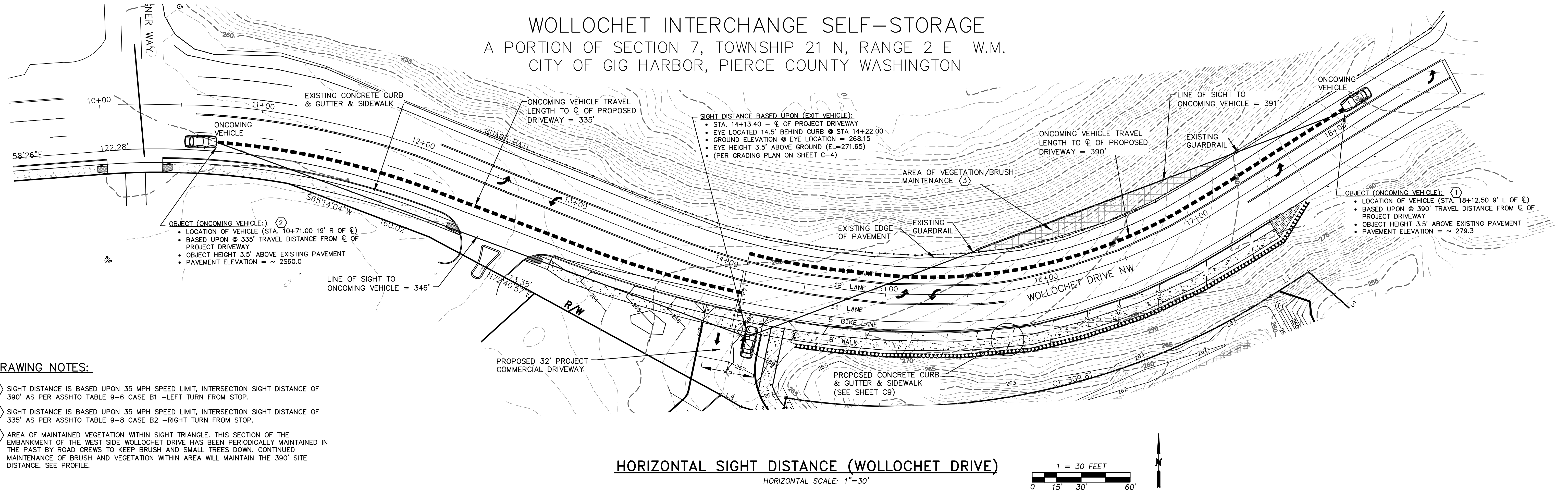
FRONTAGE IMPROVEMENTS CROSS SECTIONS

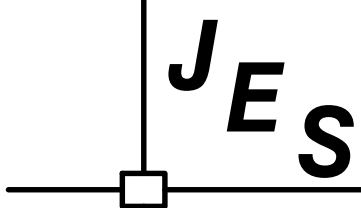
SCALE: 1"=5'



REVISIONS	JES Jorgenson Engineering Services, LLC - Civil/Development Engineering - Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 9/7/21	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		FRONTAGE IMPROVEMENTS CROSS SECTIONS	DRAWING NO. JES-19-02	
		CHECKED BY: TAJ			SHEET OF C11 13	
		APPROVED BY: TAJ				
		SCALE: AS NOTED				
		OTHER:				

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON



REVISIONS	 Jorgenson Engineering Services, LLC • Civil/Development Engineering • Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 9/7/21	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		WOLLOCHET DRIVE DRIVEWAY SIGHT DISTANCE	DRAWING NO. JES-19-02	
		CHECKED BY: TAJ			SHEET OF C12 13	
		APPROVED BY: TAJ				
		SCALE: AS NOTED				
		OTHER:				

AUTOTURN "IN/OUT" - SELF-STORAGE FACILITY
(VEHICLE: SU-40 TRUCK)

SCALE: 1"=40'

39.50

4.00 25.00

SU-40 feet

Width : 8.00
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 31.8

36'

R/W

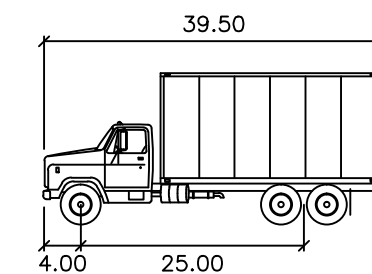
WOLLOCHET DRIVE (W)

PROPOSED 3-STORY
BUILDING A
68,917 GSF
FF EL=263.1

PROPOSED 1-STORY
BUILDING B
13,004 GSF
FF EL=263.1

PROPOSED 1-STORY
BUILDING C
9,056 GSF
FF EL=263.1

PROPOSED 1-STORY
BUILDING D
4,264 GSF
FF EL=263.1



SU-40	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

AUTOTURN "IN/OUT" – SELF-STORAGE FACILITY
(VEHICLE: PUMPER FIRE TRUCK)

44.00
8.00 24.00

Pumper Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

WOLLOCHET DRIVE NW

PROPOSED 3-STORY BUILDING A
68,917 GSF
FF EL=263.1

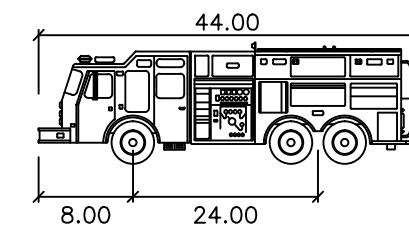
PROPOSED 1-STORY BUILDING E ~ 4,264 GSF
FF EL=263.1

PROPOSED 1-STORY BUILDING B
13,004 GSF
FF EL=263.1

PROPOSED 1-STORY BUILDING C
9,056 GSF
FF EL=263.1

36'

R/W



Pumper Fire Truck	
	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

[illegible]

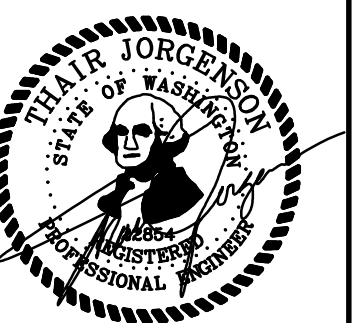
DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 9/7/21

VEHICLE AUTOTURN ANALYSIS

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C13	13





City of Gig Harbor

Sewer Concurrency Management Program

Capacity Reservation Certificate Application

Submit completed application to:
City of Gig Harbor Public Works Department
3510 Grandview Street, Gig Harbor, Washington 98335
(253) 851-6170

\$90.00 Paid (Commercial Only) _____

Today's Date 2/24/2020

Gig Harbor Project # PL-SPR-20-0001

1. Applicant (Developer or Owner) please circle one

Name Gordon Rush Managing Member Company Wollochet Ministorage, LLC Telephone 253-858-3636
Address 6622 Wollochet DR NW City/State/Zip Gig Harbor, Wa 98335

2. Property Owner (If other than applicant)

Name _____ Company _____ Telephone _____
Address _____ City/State/Zip _____

Project Name Wollochet Interchange Self-Storage Facility

Project Address 6600+/- Wollochet Dr Nw, Gig Harbor WA Total Acreage 3.69 ac

3. Parcel # 0221078007 (Attach a Legal Description with this application)

4. Property Description (check one)

Note: Applicants are responsible for accurate land use designations. The issuance of a Sewer Capacity Reservation Certificate does not constitute land use or development approval.

Existing

☐ Short Plat ☐ Commercial/Industrial ☐ Single-Family
☐ Sub-division ☐ Multi-family (3+ units)

Proposed

☐ Short Plat ☒ Commercial/Industrial ☐ Single-Family
☐ Sub-division ☐ Multi-family (3+ units)

Project Information

A. Number of new dwelling units _____ B. Commercial building area in gross square feet 1,060 sf *(See note below)

Proposed Sewer Use (In ERU's): A preliminary sewer hydraulic report shall be submitted with this application in Accordance with GHMC 19.10.011.

Single-Family: _____ (1 ERU = 150 GPD) Commercial/ Industrial/ Other: 1 ERU - 150 GPD (see hydraulic report)
(see GHMC 13.32.060)

Signature: _____ Date: 1/9/20
(Property Owner signature)

☒ I, the property owner, authorize my agent to receive all original correspondence (initial) _____

Agent's Name Thair Jorgenson Address 6904 Ford Dr NW, Gig Harbor, WA 98335

Questions?

* Represents managers/sales office only (habitable space). The remainder of hte project includes approximately 100,510 sf of warehouse storage space only.

Please call (253) 851-6170 if you have any questions about the Concurrency Management Program.

FOR CITY USE ONLY:

Approved Reservation Capacity: 1 Sewer ERU's

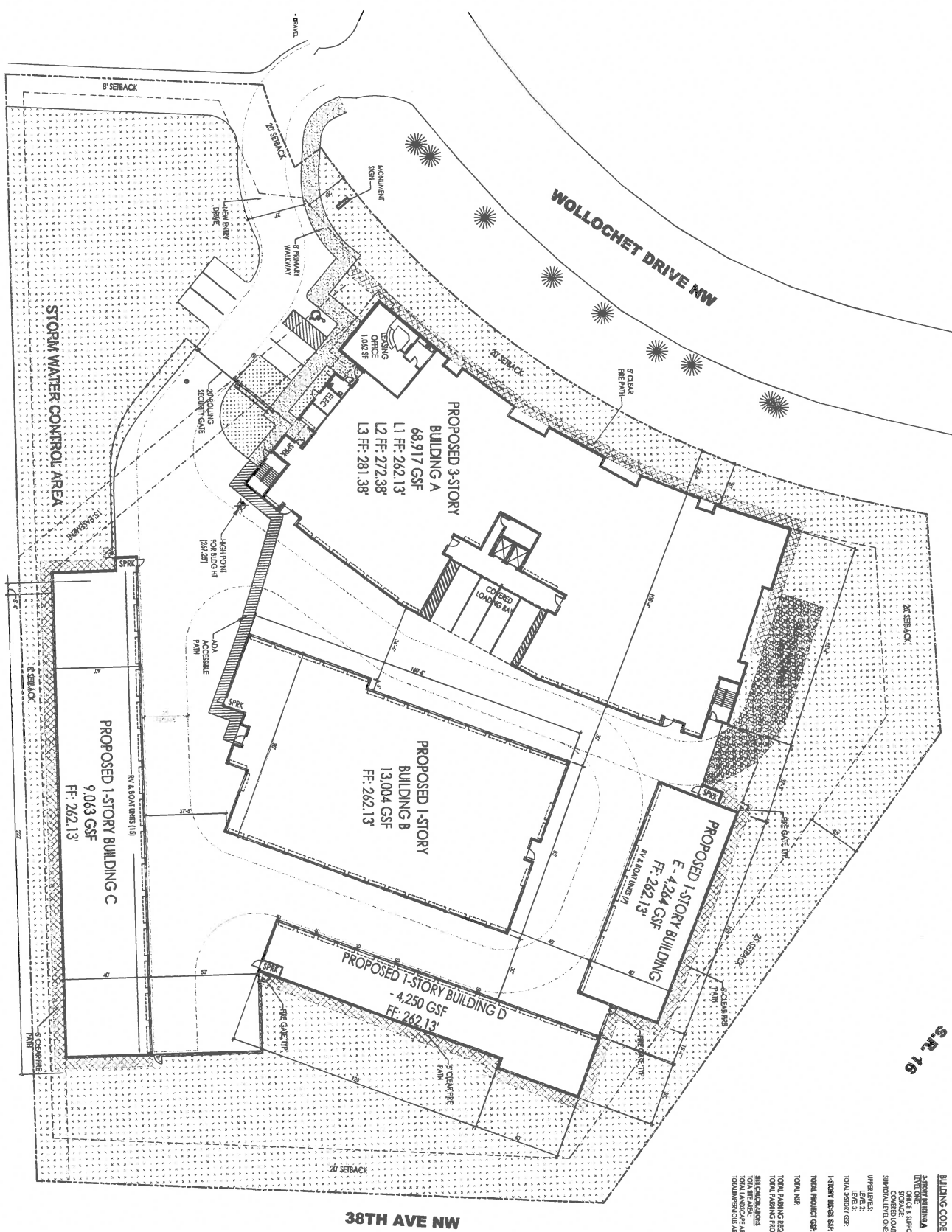
Wastewater Treatment Plant Supervisor Approval: Daniel D. [Signature] Date: 02/25/2020

LEGAL DESCRIPTION

PARCEL "A" OF LOT COMBINATION 99-03-010-0329; DESCRIBED AS FOLLOWS,

COMMENCING AS THE SOUTHEAST CORNER;

THENCE ALONG THE EAST LINE N 02°12'31" E, 862.35 FEET; THENCE S 88°15'27" W, 30.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF 38TH AVE, ALSO BEING THE SOUTHEAST CORNER OF LOT 4 OF SHORT PLAT 80-211; THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE N 02°12'31" E, 263.15 FEET TO A POINT ON SOUTHERLY RIGHT OF WAY LINE OF SR-16; THENCE ALONG SAID LINE S 54°22' 30" WEST, 267.79 FEET; THENCE S 86°11'19" W, 100.98 FEET TO THE SOUTHEASTERLY RIGHT OF WAY LINE OF WOLLOCHET DRIVE A PER ORD NO. 777; THENCE ALONG SAID PARALLEL RIGHT OF WAY LINE S 11°34'39" W, 28.36 FEET TO A POINT OF CURVATURE; THENCE ALONG RIGHT OF WAY LINE ALONG A CURVE TO A RIGHT HAVING A RADIUS OF 420 FEET, THROUGH A CENTRAL ANGLE OF 42°14'12" FOR A ARC DISTANCE OF 209.61 FEET; THENCE ALONG SAID RIGHT OF WAY LINE S 36°11'9" E, 12.93 FEET TO A POINT ON THE NORTHWESTERLY LINE OF LOT 1 OF SHORT PLAT 80-211; THENCE S 60°36'08" W, 26.67 FEET; THENCE S 74°43'47" W, 14.35 FEET; THENCE S 02°18'13" W, 118.11 FEET TO A SOUTHWEST CORNER OF SAID SHORT PLAT; THENCE ALONG SAID LINE OF SAID SHORT PLAT N 88°15' 27" E, FEET MORE OR LESS TO THE SOUTHEAST CORNER OF SAID SHORT PLAT AND TRUE POINT OF BEGINNING, SUBJECT TO EASEMENT & RESTRICTIONS OF RECORD.



S.R. 16



A-1

ARCHITECTURAL SITE PLAN	
DATE: 11/20/2019	
DESIGNER: [Signature]	
CHECKED: [Signature]	
APPROVED: [Signature]	

WOLLOCHET HEATED STORAGE
A NEW SELF-STORAGE FACILITY
XXX WOLLOCHET DRIVE
OLIG HARBOR, WA

SITE + PLAN + MIX LLC
Self Storage Development for the Global Community
11012 Sand Point Way, Seattle, WA 98125
p. (206) 310-7770 f. (866) 600-5971

BUILDING CODE CALCULATIONS

3 STORY BUILDING	
LEVEL ONE	2.18
LEVEL TWO	1.75
LEVEL THREE	1.75
SHEDDING LEVEL ONE	2.07
UPPER LEVEL	
LEVEL ONE	22.65
LEVEL TWO	18.75
LEVEL THREE	18.75
1-ROCK WOODS GSF	32.54
TOTAL PROJECT GSF	101.56
TOTAL NSF	82.51
TOTAL PARKING REQUIRED	8
TOTAL PARKING PROVIDED	8
NET AREA	16,819 SF
NET AREA EXCEPT	16,819 SF
TOTAL LANDSCAPE AREA	16,819 SF
TOTAL IMPROVED AREA	16,819 SF

APPROVED**ADL 4/14/2021**

PRELIMINARY HYDRAULIC SEWER REPORT

FOR

WOLLOCHET INTERCHANGE SELF-STORAGE

**6600+/- Wollochet Dr. NW
Gig Harbor, Washington 98335**

Prepared for:

WOLLOCHET MINISTORAGE, LLC

**6622 Wollochet Dr NW
Gig Harbor, Washington 98335
Phone: (253) 858-3636
Fax: (253) 858-3188**

Prepared by:

JORGENSEN ENGINEERING SERVICES

**Thair Jorgenson, P.E.
6904 Ford Dr. NW
Gig Harbor, WA 98335
(253) 514-0264**

Report Date:

**December 18, 2019
Amended: April 5, 2021**

I. INTRODUCTION AND SUMMARY

1. Report Certification

I hereby state that this Preliminary Sewer Hydraulics Report for the proposed Wollochet Interchange Self-Storage Facility has been prepared by me or under my supervision and meets the standard of care and expertise that is usual and customary in this community of professional engineers. I understand that the City of Gig Harbor does not and will not assume liability for the sufficiency, suitability or performance of sanitary sewer facilities prepared by me.


Thair Jorgenson, P.E.

4/7/24
Date:



2. Purpose of Report and Study Objectives

The purpose of this Preliminary Sewer Hydraulics Report is to support the preliminary applications for the development of a self-storage facility to be built on Parcel # 0221078007 within the City of Gig Harbor.

A self-storage facility is allowed within a RB-2 zoning district under a Conditional Use Permit (CUP). In addition to submitting a CUP application for the project, the City of Gig Harbor project approval process requires the additional submittals of a Master Site Plan Review (MSPR), Design Review (DR) and SEPA applications for this type of project. This "Preliminary Sewer Hydraulics Report" therefore is intended to only provide enough information and documentation to support the request for sewer service for

the project and to provide the necessary information to show that the proposed sewer for proposed facility is properly designed and adequately sized.

II. PROPOSED DEVELOPMENT

1. Description

The proposed project development is a modern, self-storage facility built with the latest in secure self-storage technology and architectural design. The project is comprised of five buildings, including one large 3-story (Building A-68,917 GSF), a large one-story (Building B-13,004 GSF), and three smaller, one-story storage buildings (Building C- 9,056 GSF; Building D- 4,250 GSF; & Building E- 4,264 GSF), laid out over the 3.69 acre site. The three-story building is heated with covered loading/unloading to protect customers from the unpredictable Pacific NW weather.

The self-storage facility includes a single retail sales office to be staffed only by one individual. The sales office will include a small staff restroom and one small guest restroom within the three-story build. **None of the remaining four storage building will have neither water nor sewer service.**

2. Location and Vicinity Map

The project site is located west of State Route 16 with an address of 6600+/- Wollochett Dr NW, Gig Harbor, Washington 98335. The subject property is situated in the Northwest ¼ of Section 04, Township 27 North, Range 05 East, W.M.

See Appendix B, Sheets C2 for a Vicinity Map and legal description.

3. Site Plan

See Appendix B for Proposed site plan (and preliminary Civil Drawings)

4. Proposed Zoning

The property is currently with the RB-2 zoning. A conditional use permit has been applied for as required in the RB-2 for this use on the property. No zoning revision is required.

5. Proposed Land Use and Intensity

The proposed land use is allowed under a Conditional Use Permit (applied for). The proposed facility and site layout has been designed to meet the City Land Use and Design Review codes as provided in and as allowed with the RB-2 zoning district in the City of Gig Harbor's municipal code.

6. Phasing and Timing of the Project

The initial entitlement application phase includes the submittal of the Conditional Use Permit (CUP), Master Site Plan Review (MSPR), Design Review (DR) and SEPA applications. Upon final Hearing Examiner decision for the project, final building and site development permit applications will be submitted to the City. Construction will occur immediately following the issuance of the construction permits. Buildout is anticipated to take 15-months.

III. EXISTING CONDITIONS

1. Study Area

The project site is approximately 3.69-acres and is located on the south west corner of the intersection of Wollochet Dr NW and the SR-16 highway and interchange. Vehicular access is proposed a new driveway off of Wollochet Dr NW. Surface parking is proposed along the south side of the proposed Building 5.

a. Limits of Sewer Collection Zone

The proposed project is located within City of Gig Harbor wastewater basin #14.

b. Existing Zoning

The site is currently zoned Residential and Business District (RB-2).

c. Existing Land Uses

The site is currently undeveloped.

2. Existing Sewer Infrastructure

An existing 8-inch diameter gravity sewer main exist along the eastern portion of the Wollochet Dr NW and was extended into the site under a previous project permit that was not completed in the late 1990s . This gravity main extends south to the intersection of Wagner Way and Wollochet Dr NW, continues westerly on Wagner way and discharges after a short distance into the City's Lift Station 14 located within Wagner way. This lift station in-turn conveys sewage collected within the wastewater #14 through a force main which begins at Lift Station 14 within Wagner way and discharges to a City gravity sewer system near the intersection of Skansie Ave and Alastra Lane.

a. Invert Elevations at Connection Location on Sewer Main

An existing 8-inch diameter side sewer line previously extended into this property and terminates in an existing 48" diameter manhole located on the south side of Building A. The invert elevation of the existing 8" sewer pipe exiting the existing on-site manhole is at an elevation of 250.65. The invert elevation of the existing 8" sewer pipe at the downstream manhole, in the Wollochet Drive NW adjacent to and

to the west of the site at an elevation of 248.0. (See Sheet C-7 of the preliminary sewer plans in Appendix B).

b. Nearest Manhole Location

As noted above the a manhole exists on the site approximately 18' south Building B. The nearest City manhole is located near the proposed driveway entrance off of Wollochet Dr. The length of building side sewer from the proposed building to the manhole is approximately 18 feet. (See Sheet C-7 of the preliminary sewer plans in Appendix B).

c. Material type(s) at connection location on Sewer Main

The existing material at the proposed connection is PVC.

IV. 4.0 PROPOSED DESIGN

1. Minimum Information

a. Site Sewer Flow Rates

See Appendix A for hydraulic calculations.

b. Site Sewer Pipe Materials and Sizes

The proposed building side sewer is 6-inch in diameter PVC meeting Public Works standards. (See Sheet C-7 of the preliminary sewer plans in Appendix B).

c. Site Sewer Slopes

See Sheet C-7 of the preliminary sewer plans in Appendix B lists pipe data for the project which includes all pipe slopes. Pipe slopes meet or exceed minimum requirements of the City Public Works standards.

d. Connection to Existing System

As previously noted, connection will be made to an existing gravity sewer system previously extended onto the site. The building side sewer stub is to be connected to the existing onsite manhole that is locate at the end of the 8" sewer pipe previously extended onto the site. The length of side sewer from the proposed Building A to the manhole is approximately 18 feet.

APPENDIX A

Hydraulic Calculations

Under Section 13.32.060 General Facility Charges with the City of Gig Harbor Municipal Code, the City has determined Equivalent Residential Units (ERUs) for various class of services. Based upon the table with Section 13.32.060, this project would fit in the the general commercial classification which assigns 1 ERU per 1,600 sq. ft. or less of interior space.

Although there are 5-buildings on the site, all are self-storage warehouse space with the exception of a 1,060 sq. ft. Storage Manager's office.

To estimate the proposed sewer usage for this facility, for this preliminary hydraulic report, the above criterial is used. Accordingly, in using 1 ERU = 1,600 GPD of sewage flow and a manager's office space of 1,060 sq. ft. , the estimated sewage flow for this facility is:

$$(1,060 \text{ sq ft}) \times (1 \text{ ERU}/1600 \text{ sq. ft}) = 0.67 \text{ ERUs} \text{ or rounded up to } 1 \text{ ERU}$$

$$1 \text{ ERU's} \times 150 \text{ GPD} = 150 \text{ GPD}$$

Therefore, the estimated sewer usage (for this preliminary hydraulic report) is estimated to be
= 150 GPD

APPENDIX B

Preliminary Site Plan/Civil Drawings

SECTION 7, TOWNSHIP 21N, RANGE 02E, W.M.

WOLLOCHET HEATED STORAGE
A NEW SELF-STORAGE FACILITY

**MAJOR SITE PLAN REVIEW & DESIGN REVIEW
APPLICATIONS ***

City PROJECT No. PL-SPR-20-0001
Firm's PROJECT No. 19-02



JORGENSEN ENGINEERING SERVICES, LLC.
6904 FORD DR NW
GIG HARBOR, WA 98335
(253) - 514-0264
tjorgenson@therushcompanies.com

* THIS DRAWING SET IS INTENDED TO PROVIDE THE PRELIMINARY/CONCEPTUAL CIVIL SITE DESIGN FOR THE SUBJECT PROJECT. THE INFORMATION PROVIDED ON THESE DRAWINGS ARE INTENDED TO MEET THE MINIMUM DESIGN INFORMATION AND CHECKLIST REQUIREMENTS FOR THE PROJECT MAJOR SITE PLAN REVIEW AND DESIGN REVIEW APPLICATIONS FOR THE PROJECT. THE DRAWINGS ARE NOT INTENDED TO BE PERMIT CONSTRUCTION DRAWINGS NOR ARE THE INTENDED TO PROVIDE ALL DETAIL AND NOTES NECESSARY FOR PERMIT/CONSTRUCTION DRAWINGS AND SHOULD BE REVIEWED ACCORDINGLY.

IT SHOULD BE NOTED THAT FOUR (4) SEPARATE PUBLIC WORKS VARIANCES WERE SIMULTANEOUSLY REQUESTED TO SUPPORT THE CONCEPT FRONTAGE IMPROVEMENTS DESIGN AND DRIVEWAY LOCATION FOR THIS PROJECT. THE FOUR (4) PUBLIC WORKS VARIANCES INCLUDE:

VARIANCE REQUEST #1 – FRONTAGE IMPROVEMENTS ROAD SECTION¹
 VARIANCE REQUEST #2 – WOLLOCHET DRIVE ACCESS
 VARIANCE REQUEST #3 – WOLLOCHET DRIVE ACCESS DRIVEWAY SEPARATION
 VARIANCE REQUEST #4 – 38TH STREET FRONTAGE IMPROVEMENTS

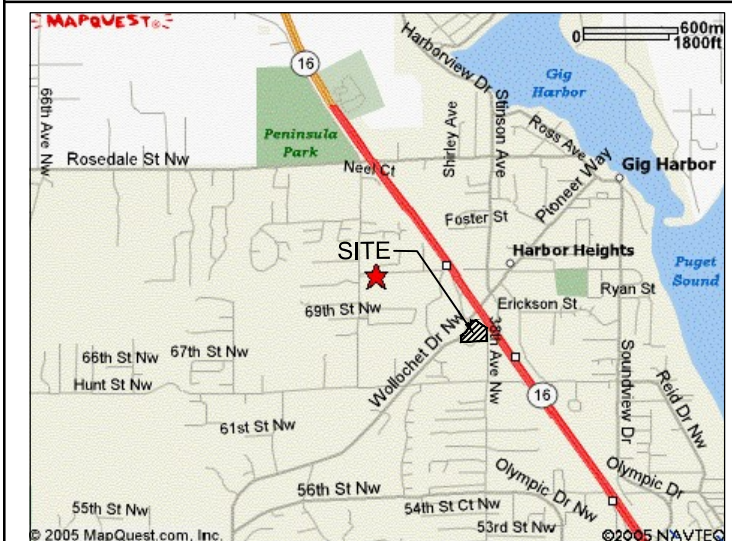
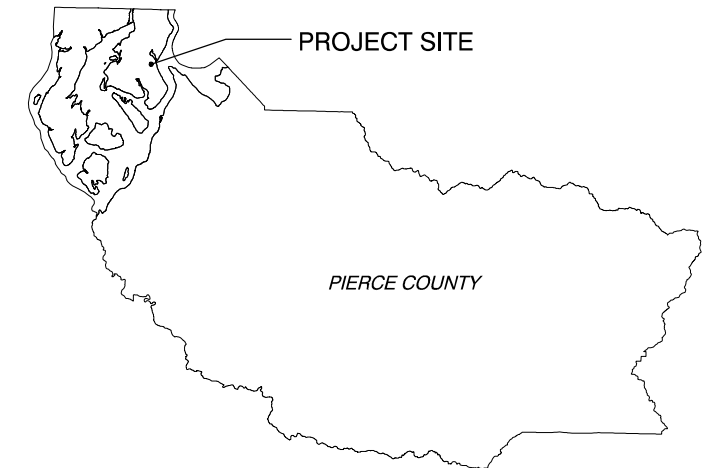
APPROVAL OF ALL FOUR VARIANCES WERE GRANTED ON 3/26/21 BY THE CITY ENGINEER. PUBLIC WORKS VARIANCE FILE/APPLICATION NUMBERS ARE:

VARIANCE REQUEST #1 - EN-20-0085
VARIANCE REQUEST #2 - EN-20-0086
VARIANCE REQUEST #3 - EN-20-0087
VARIANCE REQUEST #4 - EN-20-0088

THIS PROJECT IS DESIGNED TO THE CITY OF GIG HARBOR'S
2018 PUBLIC WORKS STANDARDS AND THE 2016
STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL

VICINITY MAP

SCALE: N.T.S.



VICINITY MAP

SHEET INDEX

SHEET C1 - COVER SHEET

SHEET C2 - GENERAL CIVIL SITE PLAN - 40 SCALE

SHEET C3 - EXISTING CONDITIONS & DEMOLITION PLAN

SHEET C4 - PROPOSED GRADING PLAN

SHEET C5 - PROPOSED STORM DRAINAGE PLAN

SHEET C6 - OVERALL UTILITY PLAN

SHEET C7 - PROPOSED WATER PLAN

SHEET C8 - PROPOSED SEWER PLAN

SHEET C9 - PROPOSED FRONTAGE IMPROVEMENTS PLAN

SHEET C10 - FRONTAGE IMPROVEMENTS CROSS SECTIONS

SHEET C11 - FRONTAGE IMPROVEMENTS CROSS SECTIONS

SHEET C12 - WOLLOCHET DRIVE DRIVEWAY SIGHT DISTANCE

SHEET C13 - AUTOTURN FIGURES

SHEET C14 - AUTOTURN FIGURES

PROJECT DIRECTORY

OWNER/APPLICANT:
WOLLOCHET INTERCHANGE, LLC
% KIM ORR, OWNER'S AGENT
6622 WOLLOCHET DRIVE NW
GIG HARBOR, WA. 98335
(253) 858-3636 T
(253) 858-3188 F

DESIGN/ARCHITECTURE

STEPHEN A. BOURNE ARCHITECTURE
& DEVELOPMENT
STEPHEN BOURNE, ARCHITECT
11012 SANDPOINT WAY NE
SEATTLE, WA. 98125
(206) 310-7770 T

CIVIL ENGINEERING:

JORGENSEN ENGINEERING SERVICES, LLC
THAIR JORGENSEN P.E.
6904 FORD DR NW
GIG HARBOR, WA. 98335
(253) 514-0264 C

LANDSCAPE ARCHITECTURE

BRADLEY DESIGN GROUP, INC
MICHELLE FRANKLIN-WILSON
455 ST HELENS, SUITE B
TACOMA, WA. 98402
(253) 272-4848 T
(253) 276-0132 F

GENERAL CONTRACTOR

RUSH COMMERCIAL, INC.
6622 WOLLOCHET DRIVE NW
GIG HARBOR, WA. 98335
(253) 858-3636 T
(253) 858-3188 F

SURVEYORS:

STEVE WOODS, PLS
CONTOUR ENGINEERING, LLC
4706 97TH ST NW
GIG HARBOR, WA 98332
(253) 857-5454 EXT. 103
(253) 509-0044 F
(253) 324-6449 C

GEOTECHNICAL ENGINEERING

GEORESOURCES
KEITH SHCEMBS, LEG
5113 PACIFIC HWY. E., SUITE 1-P
FIRE, WA. 98424-2642
(253) 896-1011 T
(253) 444-8921 C

UTILITIES

WATER

CITY OF GIG HARBOR
PUBLIC WORKS DEPARTMENT
3510 GRANDVIEW ST
GIG HARBOR, WA 98335
(253) 851-6170

TELEPHONE

CENTURYLINK
3718 ROSEDALE ST
GIG HARBOR, WA 98335
(253) 851-8118

POWER

PENINSULA LIGHT COMPANY
13315 GOODNOUGH DR. NW
GIG HARBOR, WA 98335
(253) 857-5950

SEWER

CITY OF GIG HARBOR
PUBLIC WORKS DEPARTMENT
3510 GRANDVIEW ST
GIG HARBOR, WA 98335
(253) 851-6170

NATURAL GAS

PUGET SOUND ENERGY
TACOMA, WA (253)
476-6108

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

LEGEND FOR DRAWING

- PERVIOUS AREA (NATIVE/LANDSCAPING)
CONCRETE SIDEWALKS
HMA PAVEMENT AROUND BUILDINGS
20' WIDE GRAVEL EVA ACCESS TO REACH BACK OF BUILDING
5' WIDE GRAVEL FIRE ACCESS PATH AROUND BUILDINGS

PROPOSED FRONTAGE IMPROVEMENTS
(SEE SHEET C-9)

NOTE:
IT SHOULD BE NOTED THAT FOUR (4) SEPARATE PUBLIC WORKS VARIANCES WERE SIMULTANEOUSLY REQUESTED TO SUPPORT THE CONCEPT FRONTAGE IMPROVEMENTS DESIGN AND DRIVEWAY LOCATION FOR THIS PROJECT. THE FOUR (4) PUBLIC WORKS VARIANCES INCLUDE:
VARIANCE REQUEST #1 - FRONTAGE IMPROVEMENTS ROAD SECTION
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VARIANCE REQUEST #4 - 38TH STREET FRONTAGE IMPROVEMENTS
APPROVAL OF ALL FOUR VARIANCES WERE GRANTED ON 3/26/21 BY THE CITY ENGINEER. PUBLIC WORKS VARIANCE FILE/APPLICATION NUMBERS ARE:
VARIANCE REQUEST #1 - EN-20-0085
VARIANCE REQUEST #2 - EN-20-0086
VARIANCE REQUEST #3 - EN-20-0087
VARIANCE REQUEST #4 - EN-20-0088

DRAWING NOTES:

1. FOR SECURITY GATE INFORMATION, SEE ARCHITECTURAL PLANS.
2. FOR ON-SITE EASEMENTS, SEE SHEET C-3
3. 5 FOOT WIDE GRAVEL PATH FOR FIRE ACCESS BEHIND EACH BUILDING
4. SEE SHEET C-3 FOR EXISTING EASEMENT INFORMATION.
5. SEE SHEET C-3 EXISTING SITE AND UTILITIES INFORMATION.
6. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORM DRAINAGE DESIGN INFO FOR THE SITE.
7. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
8. SEE SHEET C-8 FOR EXISTING AND PROPOSED SEWER SERVICE INFO FOR THE SITE.
9. FOR PROPOSED FRONTAGE IMPROVEMENTS SEE SHEET C10

GENERAL NOTES:

AT TIME OF CIVIL PERMIT INTAKE ALL PROPOSED DRIVEWAY APPROACH LOCATIONS DEPICTED IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAX. SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE MOST CURRENT CITY OF GIG HARBOR PUBLIC WORKS STANDARDS.

AT THE TIME OF CIVIL PERMIT INTAKE, P.E.-STAMPED AND SIGNED ROADWAY ILLUMINATION SHEET(S) SHALL BE PROVIDED AS WELL AS AN ILLUMINATION CALCULATION REPORT CREATED WITH A LIGHTING SOFTWARE PROGRAM, PER THE CITY OF GIG HARBOR PUBLIC WORKS STANDARDS.

AT THE TIME OF CIVIL PERMIT INTAKE ALL PROPOSED CURB RAMP DEPICTED ON PRIVATE STREETS IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAX. SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS PER THE MOST CURRENT WSDOT STANDARD F-PLAN

GENERAL SITE PLAN

SCALE: 1"=40'

1 = 40 FEET
0 20' 40' 80'

LEGAL DESCRIPTION:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, IN PIERCE COUNTY, WASHINGTON;

THENCE ALONG THE EAST LINE OF SAID SECTION 7, NORTH 02°12'31" EAST FOR A DISTANCE OF 862.35 FEET; THENCE LEAVING SAID EAST LINE OF SECTION 7, SOUTH 88°15'27" WEST FOR A DISTANCE OF 30.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF 38TH AVENUE; SAID POINT ALSO BEING THE SOUTHEAST CORNER OF LOT 4 OF PIERCE COUNTY SHORT PLAT NUMBER 80-211, AS RECORDED IN VOLUME 41 OF SHORT PLATS AT PAGE 74 AND ALSO BEING THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION;

THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE, NORTH 02°12'31" EAST FOR A DISTANCE OF 283.15 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF SR-16 (STATE HIGHWAY NO. 14 AS CONVEYED TO THE STATE OF WASHINGTON IN DEED RECORDED UNDER RECORDING NUMBER 1809901); THENCE ALONG SAID RIGHT OF WAY LINE, NORTH 54°22'30" WEST FOR A DISTANCE OF 267.79 FEET TO A POINT ON THE TURN BACK LINE AS DEPICTED ON SHEET 9 OF THAT CERTAIN MAP OF DEFINITE LOCATION ENTITLED SR-16, NARROWS BRIDGE TO OLYMPIC DRIVE, PREPARED BY THE WASHINGTON STATE HIGHWAY COMMISSION MARCH 19, 1970 (SUPERIOR COURT CASE NO. 205305, FEBRUARY 1, 1972);

THENCE ALONG SAID TURN BACK LINE AND ITS EXTENSION, SOUTH 86°11'19" WEST FOR A DISTANCE OF 100.98 FEET TO A POINT ON THE SOUTHEASTLY RIGHT OF WAY LINE OF WOLLOCHET DRIVE AS PER CITY OF GIG HARBOR ORDINANCE NO. 777, SAID LINE BEING PARALLEL WITH AND 70.00 FEET SOUTHEASTERLY FROM THE CENTERLINE OF WOLLOCHET DRIVE; THENCE ALONG SAID PARALLEL RIGHT OF WAY LINE, SOUTH 11°34'39" WEST FOR A DISTANCE OF 28.36 FEET TO A POINT OF CURVATURE;

THENCE CONTINUING ALONG SAID PARALLEL RIGHT OF WAY LINE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 420.00 FEET THROUGH A CENTRAL ANGLE OF 42°14'12" FOR AN ARC DISTANCE OF 309.61 FEET; THENCE ALONG SAID RIGHT OF WAY LINE AND LEAVING SAID PARALLEL LINE ON A LINE RADIAL TO SAID CURVE, SOUTH 36°11'09" EAST FOR A DISTANCE OF 12.93 FEET TO A POINT ON THE NORTHWESTERLY LINE OF LOT 1 OF SAID PIERCE COUNTY SHORT PLAT NUMBER 80-211;

THENCE ALONG THE SAID RIGHT OF WAY LINE AND SHORT PLAT BOUNDARY, SOUTH 60°36'08" WEST FOR A DISTANCE OF 26.67 FEET; THENCE ALONG THE SAID RIGHT OF WAY LINE AND SHORT PLAT BOUNDARY, SOUTH 74°43'47" WEST FOR A DISTANCE OF 14.35 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE AND CONTINUING ALONG SAID SHORT PLAT BOUNDARY, SOUTH 02°18'13" WEST FOR A DISTANCE OF 118.11 FEET TO THE SOUTHWEST CORNER OF SAID SHORT PLAT NO. 80-211;

THENCE ALONG THE SOUTH LINE OF SAID SHORT PLAT, NORTH 88°15'27" EAST FOR A DISTANCE OF 511.88 FEET, MORE OR LESS, TO THE SOUTHEAST CORNER OF SAID SHORT PLAT AND ALSO BEING THE TRUE POINT OF BEGINNING AND THE TERMINUS OF THIS DESCRIPTION.

(BEING REVISED LEGAL DESCRIPTION UNDER LOT COMBINATION RECORDED MARCH 20, 1999 UNDER RECORDING NUMBER 9903100329).

SITUATE IN THE COUNTY OF PIERCE, STATE OF WASHINGTON.

SURVEYOR'S NOTES:

- 1) THE MONUMENT CONTROL SHOWN FOR THIS SITE WAS ACCOMPLISHED BY FIELD TRAVERSE UTILIZING A TWO (2) SECOND THEODOLITE WITH INTEGRAL ELECTRONIC DISTANCE MEASURING METER (TRIMBLE S-3) AND REAL TIME KINEMATIC (RTK) / STATIC GLOBAL POSITIONING SYSTEM (TRIMBLE R-8). LINEAR AND ANGULAR CLOSURE OF THE TRAVERSES MEET THE STANDARDS OF WAC 332-130-090.
2) UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE. ONLY THOSE WHICH ARE VISIBLE OR HAVING VISIBLE EVIDENCE OF THEIR INSTALLATION ARE SHOWN HEREON.
3) THIS SURVEY REPRESENTS PHYSICAL IMPROVEMENT CONDITIONS AS THEY EXISTED APRIL 12, 2018, THE DATE OF THIS FIELD SURVEY.
4) LEGAL DESCRIPTIONS PROVIDED BY CLIENT. NO ADDITIONAL RESEARCH HAS BEEN ATTEMPTED.
5) TOPOGRAPHIC BOUNDARY SHOWN PER THORNTON SURVEY AND PROVIDED BY CLIENT.

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 729979.57 / 1122128.93 AT A "BRASS DISK WITH "X" AT THE SOUTHEAST CORNER OF SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 EAST, W.M.. THE INVERSE OF BOTH THE SEA LEVEL CORRECTION FACTOR OF 0.9999900458 AND THE GRID SCALE FACTOR OF 9999961252 WAS APPLIED TO THE GRID COORDINATES FOR SHOWN GROUND DISTANCES.

VERTICAL DATUM:

PIERCE COUNTY STATION "PRDY" ELEVATION 345.46' (NAVD 88)

TOPOGRAPHY

SITE: CONTOUR ENGINEERING, LLC
CONTOUR INTERVAL: 1 FOOT

LINE NO.	BEARING	DISTANCE
L1	S 11°34'39" W	28.36'
L2	S 36°11'09" E	12.93'
L3	S 60°36'08" W	26.67'
L4	S 74°43'47" W	14.35'

CURVE NO.	DELTA	RADIUS	LENGTH
C1	42°14'12"	420.00	309.61



GENERAL CIVIL
SITE PLAN

DRAWING DATE: 3/31/21

PERMIT NO.
PL-SPR-20-0001

DRAWING NO.
JES-19-02

SHEET OF
C2 14

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN

DESIGNED BY: TAJ
DRAWN BY: TAJ
CHECKED BY: TAJ
APPROVED BY: TAJ
SCALE: AS NOTED
OTHER:

JES

Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

- 12 THE EXISTING STORMWATER DISCHARGE FOR NEARLY THE ENTIRE SITE IS THROUGH THE EXISTING 24" CMP CULVERT RUNNING UNDER WOLLOCHET DRIVE WHERE SHOWN. BECAUSE OF THE EXISTING STORMWATER SYSTEM THAT WAS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT (NOTE #1), THE CURRENT SITE RUNOFF IS CHanneLED ACROSS THE SLOPED SITE, AND WITHIN DRAINAGE SWALES, THAT DIRECT THE ON-SITE RUNOFF TO VARIOUS CATCH BASINS AND CONVEYANCE PIPING ON THE SITE. THIS CONVEYANCE SYSTEM DISCHARGES TO THE CULVERT INLET ON THE WESTERN SIDE OF THE PROPERTY AS SHOWN. THIS EXISTING ON-SITE STORM SYSTEM ALSO CONVEYS RUNOFF FROM THE PROPERTY TO THE SOUTH AS WELL AS RUNOFF FROM THE EASE & 38TH STREET UNDER THE STORMWATER AGREEMENT WITH THE CITY DESCRIBED IN NOTE #8 ABOVE.
- 13 THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

- PERMITS FOR THE FACILITY WERE ISSUED BY THE CITY AND SOME SITE INFRASTRUCTURE ELEMENTS WERE CONSTRUCTED ON-SITE (STORM DRAINAGE COMPONENTS, SEWER LINE EXTENSION ONTO THE SITE, GRADING AND INITIAL CONCRETE FOUNDATION PIER PADS) AS SHOWN ON THIS DRAWING SHEET. FINANCIAL CONSTRAINTS ULTIMATELY PREVENTED THE PROJECT FROM MOVING FORWARD.

2. PORTION OF THE EXISTING DRAINAGE SYSTEM INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE REMOVED OR PLUGGED AND ABANDONED. (SEE SHEET C-5).

3. APPROXIMATELY 124' OF THE EXISTING DRAINAGE PIPE INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE REMOVED AND REPLACED. (SEE SHEET C-5).

4. EXISTING TEMPORARY SEDIMENT POND INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE ABANDONED AND FILLED.

5. EXISTING INITIAL PIER PADS INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE REMOVED.

6. STROHS WATER COMPANY WATER MAIN. THIS WATER MAIN ONLY SERVES THE ADJACENT SHELL GAS STATION (PARCEL #0221074048). A PORTION OF THE WATER MAIN CROSSING THE SITE, BETWEEN POINTS (A) TO (B) IS TO BE REMOVED AND RELOCATED/REPLACED AS SHOWN ON SHEET C-6. NOTE: NO EXISTING EASEMENT CAN BE FOUND UNDER TITLE SEARCH FOR THIS WATER MAIN TO CROSS SITE. A FORMAL EASEMENT WILL BE RECORDED FOR THE RELOCATED WATER MAIN LINE.

7. THIS PROJECT SITE IS CURRENTLY WITHIN THE CITY OF GIG HARBOR WATER SERVICE AREA. AS SUCH CITY WATER AND FIRE SERVICE WILL BE EXTENDED TO THE SITE FROM THE CITY'S WATER MAIN IN THE INTERSECTION OF WOLLOCHET DRIVE AND WAGNER WAY. (SEE SHEETS C-6 & C-8).

8. STORM DRAINAGE SYSTEM AGREEMENT AND RESTRICTIVE COVENANT, (AFN & 9901280341), WHICH GENERALLY ALLOWS THE CITY AND UPLAND PROPERTY OWNERS TO SEND STORMWATER THROUGH THE PREVIOUSLY INSTALLED PRIVATE STORM LINE ACROSS THE PROPERTY (INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT).

9. AGREEMENT FOR JOINT ACCESS (AFN# 9805010291) BENEFITING THE SUBJECT PROPERTY AND THE ADJOINING PROPERTIES, PARCELS 022104058 & 022104071 (GIG HARBOR WATERFALLS). IN GENERAL, THIS JOINT ACCESS AGREEMENT PROVIDES FOR THE CONSTRUCTION OF A JOINT PAVED ACCESS ROAD (12' ON EACH ADJOINING PROPERTY) WITH AN ADDITIONAL 5' OF LANDSCAPING AREA ON EACH PROPERTY, PROVIDING FOR A TOTAL EASEMENT WIDTH OF 36'. THE EASEMENT PROVIDES FOR THE SHARE ACCESS & LIMITED ACCESS TO WOLLOCHET DRIVE.

10. EXISTING TREES ON THE SITE ARE NOT SHOWN ON THIS DRAWING FOR CLARITY. EXISTING TREES ARE SHOWN ON THE LANDSCAPING PLAN SET.

11. PER GHMC 17.04.605 NATURAL GRADE, THE SITE, INCLUDING THE MOUND OF SOIL, IS CONSIDERED BY DEFINITION NATURAL GRADE AS IT HAS BEEN UNDISTURBED FOR MORE THAN 60-MONTHS. IN ADDITION, THE ALLOWED BUILDING HEIGHT, PER GHMC 17.99.370.D, MAY BE MEASURED FROM ANY POINT WITHIN DEFINED BUILDABLE AREAS; PROVIDED, THAT THE POINT OF MEASUREMENT IS WITHIN 50 FEET OF THE BUILDING FOOTPRINT; THAT POINT, FOR THIS PROJECT, IS LOCATED ON THE SOIL MOUND SHOWN AND AT AN ELEVATION OF 267. THE MAXIMUM HEIGHT FOR THIS ZONING DISTRICT IS 35' THUS THE MAXIMUM ELEVATION OF EACH BUILDING IS ELEVATION 302. BUILDING A (3-STORY) IS PROPOSED TO HAVE A MAXIMUM HEIGHT ELEVATION OF 198. THE REMAINING FOUR BUILDINGS ARE SINGLE STORY AND BELOW THE HEIGHT LIMITATION.

12. THE EXISTING STORMWATER DISCHARGE FOR NEARLY THE ENTIRE SITE IS THROUGH THE EXISTING 24"Ø CMP CULVERT RUNNING UNDER WOLLOCHET DRIVE WHERE SHOWN. BECAUSE OF THE EXISTING STORMWATER SYSTEM THAT WAS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT (NOTE #1), THE CURRENT SITE RUNOFF IS CHanneled ACROSS THE SLOPED SITE, AND WITHIN DRAINAGE SWALES, THAT DIRECT THE ON-SITE RUNOFF TO VARIOUS CATCH BASINS AND CONVEYANCE PIPING ON THE SITE. THIS CONVEYANCE SYSTEM DISCHARGES TO THE CULVERT INLET ON THE WESTERN SIDE OF THE PROPERTY AS SHOWN. THIS EXISTING ON-SITE STORM SYSTEM ALSO CONVEYS RUNOFF FROM THE PROPERTY TO THE SOUTH AS WELL AS RUNOFF FROM THE EASE & 38TH STREET UNDER THE STORMWATER AGREEMENT WITH THE CITY DESCRIBED IN NOTE #8 ABOVE.

13. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

**CALL BEFORE
YOU DIG
811**
AT LEAST 24 HOURS BEFORE

EXISTING CONDITONS PLAN
SCALE: 1"=30'

1 = 30 FEET

[illegible] J_{ES}

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 3/31/21

EXISTING CONDITIONS & DEMOLITION PLAN

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C3	14



LEGEND FOR DRAWING

- GENERAL NOTES:

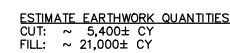
1. AT THE TIME OF CIVIL PERMIT INTAKE ALL PROPOSED PUBLIC AND PRIVATE ROADWAYS DEPICTED IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAX. SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE MOST CURRENT CITY OF GIG HARBOR PUBLIC WORKS STANDARDS. *
2. AT THE TIME OF CIVIL PERMIT INTAKE ALL PROPOSED DRIVEWAY APPROACH LOCATIONS DEPICTED IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAX. SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE MOST CURRENT CITY OF GIG HARBOR PUBLIC WORKS STANDARDS. *
3. AT THE TIME OF CIVIL PERMIT INTAKE ALL PROPOSED CURB RAMPS DEPICTED ON PUBLIC OR PRIVATE STREETS IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAX. SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE MOST CURRENT WSDOT STANDARD F-PLAN. *
4. AT THE TIME OF CIVIL PERMIT INTAKE P.E.-STAMPED AND SIGNED ROADWAY ILLUMINATION SHEETS SHALL BE PROVIDED AS WELL AS AN ILLUMINATION CALCULATION REPORT CREATED WITH A LIGHTING SOFTWARE PROGRAM, PER THE CITY OF GIG HARBOR PUBLIC WORKS STANDARDS. *

DRAWING NOTES:

1. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.
2. THIS DRAWING IS INTENDED TO PROVIDE PROPOSED GRADING & POINT GRADE INFORMATION. THEREFORE, FOR CLARITY OF THIS DRAWING ALL LINES OF THE STORMWATER STORAGE TANK INVERT ELEVATION, PIPE LENGTH/SLOPE AND STORMWATER STRUCTURES INFORMATION (I.E. SDMHs, Cbs, DETENTION VAULT, TREATMENT VAULT) HAS NOT BEEN PROVIDED ON THIS SHEET. THIS INFORMATION IS PROVIDED ON SHEET C-5. THE EXISTING STORMWATER EASEMENTS, AND EXISTING OR NEW STORMWATER INFRASTRUCTURE (TO REMAIN OR TO BE REMOVED) IS INFORMATION FOUND ON SHEET C-6.
3. FOR PROPOSED FRONTAGE IMPROVEMENTS SEE SHEET C9.

LEGEND NOTES:

- [1] SEE GEOTECHNICAL ENGINEERING REPORT (GEORESOURCES – APRIL 11, 2017) FOR SPECIFIC BORING LOGS AND SOIL DETAILS FOR EACH TESTING LOCATION.
- [2] TEST HOLES BY SOUNDVIEW CONSULTANTS, LOGGED BY GEORESOURCES IN FEBRUARY/MARCH 2017 & INCLUDED IN GEOTECHNICAL ENGINEERING REPORT NOTED ABOVE.

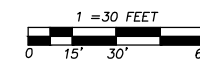


**CALL BEFORE
YOU DIG**

611
AT LEAST 24 HOURS BEFORE

PROPOSED GRADING PLAN

SCALE: 1"=30'

[illegible]

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 3/31/21

PROPOSED GRADING PLAN

PERMIT NO.	PL-SPR-20-0001
------------	----------------

	DRAWING NO.

SHEET OF
C4 14



CB #1 TYPE 2 GE=265.20 IE=243.51 (12° NE) IE=243.51 (12° S) IE=245.64 (12° SW)	CB #11 TYPE 1 GE=262.28 IE=258.20 (12° NE) IE=258.20 (12° SW)
CB #2 TYPE 1 GE=260.80 IE=256.88 (12° E) IE=256.88 (12° N) IE=256.88 (12° S)	CB #12 TYPE 1 GE=262.28 IE=258.46 (12° NE) IE=258.46 (12° SW)
CB #3 TYPE 2 GE=262.02 IE=257.16 (12° NE) IE=257.16 (12° E) IE=257.16 (12° NW) IE=257.16 (12° SW)	CB #13 TYPE 1 GE=262.24 IE=258.72 (12° NE) IE=258.72 (12° SW)
CB #4 TYPE 1 GE=262.05 IE=257.53 (12° NE) IE=257.53 (12° SW)	CB #14 TYPE 1 GE=261.00 IE=258.97 (12° SW)
CB #5 TYPE 1 GE=262.05 IE=257.88 (12° NE) IE=257.88 (12° SW)	CB #15 TYPE 1 GE=262.15 IE=258.20 (12° NE) IE=258.20 (12° SW)
CB #6 TYPE 1 GE=262.14 IE=258.30 (12° NE) IE=258.30 (12° SE) IE=258.30 (12° SW)	CB #16 TYPE 1 GE=261.00 IE=258.40 (12° SW)
CB #7 TYPE 1 GE=261.50 IE=258.63 (12° SW)	CB #17 TYPE 1 GE=262.11 IE=257.63 (12° NW) IE=257.63 (12° SE)
CB #8 TYPE 1 GE=262.24 IE=258.56 (12° NW)	CB #18 TYPE 1 GE=260.5 IE=257.91 (12° NE) IE=257.91 (12° SE)
CB #9 TYPE 1 GE=262.02 IE=257.54 (12° E) IE=257.54 (12° W)	CB #19 TYPE 1 GE=261.00 IE=258.75 (12° SW)
CB #10 TYPE 1 GE=262.04 IE=257.91 (12° E) IE=257.91 (12° E) IE=257.91 (12° NE)	CB #20 TYPE 1 GE=260.5 IE=258.90 (12° W) IE=258.90 (12° W)
	CB #21 TYPE 1 GE=260.00 IE=257.66 (12° E)

<u>IMPERVIOUS/PERVIOUS SURFACE AREA SUMMARY</u>		
AREA DESCRIPTION	TOTAL AREA (SF)	TOTAL AREA (AC)
<u>TOTAL PARCEL AREA</u>	160,819	3.69
<u>BUILDINGS AREAS</u>		
Building A	22,768	0.52
Building B	13,003	0.30
Building C	9,056	0.21
Building D	4,250	0.10
Building E	4,264	0.10
<i>Buildings Total</i>	53,341	1.22
<u>PAVEMENT AREAS</u>		
On-site Pavement Area	40,857	0.94
<u>SIDEWALK AREAS</u>		
Total On-site Sidewalks	1,370	0.03
<i>Impervious Surface Total</i>	95,568	2.19
<u>NATIVE/LANDSCAPING AREAS</u>		
Total On-site Pervious Area	65,251	1.50
% Impervious	59.4%	

```

EX. SDMH #1
RIM=256.02 ~262.50+ *
IE=243.02 (24" CMP NW)
IE=243.29 (18" SE)
IE=243.61 (18" NE)
IE=244.31 (12" SW) ***
IE=250.27 (12" NW) ***
IE=243.05 (12" SW) **

EX. CB #2 TYPE 2-48"
(W/SOLID LID)
RIM=256.25 ~263.01+ *
IE=245.58 (18" ADS SE)
IE=245.35 (18" ADS NW)
IE=249.59 (6" PVC SW) ***

EX. CB #3
GRATE=256.46
IE=250.19 (18" NW)
IE=250.61 (6" NE) ***
IE=253.01 (12" E)
IE=253.01 (12" S)
IE=253.52 (4" SW)

EX. CB #4
GRATE=256.51
IE=253.01 (12" S)
IE=252.96 (12" N)

EX. CB #6
RIM: 259.06
IE=246.77 (12" NE)

ADJUST RIM
NEW PIPE IE
EXISTING PIPE TO BE
PLUGGED AND ABANDONED

```

<u>300</u>	<u>EXISTING CONTOURS</u>	<u>SS</u>	NEW SIDE SEWER
<u>282</u>	INDEX	<u>W</u>	NEW WATER SERVICE/MAIN
	INTERVAL	<u>SD</u>	NEW STORM DRAINAGE LINES
	<u>FINAL CONTOURS</u>	<u>RD</u>	NEW ROOF DRAINS
<u>300</u>	INDEX		<u>CATCH BASINS</u>
<u>282</u>	INTERVAL		TYPE 1 CB - W/GRADE
<u>W</u>	EXISTING WATER LINES		TYPE 1 CB - W/SOLID LOCKING LID
<u>SS</u>	EXISTING SANITARY SEWER		TYPE 2 CB - W/GRADE
<u>SD</u>	EXISTING STORM DRAIN LINE		BIOPOD TREATMENT VAULT
	EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN		STORMWATER PIPE SLOPE DIRECTION
	EX. TYPE 1 - W/GRADE		5' GRAVEL WALKWAY (FIRE ACCESS) BEHIND EACH BUILDING
	EX. SANITARY SEWER MANHOLE		

**CALL BEFORE
YOU DIG
811**
AT LEAST 24 HOURS BEFORE

DRAWING NOTES:

1. SEE DRAWING NOTE #7 ON SHEET C-3 FOR THE EXISTING STORMWATER UTILITY EASEMENT INFORMATION.
2. MINOR ROCKERY RETAINING WALL 2'-4.5' HIGH. DRAIN BEHIND WALL TO DAYLIGHT INTO DITCH.
3. SEE DRAWING NOTE #12 ON SHEET C-4.
4. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
5. ALL ROOF DRAIN PIPE SHALL BE 6" PVC (ASTM D3034) AND IS TO BE CONSTRUCTED A 1% SLOPE UNLESS OTHERWISE NOTED.
6. SEE SHEET C-6 FOR GENERAL UTILITY AND UTILITY CROSSING PLAN.
7. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
8. SEE SHEET C-8 FOR EXISTING AND PROPOSED SEWER SERVICE INFO FOR THE SITE.
9. FOR PROPOSED FRONTAGE IMPROVEMENTS SEE SHEET C9

PROPOSED STORM DRAINAGE PLAN
SCALE: 1"=30'

1 = 30 FEET



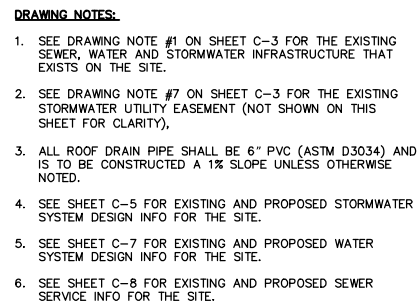
0 15' 30' 60'

[illegible]

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

LEGEND FOR DRAWING

	—W—	EXISTING WATER LINES
	- - -SS-	EXISTING SANITARY SEWER
	- - -SD-	EXISTING STORM DRAIN LINE
	(ST)	EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
		EX. TYPE 1 - W/GRATE
	(S)	EX. SANITARY SEWER MANHOLE
	—SS—	NEW SIDE SEWER
	—W—	NEW WATER SERVICE/MAIN
	—SD—	NEW STORM DRAINAGE LINES
	—RD—	NEW ROOF DRAINS
		<u>CATCH BASINS</u> TYPE 1 CB - W/GRATE
		TYPE 1 CB - W/SOLID LOCKING LID
		TYPE 2 CB - W/GRATE
		BIOPOD TREATMENT VAULT



**CALL BEFORE
YOU DIG
811**
AT LEAST 24 HOURS BEFORE

PROPOSED STORM DRAINAGE PLAN
SCALE: 1"=30'

1 = 30 FEET

0 15' 30' 60

REVISIONS	JES Jorgenson Engineering Services, LLC - Civil/Development Engineering - Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 3/31/21	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		OVERALL UTILITY PLAN	DRAWING NO. JES-19-02	
		CHECKED BY: TAJ			SHEET OF C6 14	
		APPROVED BY: TAJ				
		SCALE: AS NOTED				
		OTHER:				

LEGEND FOR DRAWING

- EXISTING CONTOURS**
- 260 INDEX
 - 262 INTERVAL
- EXISTING WATER LINES**
- W EXISTING WATER LINES
 - SS EXISTING SANITARY SEWER
 - SD EXISTING STORM DRAIN LINE
- EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN**
- EX. TYPE 1 - W/GRADE
 - EX. SANITARY SEWER MANHOLE
- NEW SIDE SEWER**
- SS NEW SIDE SEWER
 - SD NEW STORM DRAINAGE LINES
- CATCH BASINS**
- TYPE 1 CB - W/GRADE
 - TYPE 1 CB - W/SOLID LOCKING LID
 - TYPE 2 CB - W/GRADE
 - BIOPOD TREATMENT VAULT
- NEW WATER SERVICE/MAIN**
- GATE VALVE
 - FDC
 - PIV
 - THRUST BLOCK
 - HYDRANT ASSEMBLY
- NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)**
- NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)

DRAWING NOTES:

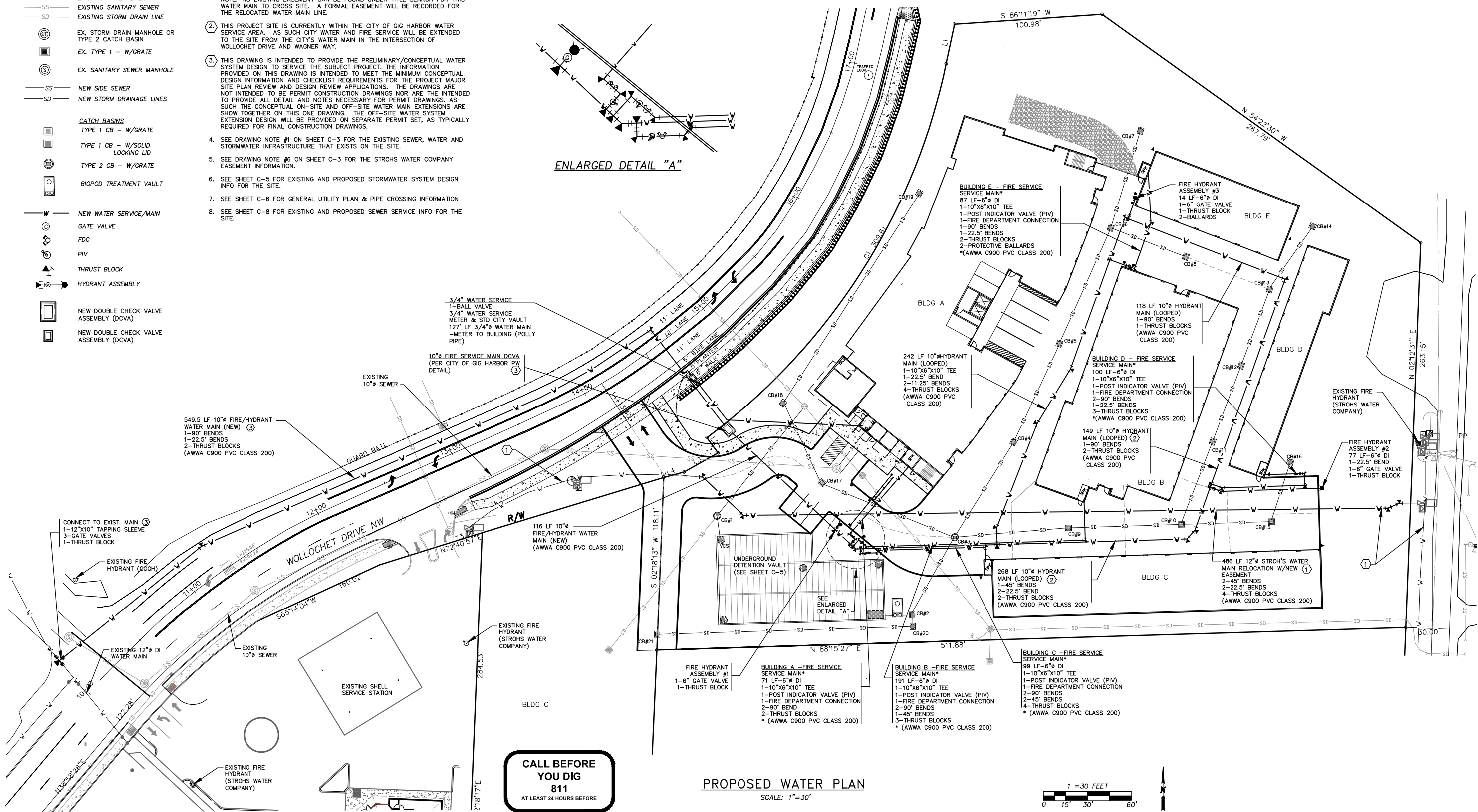
- STROHS WATER COMPANY WATER MAIN. THIS WATER MAIN ONLY SERVES THE ADJACENT SHELL GAS STATION (PARCEL #0221074048). A PORTION OF THIS WATER MAIN (~476± LF) IS TO BE MOVED/RELOCATED ACROSS SITE WHERE SHOWN ON SHEET C-3 AND RECONSTRUCTED WHERE SHOWN ON THIS SHEET. NOTE: NO EXISTING EASEMENT CAN BE FOUND UNDER TITLE SEARCH FOR THIS WATER MAIN TO CROSS SITE. A FORMAL EASEMENT WILL BE RECORDED FOR THE RELOCATED WATER MAIN LINE.
- THIS PROJECT SITE IS CURRENTLY WITHIN THE CITY OF GIG HARBOR WATER SERVICE AREA. AS SUCH CITY WATER AND FIRE SERVICE WILL BE EXTENDED TO THE SITE FROM THE CITY'S WATER MAIN IN THE INTERSECTION OF WOLLOCHET DRIVE AND WAGNER WAY.
- THIS DRAWING IS INTENDED TO PROVIDE THE PRELIMINARY/CONCEPTUAL WATER SYSTEM DESIGN TO SERVICE THE SUBJECT PROJECT. THE INFORMATION PROVIDED ON THIS DRAWING IS INTENDED TO MEET THE MINIMUM CONCEPTUAL DESIGN INFORMATION AND CHECKLIST REQUIREMENTS FOR THE PROJECT MAJOR SITE PLAN REVIEW AND DESIGN REVIEW APPLICATIONS. THE DRAWINGS ARE NOT INTENDED TO BE PERMIT CONSTRUCTION DRAWINGS NOR ARE THEY INTENDED TO PROVIDE ALL DETAIL AND NOTES NECESSARY FOR PERMIT DRAWINGS. AS SUCH THE CONCEPTUAL ON-SITE AND OFF-SITE WATER MAIN EXTENSIONS ARE SHOWN TOGETHER ON THIS ONE DRAWING. THE OFF-SITE WATER SYSTEM EXTENSION DESIGN WILL BE PROVIDED ON SEPARATE PERMIT SET, AS TYPICALLY REQUIRED FOR FINAL CONSTRUCTION DRAWINGS.
- SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
- SEE DRAWING NOTE #6 ON SHEET C-3 FOR THE STROHS WATER COMPANY EASEMENT INFORMATION.
- SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
- SEE SHEET C-6 FOR GENERAL UTILITY PLAN & PIPE CROSSING INFORMATION
- SEE SHEET C-8 FOR EXISTING AND PROPOSED SEWER SERVICE INFO FOR THE SITE.

WOLLOCHET INTERCHANGE SELF-STORAGE

A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.

CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

ENLARGED DETAIL "A"

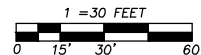


**CALL BEFORE
YOU DIG
811**

AT LEAST 24 HOURS BEFORE

PROPOSED WATER PLAN

SCALE: 1"=30'



REVISIONS

JES

Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY: TAJ
DRAWN BY: TAJ
CHECKED BY: TAJ
APPROVED BY: TAJ
SCALE: AS NOTED
OTHER:

**WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY**

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 3/31/21

**PROPOSED WATER
PLAN**

PERMIT NO.
PL-SPR-20-0001

DRAWING NO.
JES-19-02

SHEET OF
C7 14



EXISTING CONTOURS

— 260 — INDEX

— 262 — INTERVAL

— W — EXISTING WATER LINES

— SS — EXISTING SANITARY SEWER

— SD — EXISTING STORM DRAIN LINE

 EX. STORM DRAIN MANHOLE OR
TYPE 2 CATCH BASIN

 EX. TYPE 1 — W/GRATE

— SD — NEW STORM DRAINAGE LINES

CATCH BASINS

 TYPE 1 CB — W/GRATE

 TYPE 1 CB — W/SOLID
LOCKING LID

 TYPE 2 CB — W/GRATE

 BIPOD TREATMENT VAULT

— W — NEW WATER SERVICE/MAIN

 GATE VALVE

 FDC

 PIV

 THRUST BLOCK

 HYDRANT ASSEMBLY

 NEW DOUBLE CHECK VALVE
ASSEMBLY (DCVA)

 NEW DOUBLE CHECK VALVE
ASSEMBLY (DCVA)

— SS — NEW SIDE SEWER

 EX. SANITARY SEWER MANHOLE

 BUILDING SEWER CLEANOUT

1. AN EXISTING 8"Ø SANITARY SIDES SEWER STUBOUT FROM SSMH #14-18, INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT, IS TO BE REMOVED OR PLUGGED AND ABANDONED.
2. A INSIDE DROP CONNECTION OF THE BUILDING SIDE SEWER IS BEING PROPOSED IN THE EXISTING SANITARY SEWER MANHOLE FOR CITY CONSIDERATION AT THIS CONCEPT DESIGN STAGE. ALTHOUGH THE EXISTING SANITARY MANHOLE (#14-18) IS 48" A WAIVER FROM THE MINIMUM OF 60" Ø FOR DROP CONNECTIONS IS REQUESTED (FORMALLY REQUESTED IN FINAL DESIGN). THIS IS BEING PROPOSED IN CONSIDERATION OF THE FOLLOWING:
 - a) THE SANITARY SEWER MANHOLE IS AT THE END OF THE LINE, WITH NO ADDITIONAL UPSTREAM CONNECTION, NOR ARE THERE ANY ADDISON CONNECTION TO THE NEXT EXISTING DOWNSTREAM MANHOLE IN WOLLOCHET DRIVE.
 - b) THE SEWER MANHOLE AND THE 8"Ø SEWER LINE ON THE PROPERTY TO THE NEXT EXISTING DOWNSTREAM MANHOLE IS IS/WAS CONSIDERED PRIVATE WHEN CONSTRUCTED UNDER THE BOWLING ALLEY PROJECT PERMIT.
 - c) THE BUILDING SEWER SERVES ONLY A SMALL GUEST BATHROOM AND ONE SMALL OFFICE BATHROOM.
3. IT IS ASSUME THAT THE EXISTING SANITARY SEWER LINE FROM SSMH #14-17 TO THE ONSITE SSMH#14-18, INCLUDING SSMH#14-18 IS TO REMAIN PRIVATE AS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT. IF REQUIRE TO BECOME PART OF THE CITY SEWER SYSTEM AN EASEMENT CAN BE PROVIDED AT TIME OF BUILDING PERMIT APPROVALS.
4. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
5. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
6. SEE SHEET C-6 FOR GENERAL UTILITY PLAN & PIPE CROSSING INFORMATION
7. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SERVICE INFO FOR THE SITE.

LEGEND

- EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
- EX. TYPE 1 - W/GRATE
- NEW STORM DRAINAGE LINES
- CATCH BASINS
- TYPE 1 CB - W/GRATE
- TYPE 1 CB - W/SOLID LOCKING LID
- TYPE 2 CB - W/GRATE
- BIOPOD TREATMENT VAULT
- NEW WATER SERVICE/MAIN
- GATE VALVE
- FDC
- PIV
- THRUST BLOCK
- HYDRANT ASSEMBLY
- NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
- NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
- NEW SIDE SEWER
- EX. SANITARY SEWER MANHOLE
- BUILDING SEWER CLEANOUT

NOTES

- THE SANITARY SEWER MANHOLE IS AT THE END OF THE LINE, WITH NO ADDITIONAL UPSTREAM CONNECTION, NOR ARE THERE ANY ADDISON CONNECTION TO THE NEXT EXISTING DOWNSTREAM MANHOLE IN WOLLOCHET DRIVE.
- THE SEWER MANHOLE AND THE 8"Ø SEWER LINE ON THE PROPERTY TO THE NEXT EXISTING DOWNSTREAM MANHOLE IS IS/WAS CONSIDERED PRIVATE WHEN CONSTRUCTED UNDER THE BOWLING ALLEY PROJECT PERMIT.
- THE BUILDING SEWER SERVES ONLY A SMALL GUEST BATHROOM AND ONE SMALL OFFICE BATHROOM.
- IT IS ASSUME THAT THE EXISTING SANITARY SEWER LINE FROM SSMH #14-17 TO THE ONSITE SSMH#14-18, INCLUDING SSMH#14-18 IS TO REMAIN PRIVATE AS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT. IF REQUIRE TO BECOME PART OF THE CITY SEWER SYSTEM AN EASEMENT CAN BE PROVIDED AT TIME OF BUILDING PERMIT APPROVALS.
- SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
- SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
- SEE SHEET C-6 FOR GENERAL UTILITY PLAN & PIPE CROSSING INFORMATION
- SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SERVICE INFO FOR THE SITE.

EX. SSMH #14-17 48"Ø
RIM=264.79
IE = 248.08 (8" PVC S)
IE = 248.00 (8" PVC E)
IE = 247.96 (8" PVC SW)

EX. SSMH #14-18 48"Ø
RIM=269.26 262.35 *
IE = 250.96 (8" E)
IE = 250.65 (8" W)
IN SIDE DROP CONNECTION ②
IE = 250.0 (4" N -OUTSIDE MH)
* ADJUST RIM

CO #1
IE = 260.3±

NEW 16 LF 4" Ø
PVC SS @ 4.0%

EX. 200 LF 8" Ø
PVC SS @ 1.5%
(PRIVATE) ③

UNDERGROUND DETENTION VAULT
(SEE SHEET C-5)

CALL BEFORE YOU DIG
811
AT LEAST 24 HOURS BEFORE

PROPOSED SEWER PLAN
SCALE: 1"=30'

1"=30 FEET
0 15' 30' 60'

[illegible]

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DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 3/31/21

PROPOSED SEWER PLAN

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C8	14



LEGEND FOR DRAWING

- DRAWING NOTES:

1. WOLLOCHET DRIVE INTERCHANGE RAMP. CURRENTLY ASPHALT PAVEMENT WITH SHOULDER, & GUARDRAILS EACH SIDE.
2. ALL STREET SIGNS AFFECT BY FRONTAGE IMPROVEMENTS TO BE RELOCATED OR REPLACE AS REQUIRED IN (FINAL DESIGN DETAIL).
3. SEE SHEET C-3 FOR ADDITIONAL EXISTING CONDITIONAL INFORMATION.
4. SEE SHEET C-4 FOR PROPOSED SITE GRADING INFO.
5. SEE SHEET C-5 PROPOSED STORM DRAINAGE INFO FOR THE SITE.
6. SEE SHEET C-7 FOR PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
7. SEE SHEET C-8 FOR PROPOSED SEWER SERVICE INFO FOR THE SITE.
8. EXISTING STREET LIGHT STANDARD TO BE RELOCATED TO NEW PLANTING STRIP OR NEW SIDE WALK TO BE ADJUSTED AROUND EXISTING LIGHT STANDARD (TO BE DETERMINED IN FINAL CIVIL FRONTAGE IMPROVEMENT DESIGN).
9. EXISTING GUARDRAIL TO BE REMOVED AND NEW PEDESTRIAN GUARDRAIL TO BE CONSTRUCTED BEHIND NEW SIDEWALK AS SHOWN ON CROSS SECTIONS C-1 & C-10 & C-11.
10. EXISTING STREET TREES WITHIN NEW FRONTAGE IMPROVEMENTS ALIGNMENT TO BE REMOVED AND REPLACED AS SHOWN IN LANDSCAPING PLANS (TYPICAL).
11. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

PROPOSE FRONTAGE IMPROVEMENTS
(FROM ROAD CENTERLINE):

- 6' (HALF) TWO-WAY CENTER TURN LANE
- 11' DRIVE LANE
- 5' BIKE LANE
- NEW CON. CURB & GUTTER
- 5' PLANTING STRIP
- 6' WIDE CONCRETE WALK,
- PEDESTRIAN GUARDRAIL
- RETAINING WALL ON SLOPE AS SHOWN
(HEIGHT VARIES 1.5' TO 6.5').

SEE CROSS SECTIONS 1&2 ON SHEET C-
AND 3&4 ON SHEET C-11.

PROPOSED RESTRICTION
CONCEPT. SEE DIMENSIONAL
RESTRICTIONS.

32' WIDE COMMERCIAL CONCRETE
DRIVEWAY APRON MEETING TYPE 2
FROM WSDOT STANDARD PLAN
F-80.10-04 AND TABLE 7.4 FROM
THE ITE LAND DEVELOPMENT
MANUAL FOR COMMERCIAL TRUCK
TRAVEL

JOINT DRIVEWAY PER JOINT—
ACCESS AGREEMENT UNDER
AFN # 980501291. SEE DRAW
NOTE # 9 ON SHEET C-3.

PROPOSED FRONTAGE IMPROVEMENTS PLAN

SCALE: 1"=30'

1 = 30 FEET

0 15' 30' 60'

NOTE:

IT SHOULD BE NOTED THAT FOUR (4) SEPARATE PUBLIC WORKS VARIANCES ARE BEING SIMULTANEOUSLY REQUESTED TO SUPPORT THE CONCEPT FRONTAGE IMPROVEMENTS DESIGN AND DRIVEWAY LOCATION FOR THIS PROJECT. THE FOUR (4) PUBLIC WORKS VARIANCES INCLUDE:

VARIANCE REQUEST #1 - FRONTAGE IMPROVEMENTS ROAD SECTION'
VARIANCE REQUEST #2 - WOLLOCHOT DRIVE ACCESS
VARIANCE REQUEST #3 - WOLLOCHOT DRIVE ACCESS DRIVEWAY SEPARATION
VARIANCE REQUEST #4 - 38TH STREET FRONTAGE IMPROVEMENTS

IT IS UNDERSTOOD THAT THE APPROVAL OF EACH OF FOUR (4) SEPARATE PUBLIC WORKS VARIANCES WILL BE NECESSARY SUPPORT THE CONCEPT FRONTAGE IMPROVEMENTS DESIGN AND DRIVEWAY LOCATION FOR THIS PROJECT AS SHOWN WITHIN THIS DRAWING SET.

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811**
AT LEAST 24 HOURS BEFORE

[illegible]

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SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

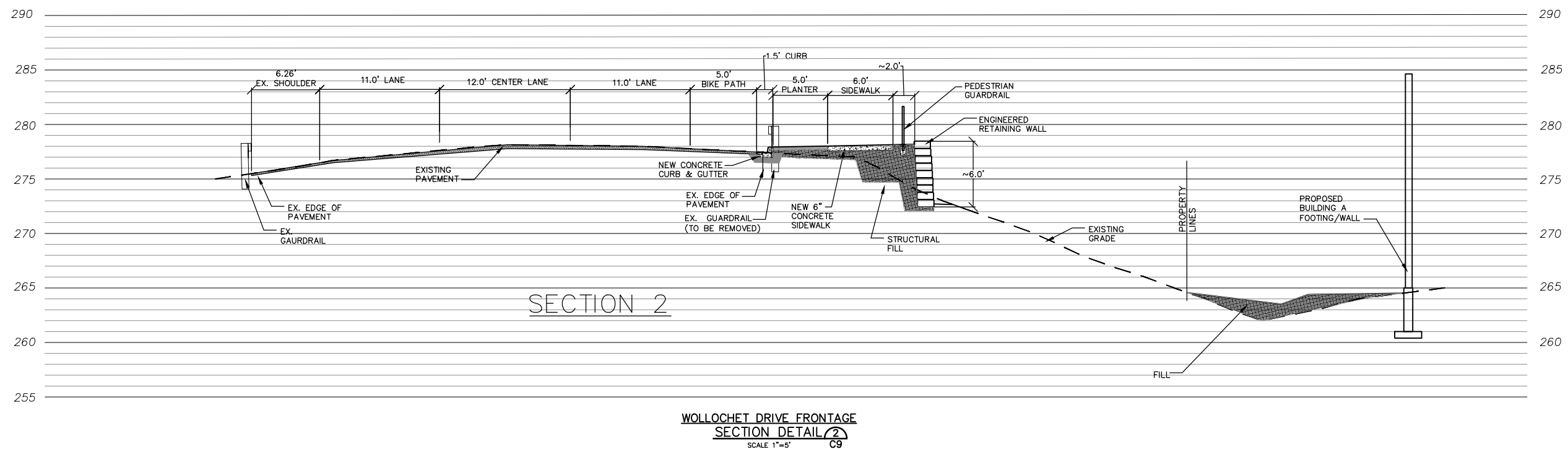
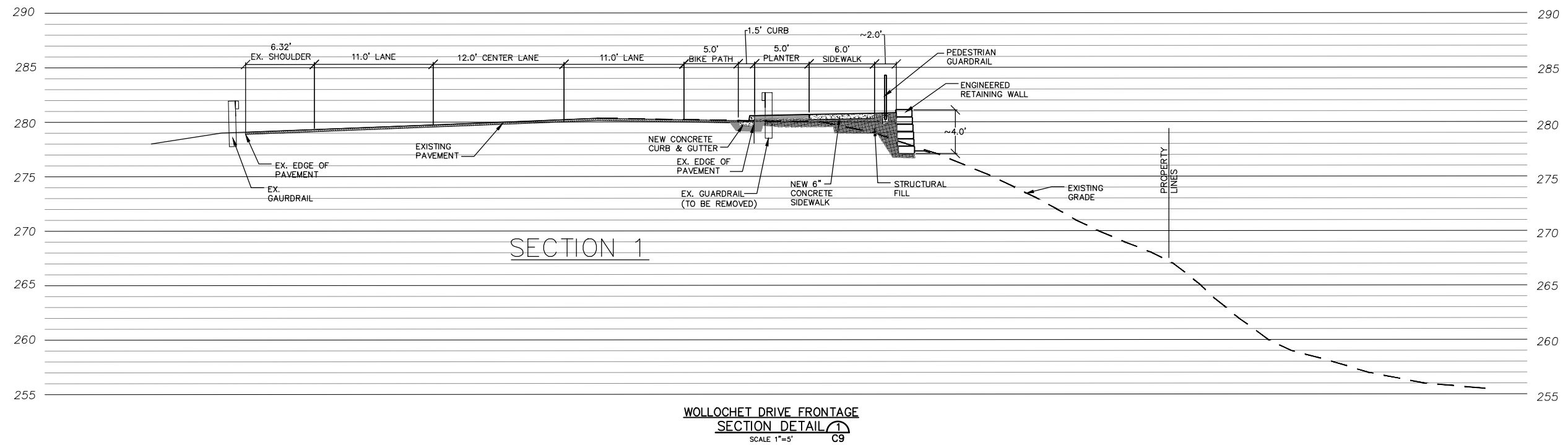
DRAWING DATE: 3/31/21

PROPOSED FRONTAGE IMPROVEMENTS PLAN

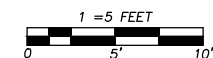
PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C9	14



WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

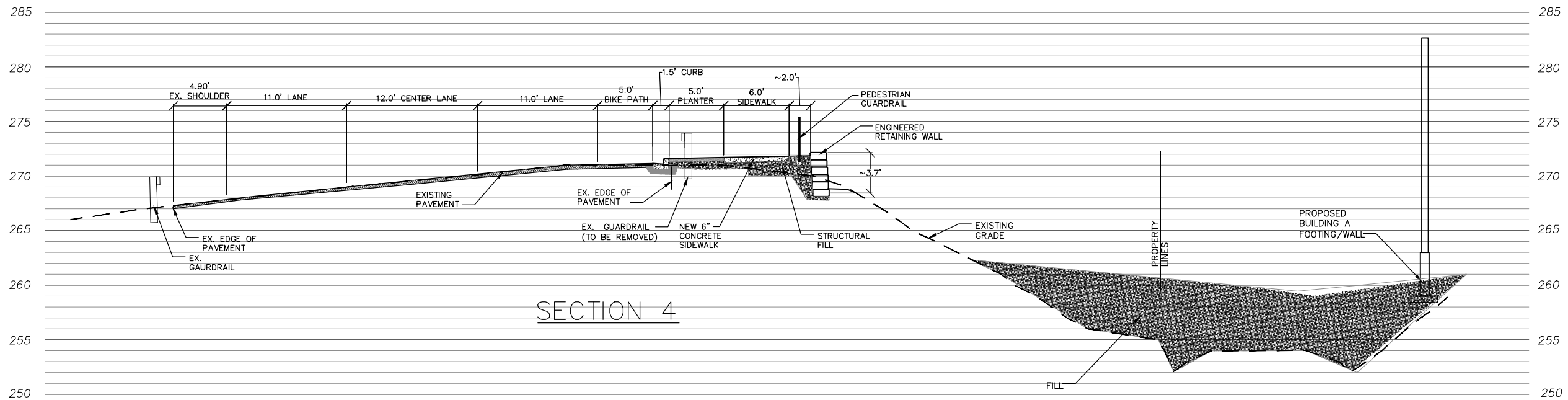
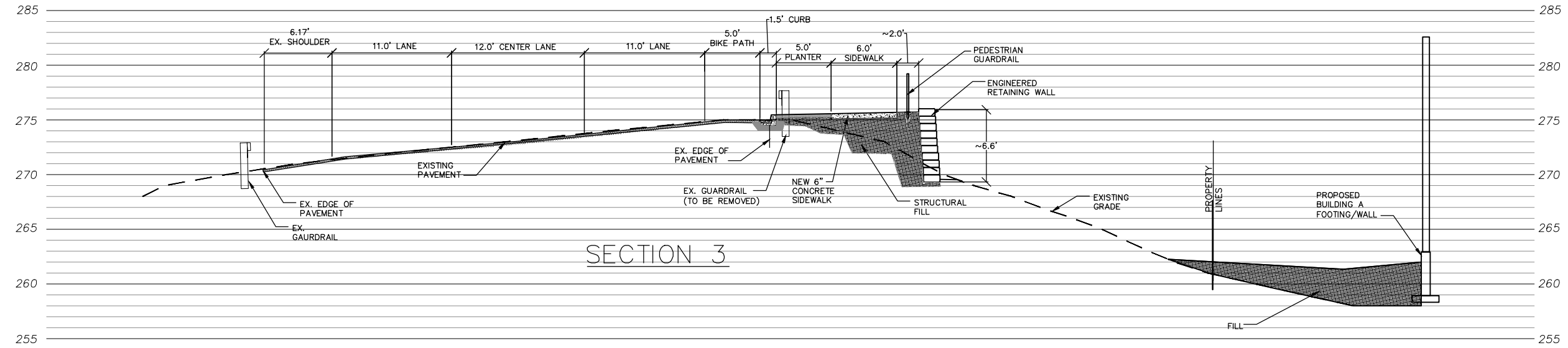


FRONTAGE IMPROVEMENTS CROSS SECTIONS
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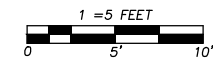


REVISIONS	JES Jorgenson Engineering Services, LLC Civil/Development Engineering Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 3/31/21	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		FRONTAGE	DRAWING NO. JES-19-02	
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		APPROVED BY: TAJ				
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WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON



FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



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**WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY**
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE:	3/31/21
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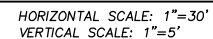
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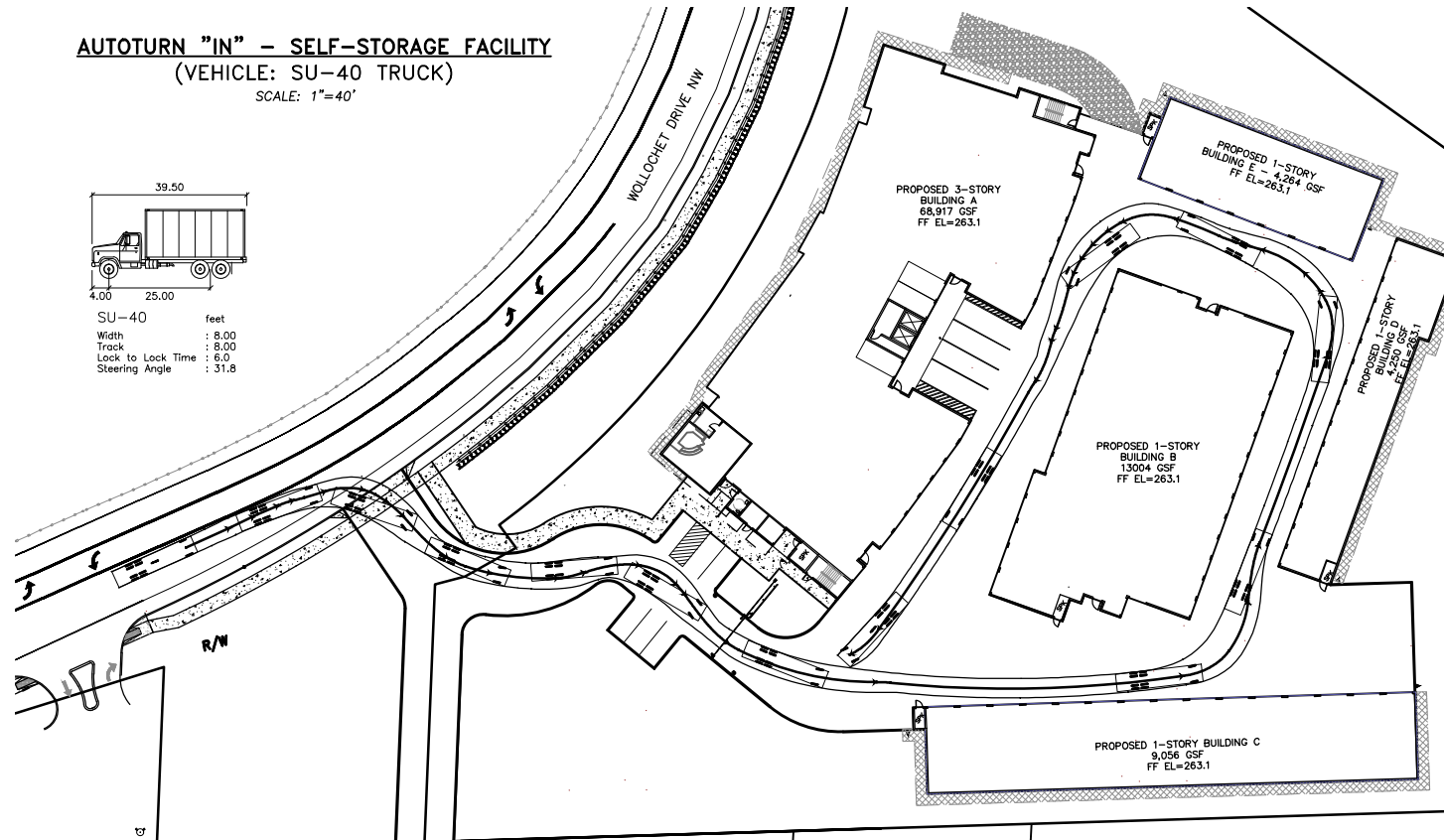
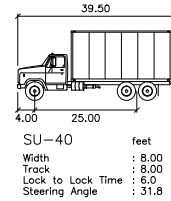
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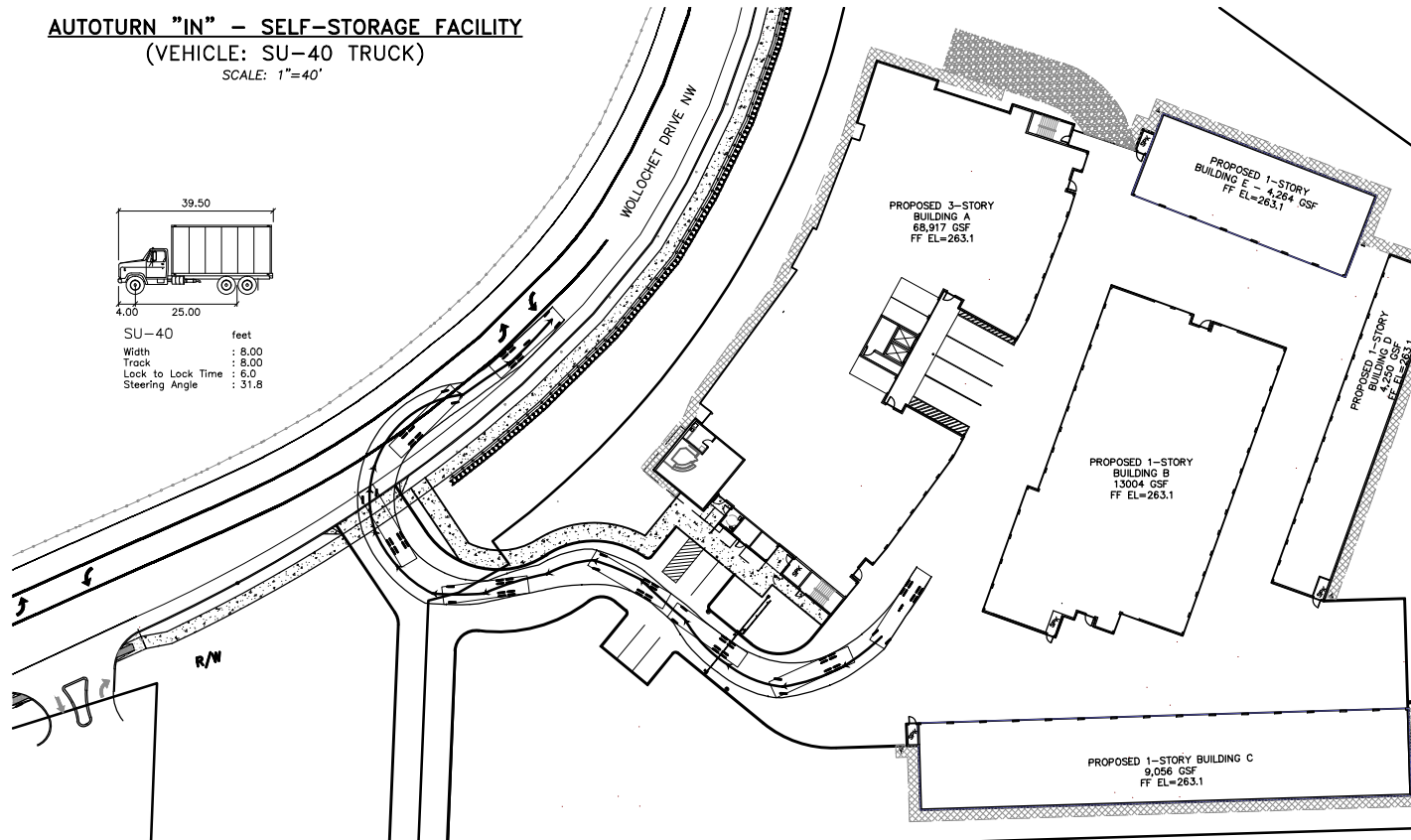
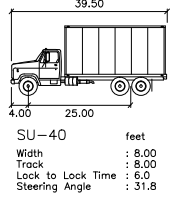
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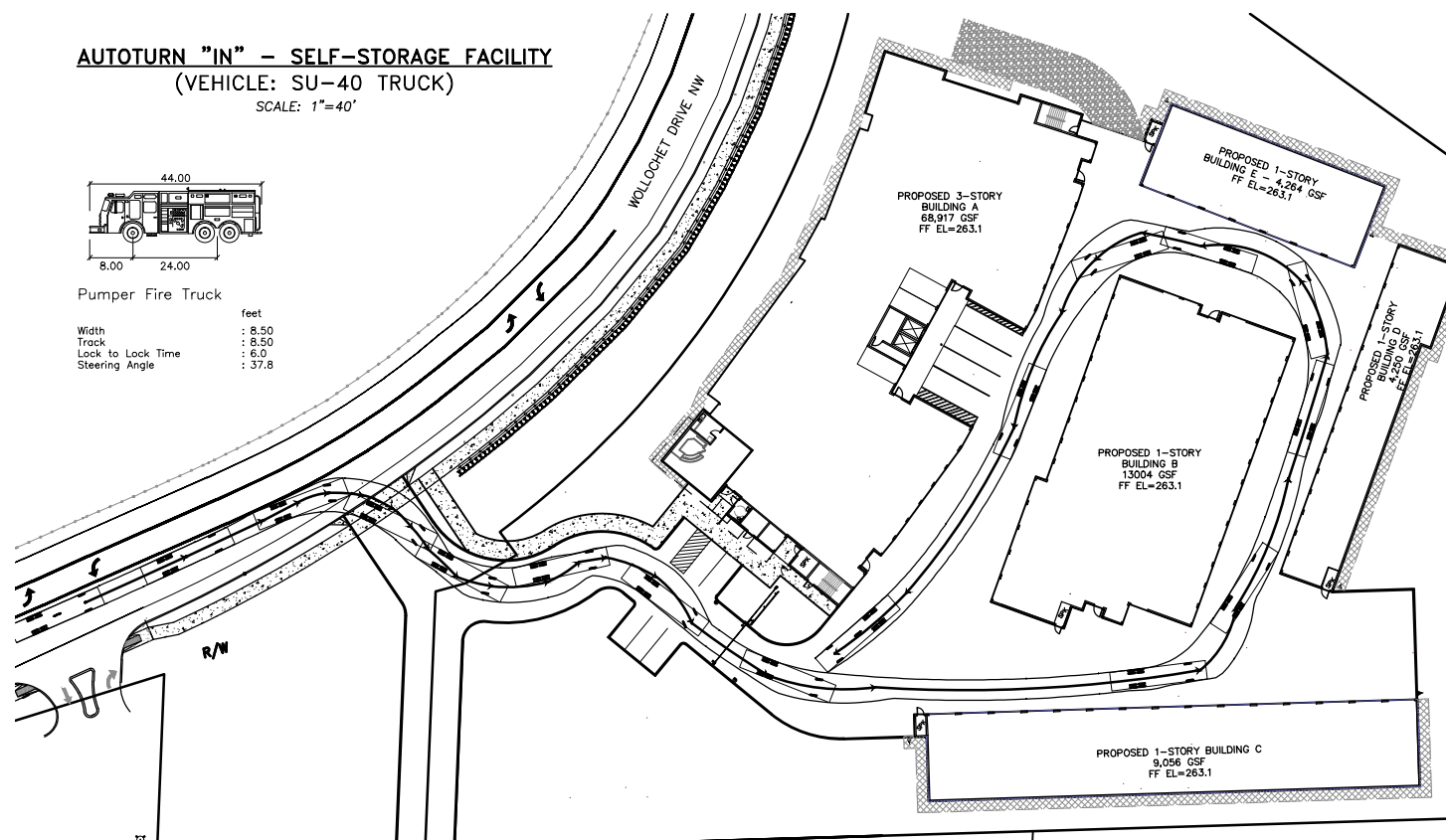
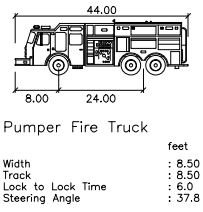
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(VEHICLE: SU-40 TRUCK)
SCALE: 1"=40'



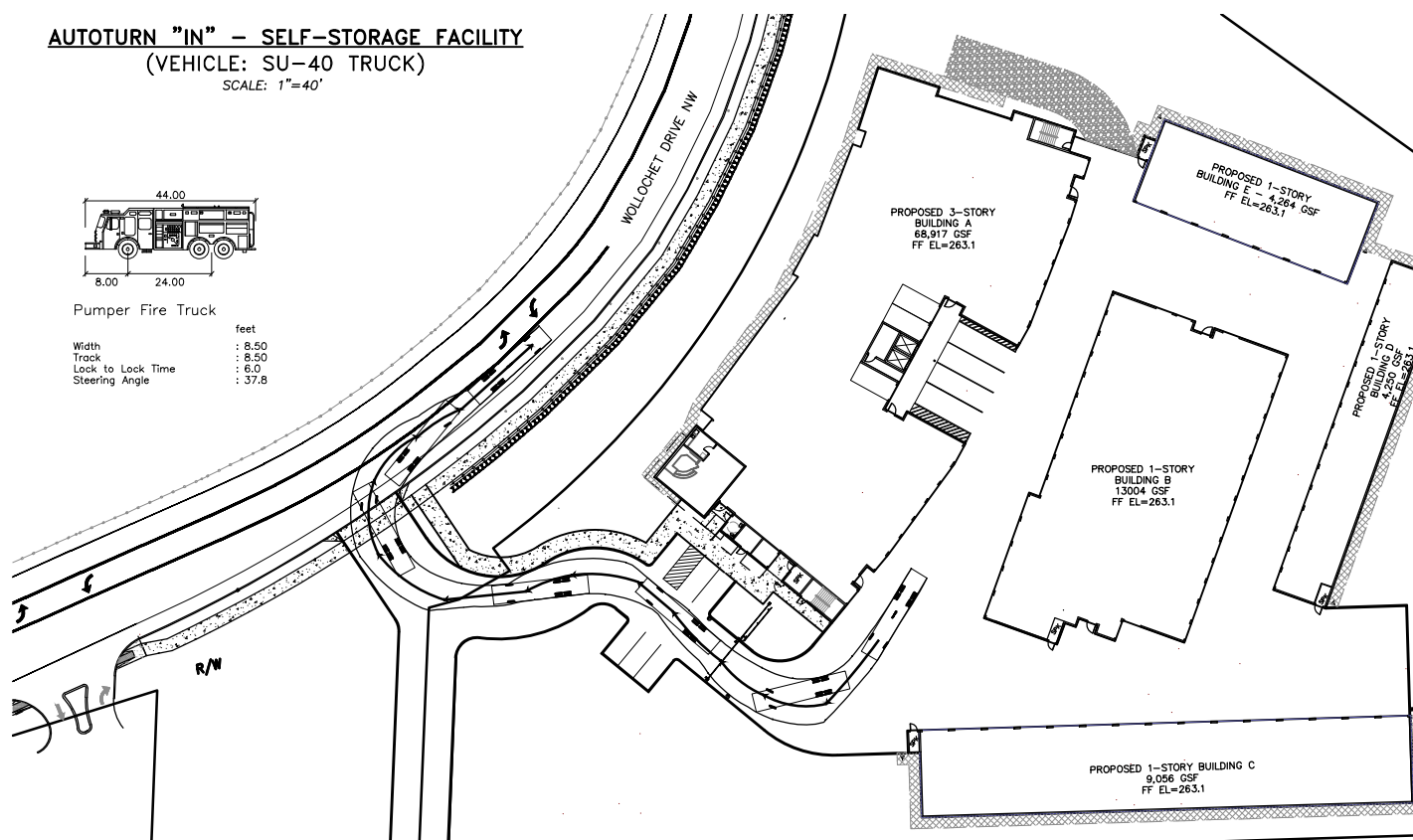
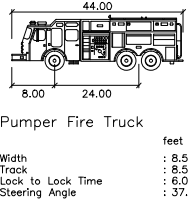
AUTOTURN "IN" - SELF-STORAGE FACILITY
(VEHICLE: SU-40 TRUCK)
SCALE: 1"=40'



AUTOTURN "IN" - SELF-STORAGE FACILITY
(VEHICLE: SU-40 TRUCK)
SCALE: 1"=40'



AUTOTURN "IN" - SELF-STORAGE FACILITY
(VEHICLE: SU-40 TRUCK)
SCALE: 1"=40'



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• Feasibility / Permitting / Entitlements

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APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

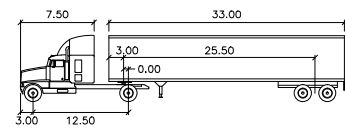
DRAWING DATE: 12/1/20

VEHICLE AUTOTURN
ANALYSIS

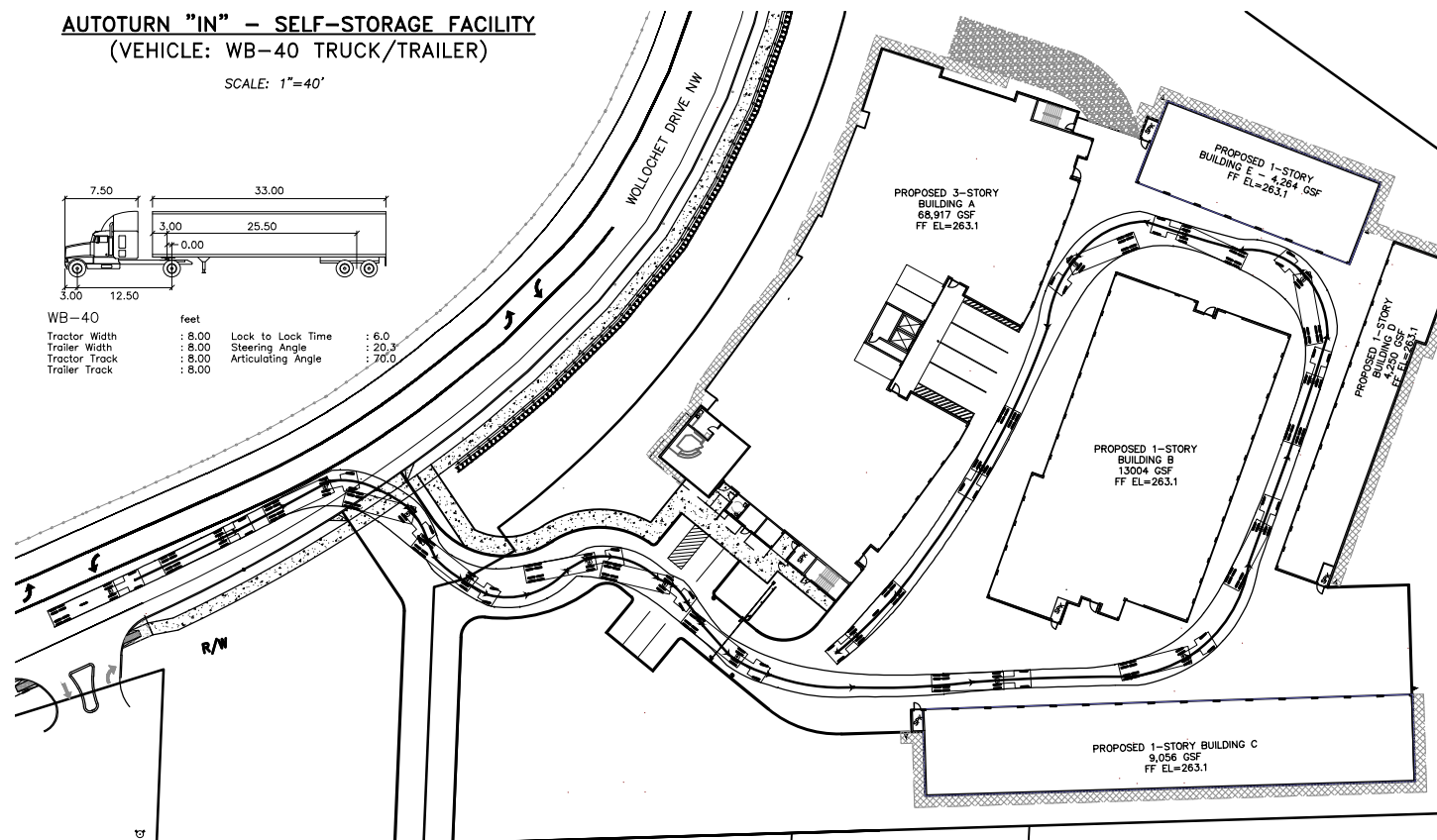
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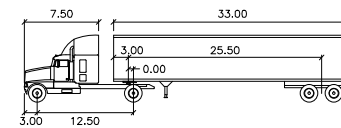
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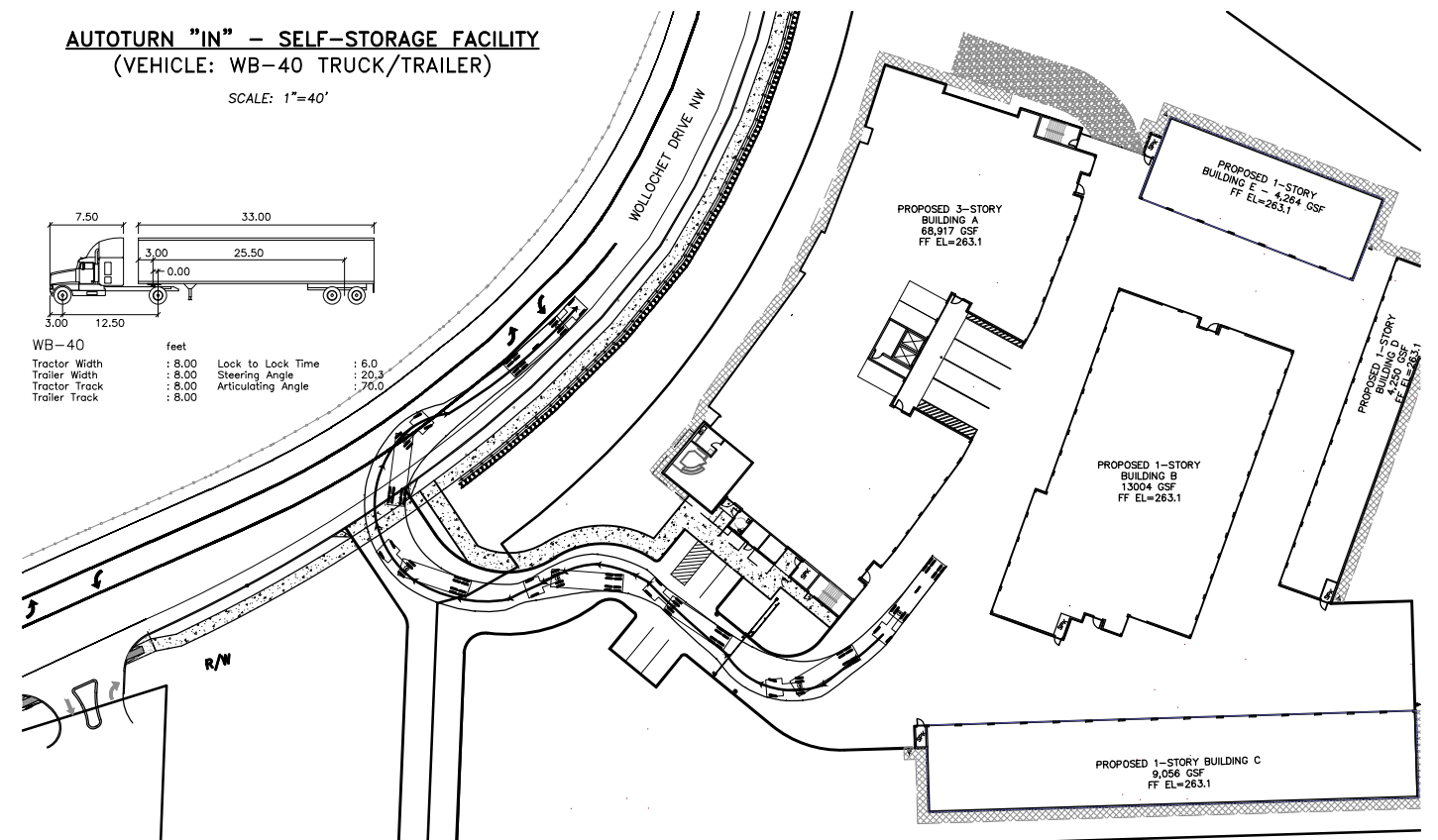
WB-40	feet		
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Trailer Width	: 8.00	Steering Angle	: 20.3°
Tractor Track	: 8.00	Articulating Angle	: 70.0°
Trailer Track	: 8.00		



SCALE: 1"=40'

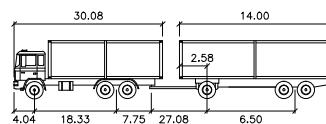


WB-40	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.
Tractor Track	: 8.00	Articulating Angle	: 70.
Trailer Track	: 8.00		

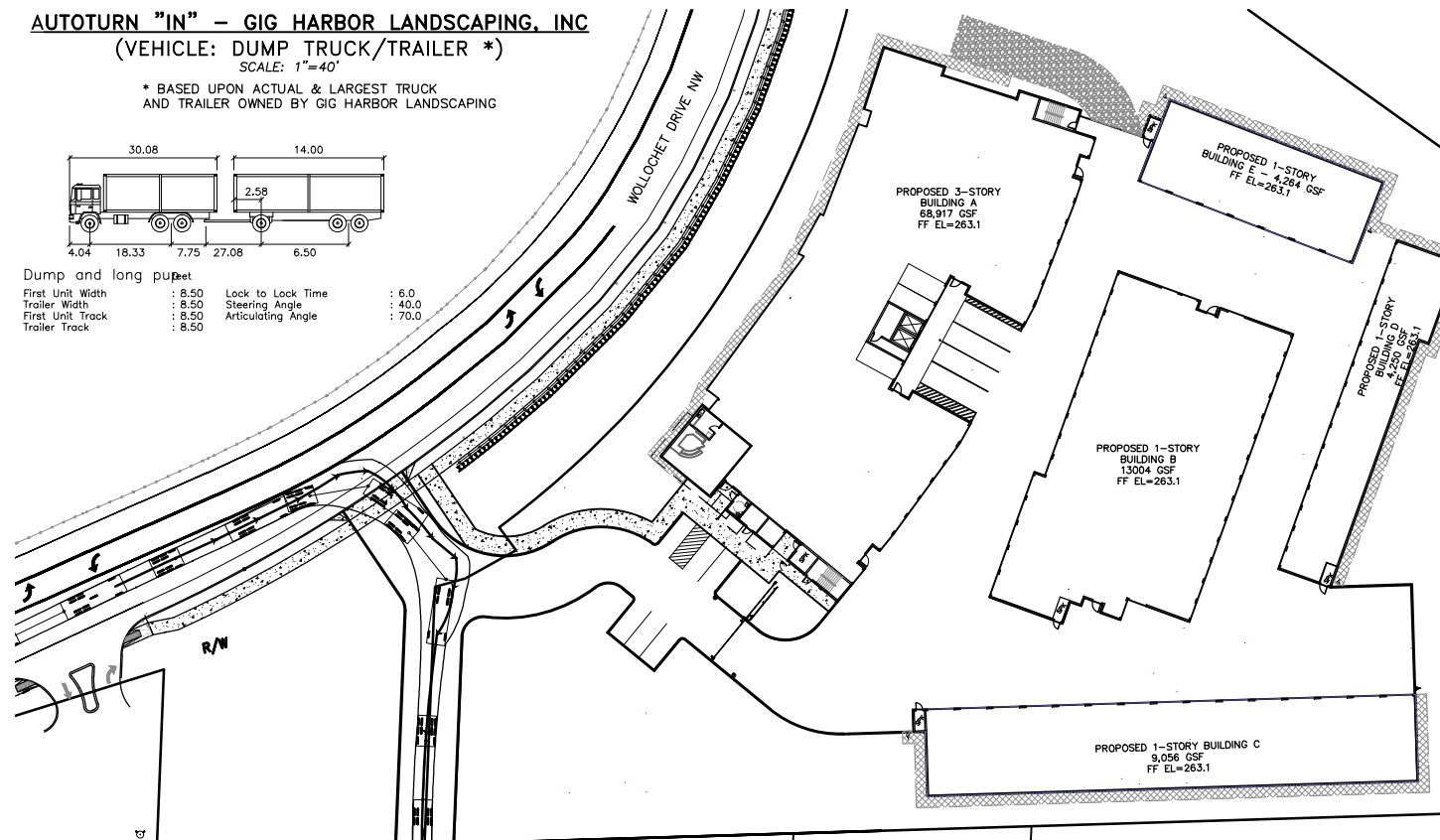


SCALE: 1"=40'

* BASED UPON ACTUAL & LARGEST TRUCK
AND TRAILER OWNED BY GIG HARBOR LANDSCAPING

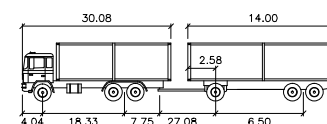


Dump and long puppet			
First Unit Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 40.0
First Unit Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

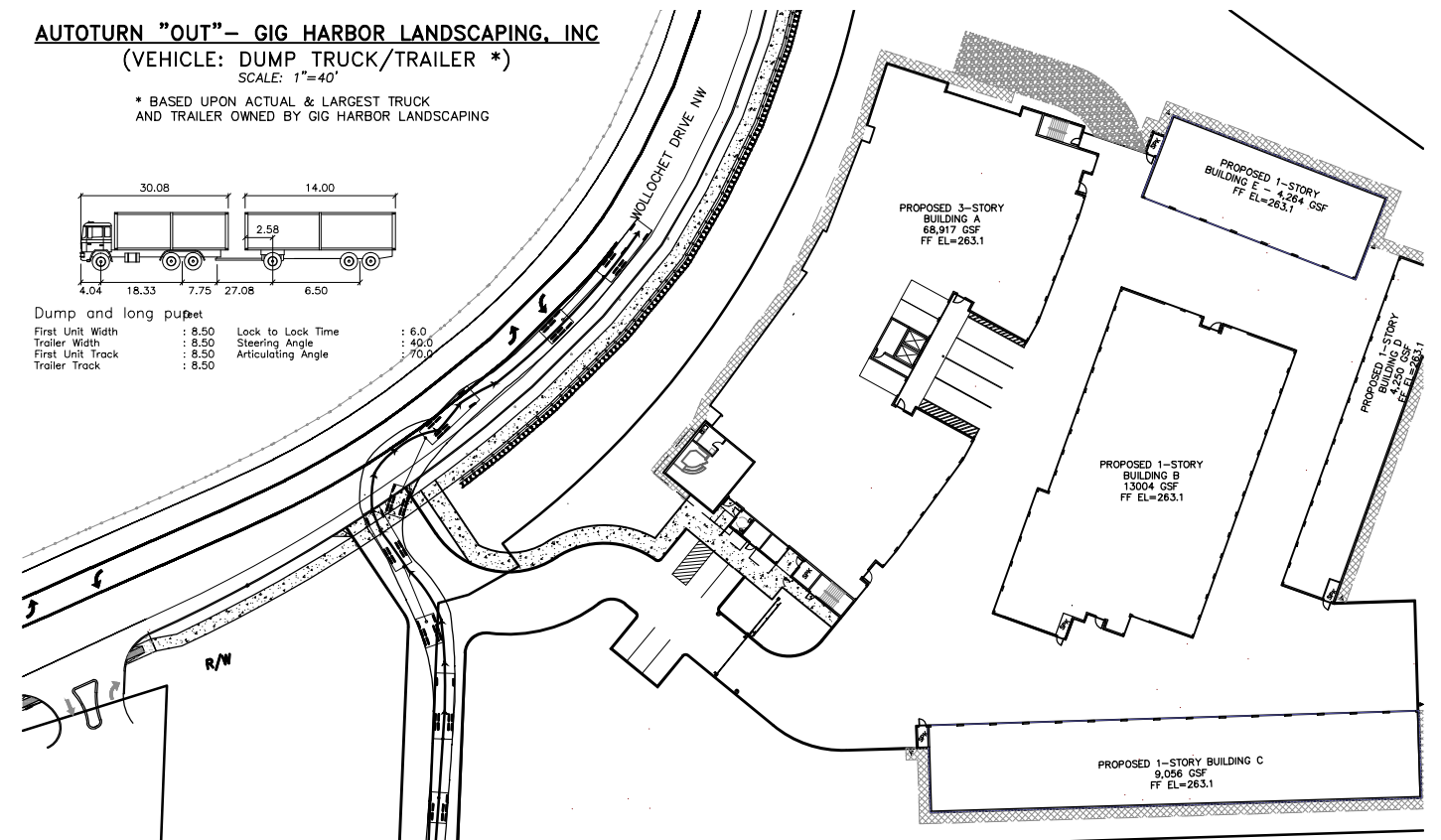


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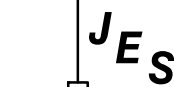
* BASED UPON ACTUAL & LARGEST TRUCK
AND TRAILER OWNED BY GIG HARBOR LANDSCAPING



Dump and long puppet			
First Unit Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 40.0
First Unit Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		



REVISIONS



Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 12/1/20

VEHICLE AUTOTURN ANALYSIS

PERMIT NO.	PL-SPR-20-0001
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SHEET OF
C14 14





WOLLOCHET SELF-STORAGE
TRAFFIC IMPACT ANALYSIS

CITY OF GIG HARBOR, WA



Prepared for: Ms. Kim Orr
Rush Development Co.
6622 Wollochet Drive NW
Gig Harbor, WA 98335

Revised December 2019

WOLLOCHET SELF-STORAGE
TRAFFIC IMPACT ANALYSIS

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WOLLOCHET SELF-STORAGE TRAFFIC IMPACT ANALYSIS

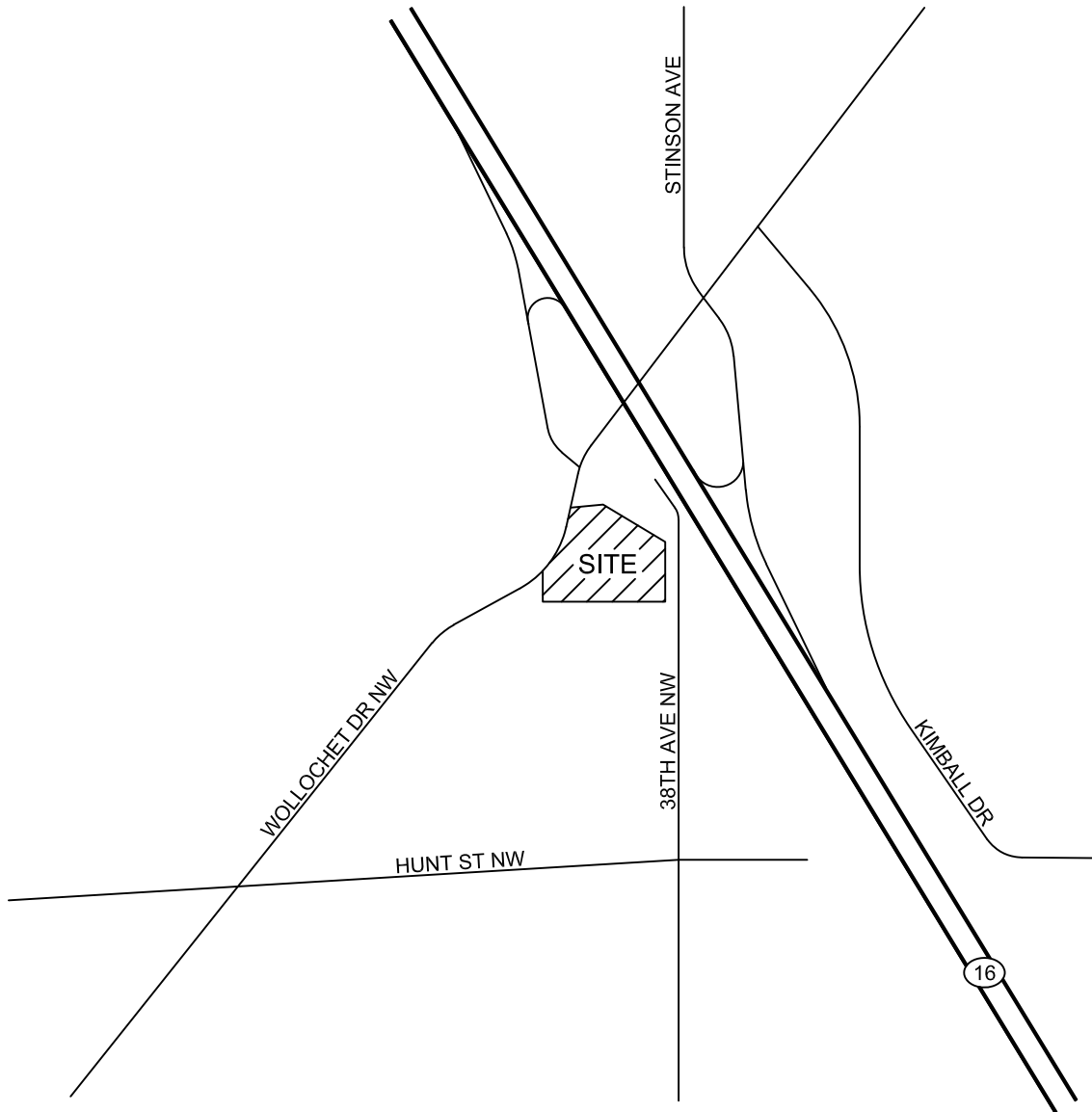
1. INTRODUCTION

This report summarizes traffic impacts related to the Wollochet Self-Storage project. The general goals of this impact study concentrate on 1) the assessment of existing roadway conditions and intersection congestion, 2) forecasts of newly generated project traffic, 3) estimations of future delay, and 4) recommendations for mitigation. Preliminary tasks include the detailed collection of roadway information, road improvement information, and peak hour traffic counts. A level of service analysis for existing traffic conditions is then made to determine the present degree of intersection congestion. Based on this analysis, forecasts of future traffic levels on the surrounding street system are found. Following this forecast, the future service levels for the key intersections are investigated. As a final step, applicable conclusions and possible on-site or off-site mitigation measures are defined. The findings of this study are intended to ensure safe and efficient progression of vehicular and non-motorist traffic near the site.

2. PROJECT DESCRIPTION

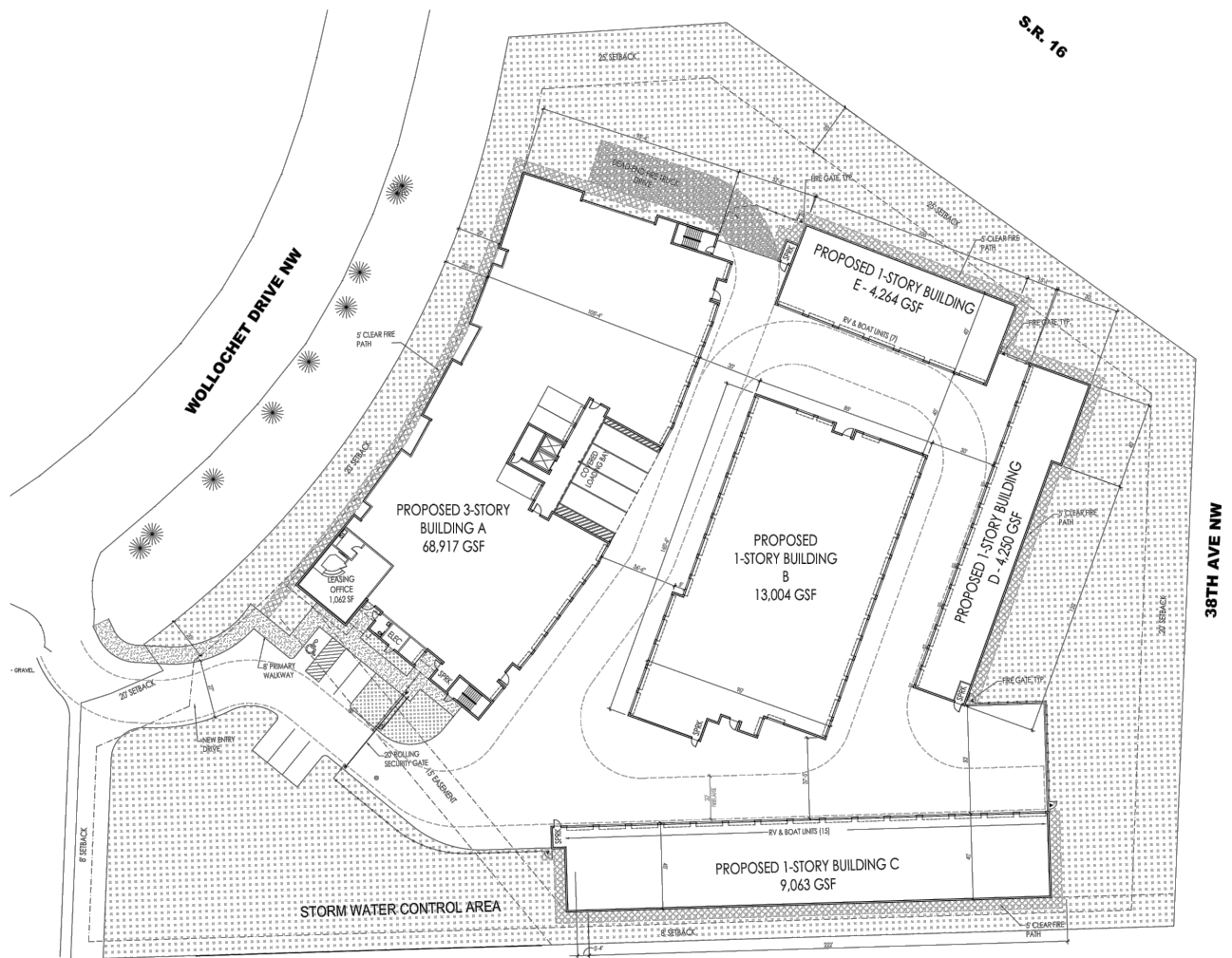
Wollochet Self-Storage is a proposed self-storage facility comprising up to 101,570 square feet located in the city of Gig Harbor. The subject property is situated on the southeast side of Wollochet Drive NW, just south of the SR-16 Eastbound Off-Ramp. Access to the site is proposed via a single, shared driveway approach with the property abutting the southwest (Gig Harbor Waterfalls Landscaping). Site development consists of 674 rentable units contained in five new buildings. Project buildout is projected in 2020 and a five-year horizon of 2024 was analyzed for future traffic impacts. A vicinity map is shown in Figure 1 on the following page. The general configuration of the project is presented in the site plan illustrated in Figure 2.





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WOLLOCHET SELF STORAGE
VICINITY MAP & ROADWAY SYSTEM
FIGURE 1



3. EXISTING CONDITIONS

3.1 Surrounding Roadways

The site is primarily served by *Wollochet Drive NW*, which is southwest-northeast arterial bordering the northwest side of the site. The speed limit is posted at 35 mph in the vicinity of the project. Generally the cross-section of the roadway is one lane in travel in either direction with turn lanes are provided at major intersections. Paving is asphalt with lane widths around 11 feet. Shoulders are generally paved. Sidewalks are available in some areas. Grades are mild in the vicinity of the site.

3.2 Roadway Improvements

A review of the 2020 – 2025 City of Gig Harbor Six Year Transportation Improvement Program indicates several improvement projects are scheduled in the vicinity of the site.

Pioneer Way/SR-16 WB on-ramp right turn slip lane (Priority #8) will construct a right turn slip lane on the WB SR-16 on-ramp to relieve congestion on the Pioneer/Wollochet overpass. Construction is scheduled for 2021 with an estimated cost of \$800,000.

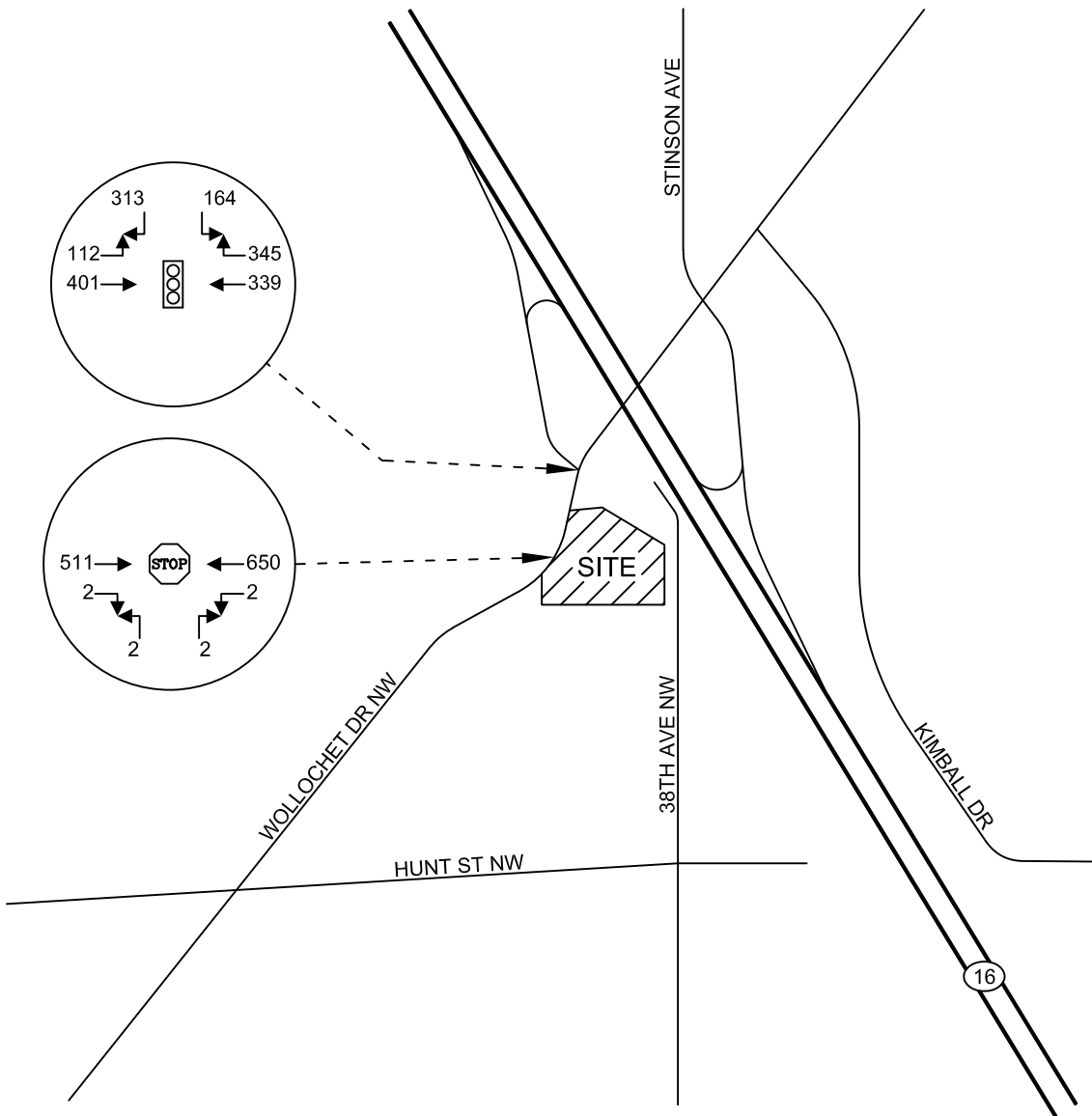
Wollochet Dr./SR-16 EB off-ramp rt. turn lane (Priority #9) will construct a right turn lane on the SR-16 EB off-ramp approaching the signal. Construction is scheduled for 2021 with an estimated cost of \$400,000.

Wagner Way/Wollochet Intersection Traffic Signal (Priority #10) will construct a traffic signal (or roundabout) at Wollochet Drive and Wagner Way. Construction is scheduled in 2021 with an estimated cost of \$925,000.

Wollochet Drive Improvements (Priority #27) will widen roadway to provide for 11 foot lanes, bicycle lanes, sidewalks, landscaping and illumination on at least one side of the roadway from Kimball Dr. To Hunt Street. Preliminary engineering is scheduled for 2024 with an estimated cost of \$500,000.

3.3 Peak Hour Volumes

Field data collected for this study was collected in July of 2019. Traffic counts were taken during the peak period between the hours of 4 PM and 6 PM. This specific peak period was targeted for analysis purposes as it generally represents the worst case scenario with respect to traffic conditions for commercial developments. Existing PM peak hour volumes on Wollochet Drive NW at the eastbound SR-16 ramp and Wollochet Drive/Gig Harbor Waterfalls Access can be found in Figure 3. Count data is included in the appendix for reference.



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WOLLOCHET SELF STORAGE
EXISTING PM PEAK HOUR VOLUMES
FIGURE 3

3.4 Non-Motorist Traffic

Observations for pedestrian and bicycle activity were made at the key arterials and intersections of interest. During the peak hours little to no pedestrian volumes were observed.

3.5 Transit Service

A review of the Pierce Transit system map shows transit service is not provided in the vicinity of the site.

3.6 Existing Level of Service

Peak hour delays were determined through the use of the *Highway Capacity Manual* 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range¹ for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating the worst conditions with heavy control delays. Detailed descriptions of intersection LOS are given in the 2016 Highway Capacity Manual. Delays presented represent overall weighted average delays for the signalized control. For unsignalized, side-street stop-controlled intersections, LOS is determined by the movement with the highest delay. Level of service calculations were made through the use of the *Synchro 10* analysis program. Table 1 below summarizes existing LOS at the study intersection and proposed shared project access.

Table 1: Existing PM Peak Hour Level of Service

Delays given in seconds per vehicle

Wollochet Dr NW at	Control	LOS	Delay
Eastbound SR-16 Off-Ramp	Signal	D	45.6
Project Access	Stop	C	20.0

Existing services levels are shown to operate at LOS D for the signalized intersection of Wollochet Dr NW/SR-16 EB Off-Ramp and LOS C for the proposed shared access location on Wollochet Dr NW.

¹ *Signalized Intersections - Level of Service*

Level of Service	Control Delay per Vehicle (sec)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Highway Capacity Manual, 6th Edition

Stop Controlled Intersections – Level of Service

Level of Service	Control Delay per Vehicle (sec)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

3.7 Sight Distance at Access Driveways

Assessments of the proposed access onto Wollochet Drive NW were made to determine whether or not adequate entering sight distance (ESD) can be provided for project traffic. Sight distance requirements were obtained from the *American Association of State Highway and Transportation Officials* (AASHTO) standards for outbound turning movements. Based on the 35 mph speed limit of Wollochet Drive NW, 390- and 335-foot sight lines for left- and right-turn movements, respectively, are recommended for safe entry. Preliminary examinations of the approximate driveway location indicate sight lines to meet minimum distances in either direction.

4. FUTURE TRAFFIC CONDITIONS

4.1 Trip Generation

Trip generation is used to determine the magnitude of project impacts on the surrounding street system. This is usually denoted by the quantity or specific number of new trips that enter and exit a project during a designated time period, such as a specific peak hour (AM or PM) or an entire day. Data presented in this report was taken from the Institute of Transportation Engineer's publication *Trip Generation*, Tenth Edition. The designated land use for this project is defined as Mini-Warehouse (LUC 151). Data for the PM peak hour was used for estimation purposes and was applied to the intersection network for future capacity analysis. Table 2 below summarizes the estimated project trip generation. Included are the average weekday daily trips (AWDT) and the AM and PM peak hour volumes. ITE average rates were used.

Table 2: Project Trip Generation

Land Use	Size	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Self-Storage	101,570 sf	153	6	4	10	8	9	17

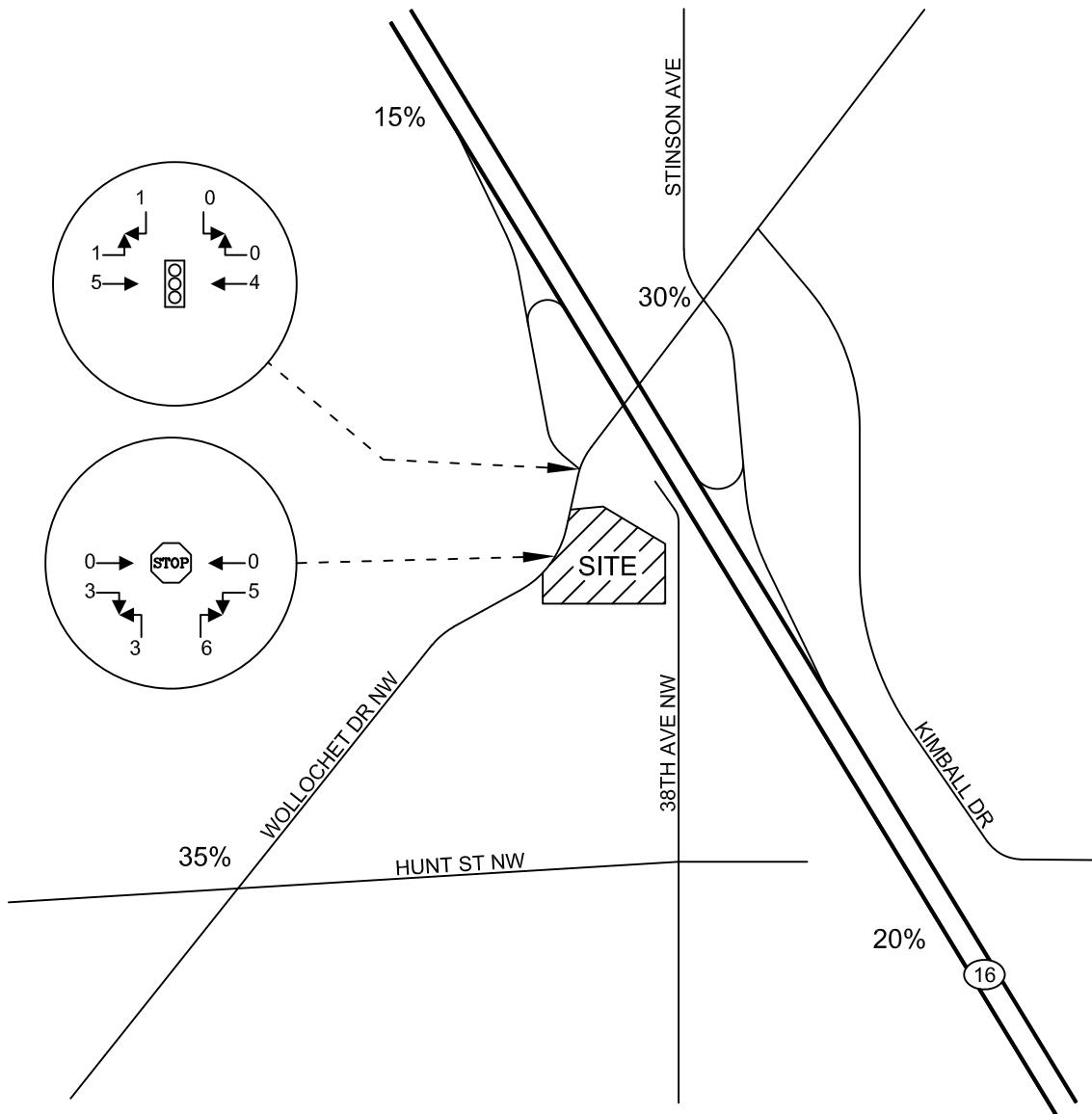
Based on the data presented in Table 2, the project is anticipated to generate 10 AM peak hour trips and 17 PM peak hour trips at time of full-buildout.

4.2 Distribution & Assignment

Trip distribution describes the process by which project generated trips are dispersed on the street network surrounding the site. The trips generated by the project are expected to follow the general trip pattern as shown in Figure 4 on the following page. These distribution percentages are based primarily on existing travel patterns and the location of nearby major roadways.

4.3 Peak Hour Volumes

A five-year horizon analysis year of 2024 was used in order to assess future impacts. Consistent with previous projects in the area, a two percent annual background growth rate was applied to the existing volumes in Figure 3 to approximate future volumes. Figure 5 shows cumulative 2024 PM volumes without project-generated trips added. Figure 6 shows 2024 PM peak volumes with project-generated trips included.

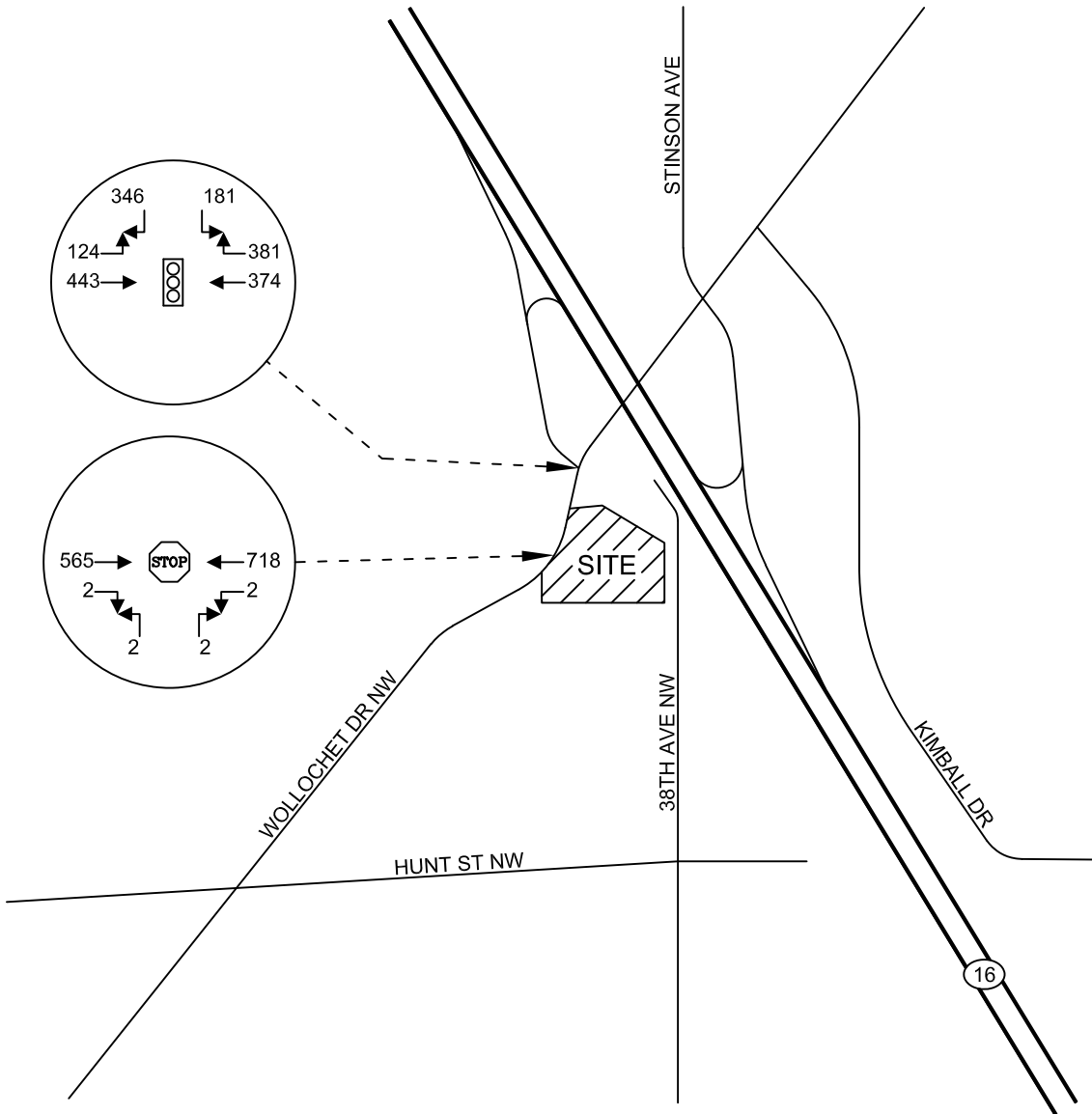


NEW PM PEAK HOUR TRIPS

INBOUND: 8 VPH
OUTBOUND: 9 VPH

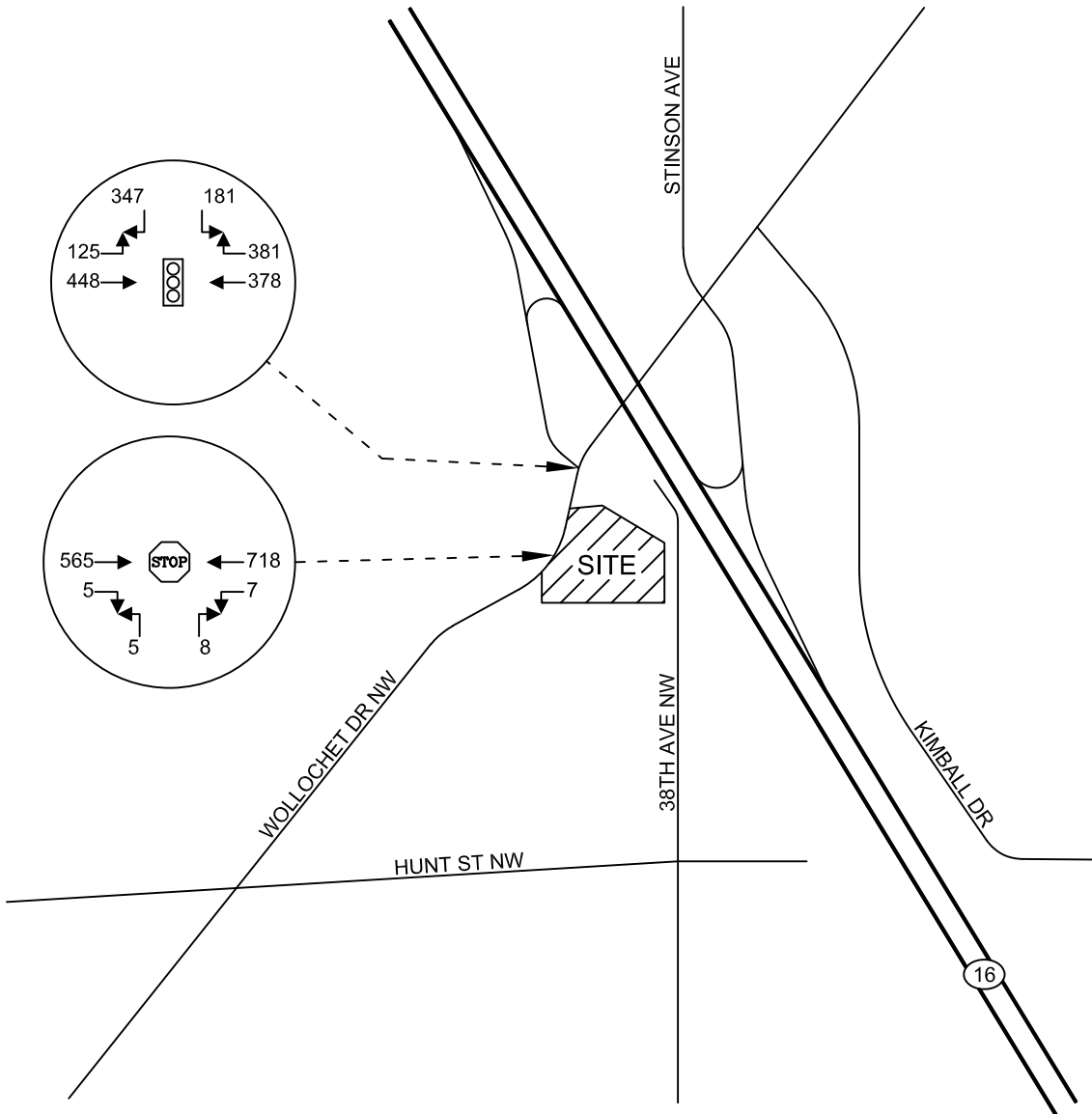
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WOLLOCHET SELF STORAGE
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 4



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WOLLOCHET SELF STORAGE
FUTURE 2024 PM PEAK HOUR VOLUMES WITHOUT PROJECT
FIGURE 5



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WOLLOCHET SELF STORAGE
FUTURE 2024 PM PEAK HOUR VOLUMES WITH PROJECT
FIGURE 6

4.4 Level of Service

Table 3 summarizes future 2024 PM peak hour LOS analysis that was evaluated both without and with project traffic added to the local roadway system. Again the analysis program *Synchro* was used.

Table 3: Forecast 2024 PM Peak Hour Level of Service

Delays given in seconds per vehicle

Wollochet Dr NW at	Control	<u>Without Project</u>		<u>With Project</u>		<u>With Project & RTL</u>	
		LOS	Delay	LOS	Delay	LOS	Delay
Eastbound SR-16 Off-Ramp	Signal	E	65.5	E	66.3	D	36.4
Project Access	Stop	C	22.9	C	21.8	--	--

Wollochet Drive NW & Eastbound SR-16 Ramp: is shown to operate at LOS E with or without project traffic. As outlined in the City's Six-Year Transportation Improvement Program, a right-turn lane is planned for the SR-16 Eastbound Off-Ramp at Wollochet Dr NW. As the construction date is scheduled in 2021, an alternate scenario was analyzed to include the right-turn lane. Assuming a constructed right-turn lane, LOS is shown to improve to LOS D with project traffic.

Wollochet Drive NW & Project Access: the shared project access is shown to continue operating at LOS C with or without the proposed development. Average delays are shown to slightly decrease with project traffic due to the increase in northbound right-turns leaving the site. Right-turns generally experience low delays and can thereby reduce a movement's overall delay.

4.5 Left Turn Lane Warrants

Left turn lanes are a means of providing necessary storage space for left turning vehicles at intersections. Methods have been developed by various agencies to determine under what circumstances a left turn lane would be needed. For this impact study, procedures described by the WSDOT Design Manual Exhibit 1310-7a were used to ascertain storage requirements on Wollochet Drive NW at the proposed project access. Based on 2024 PM peak hour volumes with project traffic included it appears a left turn lane *would NOT be warranted*. The total daily hourly volumes are out of the range of the warrant. Given the heavy volumes and Wollochet Drive NW and the close proximity to the SR-16 ramp, it is recommended the center left-turn lane existing north and south of the site be continued across the site. Refer to the appendix for the warrant nomograph and input values.

5. SUMMARY & MITIGATION

Wollochet Self-Storage is a proposed storage facility containing up to 101,570 square feet and 674 rentable units in the city of Gig Harbor. The subject property is located on the southeast side of Wollochet Drive NW, just south of the SR-16 Eastbound Ramps. Access to the site is proposed via a single, shared driveway with Gig Harbor Waterfalls to the south. Based on ITE data, the project is estimated to generate 10 AM and 17 PM peak hour trips.

Existing delays at the Wollochet Drive NW & SR-16 Eastbound Off-Ramp are at LOS D. Forecast 2024 delays are anticipated to operate at LOS E with or without the project; however, the City's planned improvements via a right-turn lane on Eastbound SR-16 Off-Ramp at Wollochet Drive NW would improve service levels to LOS D. The proposed shared access was shown to operate at LOS C under all scenarios. A left turn lane was found not warranted but is recommended, given heavy through volumes and the proximity to the SR-16 ramp.

Based on the finding of this report, the following mitigation is recommend:

1. Re-stripe and re-purpose shoulder if needed, to connect the center two-way left-turn lane from the eastbound SR-16 ramp to the Wagner Way NW intersection.
2. Pay Traffic Impact Fee (TIF) to the City based on the number of new PM peak hour trips generated from the project. Per the City of Gig Harbor, \$5,071 will be assessed to the 16 new PM peak hour trips yielding an estimated calculated TIF of:

$$\text{\$5,071} \times 17 \text{ trips} = \text{\$86,207.00}$$

Exact fees will be determined by the City at the time of building permit issuance. No other mitigation is identified at this time.

WOLLOCHET SELF-STORAGE
TRAFFIC IMPACT ANALYSIS

APPENDIX

LEVEL OF SERVICE

The following are excerpts from the *6th Edition of the Highway Capacity Manual*

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions.

Level-of-Service definitions

The following definitions generally define the various levels of service for arterials.

Level of service A represents primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delay at signalized intersections is minimal.

Level of service B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver in the traffic stream is only slightly restricted and delays are not bothersome.

Level of service C represents stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than in LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the average free-flow speed for the arterial classification.

Level of service D borders on a range in which small increases in flow may cause substantial increases in approach delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free-flow speed.

Level of service E is characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of

adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level of service F characterizes arterial flow at extremely low speeds, from less than one-third to one-quarter of the free-flow speed. Intersection congestion is likely at critical signalized locations, with long delays and extensive queuing.

These definitions are general and conceptual in nature, and they apply primarily to uninterrupted flow. Levels of service for interrupted flow facilities vary widely in terms of both the user's perception of service quality and the operational variables used to describe them.

For each type of facility, levels of service are defined based on one or more operational parameters that best describe operating quality for the subject facility type. While the concept of level of service attempts to address a wide range of operating conditions, limitations on data collection and availability make it impractical to treat the full range of operational parameters for every type of facility. The parameters selected to define levels of service for each facility type are called "measures of effectiveness" or "MOE's", and represent available measures that best describe the quality of operation on the subject facility type.

Each level of service represents a range of conditions, as defined by a range in the parameters given. Thus, a level of service is not a discrete condition, but rather a range of conditions for which boundaries are established.

The following tables describe levels of service for signalized and unsignalized intersections. Level of service for signalized intersections is defined in terms of average control delay. Delay is a measure of driver discomfort, frustration, fuel consumption and lost travel time, as well as time from movements at slower speeds and stops on intersection approaches as vehicles move up in queue position or slow down upstream of an intersection. Level of service for unsignalized intersections is determined by the computed or measured control delay and is determined for each minor movement.

Signalized Intersections - Level of Service

<u>Level of Service</u>	<u>Control Delay per Vehicle (sec)</u>
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Unsignalized Intersections - Level of Service

<u>Level of Service</u>	<u>Average Total Delay per Vehicle (sec)</u>
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

As described in the Highway Capacity Manual, level of service breakpoints for all-way stop controlled (AWSC) intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from distinct kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection. Thus a higher level of control delay is acceptable at a signalized intersection for the same level of service.

AWSC Intersections - Level of Service

<u>Level of Service</u>	<u>Average Total Delay per Vehicle (sec)</u>
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: Wollochet Self-Storage

Intersection: Wollochet Dr NW & SR-16 EB Off-Ramp

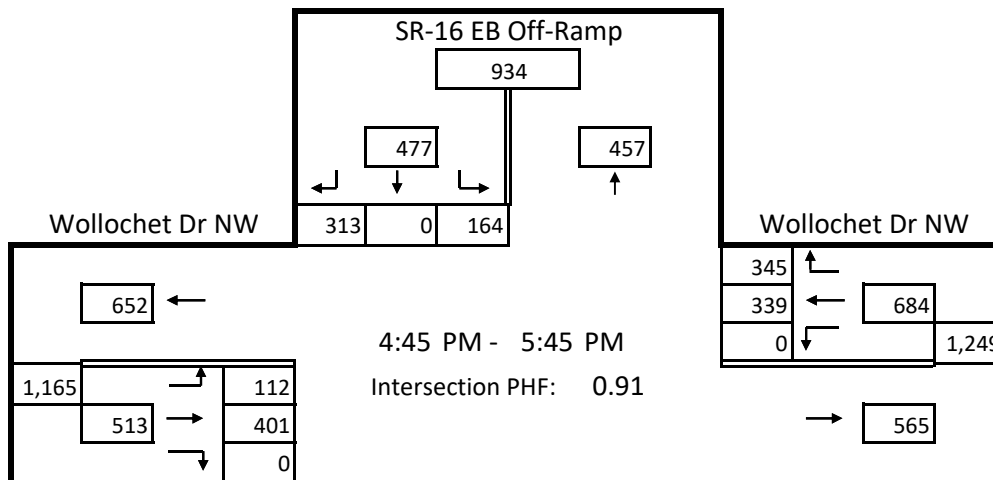
Jurisdiction: City of Gig Harbor

Date of Count: 7/16/2019

Project Number: 4329

Time Period	Southbound SR-16 EB Off-Ramp				Westbound Wollochet Dr NW				Northbound				Eastbound Wollochet Dr NW				Total
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	
4:00 PM	1	64		43	1	68	51						3		120	24	370
4:15 PM	1	70		55	1	90	67						1		98	30	410
4:30 PM	1	71		47	2	69	74						3		97	23	381
4:45 PM	0	73		36	0	74	80						0		115	29	407
5:00 PM	1	77		47	2	108	108						1		97	25	462
5:15 PM	2	93		42	0	79	83						1		89	34	420
5:30 PM	3	70		39	1	84	68						2		100	24	385
5:45 PM	1	66		43	1	55	87						0		123	19	393
Total	10	584		352	8	627	618						11		839	208	3,228

Peak Hour	4:45 PM to 5:45 PM																Total
Peak Total	6	313		164	3	345	339						4	0	401	112	1,674
Heavy Veh.	1.1%				0.6%								1.1%				
PHF	0.88				0.79								0.25				



Heath & Associates, Inc.
2214 Tacoma Road
Puyallup, WA 98371

Project Name: Wollochet Self-Storage

Intersection: Wollochet Dr NW & Gig Harbor Waterfalls Entrance

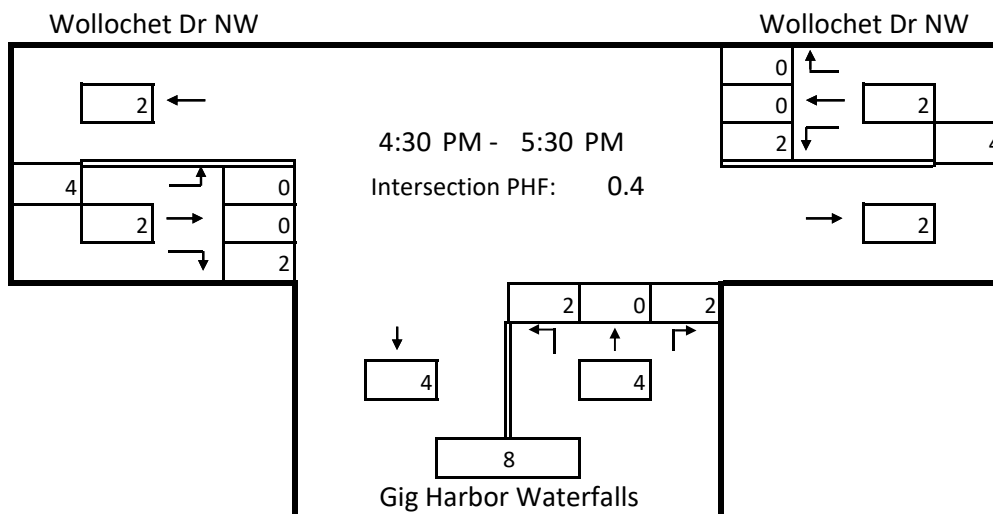
Date of Count: 7/16/2019

Jurisdiction: City of Gig Harbor

Project Number: 4329

Time Period	Southbound				Westbound Wollochet Dr NW				Northbound Gig Harbor Waterfalls				Eastbound Wollochet Dr NW				Total
	HV	R	T	L	HV	R	T	L	HV	R	T	L	HV	R	T	L	
4:00 PM					0			0	0	0		0	0	0			0
4:15 PM					0			0	0	0		0	0	0			0
4:30 PM					1			1	0	0		0	0	0			1
4:45 PM					1			1	1	0		2	0	2			5
5:00 PM					0			0	0	1		0	0	0			1
5:15 PM					0			0	0	1		0	0	0			1
5:30 PM					0			0	0	0		0	0	0			0
5:45 PM					0			0	0	0		0	0	0			0
Total					2			2	1	2		2	0	2			8

Peak Hour	4:30 PM to 5:30 PM																Total
Peak Total					2			2	1	2		2	0	2			8
Heavy Veh.					100.0%				25.0%				0.0%				
PHF					0.50				0.50				0.25				



Mini-Warehouse (151)

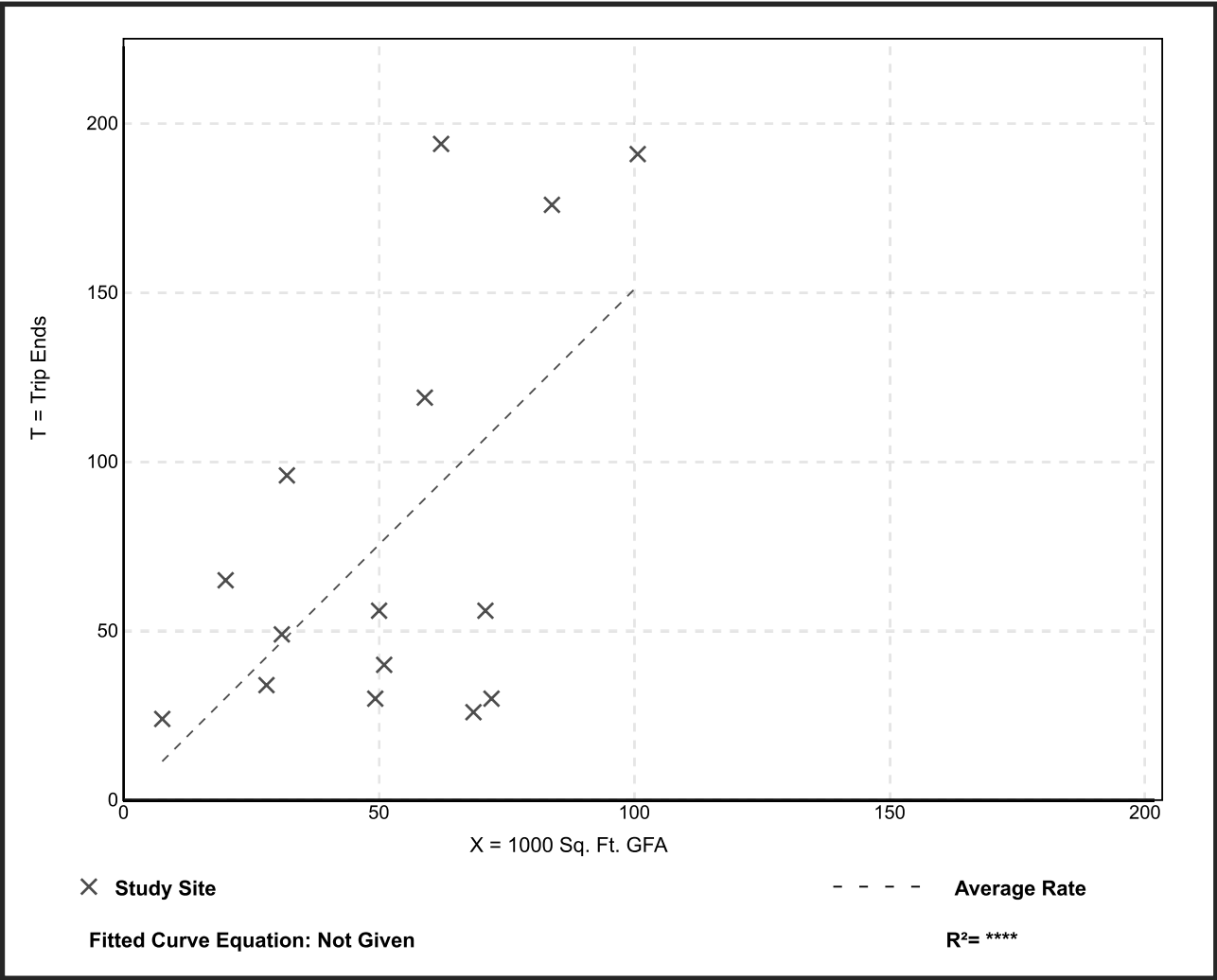
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 15
Avg. 1000 Sq. Ft. GFA: 52
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.51	0.38 - 3.25	0.95

Data Plot and Equation



Trip Generation Manual, 10th Edition • Institute of Transportation Engineers

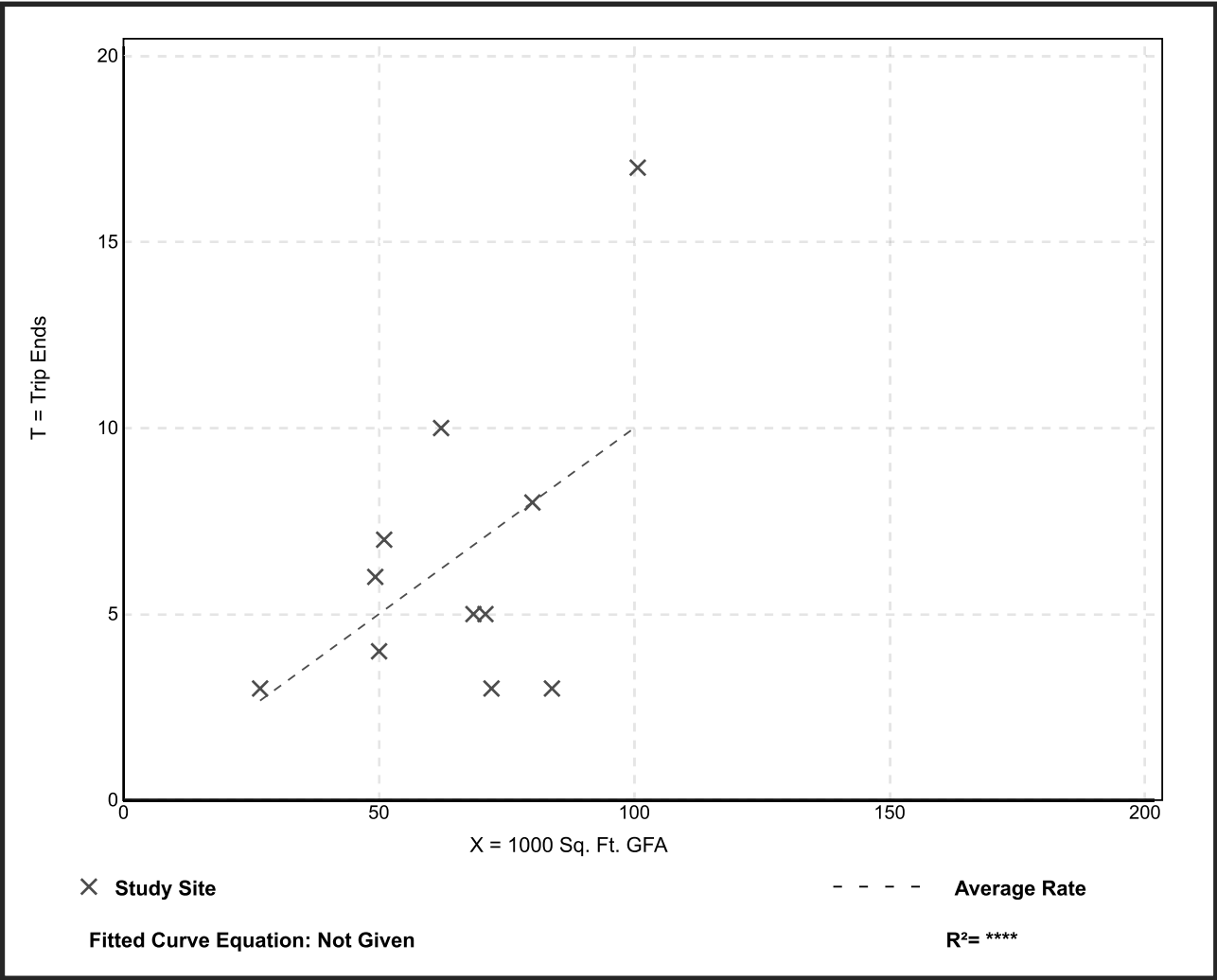
Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 65
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.10	0.04 - 0.17	0.05

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs:
1000 Sq. Ft. GFA

On a:
Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Number of Studies:
16

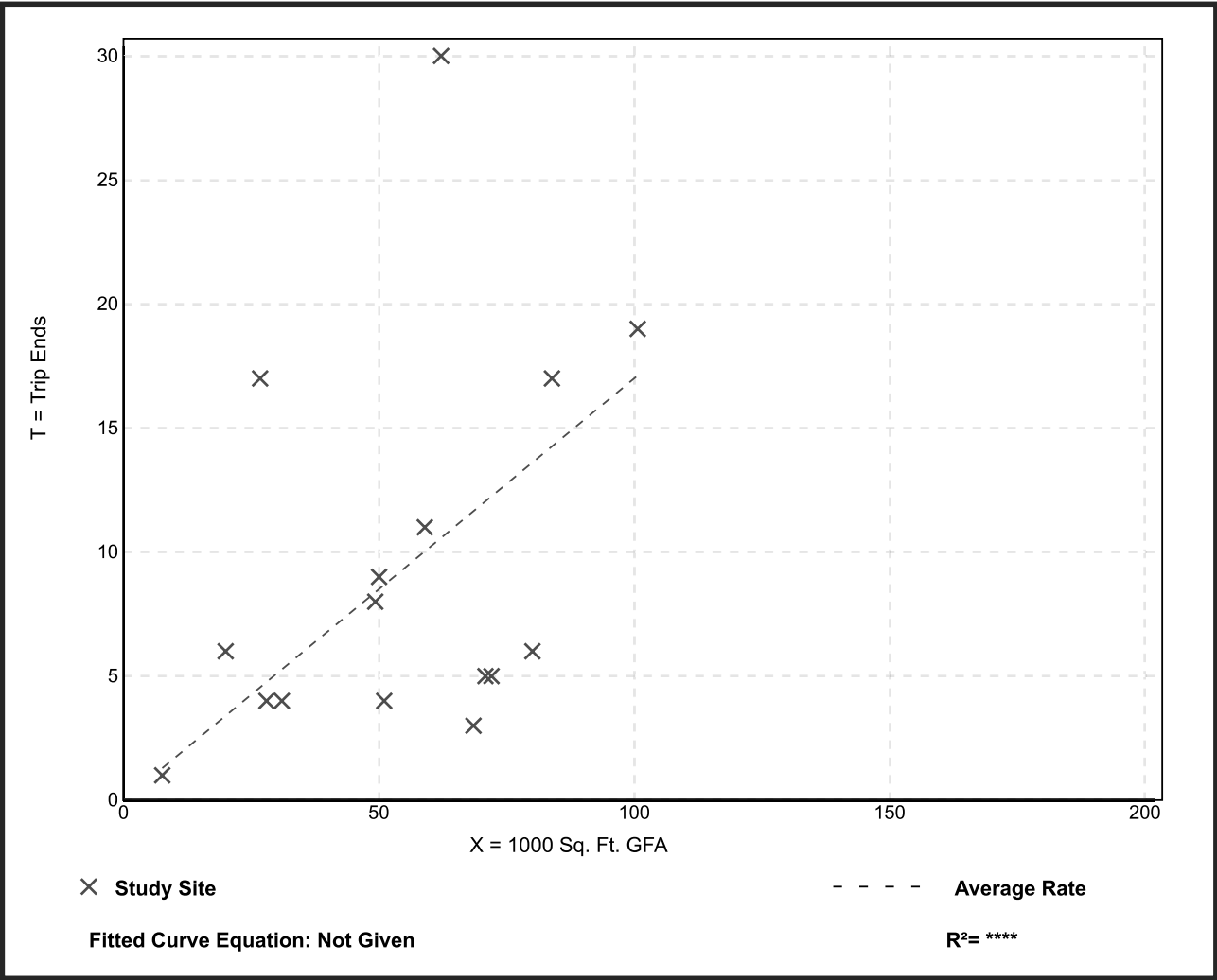
Avg. 1000 Sq. Ft. GFA:
54

Directional Distribution:
47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

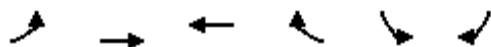
Average Rate	Range of Rates	Standard Deviation
0.17	0.04 - 0.64	0.14

Data Plot and Equation



HCM 6th Signalized Intersection Summary
1: Wollochet Dr NW & SR-16 EB Ramp

Existing 2019 PM Peak Hour
08/12/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	112	401	339	345	164	313	
Future Volume (veh/h)	112	401	339	345	164	313	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1900	1900	
Adj Flow Rate, veh/h	123	441	373	379	180	344	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Percent Heavy Veh, %	1	1	1	1	0	0	
Cap, veh/h	152	1089	384	390	189	360	
Arrive On Green	0.08	0.58	0.45	0.45	0.33	0.33	
Sat Flow, veh/h	1795	1885	857	871	569	1088	
Grp Volume(v), veh/h	123	441	0	752	525	0	
Grp Sat Flow(s),veh/h/ln	1795	1885	0	1728	1661	0	
Q Serve(g_s), s	6.7	12.8	0.0	42.1	30.6	0.0	
Cycle Q Clear(g_c), s	6.7	12.8	0.0	42.1	30.6	0.0	
Prop In Lane	1.00			0.50	0.34	0.66	
Lane Grp Cap(c), veh/h	152	1089	0	774	550	0	
V/C Ratio(X)	0.81	0.40	0.00	0.97	0.95	0.00	
Avail Cap(c_a), veh/h	158	1099	0	777	559	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	44.5	11.5	0.0	26.7	32.4	0.0	
Incr Delay (d2), s/veh	25.5	0.2	0.0	25.3	26.9	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.0	5.1	0.0	21.8	16.0	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	70.0	11.7	0.0	52.0	59.3	0.0	
LnGrp LOS	E	B	A	D	E	A	
Approach Vol, veh/h		564	752		525		
Approach Delay, s/veh		24.4	52.0		59.3		
Approach LOS		C	D		E		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				61.7	37.3	12.9	48.8
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				57.7	33.3	8.7	44.5
Max Q Clear Time (g_c+I1), s				14.8	32.6	8.7	44.1
Green Ext Time (p_c), s				3.1	0.2	0.0	0.2
Intersection Summary							
HCM 6th Ctrl Delay			45.6				
HCM 6th LOS			D				

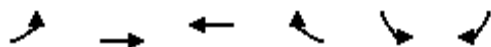
Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	511	2	2	650	2	2
Future Vol, veh/h	511	2	2	650	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #0		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	100	1	25	25
Mvmt Flow	562	2	2	714	2	2
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	564	0	1281	563
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	718	-
Critical Hdwy	-	-	5.1	-	6.65	6.45
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	3.1	-	3.725	3.525
Pot Cap-1 Maneuver	-	-	659	-	164	484
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	444	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	659	-	163	484
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	442	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		20		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	244	-	-	659	-	
HCM Lane V/C Ratio	0.018	-	-	0.003	-	
HCM Control Delay (s)	20	-	-	10.5	0	
HCM Lane LOS	C	-	-	B	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th Signalized Intersection Summary

1: Wollochet Dr NW & SR-16 EB Ramp

Forecast 2024 PM Peak Hour Without Project

08/13/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	124	443	374	381	181	346	
Future Volume (veh/h)	124	443	374	381	181	346	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1900	1900	
Adj Flow Rate, veh/h	136	487	411	419	199	380	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Percent Heavy Veh, %	1	1	1	1	0	0	
Cap, veh/h	162	1112	393	401	187	357	
Arrive On Green	0.09	0.59	0.46	0.46	0.33	0.33	
Sat Flow, veh/h	1795	1885	856	872	570	1088	
Grp Volume(v), veh/h	136	487	0	830	580	0	
Grp Sat Flow(s),veh/h/ln	1795	1885	0	1728	1661	0	
Q Serve(g_s), s	8.2	15.7	0.0	50.5	36.1	0.0	
Cycle Q Clear(g_c), s	8.2	15.7	0.0	50.5	36.1	0.0	
Prop In Lane	1.00			0.50	0.34	0.66	
Lane Grp Cap(c), veh/h	162	1112	0	793	545	0	
V/C Ratio(X)	0.84	0.44	0.00	1.05	1.06	0.00	
Avail Cap(c_a), veh/h	162	1112	0	793	545	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	49.3	12.5	0.0	29.8	37.0	0.0	
Incr Delay (d2), s/veh	31.0	0.3	0.0	44.7	56.7	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.1	6.4	0.0	29.8	22.9	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	80.3	12.7	0.0	74.4	93.7	0.0	
LnGrp LOS	F	B	A	F	F	A	
Approach Vol, veh/h		623	830		580		
Approach Delay, s/veh		27.5	74.4		93.7		
Approach LOS		C	E		F		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				69.4	40.6	14.4	55.0
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				64.9	36.1	9.9	50.5
Max Q Clear Time (g_c+I1), s				17.7	38.1	10.2	52.5
Green Ext Time (p_c), s				3.5	0.0	0.0	0.0
Intersection Summary							
HCM 6th Ctrl Delay			65.5				
HCM 6th LOS			E				

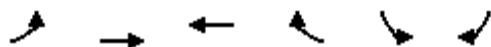
Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	565	2	2	718	2	2
Future Vol, veh/h	565	2	2	718	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #0	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	100	1	25	25
Mvmt Flow	621	2	2	789	2	2
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	623	0	1415	622
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	793	-
Critical Hdwy	-	-	5.1	-	6.65	6.45
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	3.1	-	3.725	3.525
Pot Cap-1 Maneuver	-	-	621	-	135	447
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	408	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	621	-	134	447
Mov Cap-2 Maneuver	-	-	-	-	134	-
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	406	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0		22.9		
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	206	-	-	621	-	
HCM Lane V/C Ratio	0.021	-	-	0.004	-	
HCM Control Delay (s)	22.9	-	-	10.8	0	
HCM Lane LOS	C	-	-	B	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 6th Signalized Intersection Summary

1: Wollochet Dr NW & SR-16 EB Ramp

Forecast 2024 PM Peak Hour With Project

08/13/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	125	448	378	381	181	347
Future Volume (veh/h)	125	448	378	381	181	347
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	137	492	415	419	199	381
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	162	1116	397	400	186	355
Arrive On Green	0.09	0.59	0.46	0.46	0.33	0.33
Sat Flow, veh/h	1795	1885	860	869	569	1089
Grp Volume(v), veh/h	137	492	0	834	581	0
Grp Sat Flow(s),veh/h/ln	1795	1885	0	1729	1661	0
Q Serve(g_s), s	8.3	15.9	0.0	50.7	35.9	0.0
Cycle Q Clear(g_c), s	8.3	15.9	0.0	50.7	35.9	0.0
Prop In Lane	1.00			0.50	0.34	0.66
Lane Grp Cap(c), veh/h	162	1116	0	797	542	0
V/C Ratio(X)	0.85	0.44	0.00	1.05	1.07	0.00
Avail Cap(c_a), veh/h	162	1116	0	797	542	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.3	12.4	0.0	29.7	37.1	0.0
Incr Delay (d2), s/veh	32.2	0.3	0.0	44.8	59.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	6.5	0.0	30.0	23.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	81.5	12.7	0.0	74.4	96.4	0.0
LnGrp LOS	F	B	A	F	F	A
Approach Vol, veh/h		629	834		581	
Approach Delay, s/veh		27.7	74.4		96.4	
Approach LOS		C	E		F	
Timer - Assigned Phs				4	6	7
Phs Duration (G+Y+Rc), s				69.6	40.4	14.4
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				65.1	35.9	9.9
Max Q Clear Time (g_c+I1), s				17.9	37.9	10.3
Green Ext Time (p_c), s				3.6	0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			66.3			
HCM 6th LOS			E			

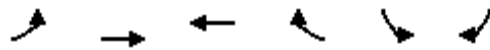
Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	565	5	7	718	5	8
Future Vol, veh/h	565	5	7	718	5	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	50	1	25	25
Mvmt Flow	621	5	8	789	5	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	626	0	1429	624
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	805	-
Critical Hdwy	-	-	4.6	-	6.65	6.45
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	2.65	-	3.725	3.525
Pot Cap-1 Maneuver	-	-	762	-	132	446
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	403	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	762	-	129	446
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	395	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		21.8	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1		EBT	EBR	WBL	WBT
Capacity (veh/h)	229		-	-	762	-
HCM Lane V/C Ratio	0.062		-	-	0.01	-
HCM Control Delay (s)	21.8		-	-	9.8	0
HCM Lane LOS	C		-	-	A	A
HCM 95th %tile Q(veh)	0.2		-	-	0	-

HCM 6th Signalized Intersection Summary

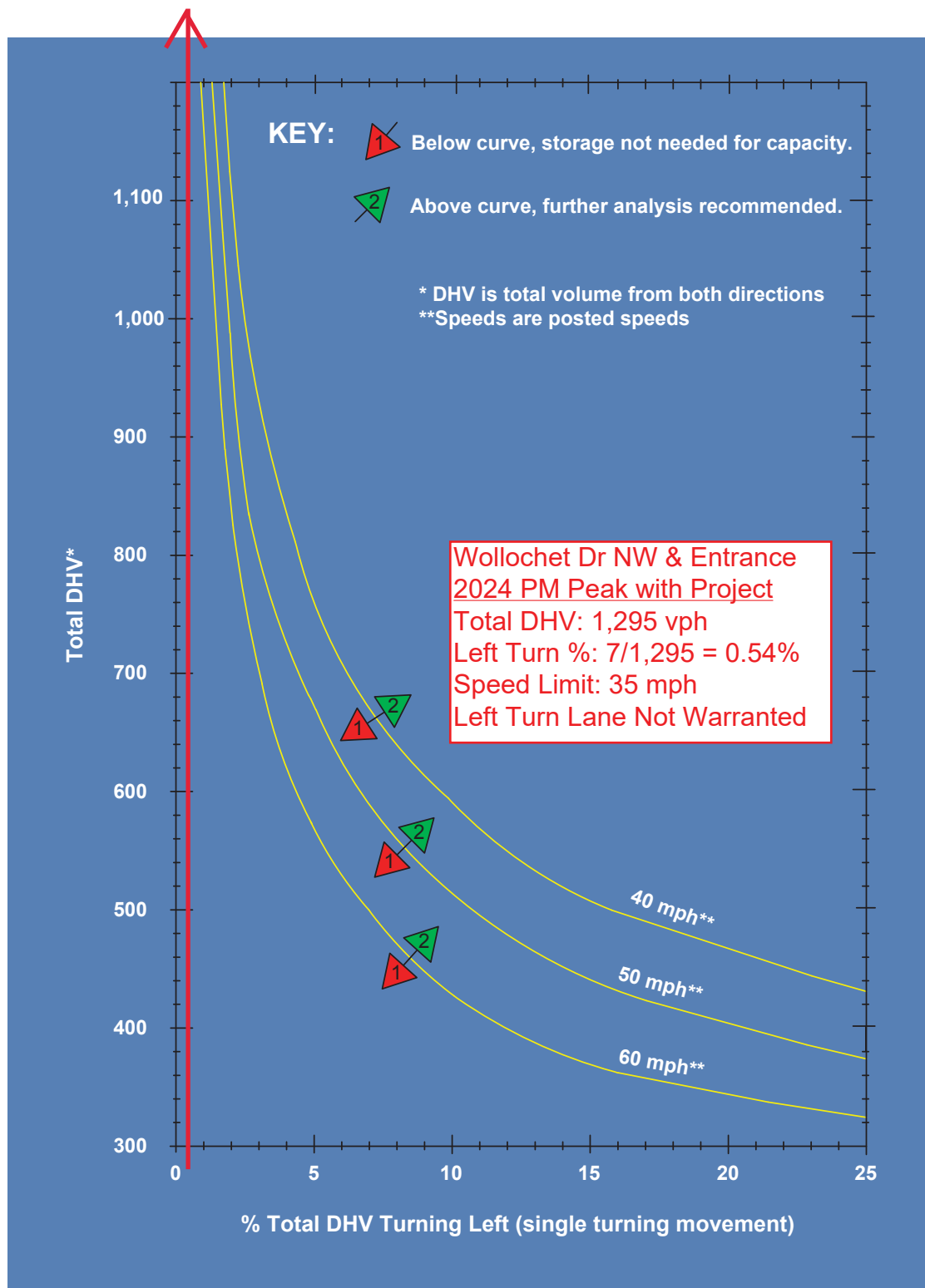
1: Wollochet Dr NW & SR-16 EB Ramp

Forecast 2024 PM Peak Hour W/ Project & Rt TL

08/13/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	125	448	378	381	181	347	
Future Volume (veh/h)	125	448	378	381	181	347	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	
Adj Flow Rate, veh/h	137	492	415	419	199	381	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Percent Heavy Veh, %	1	1	1	1	1	1	
Cap, veh/h	167	1210	432	437	479	426	
Arrive On Green	0.09	0.64	0.50	0.50	0.27	0.27	
Sat Flow, veh/h	1795	1885	860	869	1795	1598	
Grp Volume(v), veh/h	137	492	0	834	199	381	
Grp Sat Flow(s),veh/h/ln	1795	1885	0	1729	1795	1598	
Q Serve(g_s), s	7.3	12.4	0.0	45.5	9.0	22.5	
Cycle Q Clear(g_c), s	7.3	12.4	0.0	45.5	9.0	22.5	
Prop In Lane	1.00			0.50	1.00	1.00	
Lane Grp Cap(c), veh/h	167	1210	0	869	479	426	
V/C Ratio(X)	0.82	0.41	0.00	0.96	0.42	0.89	
Avail Cap(c_a), veh/h	181	1251	0	894	657	585	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	43.7	8.5	0.0	23.4	29.7	34.6	
Incr Delay (d2), s/veh	23.3	0.2	0.0	20.7	0.6	12.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.3	4.7	0.0	22.2	3.9	19.5	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	67.0	8.7	0.0	44.1	30.2	47.5	
LnGrp LOS	E	A	A	D	C	D	
Approach Vol, veh/h		629	834		580		
Approach Delay, s/veh		21.4	44.1		41.5		
Approach LOS		C	D		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				67.4	30.6	13.6	53.8
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				65.1	35.9	9.9	50.7
Max Q Clear Time (g_c+I1), s				14.4	24.5	9.3	47.5
Green Ext Time (p_c), s				3.6	1.6	0.0	1.8
Intersection Summary							
HCM 6th Ctrl Delay			36.4				
HCM 6th LOS			D				



Left-Turn Storage Guidelines: Two-Lane, Unsignalized

Exhibit 1310-7a

APPROVED

ADL 4/14/2021

PRELIMINARY HYDRAULIC WATER REPORT

FOR

WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY

6600+/- Wollochet Dr. NW
Gig Harbor, Washington 98335

Prepared for:

WOLLOCHET MINISTORAGE, LLC

6622 Wollochet Dr NW
Gig Harbor, Washington 98335
Phone: (253) 858-3636
Fax: (253) 858-3188

Prepared by:

JORGENSEN ENGINEERING SERVICES

Thair Jorgenson, P.E.
6904 Ford Dr. NW
Gig Harbor, WA 98335
(253) 514-0264

Report Date:

**December 18, 2019
Amended: April 5, 2021**

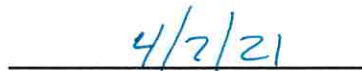
I. INTRODUCTION AND SUMMARY

1. Report Certification

I hereby state that this Preliminary Water Hydraulics Report for the proposed Wollochet Interchange Self-Storage Facility has been prepared by me or under my supervision and meets the standard of care and expertise that is usual and customary in this community of professional engineers. I understand that the City of Gig Harbor does not and will not assume liability for the sufficiency, suitability or performance of water service facilities prepared by me.



Thair Jorgenson, P.E.



Date:



2. Purpose of Report and Study Objectives

The purpose of this Preliminary Water Hydraulics Report is to support the preliminary applications for the development of a self-storage facility to be built on Parcel # 0221078007 within the City of Gig Harbor.

A self-storage facility is allowed within a RB-2 zoning district under a Conditional Use Permit (CUP). In addition to submitting a CUP application for the project, the City of Gig Harbor project approval process requires the additional submittals of a Master Site Plan Review (MSPR), Design Review (DR) and SEPA applications for this type of project. This "Preliminary Water Hydraulics Report" therefore is intended to only provide enough information and documentation to support the request for Water service for

the project and to provide the necessary information to show that the proposed Water for proposed facility is properly designed and adequately sized.

II. PROPOSED DEVELOPMENT

1. Description

The proposed project development is a modern, self-storage facility built with the latest in secure self-storage technology and architectural design. The project is comprised of five buildings, including one large 3-story (Building A-68,917 GSF), a large one-story (Building B-13,004 GSF), and three smaller, one-story storage buildings (Building C- 9,056 GSF; Building D- 4,250 GSF; & Building E- 4,264 GSF), laid out over the 3.69 acre site. The three-story building is heated with covered loading/unloading to protect customers from the unpredictable Pacific NW weather.

The self-storage facility includes a single retail sales office to be staffed only by one individual. The sales office will include a small staff restroom and one small guest restroom within the three-story build. **None of the remaining four storage building will have neither water nor sewer service.**

2. Location and Vicinity Map

The project site is located west of State Route 16 with an address of 6600+/- Wollochett Dr NW, Gig Harbor, Washington 98335. The subject property is situated in the Northwest ¼ of Section 04, Township 27 North, Range 05 East, W.M.

See Appendix B, Sheets C2 for a Vicinity Map and legal description.

3. Site Plan

See Appendix B for Proposed site plan (and preliminary Civil Drawings)

4. Proposed Zoning

The property is currently with the RB-2 zoning. A conditional use permit has been applied for as required in the RB-2 for this use on the property. No zoning revision is required.

5. Proposed Land Use and Intensity

The proposed land use is allowed under a Conditional Use Permit (applied for). The proposed facility and site layout has been designed to meet the City Land Use and Design Review codes as provided in and as allowed with the RB-2 zoning district in the City of Gig Harbor municipal code.

6. Phasing and Timing of the Project

The initial entitlement application phase includes the submittal of the Conditional Use Permit (CUP), Master Site Plan Review (MSPR), Design Review (DR) and SEPA applications. Upon final Hearing Examiner decision for the project, final building and site development permit applications will be submitted to the City. Construction will occur immediately following the issuance of the construction permits. Buildout is anticipated to take 15-months.

III. EXISTING CONDITIONS

1. Study Area

The project site is approximately 3.69-acres and is located on the south west corner of the intersection of Wollochet Dr NW and the SR-16 highway and interchange. Vehicular access is proposed a new driveway off of Wollochet Dr NW. Surface parking is proposed along the south side of the proposed Building 5.

a. Existing Zoning

The site is currently zoned Residential and Business District (RB-2).

b. Existing Land Uses

The site is currently undeveloped.

2. Existing Water Infrastructure

An existing 12-inch City water main exist in the intersection of Wollochet Dr. NW and Wagner Way. This Gig Harbor Public water main provides for fire and domestic flows within the service area for this main.

a. Nearest Valve Location

The nearest valves are located on existing 12-inch City water main in the intersection of Wollochet Dr. NW and Wagner Way approximately 490 feet south of the project site. This Gig Harbor Public water main provides for fire and domestic flows within the service area for this main.

(See Sheet C-6 of the preliminary Water plans in Appendix B).

b. Nearest Hydrant Location

The nearest City hydrant is located at the intersection of Wollochet Dr. NW and Wagner Way approximately 500 feet south of the project site. Three (3) new on-site hydrants are proposed for this project.

(See Sheet C-6 of the preliminary Water plans in Appendix B).

c. Material type(s) at connection location on Water Main

The existing material at the proposed connections within the Wollochet Drive/Wagner Way intersection is 12-inch diameter ductile iron.

(See Sheet C-6 of the preliminary Water plans in Appendix B).

IV. 4.0 PROPOSED DESIGN

1. Minimum Information

a. Site Water Flow Rates

See Appendix A for hydraulic calculations.

b. Site Water Pipe Materials and Sizes

The proposed City water main extension to the site (approximately 490 LF) is to be 10-inch diameter DI. Cl. 52. The on-site fire sprinkler/hydrant main (looped onsite) is proposed to be 10-inch diameter PVC C900 CL200. Fire service lines from the onsite hydrant main to the building sprinkler rooms are to be 6-inch diameter PVC C900 CL200, meeting Public Works standards.

(See Sheet C-6 of the preliminary Water plans in Appendix B).

c. Connection to Existing System

The proposed water main extension is to be connected to the existing 12-inch water main within the Wollochet Drive/Wagner Way intersection.

(See Sheet C-6 of the preliminary Water plans in Appendix B).

2. Additional Information

a. Backflow Prevention Devices

Each of the five (5) self-storage buildings will be sprinklered. A DCVA and vault will be located within the site property line north of the proposed driveway. This DCVA will meet the City of Gig Harbor Public Works Standards and will provide backflow prevention between the City main and the onsite private hydrant and fire service

main. Domestic water service will be on a separate meter and tap on the City's water main on the City's side of the DCVA. A 6-inch fire service line to each building fire sprinkler system will include a PIV valve, and FDC on each like located near one of the new proposed onsite hydrants.

A 2-inch diameter domestic service line to service the manager's office will be provided with a meter off the City main line. The landscape irrigation system will also be provided with double check valve assemblies to protect the City water system.

(See Sheet C-6 of the preliminary Water plans in Appendix B).

b. Hydrant Type and Locations

Three (3) new hydrants are proposed for this project. one will be located on the southern end of the paved site south of Building A and west of Build C. A second hydrant will be located on the east end of the paved area between Building C & D. The third hydrant will be located on the north end of the paved area between Buildings A & E.

(See Sheet C-6 of the preliminary Water plans in Appendix B).

APPENDIX A

Hydraulic Calculations

Under Section 13.32.060 General Facility Charges with the City of Gig Harbor Municipal Code, the City has determined Equivalent Residential Units (ERUs) for various class of services. Based upon the table with Section 13.32.060, this project would fit in the the general commercial classification which assigns 1 ERU per 1,600 sq. ft. or less of interior space.

Although the above determination of ERUs is estimate for sewer service, for the purpose of this preliminary hydraulic report, the same evaluation will be used for water service vs actual fixture counts for other methods of evaluation.

Therefore, to estimate the proposed Water usage for this facility, for this preliminary hydraulic report, the above criterial is used. Accordingly, in using 1 ERU = 1,600 GPD of sewage flow and a manager's office space of 1,060 sq. ft, the estimated water usage for this facility is:

$$(1,060 \text{ sq ft}) \times (1 \text{ ERU}/1600 \text{ sq. ft}) = 0.67 \text{ ERUs} \text{ or rounded up to } 1 \text{ ERU}$$

Water usage is assumed to be 1 ERU = 200GPD

Thus

$$1 \text{ ERU's} \times 200 \text{ GPD} = 200 \text{ GPD}$$

Therefore, the estimated water usage (for this preliminary hydraulic report) is estimated to be = 200 GPD

APPENDIX B

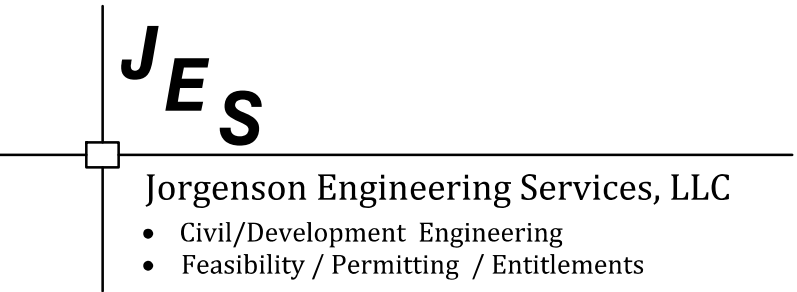
Preliminary Site Plan/Civil Drawings

SECTION 7, TOWNSHIP 21N, RANGE 02E, W.M.

WOLLOCHET HEATED STORAGE A NEW SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN REVIEW APPLICATIONS *

City PROJECT No. PL-SPR-20-0001
Firm's PROJECT No. 19-02



JORGENSON ENGINEERING SERVICES, LLC.
6904 FORD DR NW
GIG HARBOR, WA 98335
(253) - 514-0264
tjorgenson@therushcompanies.com

* THIS DRAWING SET IS INTENDED TO PROVIDE THE PRELIMINARY/CONCEPTUAL CIVIL SITE DESIGN FOR THE SUBJECT PROJECT. THE INFORMATION PROVIDED ON THESE DRAWINGS ARE INTENDED TO MEET THE MINIMUM DESIGN INFORMATION AND CHECKLIST REQUIREMENTS FOR THE PROJECT MAJOR SITE PLAN REVIEW AND DESIGN REVIEW APPLICATIONS FOR THE PROJECT. THE DRAWINGS ARE NOT INTENDED TO BE PERMIT CONSTRUCTION DRAWINGS NOR ARE THE INTENDED TO PROVIDE ALL DETAIL AND NOTES NECESSARY FOR PERMIT/CONSTRUCTION DRAWINGS AND SHOULD BE REVIEWED ACCORDINGLY.

IT SHOULD BE NOTED THAT FOUR (4) SEPARATE PUBLIC WORKS VARIANCES WERE SIMULTANEOUSLY REQUESTED TO SUPPORT THE CONCEPT FRONTAGE IMPROVEMENTS DESIGN AND DRIVEWAY LOCATION FOR THIS PROJECT. THE FOUR (4) PUBLIC WORKS VARIANCES INCLUDE:

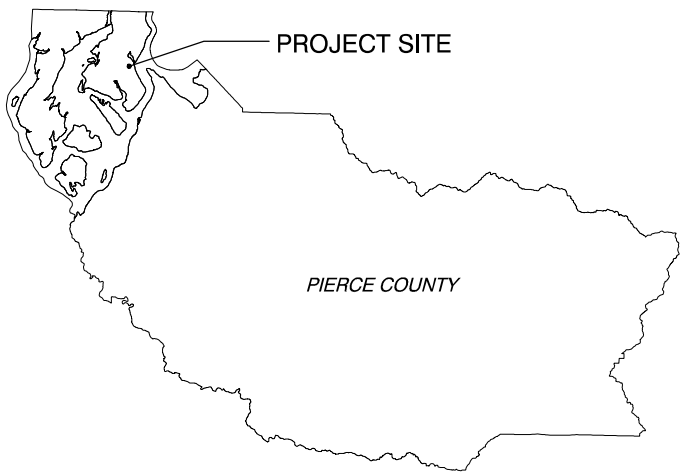
VARIANCE REQUEST #1 - FRONTAGE IMPROVEMENTS ROAD SECTION'
VARIANCE REQUEST #2 - WOLLOCHET DRIVE ACCESS
VARIANCE REQUEST #3 - WOLLOCHET DRIVE ACCESS DRIVEWAY SEPARATION
VARIANCE REQUEST #4 - 38TH STREET FRONTAGE IMPROVEMENTS

APPROVAL OF ALL FOUR VARIANCES WERE GRANTED ON 3/26/21 BY THE CITY ENGINEER. PUBLIC WORKS VARIANCE FILE/APPLICATION NUMBERS ARE:

VARIANCE REQUEST #1 - EN-20-0085
VARIANCE REQUEST #2 - EN-20-0086
VARIANCE REQUEST #3 - EN-20-0087
VARIANCE REQUEST #4 - EN-20-0088

THIS PROJECT IS DESIGNED TO THE CITY OF GIG HARBOR'S 2018 PUBLIC WORKS STANDARDS AND THE 2016 STORMWATER MANAGEMENT AND SITE DEVELOPMENT MANUAL

VICINITY MAP
SCALE: N.T.S.



VICINITY MAP

SHEET INDEX

SHEET C1 - COVER SHEET
SHEET C2 - GENERAL CIVIL SITE PLAN - 40 SCALE
SHEET C3 - EXISTING CONDITIONS & DEMOLITION PLAN
SHEET C4 - PROPOSED GRADING PLAN
SHEET C5 - PROPOSED STORM DRAINAGE PLAN
SHEET C6 - OVERALL UTILITY PLAN
SHEET C7 - PROPOSED WATER PLAN
SHEET C8 - PROPOSED SEWER PLAN
SHEET C9 - PROPOSED FRONTAGE IMPROVEMENTS PLAN
SHEET C10 - FRONTAGE IMPROVEMENTS CROSS SECTIONS
SHEET C11 - FRONTAGE IMPROVEMENTS CROSS SECTIONS
SHEET C12 - WOLLOCHET DRIVE DRIVEWAY SIGHT DISTANCE
SHEET C13 - AUTOTURN FIGURES
SHEET C14 - AUTOTURN FIGURES

PROJECT DIRECTORY

OWNER/APPLICANT:
WOLLOCHET INTERCHANGE, LLC
% KIM ORR, OWNER'S AGENT
6622 WOLLOCHET DRIVE NW
GIG HARBOR, WA. 98335
(253) 858-3636 T
(253) 858-3188 F

DESIGN/ARCHITECTURE

STEPHEN A. BOURNE ARCHITECTURE
& DEVELOPMENT
STEPHEN BOURNE, ARCHITECT
11012 SANDPOINT WAY NE
SEATTLE, WA. 98125
(206) 310-7770 T

CIVIL ENGINEERING:

JORGENSEN ENGINEERING SERVICES, LLC
THAIR JORGENSEN P.E.
6904 FORD DR NW
GIG HARBOR, WA. 98335
(253) 514-0264 C

LANDSCAPE ARCHITECTURE

BRADLEY DESIGN GROUP, INC
MICHELLE FRANKLIN-WILSON
455 ST HELENS, SUITE B
TACOMA, WA. 98402
(253) 272-4848 T
(253) 276-0132 F

GENERAL CONTRACTOR

RUSH COMMERCIAL, INC.
6622 WOLLOCHET DRIVE NW
GIG HARBOR, WA. 98335
(253) 858-3636 T
(253) 858-3188 F

SURVEYORS:

STEVE WOODS, PLS
CONTOUR ENGINEERING, LLC
4706 97TH ST NW
GIG HARBOR, WA 98332
(253) 857-5454 EXT. 103
(253) 509-0044 F
(253) 324-6449 C

GEOTECHNICAL ENGINEERING

GEORESOURCES
KEITH SHCEMBS, LEG
5113 PACIFIC HWY. E., SUITE 1-P
FIRE, WA. 98424-2642
(253) 896-1011 T
(253) 444-8921 C

UTILITIES

WATER

CITY OF GIG HARBOR
PUBLIC WORKS DEPARTMENT
3510 GRANDVIEW ST
GIG HARBOR, WA 98335
(253) 851-6170

TELEPHONE

CENTURYLINK
3718 ROSEDALE ST
GIG HARBOR, WA 98335
(253) 851-8118

POWER

PENINSULA LIGHT COMPANY
13315 GOODNOUGH DR. NW
GIG HARBOR, WA 98335
(253) 857-5950

SEWER

CITY OF GIG HARBOR
PUBLIC WORKS DEPARTMENT
3510 GRANDVIEW ST
GIG HARBOR, WA 98335
(253) 851-6170

NATURAL GAS

PUGET SOUND ENERGY
TACOMA, WA (253)
476-6108

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

LEGEND FOR DRAWING

- PERVIOUS AREA (NATIVE/LANDSCAPING)
CONCRETE SIDEWALKS
HMA PAVEMENT AROUND BUILDINGS
20' WIDE GRAVEL EVA ACCESS
TO REACH BACK OF BUILDING
5' WIDE GRAVEL FIRE ACCESS
PATH AROUND BUILDINGS

PROPOSED FRONTAGE
IMPROVEMENTS
(SEE SHEET C-9)

NOTE:

IT SHOULD BE NOTED THAT FOUR (4) SEPARATE PUBLIC WORKS VARIANCES
WERE SIMULTANEOUSLY REQUESTED TO SUPPORT THE CONCEPT FRONTAGE
IMPROVEMENTS DESIGN AND DRIVEWAY LOCATION FOR THIS PROJECT. THE
FOUR (4) PUBLIC WORKS VARIANCES INCLUDE:

VARIANCE REQUEST #1 - FRONTAGE IMPROVEMENTS ROAD SECTION
VARIANCE REQUEST #2 - WOLLOCHET DRIVE ACCESS
VARIANCE REQUEST #3 - WOLLOCHET DRIVE ACCESS DRIVEWAY SEPARATION
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VARIANCE REQUEST #3 - EN-20-0087
VARIANCE REQUEST #4 - EN-20-0088

DRAWING NOTES:

1. FOR SECURITY GATE INFORMATION, SEE ARCHITECTURAL PLANS.
2. FOR ON-SITE EASEMENTS, SEE SHEET C-3
3. 5 FOOT WIDE GRAVEL PATH FOR FIRE ACCESS BEHIND EACH
BUILDING
4. SEE SHEET C-3 FOR EXISTING EASEMENT INFORMATION.
5. SEE SHEET C-3 EXISTING SITE AND UTILITIES INFORMATION.
6. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORM DRAINAGE
DESIGN INFO FOR THE SITE.
7. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SYSTEM
DESIGN INFO FOR THE SITE.
8. SEE SHEET C-8 FOR EXISTING AND PROPOSED SEWER SERVICE INFO
FOR THE SITE.
9. FOR PROPOSED FRONTAGE IMPROVEMENTS SEE SHEET C10

GENERAL NOTES:

AT TIME OF CIVIL PERMIT INTAKE ALL PROPOSED DRIVEWAY
APPROACH LOCATIONS DEPICTED IN THIS PRELIMINARY PLAN SET
SHALL COMPLY WITH MAX. SLOPE PERCENTAGES AND ALL OTHER
REQUIREMENTS, PER THE MOST CURRENT CITY OF GIG HARBOR
PUBLIC WORKS STANDARDS.

AT THE TIME OF CIVIL PERMIT INTAKE, P.E.-STAMPED AND
SIGNED ROADWAY ILLUMINATION SHEET(S) SHALL BE PROVIDED AS
WELL AS AN ILLUMINATION CALCULATION REPORT CREATED WITH
A LIGHTING SOFTWARE PROGRAM, PER THE CITY OF GIG HARBOR
PUBLIC WORKS STANDARDS.

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

GENERAL SITE PLAN

SCALE: 1"=40'

1 = 40 FEET
0 20' 40' 80'

LEGAL DESCRIPTION:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 7, TOWNSHIP 21
NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, IN PIERCE COUNTY,
WASHINGTON;

THENCE ALONG THE EAST LINE OF SAID SECTION 7, NORTH 02°12'31" EAST
FOR A DISTANCE OF 862.35 FEET; THENCE LEAVING SAID EAST LINE OF
SECTION 7, SOUTH 88°15'27" WEST FOR A DISTANCE OF 30.00 FEET TO A
POINT ON THE WESTERLY RIGHT OF WAY OF 38TH AVENUE; SAID POINT ALSO
BEING THE SOUTHEAST CORNER OF LOT 4 OF PIERCE COUNTY SHORT PLAT
NUMBER 80-211, AS RECORDED IN VOLUME 41 OF SHORT PLATS AT PAGE 74
AND ALSO BEING THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION;

THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE, NORTH 02°12'31" EAST
FOR A DISTANCE OF 283.15 FEET TO A POINT ON THE SOUTHERLY RIGHT OF
WAY LINE OF SR-16 (STATE HIGHWAY NO. 14 AS CONVEYED TO THE STATE
OF WASHINGTON IN DEED RECORDED UNDER RECORDING NUMBER 1809901);
THENCE ALONG SAID RIGHT OF WAY LINE, NORTH 54°22'30" WEST FOR A
DISTANCE OF 267.79 FEET TO A POINT ON THE TURN BACK LINE AS
DEPICTED ON SHEET 9 OF THAT CERTAIN MAP OF DEFINITE LOCATION
ENTITLED SR-16, NARROWS BRIDGE TO OLYMPIC DRIVE, PREPARED BY THE
WASHINGTON STATE HIGHWAY COMMISSION MARCH 19, 1970 (SUPERIOR
COURT CASE NO. 205305, FEBRUARY 1, 1972);

THENCE ALONG SAID TURN BACK LINE AND ITS EXTENSION, SOUTH 86°11'19"
WEST FOR A DISTANCE OF 100.98 FEET TO A POINT ON THE SOUTHEASTERLY
RIGHT OF WAY LINE OF WOLLOCHET DRIVE AS PER CITY OF GIG HARBOR
ORDINANCE NO. 777, SAID LINE BEING PARALLEL WITH AND 70.00 FEET
SOUTHEASTERLY FROM THE CENTERLINE OF WOLLOCHET DRIVE; THENCE
ALONG SAID PARALLEL RIGHT OF WAY LINE, SOUTH 11°34'39" WEST FOR A
DISTANCE OF 28.36 FEET TO A POINT OF CURVATURE;

THENCE CONTINUING ALONG SAID PARALLEL RIGHT OF WAY LINE ALONG A
CURVE TO THE RIGHT HAVING A RADIUS OF 420.00 FEET THROUGH A
CENTRAL ANGLE OF 42°14'12" FOR AN ARC DISTANCE OF 309.61 FEET;
THENCE ALONG SAID RIGHT OF WAY LINE AND LEAVING SAID PARALLEL LINE
ON A LINE RADIAL TO SAID CURVE, SOUTH 36°11'09" EAST FOR A DISTANCE
OF 12.93 FEET TO A POINT ON THE NORTHWESTERLY LINE OF LOT 1 OF SAID
PIERCE COUNTY SHORT PLAT NUMBER 80-211;

THENCE ALONG THE SAID RIGHT OF WAY LINE AND SHORT PLAT BOUNDARY,
SOUTH 60°36'08" WEST FOR A DISTANCE OF 26.67 FEET; THENCE ALONG THE
SAID RIGHT OF WAY LINE AND SHORT PLAT BOUNDARY, SOUTH 74°43'47"
WEST FOR A DISTANCE OF 14.35 FEET; THENCE LEAVING SAID RIGHT OF WAY
LINE AND CONTINUING ALONG SAID SHORT PLAT BOUNDARY, SOUTH 02°18'13"
WEST FOR A DISTANCE OF 118.11 FEET TO THE SOUTHWEST CORNER OF SAID
SHORT PLAT NO. 80-211;

THENCE ALONG THE SOUTH LINE OF SAID SHORT PLAT, NORTH 88°15'27"
EAST FOR A DISTANCE OF 511.88 FEET, MORE OR LESS, TO THE SOUTHEAST
CORNER OF SAID SHORT PLAT AND ALSO BEING THE TRUE POINT OF
BEGINNING AND THE TERMINUS OF THIS DESCRIPTION.

(BEING REVISED LEGAL DESCRIPTION UNDER LOT COMBINATION RECORDED
MARCH 20, 1999 UNDER RECORDING NUMBER 9903100329).

SITUATE IN THE COUNTY OF PIERCE, STATE OF WASHINGTON.

SURVEYOR'S NOTES:

- 1) THE MONUMENT CONTROL SHOWN FOR THIS SITE WAS ACCOMPLISHED
BY FIELD TRAVERSE UTILIZING A TWO (2) SECOND THEODOLITE
WITH INTEGRAL ELECTRONIC DISTANCE MEASURING METER
(TRIMBLE S-3) AND REAL TIME KINEMATIC (RTK) / STATIC
GLOBAL POSITIONING SYSTEM (TRIMBLE R-8). LINEAR AND ANGULAR
CLOSURE OF THE TRAVERSES MEET THE STANDARDS OF WAC
332-130-090.
2) UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE.
ONLY THOSE WHICH ARE VISIBLE OR HAVING VISIBLE EVIDENCE
OF THEIR INSTALLATION ARE SHOWN HEREON.
3) THIS SURVEY REPRESENTS PHYSICAL IMPROVEMENT CONDITIONS AS
THEY EXISTED APRIL 12, 2018, THE DATE OF THIS FIELD
SURVEY.
4) LEGAL DESCRIPTIONS PROVIDED BY CLIENT. NO ADDITIONAL
RESEARCH HAS BEEN ATTEMPTED.
5) TOPOGRAPHIC BOUNDARY SHOWN PER THORNTON SURVEY AND PROVIDED
BY CLIENT.

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 729979.57 / 1122128.93
AT A "BRASS DISK WITH "X" AT THE SOUTHEAST
CORNER OF SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 EAST, W.M..
THE INVERSE OF BOTH THE SEA LEVEL CORRECTION FACTOR OF
0.9999900458 AND THE GRID SCALE FACTOR OF 9999961252 WAS
APPLIED TO THE GRID COORDINATES FOR SHOWN GROUND DISTANCES.

VERTICAL DATUM:

PIERCE COUNTY STATION "PRDY"
ELEVATION 345.46' (NAVD 88)

TOPOGRAPHY

SITE: CONTOUR ENGINEERING, LLC
CONTOUR INTERVAL: 1 FOOT

LINE NO.	BEARING	DISTANCE
L1	S 11°34'39" W	28.36'
L2	S 36°11'09" E	12.93'
L3	S 60°36'08" W	26.67'
L4	S 74°43'47" W	14.35'

CURVE NO.	DELTA	RADIUS	LENGTH
C1	42°14'12"	420.00	309.61



DRAWING DATE: 3/31/21

GENERAL CIVIL
SITE PLAN

PERMIT NO.
PL-SPR-20-0001
DRAWING NO.
JES-19-02
SHEET OF
C2 14

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DESIGNED BY: TAJ
DRAWN BY: TAJ
CHECKED BY: TAJ
APPROVED BY: TAJ
SCALE: AS NOTED
OTHER:

JES

Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

- 12 THE EXISTING STORMWATER DISCHARGE FOR NEARLY THE ENTIRE SITE IS THROUGH THE EXISTING 24" CMP CULVERT RUNNING UNDER WOLLOCHET DRIVE WHERE SHOWN. BECAUSE OF THE EXISTING STORMWATER SYSTEM THAT WAS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT (NOTE #1), THE CURRENT SITE RUNOFF IS CHanneLED ACROSS THE SLOPED SITE, AND WITHIN DRAINAGE SWALES, THAT DIRECT THE ON-SITE RUNOFF TO VARIOUS CATCH BASINS AND CONVEYANCE PIPING ON THE SITE. THIS CONVEYANCE SYSTEM DISCHARGES TO THE CULVERT INLET ON THE WESTERN SIDE OF THE PROPERTY AS SHOWN. THIS EXISTING ON-SITE STORM SYSTEM ALSO CONVEYS RUNOFF FROM THE PROPERTY TO THE SOUTH AS WELL AS RUNOFF FROM THE EASE & 38TH STREET UNDER THE STORMWATER AGREEMENT WITH THE CITY DESCRIBED IN NOTE #8 ABOVE.
- 13 THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

- PERMITS FOR THE FACILITY WERE ISSUED BY THE CITY AND SOME SITE INFRASTRUCTURE ELEMENTS WERE CONSTRUCTED ON-SITE (STORM DRAINAGE COMPONENTS, SEWER LINE EXTENSION ONTO THE SITE, GRADING AND INITIAL CONCRETE FOUNDATION PIER PADS) AS SHOWN ON THIS DRAWING SHEET. FINANCIAL CONSTRAINTS ULTIMATELY PREVENTED THE PROJECT FROM MOVING FORWARD.**

(2) PORTION OF THE EXISTING DRAINAGE SYSTEM INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE REMOVED OR PLUGGED AND ABANDONED. (SEE SHEET C-5).

(3) APPROXIMATELY 124' OF THE EXISTING DRAINAGE PIPE INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE REMOVED AND REPLACED. (SEE SHEET C-5).

(4) EXISTING TEMPORARY SEDIMENT POND INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE ABANDONED AND FILLED.

(5) EXISTING INITIAL PIER PADS INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT TO BE REMOVED.

(6) STROHS WATER COMPANY WATER MAIN. THIS WATER MAIN ONLY SERVES THE ADJACENT SHELL GAS STATION (PARCEL #0221074048). A PORTION OF THE WATER MAIN CROSSING THE SITE, BETWEEN POINTS (A) TO (B) IS TO BE REMOVED AND RELOCATED/REPLACED AS SHOWN ON SHEET C-6. NOTE: NO EXISTING EASEMENT CAN BE FOUND UNDER TITLE SEARCH FOR THIS WATER MAIN TO CROSS SITE. A FORMAL EASEMENT WILL BE RECORDED FOR THE RELOCATED WATER MAIN LINE.

(7) THIS PROJECT SITE IS CURRENTLY WITHIN THE CITY OF GIG HARBOR WATER SERVICE AREA. AS SUCH CITY WATER AND FIRE SERVICE WILL BE EXTENDED TO THE SITE FROM THE CITY'S WATER MAIN IN THE INTERSECTION OF WOLLOCHET DRIVE AND WAGNER WAY. (SEE SHEETS C-6 & C-8).

(8) STORM DRAINAGE SYSTEM AGREEMENT AND RESTRICTIVE COVENANT, (AFN & 9901280341), WHICH GENERALLY ALLOWS THE CITY AND UPLAND PROPERTY OWNERS TO SEND STORMWATER THROUGH THE PREVIOUSLY INSTALLED PRIVATE STORM LINE ACROSS THE PROPERTY (INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT).

(9) AGREEMENT FOR JOINT ACCESS (AFN# 9805010291) BENEFITING THE SUBJECT PROPERTY AND THE ADJOINING PROPERTIES, PARCELS 022104058 & 022104071 (GIG HARBOR WATERFALLS). IN GENERAL, THIS JOINT ACCESS AGREEMENT PROVIDES FOR THE CONSTRUCTION OF A JOINT PAVED ACCESS ROAD (12' ON EACH ADJOINING PROPERTY) WITH AN ADDITIONAL 5' OF LANDSCAPING AREA ON EACH PROPERTY, PROVIDING FOR A TOTAL EASEMENT WIDTH OF 36'. THE EASEMENT PROVIDES FOR THE SHARE ACCESS & LIMITED ACCESS TO WOLLOCHET DRIVE.

(10) EXISTING TREES ON THE SITE ARE NOT SHOWN ON THIS DRAWING FOR CLARITY. EXISTING TREES ARE SHOWN ON THE LANDSCAPING PLAN SET.

(11) PER GHMC 17.04.605 NATURAL GRADE, THE SITE, INCLUDING THE MOUND OF SOIL, IS CONSIDERED BY DEFINITION NATURAL GRADE AS IT HAS BEEN UNDISTURBED FOR MORE THAN 60-MONTHS. IN ADDITION, THE ALLOWED BUILDING HEIGHT, PER GHMC 17.99.370.D, MAY BE MEASURED FROM ANY POINT WITHIN DEFINED BUILDABLE AREAS; PROVIDED, THAT THE POINT OF MEASUREMENT IS WITHIN 50 FEET OF THE BUILDING FOOTPRINT; THAT POINT, FOR THIS PROJECT, IS LOCATED ON THE SOIL MOUND SHOWN AND AT AN ELEVATION OF 267. THE MAXIMUM HEIGHT FOR THIS ZONING DISTRICT IS 35' THUS THE MAXIMUM ELEVATION OF EACH BUILDINGS IS ELEVATION 302. BUILDING A (3-STORY) IS PROPOSED TO HAVE A MAXIMUM HEIGHT ELEVATION OF 198. THE REMAINING FOUR BUILDINGS ARE SINGLE STORY AND BELOW THE HEIGHT LIMITATION.

(12) THE EXISTING STORMWATER DISCHARGE FOR NEARLY THE ENTIRE SITE IS THROUGH THE EXISTING 24"Ø CMP CULVERT RUNNING UNDER WOLLOCHET DRIVE WHERE SHOWN. BECAUSE OF THE EXISTING STORMWATER SYSTEM THAT WAS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT (NOTE #1), THE CURRENT SITE RUNOFF IS CHanneled ACROSS THE SLOPED SITE, AND WITHIN DRAINAGE SWALES, THAT DIRECT THE ON-SITE RUNOFF TO VARIOUS CATCH BASINS AND CONVEYANCE PIPING ON THE SITE. THIS CONVEYANCE SYSTEM DISCHARGES TO THE CULVERT INLET ON THE WESTERN SIDE OF THE PROPERTY AS SHOWN. THIS EXISTING ON-SITE STORM SYSTEM ALSO CONVEYS RUNOFF FROM THE PROPERTY TO THE SOUTH AS WELL AS RUNOFF FROM THE EASE & 38TH STREET UNDER THE STORMWATER AGREEMENT WITH THE CITY DESCRIBED IN NOTE #8 ABOVE.

(13) THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

EXISTING CONDITIONS PLAN

**CALL BEFORE YOU DIG
811
AT LEAST 24 HOURS BEFORE**

LEGEND:

 - SS - EXISTING SANITARY SEWER
 - SD - EXISTING STORM DRAIN LINE
 - P - EXISTING UNDERGROUND POWER
 - OH - EXISTING OVERHEAD POWER
 - T - EXISTING TELEPHONE
 - G - EXISTING GAS
 - H - EXISTING HYDRANT
 - S - EXISTING SSMH
 - EX. TYPE 1 CB - W/GRA
 - EX. TYPE 2 CB OR SDMH
 - EX. LIGHT STANDARD
 - WMV - WATER METER VAULT
 - SG - SIGN
 - PA - POWER VAULT

SCALE: 1"=30'

1" = 30 FEET

38TH AVENUE NW

WOLLOCHET DRIVE NW

15' STORMWATER AGREEMENT

36' JOINT ACCESS EASEMENT (AFN 9805010291)

EX. HYDRANT (COGH)

EX. HYDRANT (STROHS WATER SYSTEM)

EX. 12"Ø WATER MAIN (STROHS WATER SYSTEM)

EX. HYDRANT (STROHS WATER SYSTEM)

EXISTING CONC 12" COLVERT

12" PVC EX. DITCH

12" CONC. IE: 272.52

EXIST 12" ADS N12"

EX. CB #4 (1)
GRATE=256.51
IE=253.01 (12" ADS S)
IE=252.96 (12" ADS N)

EX. CB #3 (1)
GRATE=255.46
IE=253.52 (4" ADS SW)
IE=253.01 (12" ADS E)
IE=253.01 (12" ADS S)
IE=250.51 (8" ADS NE)
IE=250.19 (18" ADS NW)

EX. CB #2 TYPE 2-48" (W/SOLID LID) (1)
RIM=258.25
IE=249.59 (6" PVC SW)
IE=245.58 (18" ADS SE)
IE=245.35 (18" ADS NW)

EX. SSMH #3 (1)
RIM=259.20
IE=250.98 (8" E)
IE=250.65 (8" W)

EX. SSMH #14-17 (1)
RIM=264.79
IE=248.08 (8" S)
IE=248.00 (8" E)
IE=247.96 (8" SW)

EX. SDMH #6 (2)
RIM=257.61
IE=246.78 (18" ADS SW)
IE=246.53 (18" ADS NE)

EX. SDMH #14-18 (1)
RIM=258.82
IE=250.27 (12" ADS NW)
IE=244.31 (12" ADS SW)
IE=243.61 (18" ADS NE)
IE=243.29 (18" ADS SE)
IE=243.02 (24" CMP NW)

EX. SSMH-CO (CLEANOUT) (1)
IE=257.75+ (6" PVC)

EX. ~210 LF 12" (N-12) @ 1.17%

EX. ~280 LF 12" (N-12) @ 5.56%

EX. ~200 LF 8" PVC SS @ 1.5% SS

EX. ~180 LF 8" PVC SS @ 1.5% SS

EX. ~120 LF 8" PVC SS @ 1.5% SS

EX. ~100 LF 8" PVC SS @ 1.5% SS

EX. ~80 LF 8" PVC SS @ 1.5% SS

EX. ~60 LF 8" PVC SS @ 1.5% SS

EX. ~40 LF 8" PVC SS @ 1.5% SS

EX. ~20 LF 8" PVC SS @ 1.5% SS

EX. ~10 LF 8" PVC SS @ 1.5% SS

EX. ~5 LF 8" PVC SS @ 1.5% SS

EX. ~2 LF 8" PVC SS @ 1.5% SS

EX. ~1 LF 8" PVC SS @ 1.5% SS

EX. ~0.5 LF 8" PVC SS @ 1.5% SS

EX. ~0.2 LF 8" PVC SS @ 1.5% SS

EX. ~0.1 LF 8" PVC SS @ 1.5% SS

EX. ~0.05 LF 8" PVC SS @ 1.5% SS

EX. ~0.02 LF 8" PVC SS @ 1.5% SS

EX. ~0.01 LF 8" PVC SS @ 1.5% SS

EX. ~0.005 LF 8" PVC SS @ 1.5% SS

EX. ~0.002 LF 8" PVC SS @ 1.5% SS

EX. ~0.001 LF 8" PVC SS @ 1.5% SS

EX. ~0.0005 LF 8" PVC SS @ 1.5% SS

EX. ~0.0002 LF 8" PVC SS @ 1.5% SS

EX. ~0.0001 LF 8" PVC SS @ 1.5% SS

EX. ~0.00005 LF 8" PVC SS @ 1.5% SS

EX. ~0.00002 LF 8" PVC SS @ 1.5% SS

EX. ~0.00001 LF 8" PVC SS @ 1.5% SS

EX. ~0.000005 LF 8" PVC SS @ 1.5% SS

EX. ~0.000002 LF 8" PVC SS @ 1.5% SS

EX. ~0.000001 LF 8" PVC SS @ 1.5% SS

EX. ~0.0000005 LF 8" PVC SS @ 1.5% SS

EX. ~0.0000002 LF 8" PVC SS @ 1.5% SS

EX. ~0.0000001 LF 8" PVC SS @ 1.5% SS

EX. ~0.00000005 LF 8" PVC SS @ 1.5% SS

EX. ~0.00000002 LF 8" PVC SS @ 1.5% SS

EX. ~0.00000001 LF 8" PVC SS @ 1.5% SS

EX. ~0.000000005 LF 8" PVC SS @ 1.5% SS

EX. ~0.000000002 LF 8" PVC SS @ 1.5% SS

EX. ~0.000000001 LF 8" PVC SS @ 1.5% SS

EX. ~0.0000000005 LF 8" PVC SS @ 1.5% SS

EX. ~0.0000000002 LF 8" PVC SS @ 1.5% SS

EX. ~0.0000000001 LF 8" PVC SS @ 1.5% SS

EX. ~0.00000000005 LF 8" PVC SS @ 1.5% SS

EX. ~0.00000000002 LF 8" PVC SS @ 1.5% SS

EX. ~0.00000000001 LF 8" PVC SS @ 1.5% SS

EX. ~0.000000000005 LF 8" PVC SS @ 1.5% SS

EX. ~0.000000000002 LF 8" PVC SS @ 1.5% SS

**CALL BEFORE
YOU DIG
811**
AT LEAST 24 HOURS BEFORE

EXISTING CONDITONS PLAN
SCALE: 1"=30'

1 = 30 FEET

[illegible] J_{ES}

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 3/31/21

EXISTING CONDITIONS & DEMOLITION PLAN

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C3	14



LEGEND FOR DRAWING

- GENERAL NOTES:

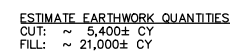
1. AT THE TIME OF CIVIL PERMIT INTAKE ALL PROPOSED PUBLIC AND PRIVATE ROADWAYS DEPICTED IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAX. SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE MOST CURRENT CITY OF GIG HARBOR PUBLIC WORKS STANDARDS. *
2. AT THE TIME OF CIVIL PERMIT INTAKE ALL PROPOSED DRIVEWAY APPROACH LOCATIONS DEPICTED IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAX. SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE MOST CURRENT CITY OF GIG HARBOR PUBLIC WORKS STANDARDS. *
3. AT THE TIME OF CIVIL PERMIT INTAKE ALL PROPOSED CURB RAMPS DEPICTED ON PUBLIC OR PRIVATE STREETS IN THIS PRELIMINARY PLAN SET SHALL COMPLY WITH MAX. SLOPE PERCENTAGES AND ALL OTHER REQUIREMENTS, PER THE MOST CURRENT WSDOT STANDARD F-PLAN. *
4. AT THE TIME OF CIVIL PERMIT INTAKE P.E.-STAMPED AND SIGNED ROADWAY ILLUMINATION SHEETS SHALL BE PROVIDED AS WELL AS AN ILLUMINATION CALCULATION REPORT CREATED WITH A LIGHTING SOFTWARE PROGRAM, PER THE CITY OF GIG HARBOR PUBLIC WORKS STANDARDS. *

DRAWING NOTES:

1. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.
2. THIS DRAWING IS INTENDED TO PROVIDE PROPOSED GRADING & POINT GRADE INFORMATION. THEREFORE, FOR CLARITY OF THIS DRAWING ALL LABELING OF THE STORMWATER SYSTEM INCLUDING INVERT ELEVATION, PIPE SIZE/LENGTH, AND STORAGE VOLUMES INFORMATION (I.E. SDMHs, Cbs, DETENTION VAULT, TREATMENT VAULT) HAS NOT BEEN PROVIDED ON THIS SHEET. THIS INFORMATION IS PROVIDED ON SHEET C-5. THE EXISTING STORMWATER EASEMENTS, AND EXISTING ON-SITE STORMWATER INFRASTRUCTURE (TO REMAIN OR TO BE REMOVED) IS INFORMATION FOUND ON SHEET C-3.
3. FOR PROPOSED FRONTAGE IMPROVEMENTS SEE SHEET C9.

LEGEND NOTES:

- [1] SEE GEOTECHNICAL ENGINEERING REPORT (GEORESOURCES - APRIL 11, 2017) FOR SPECIFIC BORING LOGS AND SOIL DETAILS FOR EACH TESTING LOCATION.
- [2] TEST HOLES BY SOUNDVIEW CONSULTANTS, LOGGED BY GEORESOURCES IN FEBRUARY/MARCH 2017 & INCLUDED IN GEOTECHNICAL ENGINEERING REPORT NOTED ABOVE.

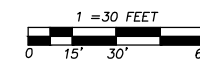


**CALL BEFORE
YOU DIG**

611
AT LEAST 24 HOURS BEFORE

PROPOSED GRADING PLAN

SCALE: 1"=30'

[illegible] JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 3/31/21

PROPOSED GRADING PLAN

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C4	14



CB #1 TYPE 2 GE=265.20 IE=243.51 (12° NE) IE=243.51 (12° S) IE=245.64 (12° SW)	CB #11 TYPE 1 GE=262.28 IE=258.20 (12° NE) IE=258.20 (12° SW)
CB #2 TYPE 1 GE=260.80 IE=256.88 (12° E) IE=256.88 (12° N) IE=256.88 (12° S)	CB #12 TYPE 1 GE=262.28 IE=258.46 (12° NE) IE=258.46 (12° SW)
CB #3 TYPE 2 GE=262.02 IE=257.16 (12° NE) IE=257.16 (12° E) IE=257.16 (12° NW) IE=257.16 (12° SW)	CB #13 TYPE 1 GE=262.24 IE=258.72 (12° NE) IE=258.72 (12° SW)
CB #4 TYPE 1 GE=262.05 IE=257.53 (12° NE) IE=257.53 (12° SW)	CB #14 TYPE 1 GE=261.00 IE=258.97 (12° SW)
CB #5 TYPE 1 GE=262.05 IE=257.88 (12° NE) IE=257.88 (12° SW)	CB #15 TYPE 1 GE=262.15 IE=258.20 (12° NE) IE=258.20 (12° SW)
CB #6 TYPE 1 GE=262.14 IE=258.30 (12° NE) IE=258.30 (12° SE) IE=258.30 (12° SW)	CB #16 TYPE 1 GE=261.00 IE=258.40 (12° SW)
CB #7 TYPE 1 GE=261.50 IE=258.63 (12° SW)	CB #17 TYPE 1 GE=262.11 IE=257.63 (12° NW) IE=257.63 (12° SE)
CB #8 TYPE 1 GE=262.24 IE=258.56 (12° NW)	CB #18 TYPE 1 GE=260.5 IE=257.91 (12° NE) IE=257.91 (12° SE)
CB #9 TYPE 1 GE=262.02 IE=257.54 (12° E) IE=257.54 (12° W)	CB #19 TYPE 1 GE=261.00 IE=258.75 (12° SW)
CB #10 TYPE 1 GE=262.04 IE=257.91 (12° E) IE=257.91 (12° E) IE=257.91 (12° NE)	CB #20 TYPE 1 GE=260.5 IE=258.90 (12° W) IE=258.90 (12° W)
	CB #21 TYPE 1 GE=260.00 IE=257.66 (12° E)

<u>IMPERVIOUS/PERVIOUS SURFACE AREA SUMMARY</u>		
AREA DESCRIPTION	TOTAL AREA (SF)	TOTAL AREA (AC)
<u>TOTAL PARCEL AREA</u>	160,819	3.69
<u>BUILDINGS AREAS</u>		
Building A	22,768	0.52
Building B	13,003	0.30
Building C	9,056	0.21
Building D	4,250	0.10
Building E	4,264	0.10
<i>Buildings Total</i>	53,341	1.22
<u>PAVEMENT AREAS</u>		
On-site Pavement Area	40,857	0.94
<u>SIDEWALK AREAS</u>		
Total On-site Sidewalks	1,370	0.03
<i>Impervious Surface Total</i>	95,568	2.19
<u>NATIVE/LANDSCAPING AREAS</u>		
Total On-site Pervious Area	65,251	1.50
% Impervious	59.4%	

```

EX. SDMH #1
RIM=256.02 ~262.50+ *
IE=243.02 (24" CMP NW)
IE=243.29 (18" SE)
IE=243.61 (18" NE)
IE=244.31 (12" SW) ***
IE=250.27 (12" NW) ***
IE=243.05 (12" SW) **

EX. CB #2 TYPE 2-48"
(W/SOLID LID)
RIM=256.25 ~263.01+ *
IE=245.58 (18" ADS SE)
IE=245.35 (18" ADS NW)
IE=249.59 (6" PVC SW) ***

EX. CB #3
GRATE=256.46
IE=250.19 (18" NW)
IE=250.61 (6" NE) ***
IE=253.01 (12" E)
IE=253.01 (12" S)
IE=253.52 (4" SW)

EX. CB #4
GRATE=256.51
IE=253.01 (12" S)
IE=252.96 (12" N)

EX. CB #6
RIM: 259.06
IE=246.77 (12" NE)

ADJUST RIM
NEW PIPE IE
EXISTING PIPE TO BE
PLUGGED AND ABANDONED

```

<u>300</u>	<u>EXISTING CONTOURS</u>	<u>SS</u>	NEW SIDE SEWER
<u>282</u>	INDEX	<u>W</u>	NEW WATER SERVICE/MAIN
	INTERVAL	<u>SD</u>	NEW STORM DRAINAGE LINES
	<u>FINAL CONTOURS</u>	<u>RD</u>	NEW ROOF DRAINS
<u>300</u>	INDEX		<u>CATCH BASINS</u>
<u>282</u>	INTERVAL		TYPE 1 CB - W/GRADE
<u>W</u>	EXISTING WATER LINES		TYPE 1 CB - W/SOLID LOCKING LID
<u>SS</u>	EXISTING SANITARY SEWER		TYPE 2 CB - W/GRADE
<u>SD</u>	EXISTING STORM DRAIN LINE		BIOPOD TREATMENT VAULT
	EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN		STORMWATER PIPE SLOPE DIRECTION
	EX. TYPE 1 - W/GRADE		5' GRAVEL WALKWAY (FIRE ACCESS) BEHIND EACH BUILDING
	EX. SANITARY SEWER MANHOLE		

**CALL BEFORE
YOU DIG
811**
AT LEAST 24 HOURS BEFORE

DRAWING NOTES:

1. SEE DRAWING NOTE #7 ON SHEET C-3 FOR THE EXISTING STORMWATER UTILITY EASEMENT INFORMATION.
2. MINOR ROCKERY RETAINING WALL 2'-4.5' HIGH. DRAIN BEHIND WALL TO DAYLIGHT INTO DITCH.
3. SEE DRAWING NOTE #12 ON SHEET C-4.
4. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
5. ALL ROOF DRAIN PIPE SHALL BE 6" PVC (ASTM D3034) AND IS TO BE CONSTRUCTED A 1% SLOPE UNLESS OTHERWISE NOTED.
6. SEE SHEET C-6 FOR GENERAL UTILITY AND UTILITY CROSSING PLAN.
7. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
8. SEE SHEET C-8 FOR EXISTING AND PROPOSED SEWER SERVICE INFO FOR THE SITE.
9. FOR PROPOSED FRONTAGE IMPROVEMENTS SEE SHEET C9

PROPOSED STORM DRAINAGE PLAN
SCALE: 1"=30'

1 = 30 FEET

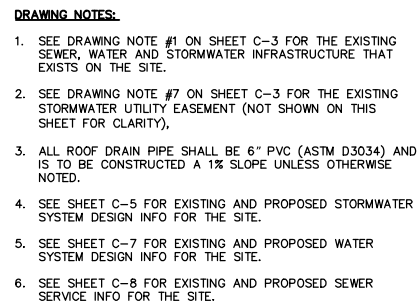
0 15' 30' 60'

REVISIONS	JES Jorgenson Engineering Services, LLC - Civil/Development Engineering - Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 3/31/21	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		PROPOSED STORM DRAINAGE PLAN	DRAWING NO. JES-19-02	
		CHECKED BY: TAJ			SHEET OF C5 14	
		APPROVED BY: TAJ				
		SCALE: AS NOTED				
		OTHER:				

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

LEGEND FOR DRAWING

	—W—	EXISTING WATER LINES
	- - -SS-	EXISTING SANITARY SEWER
	- - -SD-	EXISTING STORM DRAIN LINE
	(ST)	EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
		EX. TYPE 1 - W/GRATE
	(S)	EX. SANITARY SEWER MANHOLE
	—SS—	NEW SIDE SEWER
	—W—	NEW WATER SERVICE/MAIN
	—SD—	NEW STORM DRAINAGE LINES
	—RD—	NEW ROOF DRAINS
		<u>CATCH BASINS</u> TYPE 1 CB - W/GRATE
		TYPE 1 CB - W/SOLID LOCKING LID
		TYPE 2 CB - W/GRATE
		BIOPOD TREATMENT VAULT



**CALL BEFORE
YOU DIG
811**
AT LEAST 24 HOURS BEFORE

PROPOSED STORM DRAINAGE PLAN
SCALE: 1"=30'

1 = 30 FEET

0 15' 30' 60

REVISIONS	JES Jorgenson Engineering Services, LLC - Civil/Development Engineering - Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 3/31/21	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		OVERALL UTILITY PLAN	DRAWING NO. JES-19-02	
		CHECKED BY: TAJ			SHEET OF C6 14	
		APPROVED BY: TAJ				
		SCALE: AS NOTED				
		OTHER:				

LEGEND FOR DRAWING

- EXISTING CONTOURS**
- 260 INDEX
 - 262 INTERVAL
- EXISTING WATER LINES**
- W EXISTING WATER LINES
 - SS EXISTING SANITARY SEWER
 - SD EXISTING STORM DRAIN LINE
- EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN**
- EX. TYPE 1 - W/GRATE
 - EX. SANITARY SEWER MANHOLE
- NEW SIDE SEWER**
- SS NEW SIDE SEWER
 - SD NEW STORM DRAINAGE LINES
- CATCH BASINS**
- TYPE 1 CB - W/GRATE
 - TYPE 1 CB - W/SOLID LOCKING LID
 - TYPE 2 CB - W/GRATE
 - BIOPOD TREATMENT VAULT
- NEW WATER SERVICE/MAIN**
- GATE VALVE
 - FDC
 - PIV
 - THRUST BLOCK
 - HYDRANT ASSEMBLY
- NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)**
- NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)

DRAWING NOTES:

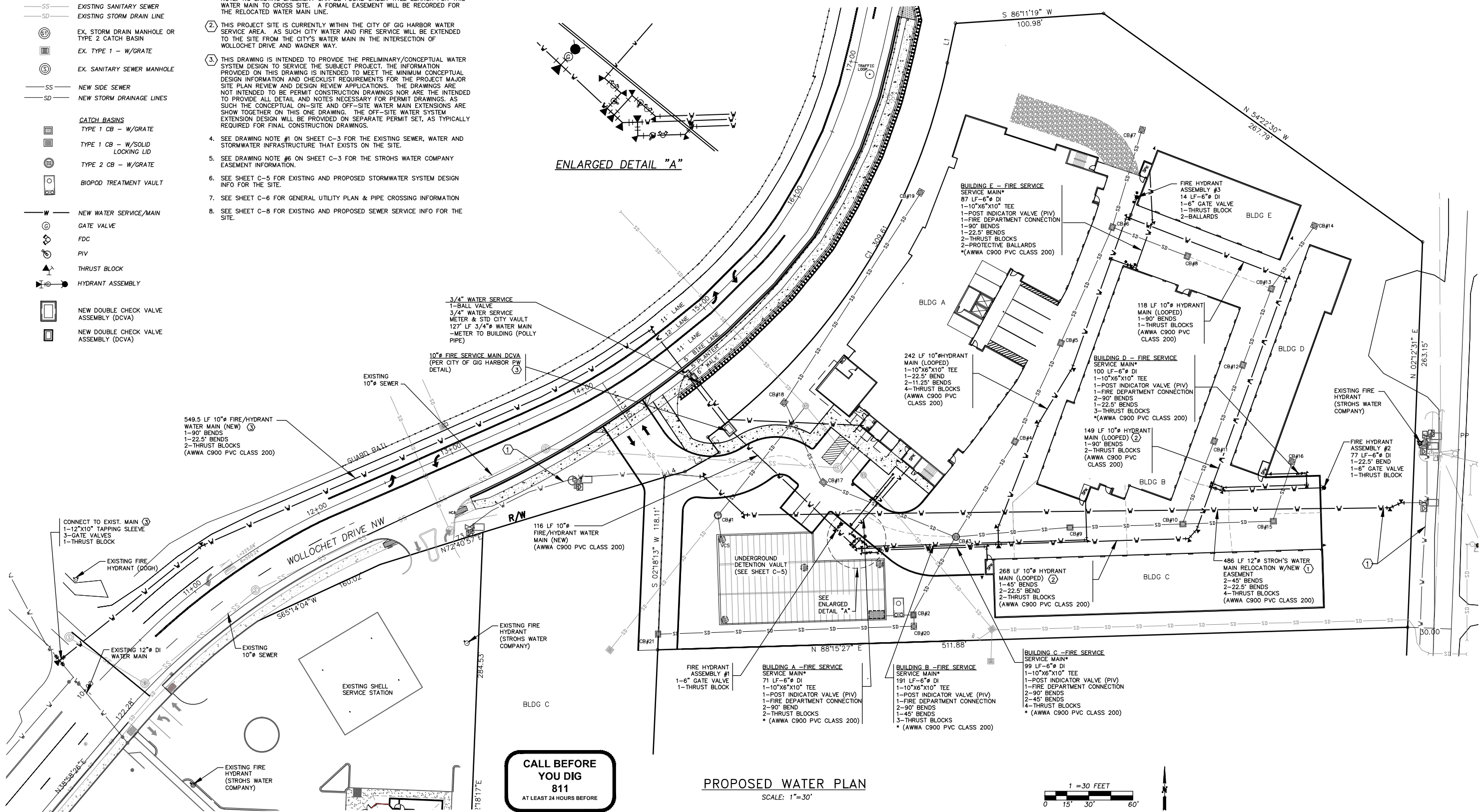
- STROHS WATER COMPANY WATER MAIN. THIS WATER MAIN ONLY SERVES THE ADJACENT SHELL GAS STATION (PARCEL #0221074048). A PORTION OF THIS WATER MAIN (~476± LF) IS TO BE MOVED/RELOCATED ACROSS SITE WHERE SHOWN ON SHEET C-3 AND RECONSTRUCTED WHERE SHOWN ON THIS SHEET. NOTE: NO EXISTING EASEMENT CAN BE FOUND UNDER TITLE SEARCH FOR THIS WATER MAIN TO CROSS SITE. A FORMAL EASEMENT WILL BE RECORDED FOR THE RELOCATED WATER MAIN LINE.
- THIS PROJECT SITE IS CURRENTLY WITHIN THE CITY OF GIG HARBOR WATER SERVICE AREA. AS SUCH CITY WATER AND FIRE SERVICE WILL BE EXTENDED TO THE SITE FROM THE CITY'S WATER MAIN IN THE INTERSECTION OF WOLLOCHET DRIVE AND WAGNER WAY.
- THIS DRAWING IS INTENDED TO PROVIDE THE PRELIMINARY/CONCEPTUAL WATER SYSTEM DESIGN TO SERVICE THE SUBJECT PROJECT. THE INFORMATION PROVIDED ON THIS DRAWING IS INTENDED TO MEET THE MINIMUM CONCEPTUAL DESIGN INFORMATION AND CHECKLIST REQUIREMENTS FOR THE PROJECT MAJOR SITE PLAN REVIEW AND DESIGN REVIEW APPLICATIONS. THE DRAWINGS ARE NOT INTENDED TO BE PERMIT CONSTRUCTION DRAWINGS NOR ARE THEY INTENDED TO PROVIDE ALL DETAIL AND NOTES NECESSARY FOR PERMIT DRAWINGS. AS SUCH THE CONCEPTUAL ON-SITE AND OFF-SITE WATER MAIN EXTENSIONS ARE SHOWN TOGETHER ON THIS ONE DRAWING. THE OFF-SITE WATER SYSTEM EXTENSION DESIGN WILL BE PROVIDED ON SEPARATE PERMIT SET, AS TYPICALLY REQUIRED FOR FINAL CONSTRUCTION DRAWINGS.
- SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
- SEE DRAWING NOTE #6 ON SHEET C-3 FOR THE STROHS WATER COMPANY EASEMENT INFORMATION.
- SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
- SEE SHEET C-6 FOR GENERAL UTILITY PLAN & PIPE CROSSING INFORMATION
- SEE SHEET C-8 FOR EXISTING AND PROPOSED SEWER SERVICE INFO FOR THE SITE.

WOLLOCHET INTERCHANGE SELF-STORAGE

A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.

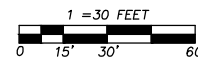
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

ENLARGED DETAIL "A"



**CALL BEFORE
YOU DIG
811**
AT LEAST 24 HOURS BEFORE

PROPOSED WATER PLAN
SCALE: 1"=30'



DRAWING DATE: 3/31/21

**PROPOSED WATER
PLAN**

PERMIT NO.
PL-SPR-20-0001

DRAWING NO.
JES-19-02

SHEET
C7 OF
14



DESIGNED BY: TAJ

DRAWN BY: TAJ

CHECKED BY: TAJ

APPROVED BY: TAJ

SCALE: AS NOTED

OTHER:

**WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY**

MAJOR SITE PLAN REVIEW & DESIGN

JES
Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

REVISIONS

EXISTING CONTOURS

— 260 — INDEX

— 262 — INTERVAL

— W — EXISTING WATER LINES

— SS — EXISTING SANITARY SEWER

— SD — EXISTING STORM DRAIN LINE

 EX. STORM DRAIN MANHOLE OR
TYPE 2 CATCH BASIN

 EX. TYPE 1 — W/GRATE

— SD — NEW STORM DRAINAGE LINES

CATCH BASINS

 TYPE 1 CB — W/GRATE

 TYPE 1 CB — W/SOLID
LOCKING LID

 TYPE 2 CB — W/GRATE

 BIPOD TREATMENT VAULT

— W — NEW WATER SERVICE/MAIN

 GATE VALVE

 FDC

 PIV

 THRUST BLOCK

 HYDRANT ASSEMBLY

 NEW DOUBLE CHECK VALVE
ASSEMBLY (DCVA)

 NEW DOUBLE CHECK VALVE
ASSEMBLY (DCVA)

— SS — NEW SIDE SEWER

 EX. SANITARY SEWER MANHOLE

 BUILDING SEWER CLEANOUT

1. AN EXISTING 8"Ø SANITARY SIDES SEWER STUBOUT FROM SSMH #14-18, INSTALLED UNDER THE PREVIOUS BOWLING ALLEY PROJECT PERMIT, IS TO BE REMOVED OR PLUGGED AND ABANDONED.
2. A INSIDE DROP CONNECTION OF THE BUILDING SIDE SEWER IS BEING PROPOSED IN THE EXISTING SANITARY SEWER MANHOLE FOR CITY CONSIDERATION AT THIS CONCEPT DESIGN STAGE. ALTHOUGH THE EXISTING SANITARY MANHOLE (#14-18) IS 48" Ø, A WAIVER FROM THE MINIMUM OF 60" Ø FOR DROP CONNECTIONS IS REQUESTED (FORMALLY REQUESTED IN FINAL DESIGN). THIS IS BEING PROPOSED IN CONSIDERATION OF THE FOLLOWING:
 - a) THE SANITARY SEWER MANHOLE IS AT THE END OF THE LINE, WITH NO ADDITIONAL UPSTREAM CONNECTION, NOR ARE THERE ANY ADDISON CONNECTION TO THE NEXT EXISTING DOWNSTREAM MANHOLE IN WOLLOCHET DRIVE.
 - b) THE SEWER MANHOLE AND THE 8"Ø SEWER LINE ON THE PROPERTY TO THE NEXT EXISTING DOWNSTREAM MANHOLE IS IS/WAS CONSIDERED PRIVATE WHEN CONSTRUCTED UNDER THE BOWLING ALLEY PROJECT PERMIT.
 - c) THE BUILDING SEWER SERVES ONLY A SMALL GUEST BATHROOM AND ONE SMALL OFFICE BATHROOM.
3. IT IS ASSUME THAT THE EXISTING SANITARY SEWER LINE FROM SSMH #14-17 TO THE ONSITE SSMH#14-18, INCLUDING SSMH#14-18 IS TO REMAIN PRIVATE AS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT. IF REQUIRE TO BECOME PART OF THE CITY SEWER SYSTEM AN EASEMENT CAN BE PROVIDED AT TIME OF BUILDING PERMIT APPROVALS.
4. SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
5. SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
6. SEE SHEET C-6 FOR GENERAL UTILITY PLAN & PIPE CROSSING INFORMATION
7. SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SERVICE INFO FOR THE SITE.

LEGEND:

- EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
- EX. TYPE 1 - W/GRATE
- NEW STORM DRAINAGE LINES
- CATCH BASINS
- TYPE 1 CB - W/GRATE
- TYPE 1 CB - W/SOLID LOCKING LID
- TYPE 2 CB - W/GRATE
- BIOPOD TREATMENT VAULT
- NEW WATER SERVICE/MAIN
- GATE VALVE
- FDC
- PIV
- THRUST BLOCK
- HYDRANT ASSEMBLY
- NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
- NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
- NEW SIDE SEWER
- EX. SANITARY SEWER MANHOLE
- BUILDING SEWER CLEANOUT

NOTES:

- THE SANITARY SEWER MANHOLE IS AT THE END OF THE LINE, WITH NO ADDITIONAL UPSTREAM CONNECTION, NOR ARE THERE ANY ADDISON CONNECTION TO THE NEXT EXISTING DOWNSTREAM MANHOLE IN WOLLOCHET DRIVE.
- THE SEWER MANHOLE AND THE 8"Ø SEWER LINE ON THE PROPERTY TO THE NEXT EXISTING DOWNSTREAM MANHOLE IS IS/WAS CONSIDERED PRIVATE WHEN CONSTRUCTED UNDER THE BOWLING ALLEY PROJECT PERMIT.
- THE BUILDING SEWER SERVES ONLY A SMALL GUEST BATHROOM AND ONE SMALL OFFICE BATHROOM.
- IT IS ASSUME THAT THE EXISTING SANITARY SEWER LINE FROM SSMH #14-17 TO THE ONSITE SSMH#14-18, INCLUDING SSMH#14-18 IS TO REMAIN PRIVATE AS INSTALLED WITH THE PREVIOUS BOWLING ALLEY PROJECT. IF REQUIRE TO BECOME PART OF THE CITY SEWER SYSTEM AN EASEMENT CAN BE PROVIDED AT TIME OF BUILDING PERMIT APPROVALS.
- SEE DRAWING NOTE #1 ON SHEET C-3 FOR THE EXISTING SEWER, WATER AND STORMWATER INFRASTRUCTURE THAT EXISTS ON THE SITE.
- SEE SHEET C-5 FOR EXISTING AND PROPOSED STORMWATER SYSTEM DESIGN INFO FOR THE SITE.
- SEE SHEET C-6 FOR GENERAL UTILITY PLAN & PIPE CROSSING INFORMATION
- SEE SHEET C-7 FOR EXISTING AND PROPOSED WATER SERVICE INFO FOR THE SITE.

EX. SSMH #14-17 48"Ø
 RIM=264.79
 IE = 248.08 (8" PVC S)
 IE = 248.00 (8" PVC E)
 IE = 247.96 (8" PVC SW)

EX. SSMH #14-18 48"Ø
 RIM=259.20 262.35 *
 IE = 250.99 (8" E)
 IE = 250.65 (8" W)
 IN SIDE DROP CONNECTION (2)
 IE = 259.0 (4" N -OUTSIDE MH)
 * ADJUST RIM

CO #1
 IE = 260.3±

NEW 16 LF 4" Ø
 PVC SS @ 4.0%

EX. 200 LF 8" Ø
 PVC SS @ 1.5%
 (PRIVATE) ③

UNDERGROUND DETENTION VAULT
 (SEE SHEET C-5)

WOLLOCHET DR
 S 02°18'13" W 118.11'
 N 72°40'57" E 73.38'
 S 65°14'04" W 160.02'
 N 88°15'27" E 511.88'
 S 86°11'19" W 100.98'
 N 54°22'30" W 267.79'
 N 02°12'31" E 263.15'
 38TH STREET

BLDG A
BLDG B
BLDG C
BLDG D
BLDG E

CALL BEFORE YOU DIG
811
 AT LEAST 24 HOURS BEFORE

PROPOSED SEWER PLAN
 SCALE: 1"=30'

1"=30 FEET
 0 15' 30' 60'

[illegible]

JES
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 • Civil/Development Engineering
 • Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 3/31/21

PROPOSED SEWER PLAN

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C8	14



LEGEND FOR DRAWING

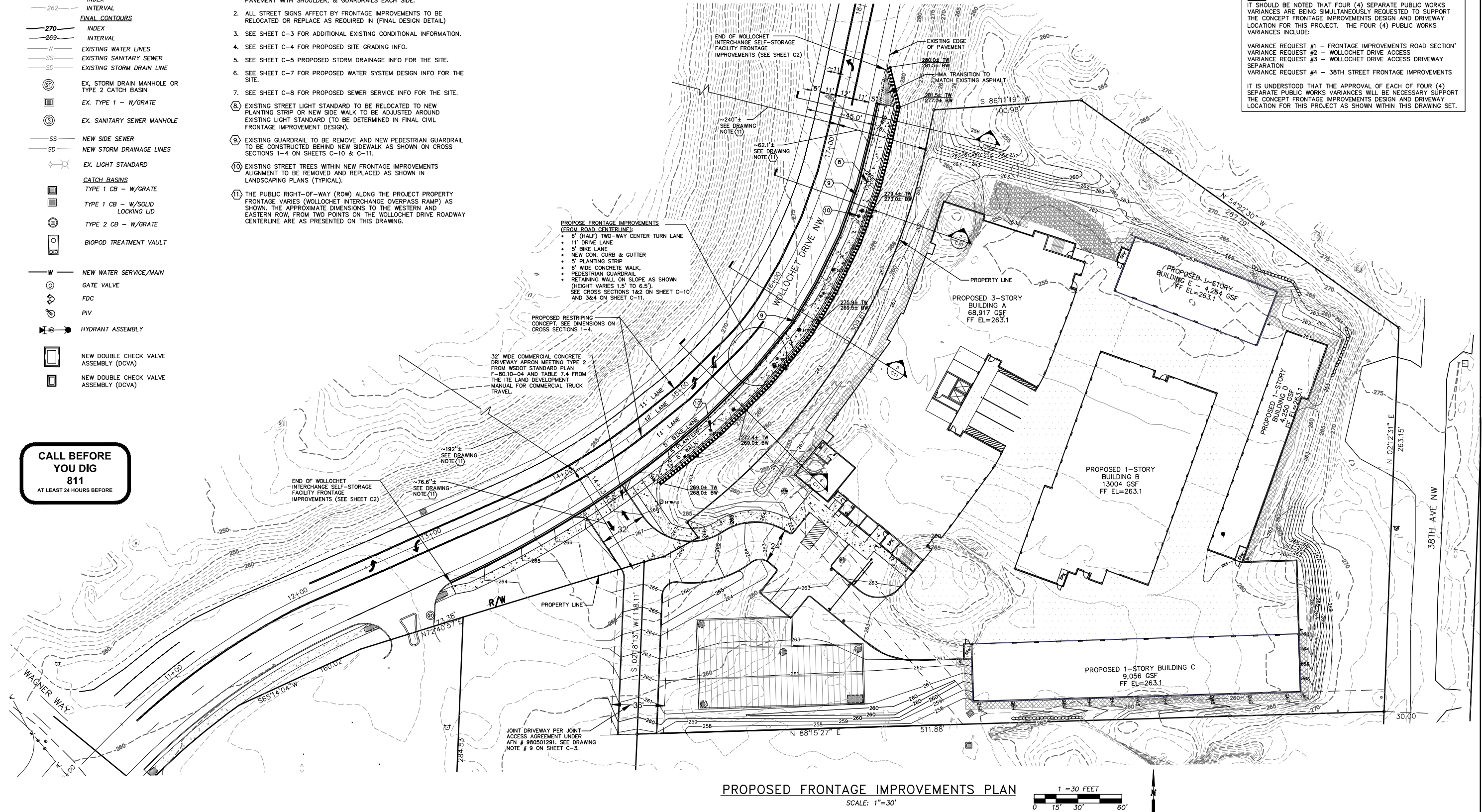
- 260 EXISTING CONTOURS
INDEX
262 INTERVAL
270 FINAL CONTOURS
INDEX
269 INTERVAL
W EXISTING WATER LINES
SS EXISTING SANITARY SEWER
SD EXISTING STORM DRAIN LINE
ST EX, STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
EX, TYPE 1 - W/GRADE
EX, SANITARY SEWER MANHOLE
SS NEW SIDE SEWER
SD NEW STORM DRAINAGE LINES
EX, LIGHT STANDARD
CATCH BASINS
TYPE 1 CB - W/GRADE
TYPE 1 CB - W/SOLID LOCKING LID
TYPE 2 CB - W/GRADE
BIOPOD TREATMENT VAULT
W NEW WATER SERVICE/MAIN
G GATE VALVE
FDC
PIV
HYDRANT ASSEMBLY
NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)

DRAWING NOTES:

1. WOLLOCHET DRIVE INTERCHANGE RAMP. CURRENTLY ASPHALT PAVEMENT WITH SHOULDER, & GUARDRAILS EACH SIDE.
2. ALL STREET SIGNS AFFECT BY FRONTAGE IMPROVEMENTS TO BE RELOCATED OR REPLACE AS REQUIRED IN (FINAL DESIGN DETAIL)
3. SEE SHEET C-3 FOR ADDITIONAL EXISTING CONDITIONAL INFORMATION.
4. SEE SHEET C-4 FOR PROPOSED SITE GRADING INFO.
5. SEE SHEET C-5 PROPOSED STORM DRAINAGE INFO FOR THE SITE.
6. SEE SHEET C-7 FOR PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
7. SEE SHEET C-8 FOR PROPOSED SEWER SERVICE INFO FOR THE SITE.
8. EXISTING STREET LIGHT STANDARD TO BE RELOCATED TO NEW PLANTING STRIP OR NEW SIDE WALK TO BE ADJUSTED AROUND EXISTING LIGHT STANDARD (TO BE DETERMINED IN FINAL CIVIL FRONTAGE IMPROVEMENT DESIGN).
9. EXISTING GUARDRAIL TO BE REMOVE AND NEW PEDESTRIAN GUARDRAIL TO BE CONSTRUCTED BEHIND NEW SIDEWALK AS SHOWN ON CROSS SECTIONS 1-4 ON SHEETS C-10 & C-11.
10. EXISTING STREET TREES WITHIN NEW FRONTAGE IMPROVEMENTS ALIGNMENT TO BE REMOVED AND REPLACED AS SHOWN IN LANDSCAPING PLANS (TYPICAL).
11. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

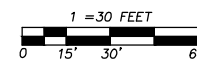
NOTE:
IT SHOULD BE NOTED THAT FOUR (4) SEPARATE PUBLIC WORKS VARIANCES ARE BEING SIMULTANEOUSLY REQUESTED TO SUPPORT THE CONCEPT FRONTAGE IMPROVEMENTS DESIGN AND DRIVEWAY LOCATION FOR THIS PROJECT. THE FOUR (4) PUBLIC WORKS VARIANCES INCLUDE:
VARIANCE REQUEST #1 - FRONTAGE IMPROVEMENTS ROAD SECTION'
VARIANCE REQUEST #2 - WOLLOCHET DRIVE ACCESS
VARIANCE REQUEST #3 - WOLLOCHET DRIVE ACCESS DRIVEWAY SEPARATION
VARIANCE REQUEST #4 - 38TH STREET FRONTAGE IMPROVEMENTS
IT IS UNDERSTOOD THAT THE APPROVAL OF EACH OF FOUR (4) SEPARATE PUBLIC WORKS VARIANCES WILL BE NECESSARY SUPPORT THE CONCEPT FRONTAGE IMPROVEMENTS DESIGN AND DRIVEWAY LOCATION FOR THIS PROJECT AS SHOWN WITHIN THIS DRAWING SET.



CALL BEFORE
YOU DIG
811
AT LEAST 24 HOURS BEFORE

PROPOSED FRONTAGE IMPROVEMENTS PLAN

SCALE: 1"=30'



REVISIONS

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• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

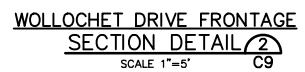
WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 3/31/21
PROPOSED FRONTAGE
IMPROVEMENTS PLAN

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C9	14



SECTION 1

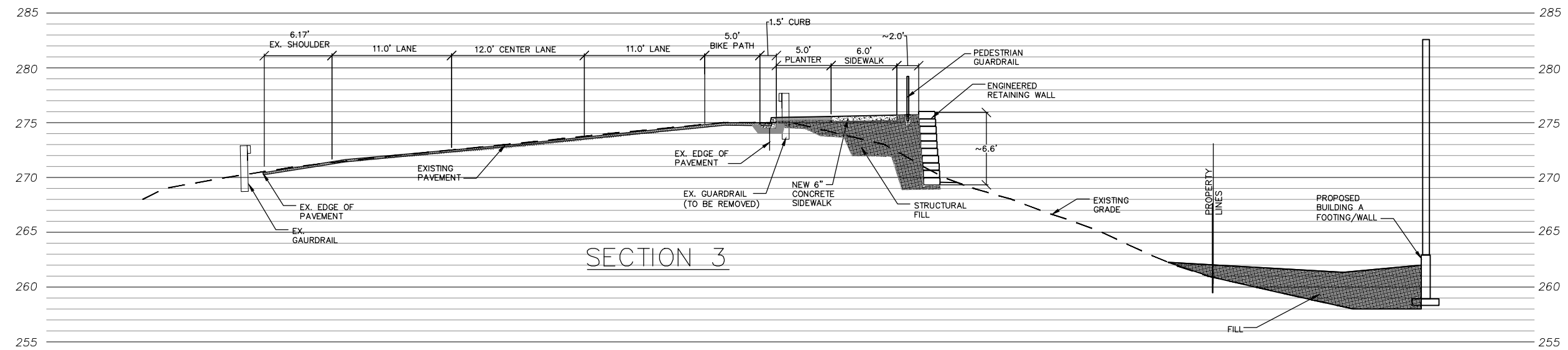


1 = 5 FEET

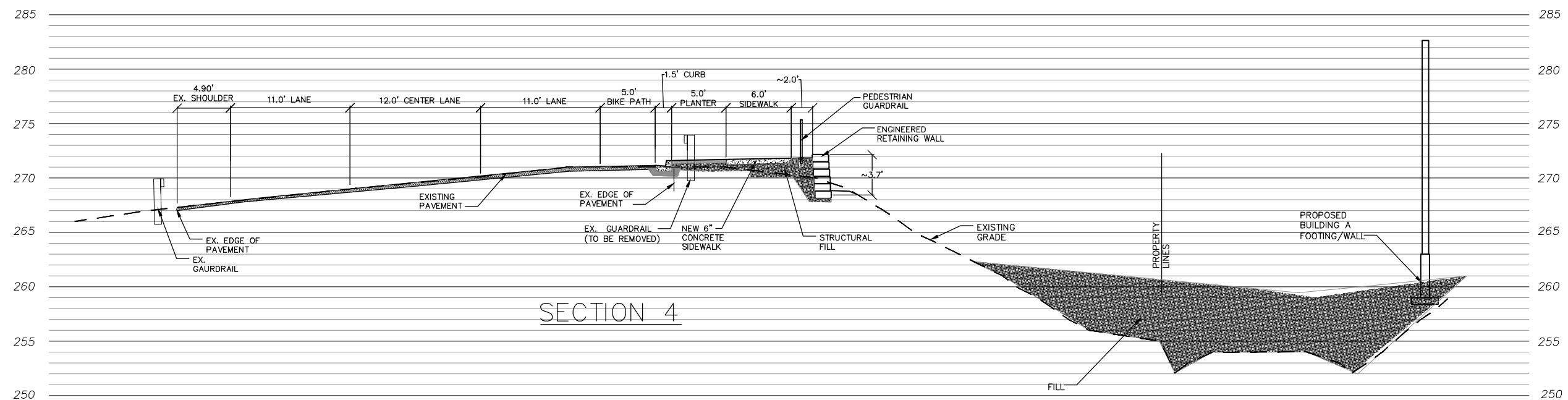
0 5' 10'

REVISIONS	JES Jorgenson Engineering Services, LLC - Civil/Development Engineering - Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 3/31/21	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		FRONTAGE IMPROVEMENTS CROSS SECTIONS	DRAWING NO. JES-19-02	
		CHECKED BY: TAJ			SHEET OF C10 14	
		APPROVED BY: TAJ				
		SCALE: AS NOTED				
		OTHER:				

WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON



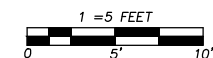
WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL (3)
SCALE 1"=5' C9



WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 4
SCALE 1"=5' C9

FRONTAGE IMPROVEMENTS CROSS SECTIONS

SCALE: 1"=5'

[illegible]

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

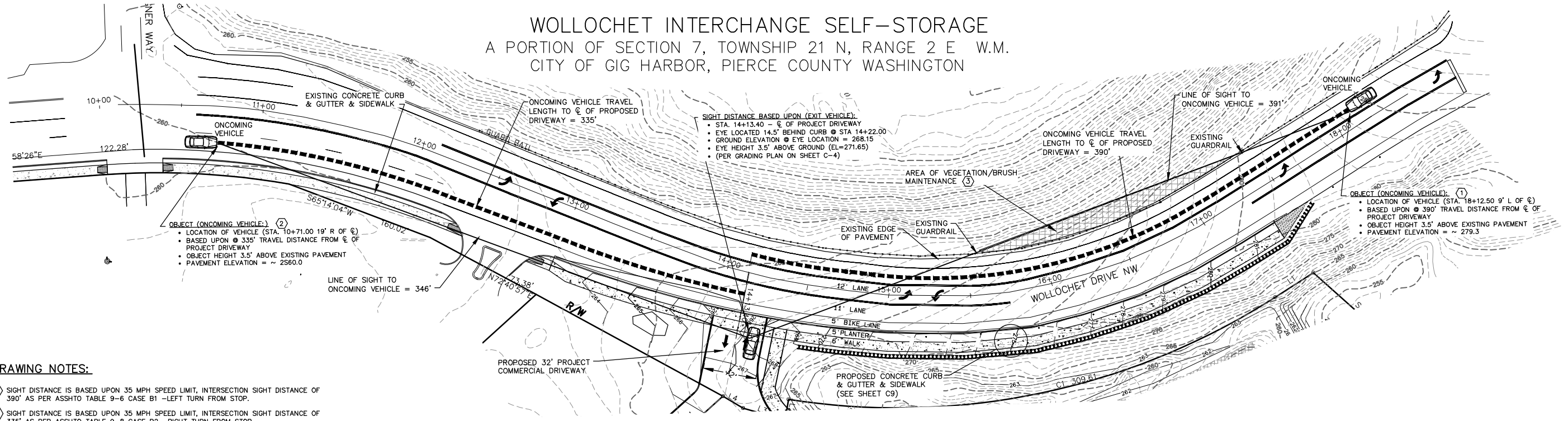
DRAWING DATE: 3/31/21

FRONTAGE IMPROVEMENTS CROSS SECTIONS

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C11	14



WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

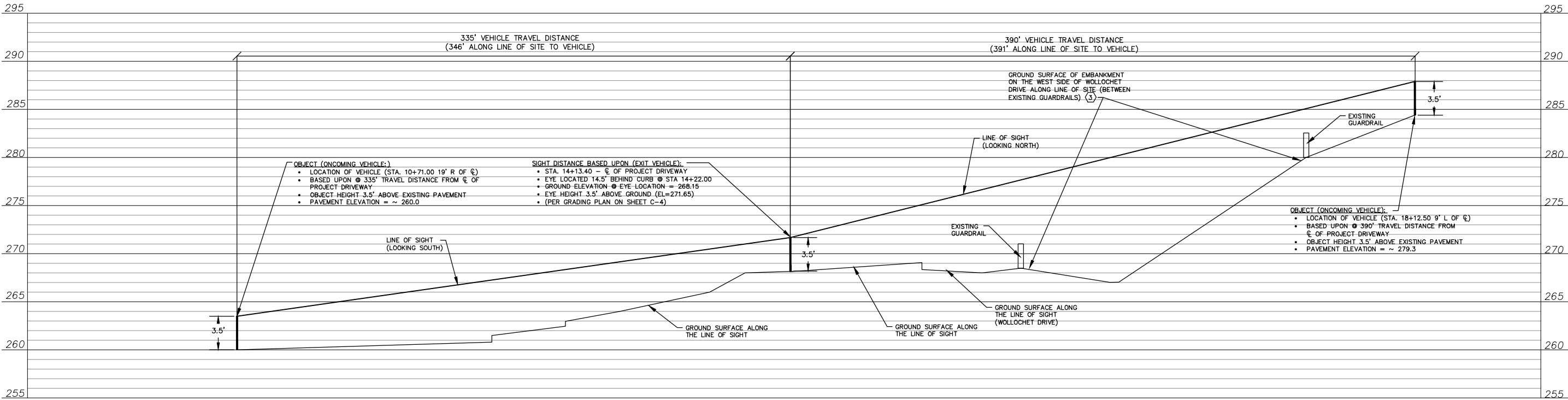
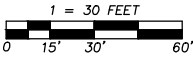


DRAWING NOTES:

1. SIGHT DISTANCE IS BASED UPON 35 MPH SPEED LIMIT, INTERSECTION SIGHT DISTANCE OF 390' AS PER ASSHTO TABLE 9-6 CASE B1 -LEFT TURN FROM STOP.
2. SIGHT DISTANCE IS BASED UPON 35 MPH SPEED LIMIT, INTERSECTION SIGHT DISTANCE OF 335' AS PER ASSHTO TABLE 9-8 CASE B2 -RIGHT TURN FROM STOP.
3. AREA OF MAINTAINED VEGETATION WITHIN SIGHT TRIANGLE. THIS SECTION OF THE EMBANKMENT OF THE WEST SIDE WOLLOCHET DRIVE HAS BEEN PERIODICALLY MAINTAINED IN THE PAST BY ROAD CREWS TO KEEP BRUSH AND SMALL TREES DOWN. CONTINUED MAINTENANCE OF BRUSH AND VEGETATION WITHIN AREA WILL MAINTAIN THE 390' SITE DISTANCE. SEE PROFILE.

HORIZONTAL SIGHT DISTANCE (WOLLOCHET DRIVE)

HORIZONTAL SCALE: 1"=30'



VERTICAL SIGHT DISTANCE PROFILE

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"=5'

REVISIONS

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• Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

**WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY**

MAJOR SITE PLAN REVIEW & DESIGN

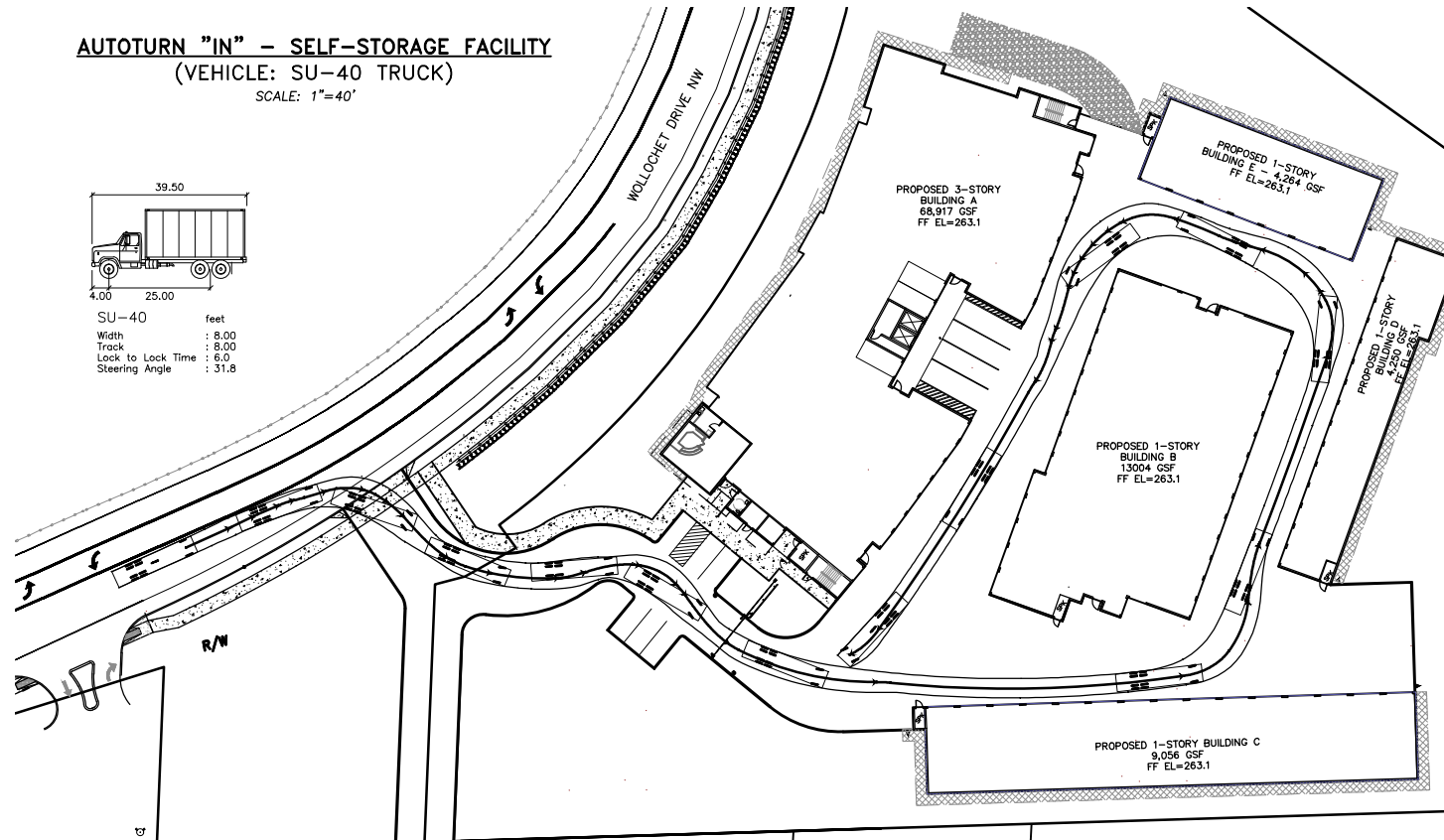
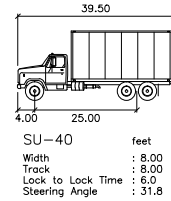
DRAWING DATE: 3/31/21

**WOLLOCHET DRIVE
DRIVEWAY SIGHT
DISTANCE**

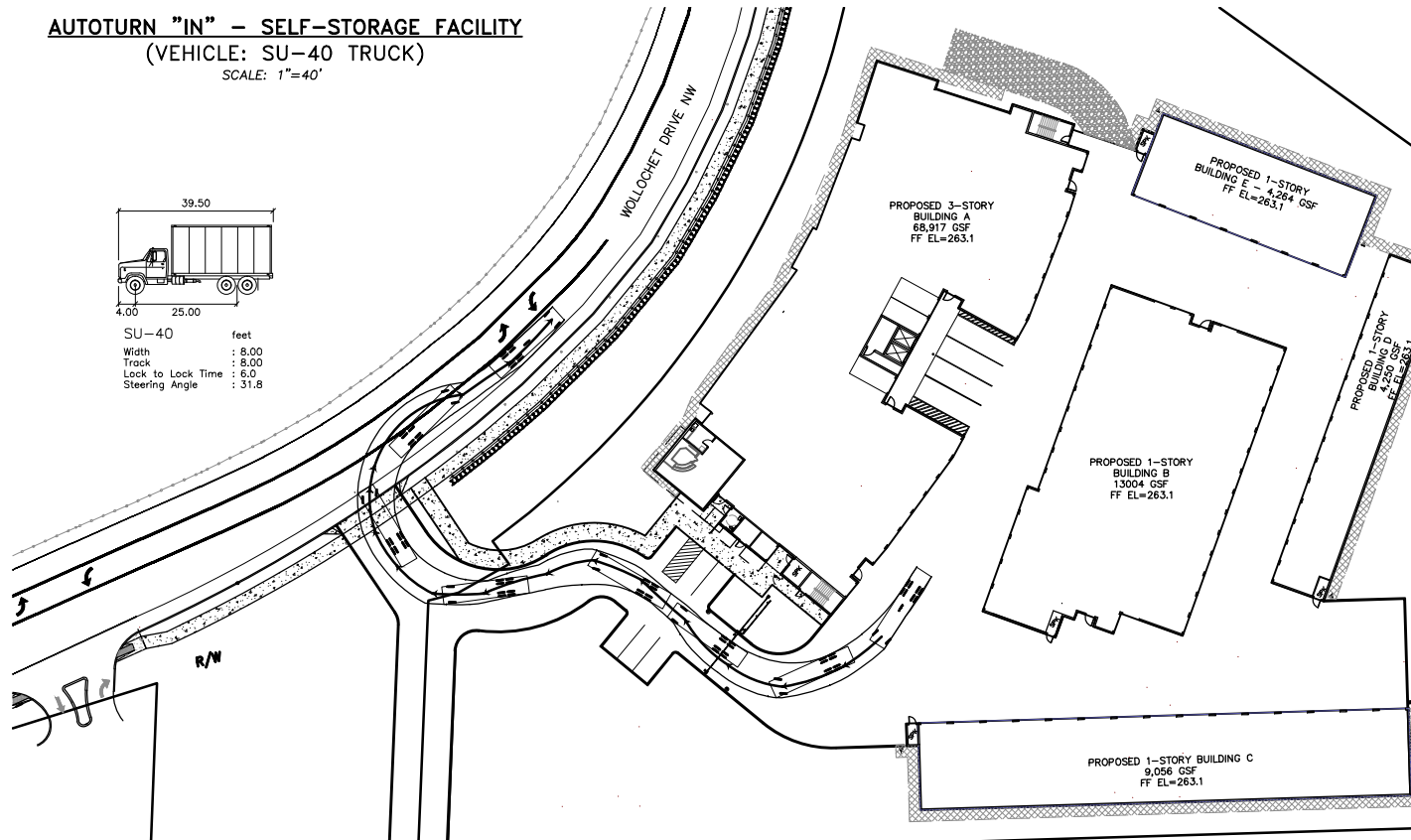
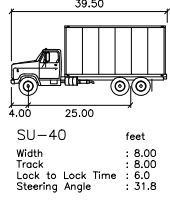
PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET OF	C12 14



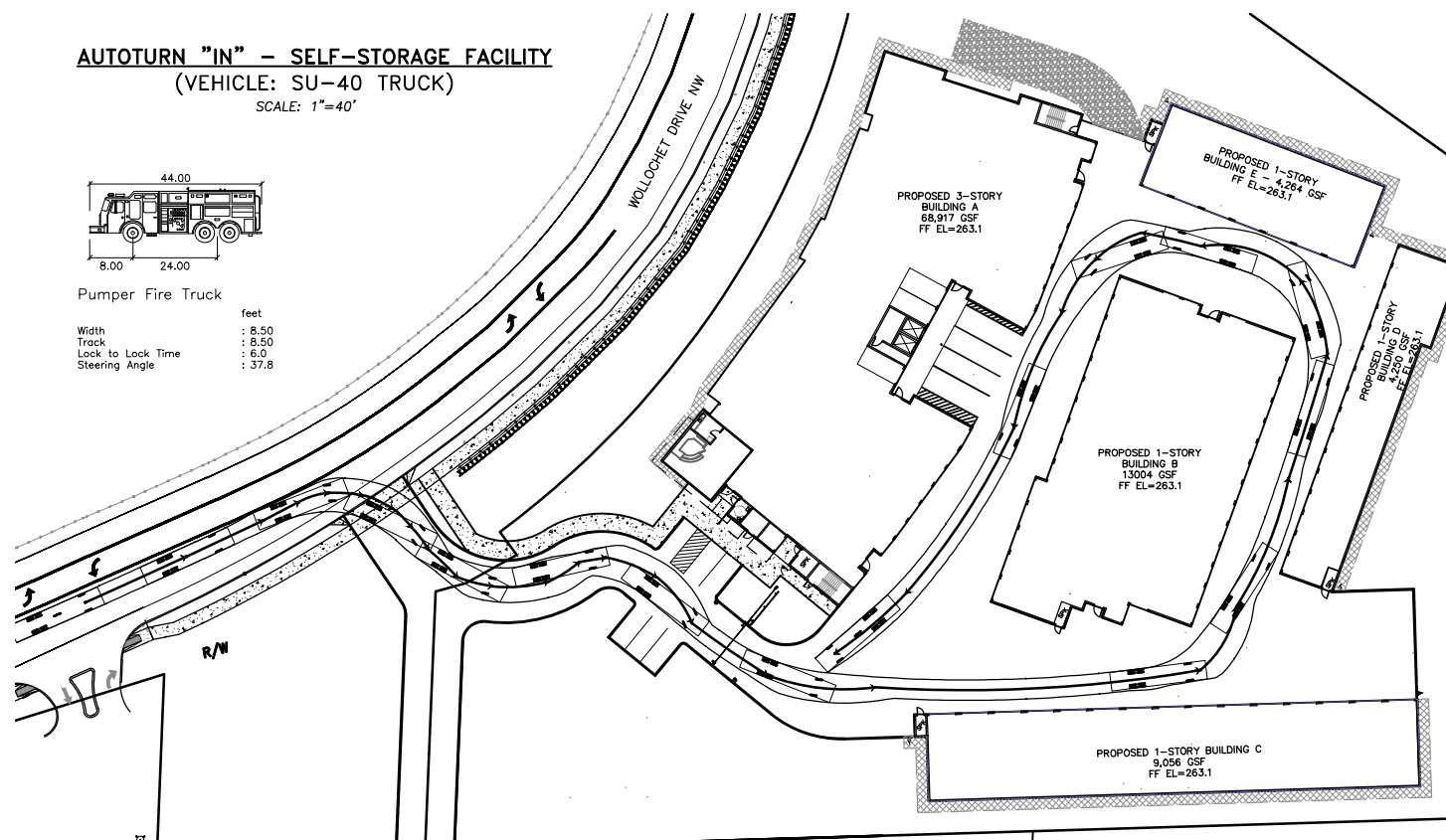
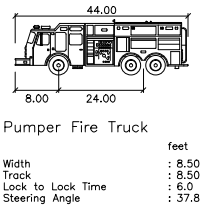
AUTOTURN "IN" - SELF-STORAGE FACILITY
(VEHICLE: SU-40 TRUCK)
SCALE: 1"=40'



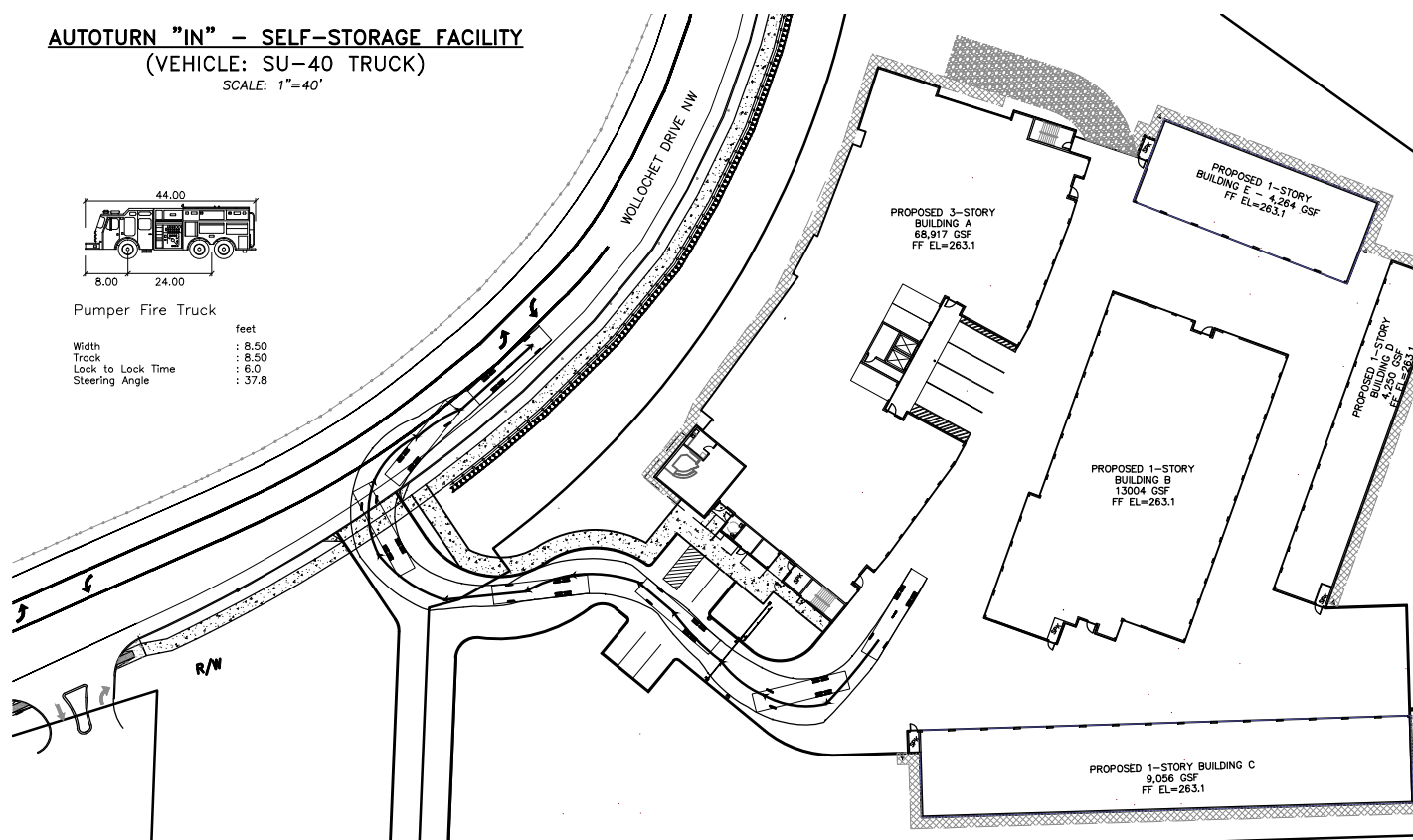
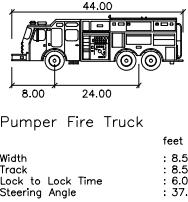
AUTOTURN "IN" - SELF-STORAGE FACILITY
(VEHICLE: SU-40 TRUCK)
SCALE: 1"=40'



AUTOTURN "IN" - SELF-STORAGE FACILITY
(VEHICLE: SU-40 TRUCK)
SCALE: 1"=40'



AUTOTURN "IN" - SELF-STORAGE FACILITY
(VEHICLE: SU-40 TRUCK)
SCALE: 1"=40'



REVISIONS

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• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

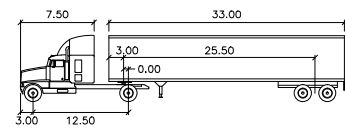
DRAWING DATE: 12/1/20

VEHICLE AUTOTURN
ANALYSIS

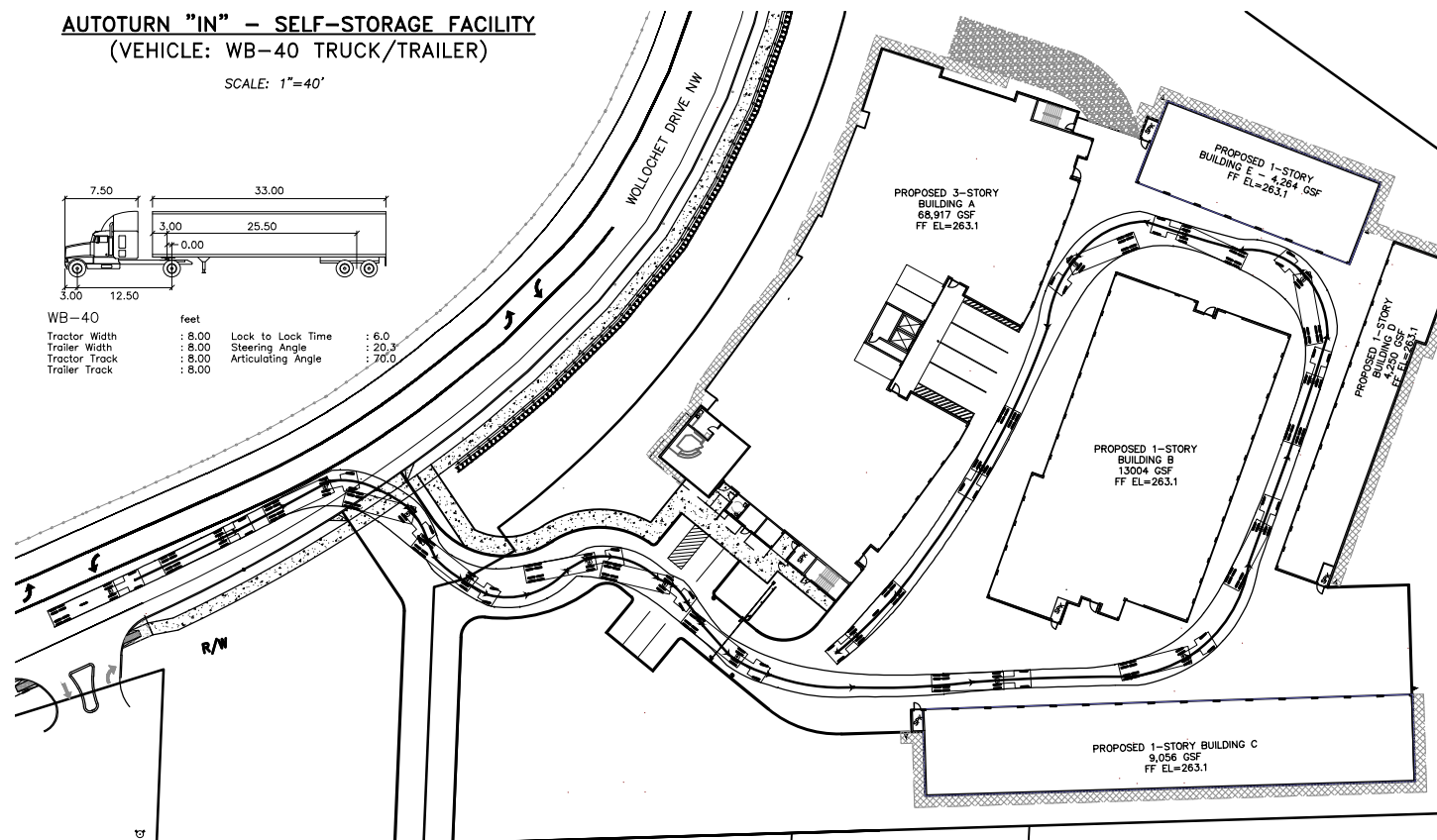
PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
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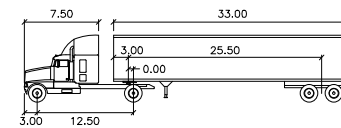
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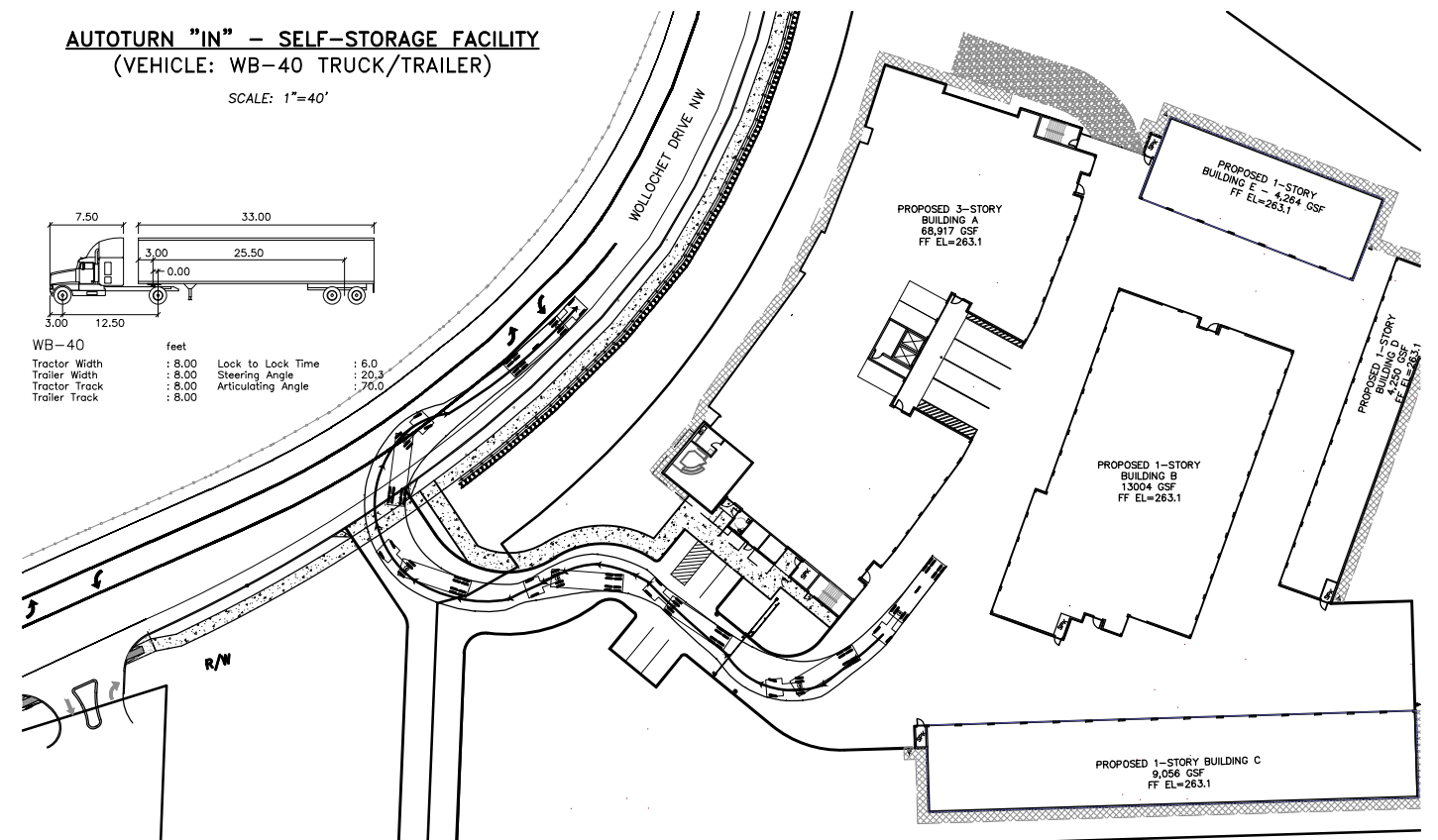
WB-40	feet		
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Trailer Width	: 8.00	Steering Angle	: 20.3°
Tractor Track	: 8.00	Articulating Angle	: 70.0°
Trailer Track	: 8.00		



SCALE: 1"=40'

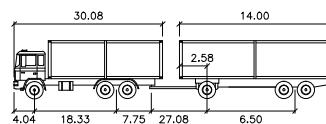


WB-40	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.
Tractor Track	: 8.00	Articulating Angle	: 70.
Trailer Track	: 8.00		

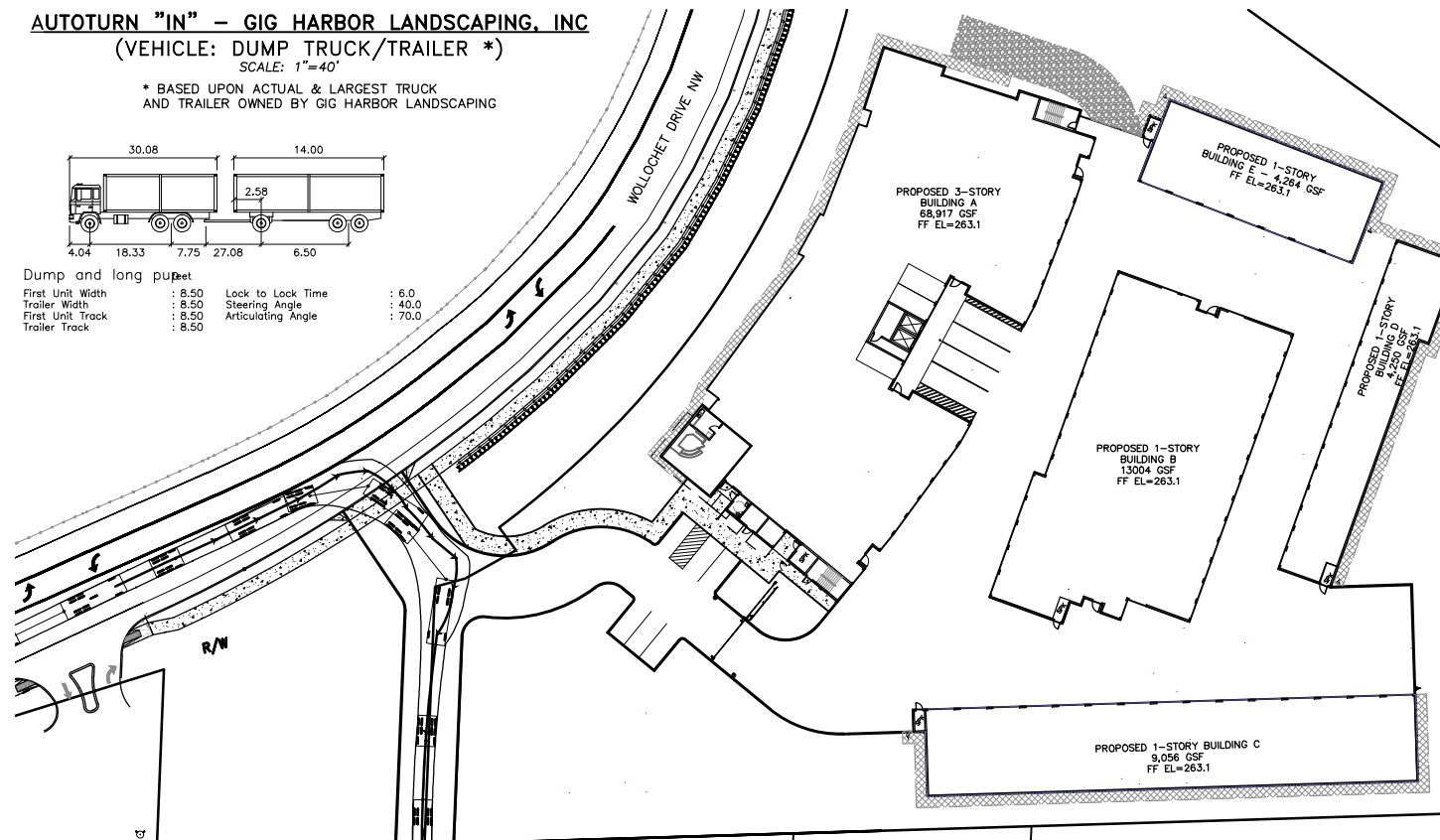


SCALE: 1"=40'

* BASED UPON ACTUAL & LARGEST TRUCK
AND TRAILER OWNED BY GIG HARBOR LANDSCAPING

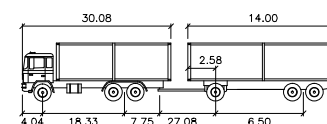


Dump and long puppet			
First Unit Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 40.0
First Unit Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

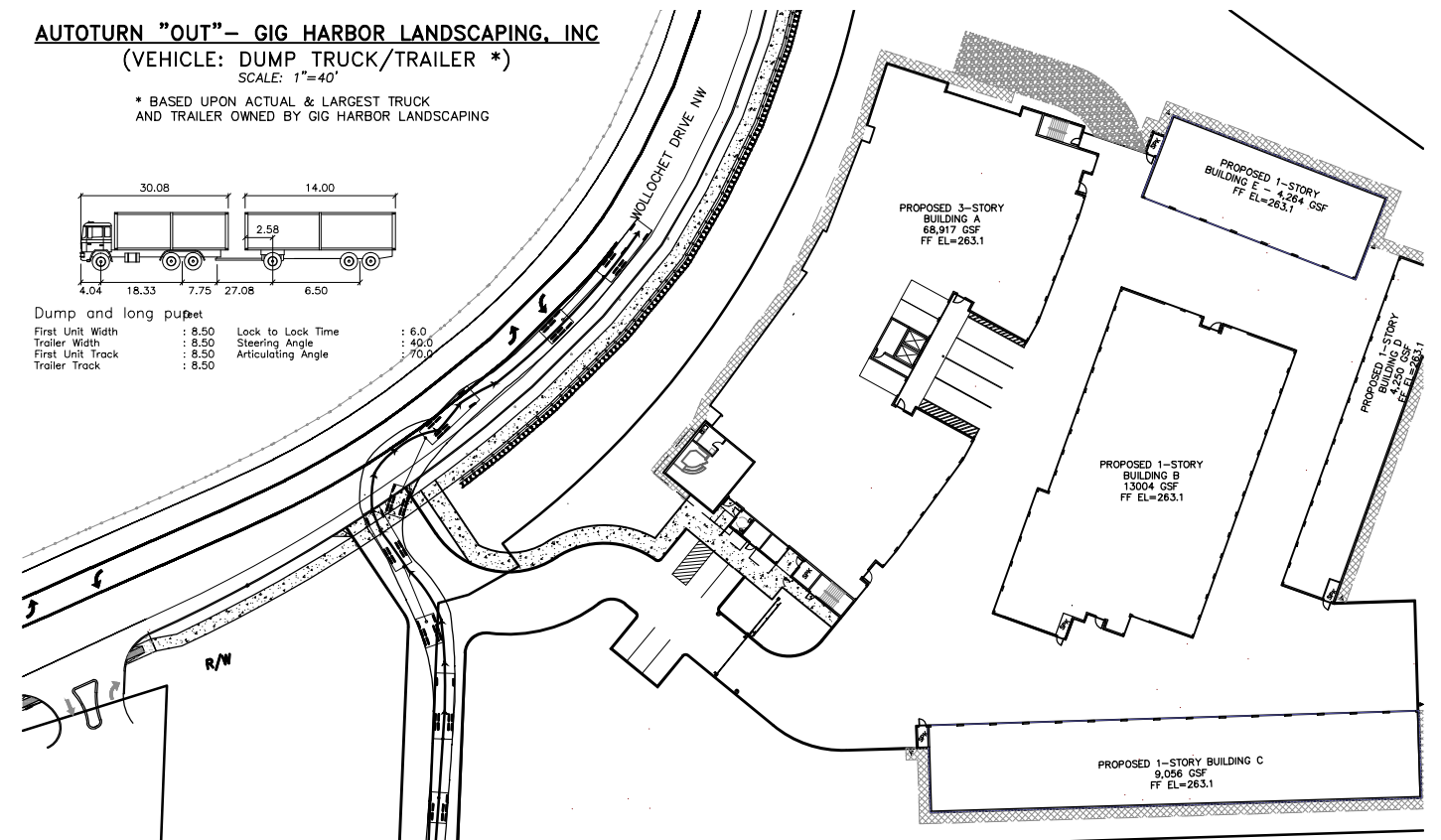


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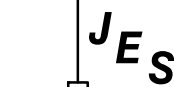
* BASED UPON ACTUAL & LARGEST TRUCK
AND TRAILER OWNED BY GIG HARBOR LANDSCAPING



Dump and long puppet			
First Unit Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 40.0
First Unit Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		



REVISIONS



Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 12/1/20

VEHICLE AUTOTURN ANALYSIS

PERMIT NO.	PL-SPR-20-0001
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DRAWING NO.	IEG 10 00
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SHEET OF
C14 14





DAVID EVANS
AND ASSOCIATES INC.

Technical Memorandum

DATE: June 28, 2021

TO: Aaron Hulst, P.E.
Senior Engineer
City of Gig Harbor
3510 Grandview Street
Gig Harbor, WA 98335

FROM: Josh Anderson, P.E., PTOE
Senior Transportation Engineer

SUBJECT: Concurrency Report – **GHP Wollochet Self Storage**

PROJECT: On-Call Traffic Review Services

PROJECT NO.: COGH0000-0063

COPIES: File



In accordance with DEA's agreement to provide concurrency analysis of new developments, this Technical Memorandum reports the results of a test of the proposed development described in **Table 1**.

STARTING POINT: THE 2026 UPDATED CITYWIDE CONCURRENCY PIPELINE MODEL INCORPORATING THE GHP FISH FOOD BANK

The tested development was added to the traffic model files for the following case:

- **The 2026 Updated Citywide Concurrency Pipeline Model incorporating the GHP Fish Food Bank, June 10, 2021**

DEVELOPMENTS TESTED

The development included in this test is listed in **Table 1**.

Table 1. Proposed Development

TAZ No.	Name of Development	Proposed Land Use Description
100027	GHP Wollochet Self Storage	Construction of a new self-storage facility of approximately 101,570 square feet of storage space. The proposed facility consists of 674 rentable units contained in five new buildings.



TRIP GENERATION

The trip generation method documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017) is typically used to calculate the project-generated trips. It is typical to select the trip generation rates or equations for the PM peak hour of the adjacent street traffic on a weekday basis to estimate the project-generated trips, because the combination of site-generated traffic and adjacent street traffic is usually at its maximum. **Table 2** summarizes the land use category, size, directional splits, trip rate, and project-generated trips for the proposed **GHP Wollochet Self Storage** project. There are 9 new outbound and 8 new inbound project generated trips.

Table 2. Proposed Project Trip Generation (PM Peak Hour)

Land Use Code/Description	Size	Trip Rate	New Trips	Entering		Exiting	
				Percent	Trips	Percent	Trips
LUC: 151 / Mini-Warehouse	101,570 sq ft	0.17 / 1000 sq ft	17	47%	8	53%	9
Rounded New Trips			17		8		9

ROAD IMPROVEMENTS TESTED

The road system includes the currently funded/committed improvements of the 2021-2026 Six-Year Transportation Improvement Program. Access to the proposed development will be provided via a single, shared driveway approach with the property abutting the southwest (Gig Harbor Waterfalls Landscaping).

TEST PROCEDURES

The following standard procedures were applied:

- The latest concurrency test case used the Gig Harbor Citywide Concurrency Pipeline Traffic Forecasting Model for the **FISH Food Bank** updated with the 2021-2026 TIP as a starting point. The model's study area includes the entire Gig Harbor Peninsula surrounding the city of Gig Harbor with external road connections north to Kitsap County, south to Tacoma, and west to Key Peninsula.
- The proposed development was added into the pipeline land use inventory.
- The trip generation (9 exiting trips and 8 entering trip) was added to the Citywide Concurrency Pipeline Traffic Forecasting Model.
- The new external trip generation was balanced with the trip generation within the study area.
- The new site trips were assigned to the road network using the multi-equilibrium method in VISUM software for the PM peak hour.
- Traffic model output volumes were systematically adjusted in a standardized post-processing step to remove the known base year (2017) calibration differences from all forecast volumes.
- Citywide intersection LOS and delay for signalized intersections and sign-controlled intersections was evaluated against the City's concurrency standard using the SYNCHRO program (Version 10). Roundabout LOS was evaluated using the Sidra program (Version 7).
- Roadway segment volumes were checked against the roadway segment capacity table.
- Deficient intersections and roadway segments with new site trips passing through are summarized in this memo, and results for all intersections and all road segments in Gig Harbor are shown in the attachments.

The proposed project will generate 8 new entering trips and 9 new exiting trips in the PM peak hour. The site trips are primarily present on Wollochett Dr and SR 16.

Figure 1: Site Trip Distribution – Near the Site

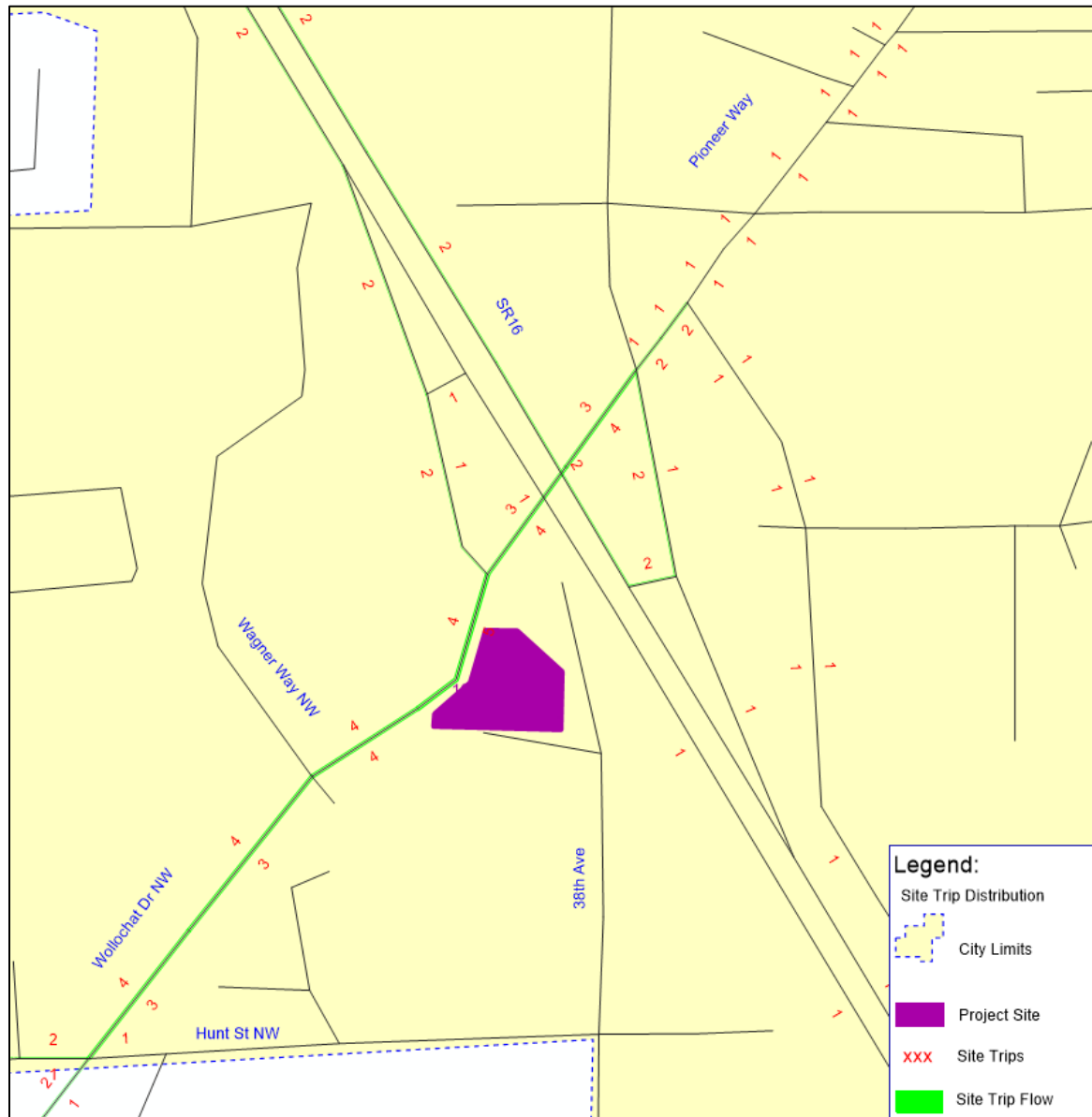
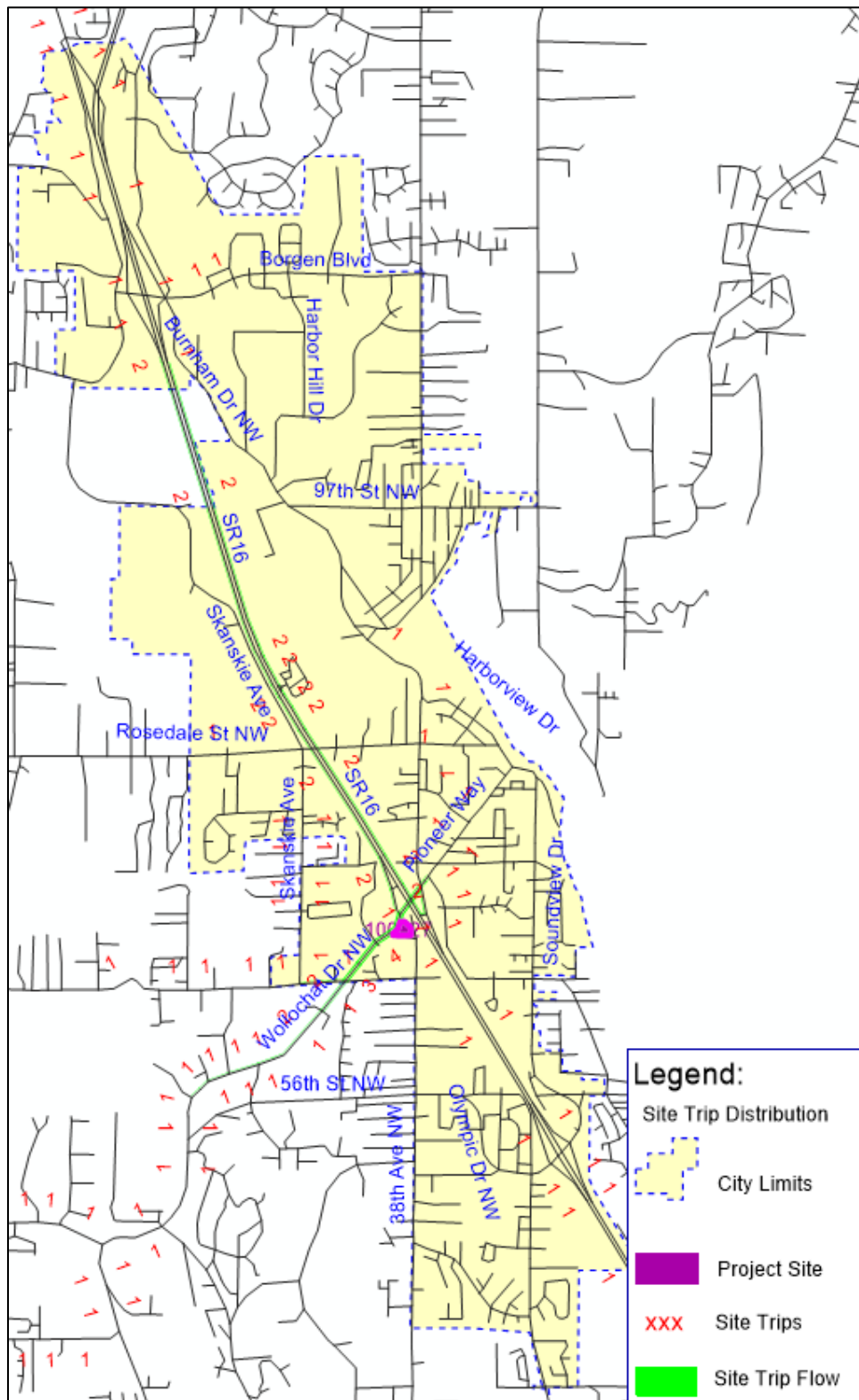




Figure 2: Site Trip Distribution – City Wide





CONCURRENCY TEST RESULTS

The final traffic model volumes were used to evaluate intersection LOS and delay using the citywide SYNCHRO model for sign-controlled and signalized intersections. Roundabout LOS was evaluated using the SIDRA program, where the Highway Capacity Manual 2010 (HCM 2010) methodology was selected for the analysis. The signal timing and phasing assumptions were updated in early 2018 to be consistent with the citywide update of the Transportation Element of the Comprehensive Plan.

Intersection LOS was estimated for the citywide intersections. There are no deficient intersections under the City's authority within the City. The citywide intersection LOS table and map for the pipeline condition with the proposed development are shown in **Attachment A**.

Road capacity analysis was accomplished in Excel. There are no deficient roadway segments within the city limits. The citywide roadway capacity evaluation is shown in **Attachment B**.

ATTACHMENTS:

Attachment A1: Intersection Concurrency Report.pdf

Attachment A2: Gig Harbor Citywide Intersections LOS Map.pdf

Attachment B: Roadway Concurrency Report.pdf

Attachment A: City of Gig Harbor Intersection Concurrency Report

Intersection Evaluation - Pipeline - PM			GHP FISH Food Bank					
Jurisdiction	Intersection Location		Intersection Control Type	Forecast Total Volume	Intersection		Improvement Indicated	Site Trips
	Main Route	Cross Street			Delay (sec)	LOS		
North Area								
City	Borgen Blvd	51st Ave NW	Roundabout	3,104	6.4	A		
City	Borgen Blvd	Harbor Hill Drive	Roundabout	3,392	9.0	A		
City	Borgen Blvd	Peacock Hill Ave NW	Roundabout	1,993	13.0	B		
City	Borgen Blvd	Sentinel Dr	2-Way Stop*	1,686	24.2	C		
City	Burnham Dr NW	Harbor Hill Dr	Roundabout	1,046	6.5	A		2
City	Burnham Dr NW	97th St NW	2-Way Stop*	1,120	16.5	C		2
City	Burnham Dr NW	Wood Hill Dr NW	2-Way Stop*	272	9.2	A		
City	Burnham Dr NW	Sehmel Dr NW	4-Way Stop	997	15.0	B		
City	Harbor Hill Dr	Sentinel Dr	Roundabout	678	7.2	A		1
City	Harbor Hill Dr	50th Ave NW	Roundabout	487	5.0	A		
Following Intersections are not under city control but are of interest for planning purposes								
WSDOT	Burnham Dr NW	SR 16 EB Ramp	Roundabout	2,080	10.2	B		1
WSDOT	Borgen Blvd	SR 16 WB Ramp	Roundabout	4,563	15.7	B	Metering (2021 TIP #5)	
UGA	Sehmel Dr NW	Bujacich Rd NW	2-Way Stop*	778	14.8	B		
UGA	144th St NW	54th Ave NW	2-Way Stop	1,082	173.1	F	Tolerate: Outside City	
UGA	144th St NW	Peacock Hill Ave NW	4-Way Stop	966	12.8	B		
UGA	54th Ave NW	Canterwood Dr NW	2-Way Stop*	586	12.6	B		
UGA	Canterwood Blvd NW	Baker Way NW	2-Way Stop	746	17.6	C		
UGA	Peacock Hill Ave NW	Canterwood Dr NW	2-Way Stop	572	10.2	B		
UGA	Purdy Dr NW	144th St NW	Signal	1,377	28.7	C		
UGA	Purdy Dr NW	SR 302	Signal	2,400	53.3	D		
UGA	Purdy Dr NW	Goodnough Dr NW (South)	2-Way Stop	2,140	36.7	E	Tolerate: Outside City	
UGA	Purdy Dr NW	Goodnough Dr NW (North)	2-Way Stop*	1,956	25.1	D		

Note: for 2-way stop intersections, the delay obtained from the worst delay approach. For T-intersection with stop control, 2-way stop represents stop control on the side street only.

* For "T-intersections, "2-Way Stop" means that only the minor street approach is stopped.

Attachment A: City of Gig Harbor Intersection Concurrency Report

Intersection Evaluation - Pipeline - PM			GHP FISH Food Bank					
Jurisdiction	Intersection Location		Intersection Control Type	Forecast Total Volume	Intersection		Improvement Indicated	Site Trips
	Main Route	Cross Street			Delay (sec)	LOS		
East Area								
City	Burnham Dr NW	96th St NW	2-Way Stop*	1,067	16.1	C		2
City	Burnham Dr NW	96th St Ct	2-Way Stop*	795	13.4	B		2
City	Harborview Dr	Austin St NW	4-Way Stop	901	15.4	C		1
City	Harborview Dr	Stinson Ave	Roundabout	1,390	7.1	A	New RAB (2021 TIP #2)	1
City	Harborview Dr	Rosedale St NW	2-Way Stop*	914	11.2	B		
City	Harborview Dr	Pioneer Way	4-Way Stop	918	14.5	B	Intersection non-motorized Imp. (2021 TIP #12)	
City	Harborview Dr	Soundview Dr	2-Way Stop*	792	13.6	B		
City	N Harborview Dr	Vernhardson St NW	2-Way Stop*	633	8.8	A		1
City	N Harborview Dr	Peacock Hill Ave	2-Way Stop*	992	29.7	D		1
City	N Harborview Dr	Austin St NW	2-Way Stop	1,385	7.8	A		1
City	Olympic Dr	Hollycroft St	Signal	1,564	9.4	A		
City	Olympic Dr	Spur To Hollycroft NW	Free	1,615			NB one-way (2021 TIP #27)	
City	Peacock Hill Ave	96th St NW	2-Way Stop	537	11.0	B		
City	Pioneer Way	Judson St	2-Way Stop*	510	13.2	B		
City	Pioneer Way	Edwards Dr	2-Way Stop	543	13.7	B		
City	Pioneer Way	Grandview St	Signal	873	5.9	A		
City	Pioneer Way	Kimball Dr	Signal	1,342	11.9	B		
City	Soundview Dr	Judson St	2-Way Stop*	805	10.0	A		
City	Soundview Dr	Grandview St	2-Way Stop	1,035	30.1	D		
City	Soundview Dr	64th St NW	Signal	1,593	16.2	B	Intersection Imp. (2021 TIP #17)	
City	Stinson Ave	Rosedale St NW	Roundabout	1,441	6.7	A	New RAB (2021 TIP #1)	1
City	Stinson Ave	Edwards Dr	2-Way Stop*	841	13.5	B		
City	Stinson Ave	Grandview St	4-Way Stop	1,087	16.9	C		
Following Intersections are not under city control but are of interest for planning purposes								
WSDOT	Pioneer Way	SR 16 WB Ramp	Signal	2,131	45.7	D	Right turn slip lane (2021 TIP #8)	
WSDOT	Olympic Dr	SR 16 WB Ramp	Signal	3,078	34.2	C	Intersection Imp. (2021 TIP #21)	
WSDOT	24th St NW	SR 16 WB Ramp	Signal	1,273	23.6	C		
UGA	24th St NW	14th Ave NW	2-Way Stop	445	12.0	B		
UGA	Crescent Valley Dr NW	Vernhardson St NW	2-Way Stop	554	21.5	C		1
UGA	Reid Dr NW	Hollycroft St	2-Way Stop	602	14.6	B		
County	Crescent Valley Dr NW	Drummond Dr NW	2-Way Stop*	540	12.1	B		

Note: for 2-way stop intersections, the delay obtained from the worst delay approach. For T-intersection with stop control, 2-way stop represents stop control on the side street only.

* For "T-intersections, "2-Way Stop" means that only the minor street approach is stopped.

Attachment A: City of Gig Harbor Intersection Concurrency Report

Intersection Evaluation - Pipeline - PM			GHP FISH Food Bank					
Jurisdiction	Intersection Location		Intersection Control Type	Forecast Total Volume	Intersection		Improvement Indicated	Site Trips
	Main Route	Cross Street			Delay (sec)	LOS		
West Area								
City	38th Ave NW	Briarwood Ln NW	2-Way Stop*	563	13.5	B		
City	56th St NW	38th Ave NW	Signal	1,930	17.0	B		
City	Hunt St NW	Skansie Ave	2-Way Stop*	944	16.1	C	Intersection Imp. (2021 TIP #13)	
City	Hunt St NW	38th Ave NW	4-Way Stop	690	12.1	B	Intersection Imp. (2021 TIP #14)	
City	Olympic Dr	Point Fosdick Dr NW	Signal	3,697	46.0	D	Right turn slip lane (2021 TIP #7)	
City	Olympic Dr	50th St Ct NW	Signal	1,854	15.4	B		
City	Olympic Dr	56th St NW	Signal	1,731	12.4	B		
City	32nd Ave NW	56th St NW	2-Way Stop	454	11.8	B		
City	Point Fosdick Dr NW	Briarwood Ln NW	2-Way Stop*	837	16.6	C		
City	Point Fosdick Dr NW	36th St NW	Roundabout	826	6.6	A		
City	Rosedale St NW	Skansie Ave	4-Way Stop	1,310	22.2	C	Intersection Imp (2021 TIP #22)	1
City	Rosedale St NW	Schoolhouse Ave NW	Signal	719	8.4	A		
City	Skansie Ave	North Creek Ln	2-Way Stop*	865	16.4	C		
City	Wollochet Dr NW	Wagner Way	Signal	1,465	7.2	A	New Signal (2021 TIP #11)	
City	Wollochet Dr NW	Hunt St NW	Signal	1,876	16.8	B		
Following Intersections are not under city control but are of interest for planning purposes								
WSDOT	Wollochet Dr NW	SR 16 EB Ramp	Signal	2,009	56.1	E	Right turn lane (2021 TIP #9)	
WSDOT	Olympic Dr	SR 16 EB Ramp	Signal	3,200	21.8	C	Intersection Imp. (2021 TIP #21)	
County	Wollochet Dr NW	Fillmore Dr NW	Signal	1,659	9.7	A		
County	Rosedale St NW	Lombard Dr NW	4-Way Stop	446	11.8	B		
UGA	24th St NW	Jahn Ave NW	2-Way Stop	1,244	Err**	F	Tolerate: Outside City	
UGA	36th St NW	22nd Ave NW	Signal	734	13.2	B		
UGA	46th Ave NW	72nd St NW	2-Way Stop*	582	11.3	B		

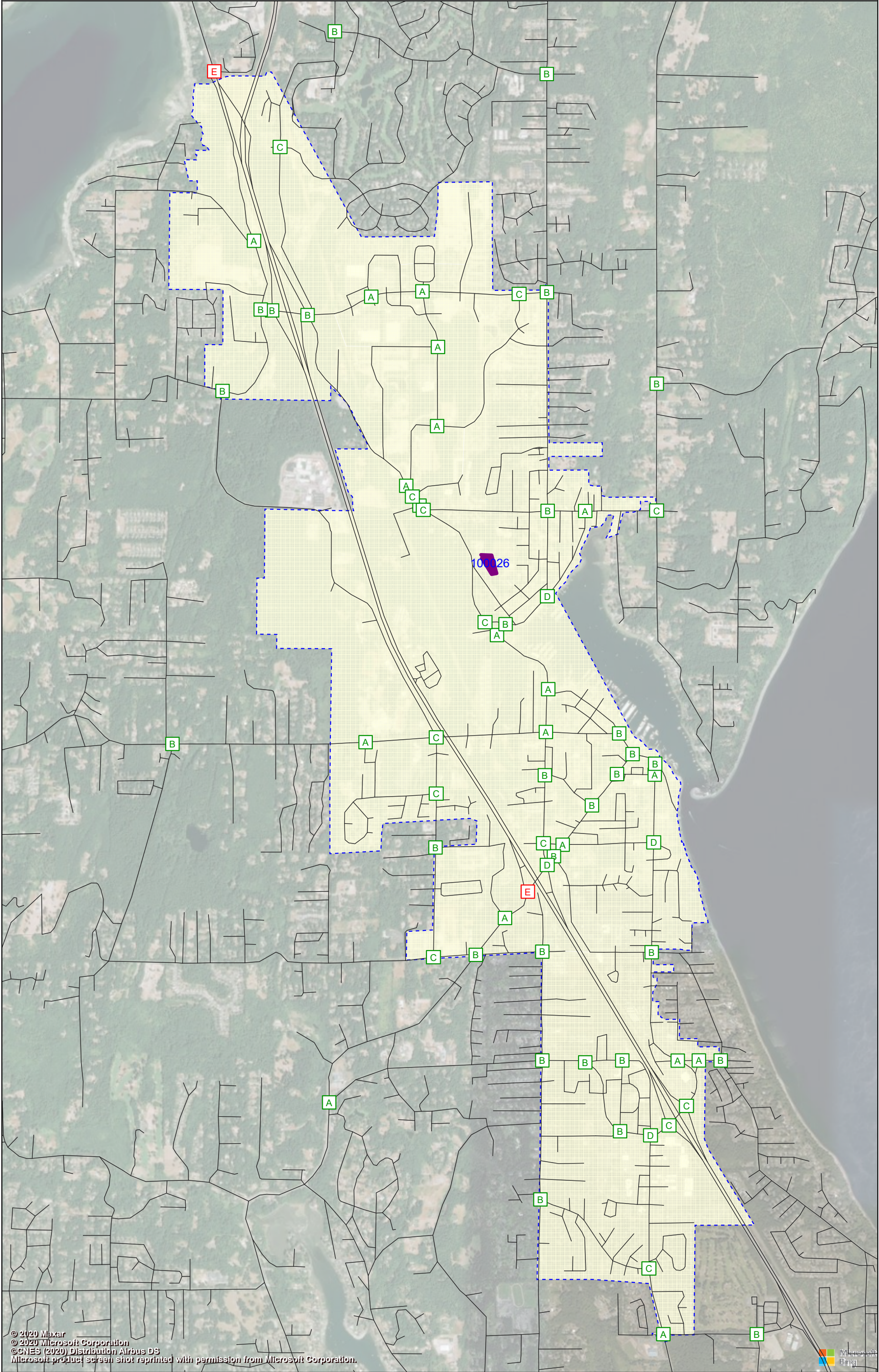
Note: for 2-way stop intersections, the delay obtained from the worst delay approach. For T-intersection with stop control, 2-way stop represents stop control on the side street only.

* For "T-intersections, "2-Way Stop" means that only the minor street approach is stopped.

** Delay cannot be calculated due to capacity constraints

P:\CICOGH00000063\0600\INFO\TT\Test 49\COGH Link+Intrn ConcurrSystem_2026.xlsm\Intersection Table

Gig Harbor Concurrency LOS - GHP FISH Food Bank



Attachment B: City of Gig Harbor Roadway Concurrency Report

Road Segment Evaluation - Pipeline - PM					GHP FISH Food Bank							
Juris.	Road Funct. Class	Route Name	Segment From	Segment To	2-Way Thru Lanes	Left Turn Median	# of Side-Walks	Peak Hour Capacity	Forecast Peak Hour Volume	Road Capacity Available	Improvement Indicated	Site Trips
North Area												
City	Principal	Borgen Blvd	SR 16 WB Ramp	51st Ave NW	4	YES	2	3,600	2,597	1,003		
City	Principal	Borgen Blvd	51st Ave NW	Harbor Hill Dr	4	YES	2	3,600	2,724	876		
City	Principal	Borgen Blvd	Harbor Hill Dr	Peacock Hill Ave NW	4	YES	2	3,600	1,450	2,150		
City	Principal	Burnham Dr NW	SR 16 EB Ramp	SR 16 WB Ramp	3	YES	2	2,700	1,913	787	2021 TIP #5 & 18	1
City	Minor	Burnham Dr NW	SR 16 WB Ramp	53rd Ave Ct NW	2	no	1	1,400	913	487	2021 TIP #5 & 19	2
City	Minor	Burnham Dr NW	53rd Ave Ct NW	McCormick Cr Dr	2	no		1,200	757	443	2021 TIP #19	2
City	Minor	Burnham Dr NW	McCormick Creek Dr	Harbor Hill Dr	2	no		1,200	679	521	2021 TIP #19	2
City	Minor	Burnham Dr NW	Harbor Hill Dr	97th St NW	2	no	2	1,600	1,097	503	2021 TIP #6	2
City	Minor	Burnham Dr NW	97th St NW	96th St NW	2	no	2	1,600	918	682	2021 TIP #6	2
City	Collector	Canterwood Blvd NW	City Limits	Borgen Blvd	3	YES	2	2,700	1,011	1,689		
City	Minor	Harbor Hill Dr	Borgen Blvd	Costco Road	4	YES	2	3,600	1,434	2,166		
City	Minor	Harbor Hill Dr	Costco Road	Sentinel Dr	2	YES	2	1,800	388	1,412		
City	Minor	Harbor Hill Dr	Sentinel Dr	Burnham Dr Nw	2	YES	2	1,800	427	1,373		1
City	Minor	Peacock Hill Ave NW	Borgen Blvd	96th St NW	2	no		1,200	464	736		
City	Collector	Burnham Dr NW	Wood Hill Dr NW	Sehmel Dr NW	2	no		1,200	246	954		
City	Principal	Burnham Dr NW	Sehmel Dr NW	SR 16 EB Ramp	2	YES		1,400	998	402		
Following road segments are not under city control												
WSDOT	Ramp	SR 16 WB Off-Ramp	SR 16	Borgen Blvd	2			2,000	1,513	487		
WSDOT	Ramp	SR 16 WB On-Ramp	Borgen Blvd	SR 16	2			2,000	1,027	973		
WSDOT	Ramp	SR 16 EB Off-Ramp	SR 16	Burnham Dr NW	2			2,000	507	1,493		
WSDOT	Ramp	SR 16 EB On-Ramp	Burnham Dr NW	SR 16	2			2,000	754	1,246		
UGA	Minor	144th St NW	Purdy Dr NW	54th Ave NW	2	no		1,200	824	376		
UGA	Minor	144th St NW	54th Ave NW	Peacock Hill Ave NW	2	no		1,200	560	640		
UGA	Collector	54th Ave NW	144th St NW	Canterwood Dr NW	2	no		1,200	523	677		
UGA	Collector	54th Ave NW	Canterwood Dr NW	Canterwood Blvd NW	2	no		1,200	565	635		
UGA	Collector	Bujacich Rd NW	Sehmel Dr NW	96th St NW	2	no		1,200	486	714		
UGA	Collector	Burnham Dr NW	Purdy Dr NW	Wood Hill Dr NW	2	no		1,200	125	1,075		
UGA	Collector	Canterwood Blvd NW	54th Ave NW	Baker Way NW	2	no		1,200	652	548		
UGA	Minor	Peacock Hill Ave NW	144th St NW	Canterwood Dr NW	2	no		1,200	541	659		
UGA	Minor	Peacock Hill Ave NW	Canterwood Dr NW	Borgen Blvd	2	no		1,200	564	636		
UGA	Minor	Purdy Dr NW	147th St Ct NW	144th St NW	2	no		1,200	886	314		
UGA	Minor	Purdy Dr NW	144th St NW	Purdy Ln NW	2	no		1,200	940	260		
UGA	Minor	Purdy Dr NW	Purdy Ln NW	SR302	2	YES		1,400	833	567		
UGA	Minor	Purdy Dr NW	SR302	Goodnough Dr NW	4	YES		2,800	2,078	722		
UGA	Minor	Sehmel Dr NW	Burnham Dr NW	Bujacich Rd NW	2	no		1,200	697	503		

Attachment B: City of Gig Harbor Roadway Concurrency Report

Road Segment Evaluation - Pipeline - PM					GHP FISH Food Bank							
Juris.	Road Funct. Class	Route Name	Segment From	Segment To	2-Way Thru Lanes	Left Turn Median	# of Side-Walks	Peak Hour Capacity	Forecast Peak Hour Volume	Road Capacity Available	Improvement Indicated	Site Trips
East Area												
City	Minor	64th St NW	Soundview Dr	Reid Dr NW	2	no		1,200	244	956		
City	Collector	96th St NW	Burnham Dr NW	Peacock Hill Ave	2	no		1,200	10	1,190		
City	Collector	96th St NW	Peacock Hill Ave	N Harborview Dr	2	no		1,200	98	1,102		
City	Minor	Burnham Dr	96th St NW	Harborview Dr	2	no	2	1,600	1,030	570	2021 TIP #6	2
City	Local	Grandview St	Stinson Ave	Pioneer Way	2	no	1	1,400	247	1,153		
City	Collector	Grandview St	Pioneer Way	Soundview Dr	2	no	1	1,400	175	1,225	2021 TIP #23	
City	Minor	Harborview Dr	Burnham Dr	N Harborview Dr	2	no		1,200	262	938		1
City	Minor	Harborview Dr	N Harborview Dr	Stinson Ave	2	YES	1	1,600	1,369	231	2021 TIP #2	1
City	Minor	Harborview Dr	Stinson Ave	Rosedale St NW	2	YES	2	1,800	1,479	321	2021 TIP #2	
City	Minor	Harborview Dr	Rosedale St NW	Pioneer Way	2	no	2	1,600	860	740	2021 TIP #12	
City	Minor	Harborview Dr	Pioneer Way	Soundview Dr	2	no	2	1,600	645	955	2021 TIP #12	
City	Local	Hollycroft St	Soundview Dr	Olympic Dr	2	no	1	1,400	412	988		
City	Local	Hollycroft St	Olympic Dr	Reid Dr NW	2	no	1	1,400	403	997		
City	Minor	Hunt St NW	Kimball Dr	Soundview Dr	2	no	1	1,400	420	980		
City	Principal	Kimball Dr	Pioneer Way	64th St NW	2	YES	2	1,800	704	1,096		
City	Collector	N Harborview Dr	96th St NW	Peacock Hill Ave	2	no	1	1,400	554	846		1
City	Minor	N Harborview Dr	Peacock Hill Ave	Harborview Dr	2	no	2	1,600	983	617		1
City	Minor	Olympic Dr	Soundview Dr	Hollycroft St	2	YES	2	1,800	1,298	502		
City	Minor	Olympic Dr	Hollycroft St	Spur To Hollycroft NW	2	YES	2	1,800	1,376	424		
City	Minor	Olympic Dr	Spur To Hollycroft NW	SR 16 WB Ramp	4	YES	2	3,600	1,614	1,986	2021 TIP #21 & 27	
City	Minor	Peacock Hill Ave	96th St NW	N Harborview Dr	2	no	1	1,400	435	965		
City	Minor	Pioneer Way	Harborview Dr	Judson St	2	no	2	1,600	329	1,271		
City	Minor	Pioneer Way	Judson St	Edwards Dr	2	no	1	1,400	308	1,092		
City	Minor	Pioneer Way	Edwards Dr	Grandview St	2	no	1	1,400	830	570		
City	Minor	Pioneer Way	Grandview St	Kimball Dr	2	no	1	1,400	953	447		
City	Minor	Pioneer Way	Kimball Dr	SR 16 WB Ramp	2	YES	2	1,800	1,060	740	2021 TIP #8	
City	Minor	Reid Dr NW	64th St NW	Hollycroft St	2	no		1,200	263	937		
City	Collector	Rosedale St NW	Skansie Ave	Stinson Ave	2	no	1	1,400	735	665	2021 TIP #22	1
City	Collector	Rosedale St NW	Stinson Ave	Harborview Dr	2	no	1	1,400	272	1,128		
City	Minor	Soundview Dr	Harborview Dr	Judson St	2	no	1	1,400	701	699		
City	Minor	Soundview Dr	Judson St	Grandview St	2	no	1	1,400	765	635		
City	Minor	Soundview Dr	Grandview St	Hunt St NW	2	YES	1	1,600	986	614	2021 TIP #17	
City	Minor	Soundview Dr	Hunt St NW	Olympic Dr	2	YES	1	1,600	1,310	290	2021 TIP #17	
City	Minor	Stinson Ave	Harborview Dr	Rosedale St NW	2	no	1	1,400	782	618		1
City	Minor	Stinson Ave	Rosedale St NW	Edwards Dr	2	no	1	1,400	963	437	2021 TIP #1	
City	Minor	Stinson Ave	Edwards Dr	Grandview St	2	no	1	1,400	958	442	2021 TIP #1	
City	Minor	Stinson Ave	Grandview St	Pioneer Way	2	no	2	1,600	698	902		
Following road segments are not under city control												
WSDOT	Principal	Olympic Dr	SR 16 WB Ramp	SR 16 EB Ramp	4	YES	2	3,600	2,351	1,249		
WSDOT	Minor	Pioneer Way	SR 16 WB Ramp	SR 16 EB Ramp	2	YES		1,400	1,502	-102	WSDOT's responsibility.	
WSDOT	Ramp	SR 16 WB Off-Ramp	SR 16	Olympic Dr	2			2,000	1,097	903		
WSDOT	Ramp	SR 16 WB On-Ramp	Olympic Dr	SR 16	2			2,000	692	1,308		
WSDOT	Ramp	SR 16 WB Ramp	SR 16	Pioneer Way	2			2,000	909	1,091		
UGA	Minor	24th St NW	Reid Dr NW	SR 16 WB Ramp	2	no		1,200	419	781		
UGA	Collector	Vernhardson St	N Harborview Dr	Crescent Valley Dr NW	2	no		1,200	548	652		1
UGA	Minor	Reid Dr NW	Hollycroft St	42nd St NW	2	no		1,200	471	729		
UGA	Minor	Reid Dr NW	42nd St NW	24th St NW	2	no		1,200	391	809		

Attachment B: City of Gig Harbor Roadway Concurrency Report

Road Segment Evaluation - Pipeline - PM					GHP FISH Food Bank							
Juris.	Road Funct. Class	Route Name	Segment From	Segment To	2-Way Thru Lanes	Left Turn Median	# of Side-Walks	Peak Hour Capacity	Forecast Peak Hour Volume	Road Capacity Available	Improvement Indicated	Site Trips
West Area												
City	Local	36th St NW	SR 16 EB Ramp	22nd Ave NW	3	no		1,800	351	1,449		
City	Local	36th St NW	22nd Ave NW	Point Fosdick Dr NW	2	no		1,200	580	620		
City	Collector	38th Ave NW	Hunt St NW	56th St NW	2	no		1,200	656	544	2021 TIP #14 & 15	
City	Collector	38th Ave NW	56th St NW	50th St Ct NW	2	no		1,200	340	860	2021 TIP #4	
City	Collector	38th Ave NW	50th St Ct NW	Briarwood Ln NW	2	no		1,200	400	800	2021 TIP #4	
City	Collector	Skansie Ave	72nd St NW	Hunt St NW	2	no	1	1,400	613	787		
City	Collector	50th St Ct NW	56th St NW	38th Ave NW	2	no		1,200	300	900	2021 TIP #16	
City	Collector	56th St NW	Point Fosdick Dr NW	Olympic Dr NW	2	no	2	1,600	436	1,164		
City	Minor	56th St NW	Olympic Dr NW	38th Ave NW	4	YES	2	3,600	1,644	1,956		
City	Collector	Hunt St NW	38th Ave NW	Wollochet Dr NW	2	no	2	1,600	669	931	2021 TIP #14	
City	Collector	Hunt St NW	Wollochet Dr NW	Skanski Ave	2	no	2	1,600	865	735		
City	Principal	Hunt St NW	Skansie Ave	48th Ave NW	2	no	2	1,600	411	1,189		
City	Principal	Olympic Dr NW	SR 16 EB Ramp	Point Fosdick Dr NW	5	YES	2	4,500	2,714	1,786	2021 TIP #7 & 21	
City	Principal	Olympic Dr NW	Point Fosdick Dr NW	50th St Ct NW	4	YES	2	3,600	1,559	2,041	2021 TIP #7	
City	Collector	Olympic Dr NW	50th St Ct NW	56th St NW	4	YES	2	3,600	1,499	2,101		
City	Minor	Point Fosdick Dr NW	56th St NW	Olympic Dr NW	4	YES		2,800	733	2,067		
City	Minor	Point Fosdick Dr NW	Olympic Dr NW	45th St Ct NW	4	YES	2	3,600	1,818	1,782		
City	Minor	Point Fosdick Dr NW	45th St Ct NW	Briarwood Ln NW	4	YES		2,800	702	2,098		
City	Collector	Point Fosdick Dr NW	Briarwood Ln NW	36th St NW	2	no		1,200	709	491		
City	Collector	Rosedale St NW	Skansie Ave	Schoolhouse Ave NW	2	no	2	1,600	575	1,025		
City	Collector	Rosedale St NW	Schoolhouse Ave NW	54th Ave NW	2	YES		1,400	603	797		
City	Collector	Skansie Ave	Rosedale St NW	North Creek Ln	2	YES		1,400	801	599	2021 TIP #24	
City	Minor	Skansie Ave	North Creek Ln	72nd St NW	2	YES		1,400	550	850	2021 TIP #24	
City	Minor	Wollochet Dr NW	SR 16 EB Ramp	Wagner Way	2	YES	2	1,800	1,490	310	2021 TIP #9, 11, & 25	
City	Minor	Wollochet Dr NW	Wagner Way	Hunt St NW	2	YES	2	1,800	1,310	490	2021 TIP #11 & 25	
City	Minor	Wollochet Dr NW	Hunt St NW	62nd St NW	2	no	2	1,600	617	983		
Following road segments are not under city control												
WSDOT	Ramp	SR 16 EB Ramp	SR 16	Wollochet Dr NW	2			2,000		2,000		
WSDOT	Ramp	SR 16 EB Off-Ramp	SR 16	Olympic Dr NW	2			2,000		2,000		
WSDOT	Ramp	SR 16 EB On-Ramp	Olympic Dr NW	SR 16	2			2,000		2,000		
UGA	Minor	24th St NW	SR 16 WB Ramp	Jahn Ave NW	2	no		1,200		1,200		
UGA	Minor	56th St NW	38th Ave NW	43rd Ave NW	2	no		1,200		1,200		
UGA	Minor	Jahn Ave NW	24th St NW	Stone Dr NW	2	no		1,200		1,200		
UGA	Collector	Skansie Ave	96th St NW	Rosedale St NW	2	no		1,200		1,200		

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City of Gig Harbor

Transportation Concurrency Management Program

Capacity Reservation Certificate Application

Submit completed application to:
City of Gig Harbor Public Works Department
3510 Grandview Street Gig Harbor, Washington 98335
(253) 851-6170

\$90.00 Paid (Commercial Only) _____

Today's Date 2/24/2020

Gig Harbor Project # PL-SPR-20-0001

1. Applicant (Developer ☒ or Owner ☐ please select one

Name Tawney Calzacorta Company Rush Development, Inc. Telephone 253-858-3636
Address 6622 Wollochet Dr City/State/Zip Gig Harbor, WA 98335

2. Property Owner (If other than applicant)

Name Gordon Rush Company Wollochet Ministorage, LLC Telephone 253-858-3636
Address 6622 Wollochet Dr City/State/Zip Gig Harbor, WA 98335

Project Name Wollochet Interchange Self-Storage Facility

Project Address 6600 Block of Wollochet Dr Total Acreage 3.69

3. Parcel # 0221078007 (Attach a Legal Description and site plan)

4. Property Description (check one)

Note: Applicants are responsible for accurate land use designations. The issuance of a Capacity Reservation Certificate does not constitute land use or development approval.

Existing

☐ Short Plat ☐ Commercial/Industrial ☐ Mixed use
☐ Sub-division ☐ Multi-family (3+ units) ☐ Single Family

Proposed

☐ Short Plat ☒ Commercial/Industrial ☐ Mixed use
☐ Sub-division ☐ Multi-family (3+ units) ☐ Single Family

Phasing Information

A. Number of new dwelling units N/A B. Commercial building area in gross square feet 101,570

5. Number of New PM Peak hour trips 17

Proposed Site Design Information (attach Legal Description and a site plan depicting proposed road/driveway access point(s) for the development)

6. Land Use Codes: **GHMC 19.10.011**

(Most recent edition of Trip Generation from the Institute of Transportation Engineers)

Upon submission and acceptance of this completed Transportation CRC application, the Director shall conduct a Traffic Model Run and issue a Traffic Report for those applications meeting the requirements of the City of Gig Harbor Municipal Code, Section 19.10.003(B)(1). In performing the concurrency evaluation for transportation facilities, the Director shall determine, based on the conclusion of the Traffic Report, whether a proposed development can be accommodated within the existing or planned capacity of City transportation facilities.

If the Director determines that the proposed development will cause the Level of Service (LOS) of a city owned transportation facility to decline below the Standards adopted in the transportation element of the city's comprehensive plan, and improvements or strategies to accommodate the impacts of development are not planned to be made concurrent with development, a Transportation CRC and the underlying development permit, if such an application has been made, shall be denied. Upon denial, the applicant may perform one of the following:

1. Appeal the findings of the Traffic Report in accordance with GHMC 19.10.021;
2. Offer alternative data and/or perform an independent traffic impact analysis at the applicant's sole expense in

- F. PRDs, PUDs and Mobile Home Parks. A developer of a planned residential development, a planned unit development or a mobile home park may receive credit only for park, school and transportation facilities provided in addition to those normally required under SEPA for such developments pursuant to Chapter 18.04 GHMC.
- G. Credit to Apply Proportionately to Units. The amount of credit determined pursuant to this subsection shall be credited proportionately among all of the units in the development, and the impact fee for each unit for which a permit or approval is applied shall be reduced accordingly.
- H. Limits on Credit Requests. Applicants may not request that an impact fee credit be provided for a proposed development based on taxes, user fees, assessments, improvements, payments or other benefit factors applicable to property that is not included within the proposed development.
- I. Local Improvement Districts. Applicants shall receive credit against the impact fee equal to the amount of an LID assessment paid for transportation-related system improvements identified by the Director as increasing transportation system capacity.
- J. Appeals of Credits. The Director shall issue a written decision on the developer's request for a credit of the impact fee calculation, which shall explain why the credit was granted or denied. The developer may request reconsideration and appeal the impact fee amount and credit pursuant to GHMC 19.12.170. If the procedures in GHMC 19.12.170 are not timely followed to request an appeal of the credit, the Director's decision on the impact fee credit shall be final. (Ord. 1079 § 2, 2007).

Signature: _____

(Property Owner signature)

Date: _____

1/9/20



I, the property owner, authorize my agent to receive all original correspondence (initial) GR

Agent's Name Tawney Calzacorta

Address 6622 Wollochet Dr, Gig Harbor, WA

Questions?

Please call (253) 851-6170 if you have any questions about the Concurrency Management Program.

FOR CITY USE ONLY:

City Road Segment: _____

WOLLOCHET DR.

Approved Reservation Capacity: 17 P.M. Peak Hour trips

City Engineer Approval: _____

[Signature]

Date: _____

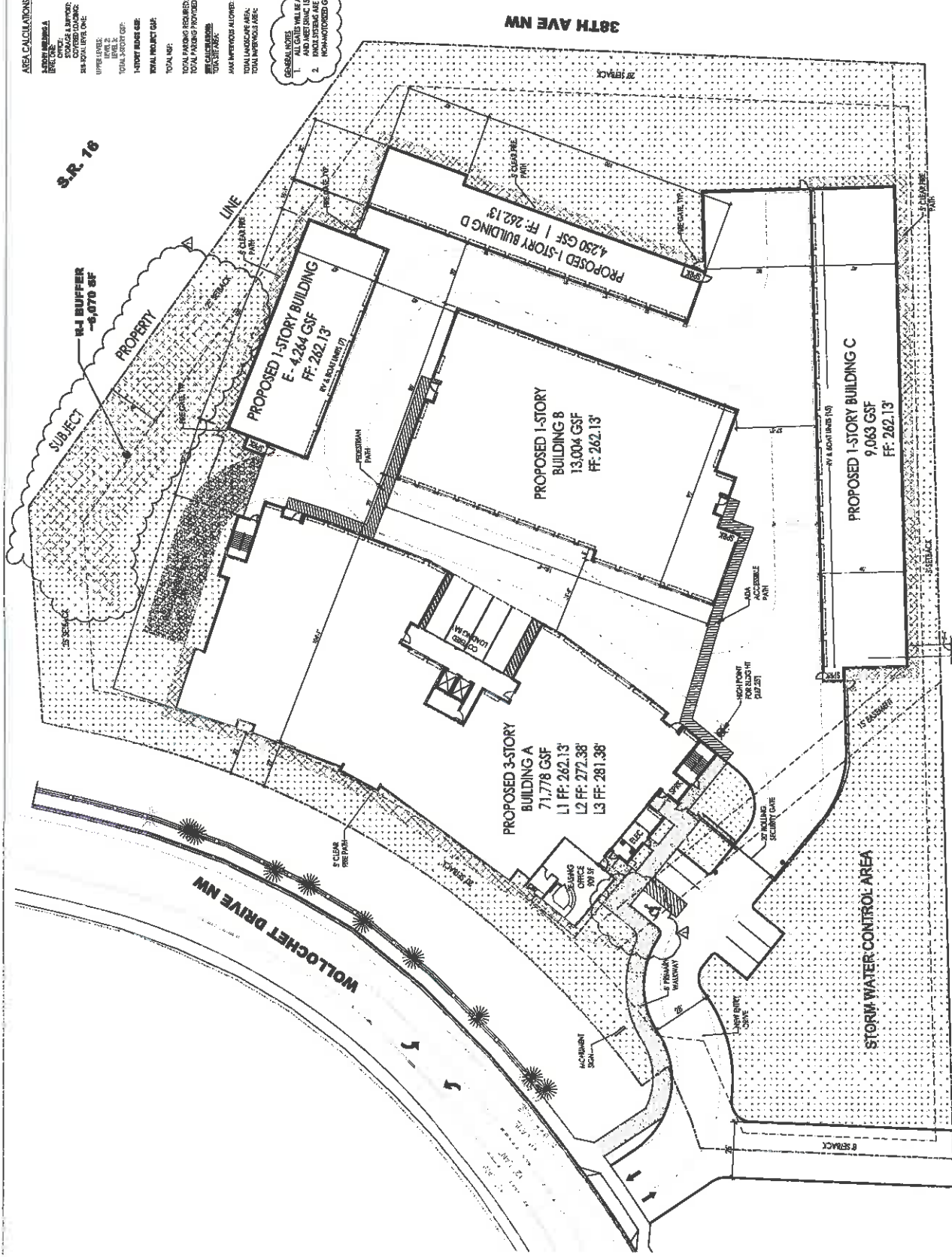
6/3/21

AREA CALCULATIONS

[illegible]

GENERAL NOTES

1. ALL GATES WILL BE APPROVED BY FIRE MARSHAL AND MEET SHAC 15.16.100 & 15.16.110.
2. KNIX SYSTEMS ARE REQUIRED AT ALL NON-MOTORIZED GATES.



1 ARCHITECTURAL DESIGN SITE PLAN
SCALE 1"=20'-0"



PUBLIC WORKS DEPARTMENT

Findings, Conclusions and Decision Public Works Variance EN-20-0085

Site: Wollochet Interchange Self-Storage Facility
Address: 6627 Wollochet Dr, Gig Harbor, WA 98335
Parcel Number: 0221078007
Land Use Application #PL-SPR-20-0001

Applicant: Thair Jorgenson, PE
Principal Engineer, Rush Design, Inc.
6622 Wollochet Drive
Gig Harbor, WA 98335

Re: **(EN-20-0085)** Frontage Improvements Roadway Section Public Works Variance Request

Dear Mr. Jorgenson:

The City of Gig Harbor Public Works Department has reviewed the submitted materials for the Wollochet Interchange Self-Storage Facility and has concluded the following:

I. Findings.

A. Facts. The Wollochet Self-Storage proposes 101,570 square feet of self-storage facility located at 6627 Wollochet Drive. The site is situated on the southeast side of Wollochet Drive, south of the SR-16 Eastbound off-ramp, and proposes 674 rentable units in 5 new buildings. Pursuant to the City's Public Works Standards, the project is required to construct roadway frontage improvements consistent with typical sections provided in the Public Works Standards. The applicant is proposing a modified version of the City's standard detail 2-01 for the design of frontage improvements along the subject property frontage on Wollochet Drive. The City received a submittal from Thair Jorgenson, Rush Design, Inc., requesting a variance in accordance with Section 1.035 "Variances" of the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.080(b) for Frontage Improvements.

The Applicant's submittal included the variance application, payment in the amount of \$2,000.00, a letter addressing the variance criterion, and Exhibits A, B, C, and D. The exhibits are as follows:

- Exhibit A: Existing Site Area showing aerial overview with improvement markups
- Exhibit B: Modified Roadway Section Detail 2-03
- Exhibit C: Standard Roadway Section Detail 2-01
- Exhibit D: Proposed Frontage Improvement Plans (pg. 1-3)

B. Application of Facts to Criteria for Approval. The City Engineer may grant variances from the Standards if the Applicant presents substantial evidence to demonstrate that all of the criteria in Section 1.035(C) of the Standards are satisfied. Following is the City Engineer's analysis of the facts to the criteria for approval based on information supplied by the applicant:

1. *"Strict compliance with the Public Works Standards is undesirable or impractical because of impracticality or undesirable conditions".*

The Applicant states:

Strict compliance with Public Works Standard Plan 2-01 – Roadway Section Principal Arterial is not practical or desirable along the frontage of the subject project and property. The requirement of Standard Detail 2-01 as a frontage improvement condition at this overcrossing ramp, is not practical or desirable. This road cross-section would require, from road centerline, a ½ lane two-way left-hand center turn lane, two (2) through lanes, a 5-ft bike lane, 1.5-ft curb and a large 8-ft planter strip and 8-ft sidewalk.

The portion of Wollochet Drive that abuts the Project is at the westerly access ramp to the Wollochet Drive/Pioneer Way & SR-16 Interchange. As such, it is not the normal frontage you would typically have along a Principal Arterial. Requiring half of a full five lane principal arterial road section as shown on Standard Plan 2-01 frontage is not required to accommodate the low traffic generation of the proposal and would create an extra north bound travel lane to the signalized intersection on the west end of the SR-16 overcrossing that currently lacks channelization or sufficient width to support its continuation. It would create a 'lane to nowhere'.

8-ft sidewalks are not justified on this section of roadway from a pedestrian usage standpoint particularly considering the lack of connecting infrastructure and incongruity to existing sidewalk conditions to the southwest of the property (6-ft walks and varying narrow planter strip).

The City Engineer concurs with the applicant's analysis and concludes that strict compliance is impractical due to the reasons stated by the applicant.

2. *"The proposed variations are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the Public".*

The Applicant states:

The use of Standard Detail 2-03 with the proposed modification provides the center turn lane for the Project neighboring property and illumination to current standard for safe operation of the proposed shared commercial access. The proposed frontage improvements also add a 5-ft bike lane, planting strip and sidewalk where none currently exists. The self-storage Project by its nature does not generate pedestrian or bicycle traffic so those facilities are solely for public benefit of safe bike and pedestrian travel along the project frontage, not a Project impact mitigation.

The City Engineer concurs with the applicant's assessment that the proposed variations are functionally equivalent to and consistent with the intent of the standards and provide compensating benefits to the City and the public as stated by the applicant.

3. *"The proposed variation(s) are based on sound engineering judgment".*

The Applicant states:

Considering the unique characteristics of this portion of Wollochet Drive at an interchange ramp with embankment/side slopes and the lack of existing interconnecting infrastructure to support a full principal arterial road section consistent with PW Standard Detail 2-01, it is in my engineering judgement that PW Standard Detail 2-01 is not justified or practical at this time.

In my opinion, the proposed variance to use PW Standard Detail 2-03 (modified as noted above) in-lieu of PW Standard Detail 2-01 will provide functionally equivalent frontage improvements, along this SR-16 overcrossing ramp, including the typical bike lane, curb, gutter, planter strip and sidewalks along the property frontage for safe pedestrian travel.

The City Engineer concurs with the applicant's statements and concludes that the proposed variation from the Public Works Standards is based on sound engineering judgment.

4. *"The proposed variations have not been made necessary by actions of the Applicant or Property Owner".*

The Applicant states:

The owner / applicant acquired the Project property in its current condition and configuration and have taken no subsequent actions concerning the property prior to proposing the Project which would have had an impact on the circumstances of this variance.

The City Engineer's analysis concludes that the variance was not made necessary by the actions of the applicant.

5. *"Safety, function, appearance, and economical maintenance requirements are met with the proposed variation".*

The Applicant states:

The proposed frontage improvements would provide for the same safety and function with the addition of a 5-ft bike lane, new curb and gutter and 6-ft wide sidewalk for pedestrian travel along the project frontage where none exists today. The variation is also consistent with the design and appearance of a large portion of the existing principle and major arterial streets throughout the City, many of which are within more urban locations with greater pedestrian usage than section of Wollochet Drive at the interchange ramp. The elimination of a 'lane to nowhere' contributes to more economical future maintenance requirements.

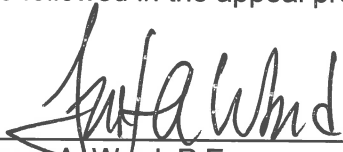
The City Engineer concurs with the applicant's statements and analysis and concludes that the proposed variance meets safety, function, appearance and economical maintenance requirements.

II. Decision.

For the Wollochet Interchange Self-Storage Facility proposed development, the Applicant has requested a variance from the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.080(b) for Frontage Improvements along Wollochet Drive frontage of the development site. The Gig Harbor City Engineer concludes that the variance satisfies all the Criteria for Approval and therefore approves the variance request. It shall further be noted that approval of this Public Works Variance request DOES NOT constitute approval of the underlying Land Use permit application and all other specific requirements applicable to the underlying Land Use permit must be satisfied. Furthermore, any modifications to the proposed development may nullify or require re-consideration of this approval, at the sole discretion of the City Engineer.

III. Appeal.

This decision shall be considered the Notice of Decision on the variance and any appeal shall be filed and processed as described in Title 19 GHMC for a Type II application, as provided in Section 1.035E of the City's Public Works Standards. An appeal may be filed with the City of Gig Harbor Engineering Department within fourteen (14) working days of issuance of this decision (GHMC 19.06.004). All other procedures for an appeal of a Type II application shall be followed in the appeal process (GHMC 19.06.005).



Trent A. Ward, P.E.
City Engineer

3/24/21

Date

December 2, 2020

Mr. Trent Ward, City Engineer
Public Works Department
City of Gig Harbor
3510 Grandview Street
Gig Harbor, WA 98335

RE: Variance Request #1 – Frontage Improvements Road Section
Wollochet Interchange - Self-storage Facility ("Project")
Application # PL-SPR-20-0001

Dear Trent,

As provided under Public Works Standards (2018), Section 1.035, and on behalf of Project owners, Wollochet Interchange, LLC, (Applicant), I am hereby requesting a Public Works Variance relating to frontage improvement requirements on the subject project. Specifically, we are requesting:

"A Public Works variance to allow the use a slightly modified version of the City's Standard Detail 2-03 in lieu of Standard Detail 2-01 for the design of frontage improvements along the subject property frontage on Wollochet Drive NW."

Public Works review comments on our Master Site Plan Review application and documents directed to provide frontage improvements that comply with Standard Detail 2-01. We feel Standard Detail 2-01 is neither practical nor justified as a requirement for this project considering the characteristics and unique circumstances of the Project and the physical nature of the Project frontage (overcrossing ramp) along this section of Wollochet Drive at issue.

This variance request is to allow for the use of the **City's Standard Detail 2-03** for the half-street frontage improvements design section for this Project. Specifically, the frontage improvements section we are proposing would include, from the Wollochet Drive centerline, the following:

- A 1/2 (6 foot) of a 12-foot two-way striped center turn lane
- One 11-foot thru lane (northbound)
- One 5-foot bike lane
- New Concrete Curb & Gutter
- A new 5-foot planting strip
- A new 6-foot concrete sidewalk
- Illumination

Because of the Project frontage is predominantly along the Wollochet Drive overpass ramp, the additional widening of Wollochet Drive for the above road section will also include the need for a pedestrian guardrail and 1.5' to 6.5' high retaining walls.

We are proposing two minor deviations from the City's Standard Detail 2-03. One is providing a 6-foot sidewalk in-lieu of the 5.5-foot sidewalk shown in the standard detail. This is proposed since the sidewalks we are connecting into south of the Project are 6-foot sidewalks (consistent with sidewalks on both sides of Wollochet Drive to the south). The second deviation is the elimination of the 10-foot utility easement requirement. This should not be necessary to encumber the owner's property since the right-of-way line along the frontage is approximately 24' +/- beyond the frontage improvement section (behind the proposed retaining wall).

For your convenience of reference in considering the circumstances of this variance request, the following attachments are provided:

- The existing site area conditions are shown in the attached Exhibit A.
- Standard Detail 2-01 from which a variance is being sought is attached as Exhibit B.
- Standard Detail 2-03 with proposed minor modification is attached as Exhibit C.
- The proposed site plan layout, frontage improvements & frontage improvement cross sections for the Project is attached as Exhibit D (3-sheets).

This request meets each of the five criteria for approval of a variance as described below:

1. *Strict compliance with the public works standards is undesirable or impractical because of impracticality or undesirable conditions;*

Strict compliance with Public Works Standard Plan 2-01 – Roadway Section Principal Arterial is not practical or desirable along the frontage of the subject project and property. The requirement of Standard Detail 2-01 as a frontage improvement condition at this overcrossing ramp, is not practical or desirable. This road cross-section would require, from road centerline, a ½ lane two-way left-hand center turn lane, two (2) through lanes, a 5-ft bike lane, 1.5-ft curb and a large 8-ft planter strip and 8-ft sidewalk.

The portion of Wollochet Drive that abuts the Project is at the westerly access ramp to the Wollochet Drive/Pioneer Way & SR-16 Interchange. As such, it is not the normal frontage you would typically have along a Principal Arterial. Requiring half of a full five lane principal arterial road section as shown on Standard Plan 2-01 frontage is not required to accommodate the low traffic generation of the proposal and would create an extra north bound travel lane to the signalized intersection on the west end of the SR-16 overcrossing that currently lacks channelization or sufficient width to support its continuation. It would create a 'lane to nowhere'.

8-ft sidewalks are not justified on this section of roadway from a pedestrian usage standpoint particularly considering the lack of connecting infrastructure and incongruity to existing sidewalk conditions to the southwest of the property (6-ft walks and varying narrow planter strip).

2. *The proposed variation(s) are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the public;*

The use of Standard Detail 2-03 with the proposed modification provides the center turn lane for the Project neighboring property and illumination to current standard for safe operation of the proposed shared commercial access. The proposed frontage improvements also add a 5-ft bike lane, planting strip and sidewalk where none currently exists. The self-storage Project by its nature does not generate pedestrian or bicycle traffic so those facilities are solely for public benefit of safe bike and pedestrian travel along the project frontage, not a Project impact mitigation.

3. *The proposed variation(s) are based on sound engineering judgment;*

Considering the unique characteristics of this portion of Wollochet Drive at an interchange ramp with embankment/side slopes and the lack of existing interconnecting infrastructure to support a full principal arterial road section consistent with PW Standard Detail 2-01, it is in my engineering judgement that PW Standard Detail 2-01 is not justified or practical at this time.

In my opinion, the proposed variance to use PW Standard Detail 2-03 (modified as noted above) in-lieu of PW Standard Detail 2-01 will provide functionally equivalent frontage improvements, along this SR-16 overcrossing ramp, including the typical bike lane, curb, gutter, planter strip and sidewalks along the property frontage for safe pedestrian travel.

4. *The proposed variations have not been made necessary by actions of the applicant or property owner; and*

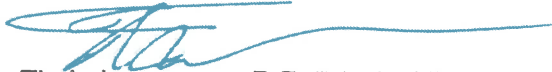
The owner / applicant acquired the Project property in its current condition and configuration and have taken no subsequent actions concerning the property prior to proposing the Project which would have had an impact on the circumstances of this variance.

5. *Safety, function, appearance and economical maintenance requirements are met with the proposed variation(s).*

The proposed frontage improvements would provide for the same safety and function with the addition of a 5-ft bike lane, new curb and gutter and 6-ft wide sidewalk for pedestrian travel along the project frontage where none exists today. The variation is also consistent with the design and appearance of a large portion of the existing principle and major arterial streets throughout the City, many of which are within more urban locations with greater pedestrian usage than section of Wollochet Drive at the interchange ramp. The elimination of a 'lane to nowhere' contributes to more economical future maintenance requirements.

If you have any question or need additional information for consideration of this variance, please contact me at (253) 514-0264.

Sincerely,



Thair Jorgenson, P.E. Principal Engineer
Rush Design, Inc.

Attachments

Cc. Steve Yester, RDC
Chris DeWald, RDC
Stephen Bourne, Project Architect



EXHIBIT A
(EXISTING SITE AREA)

PublicGIS



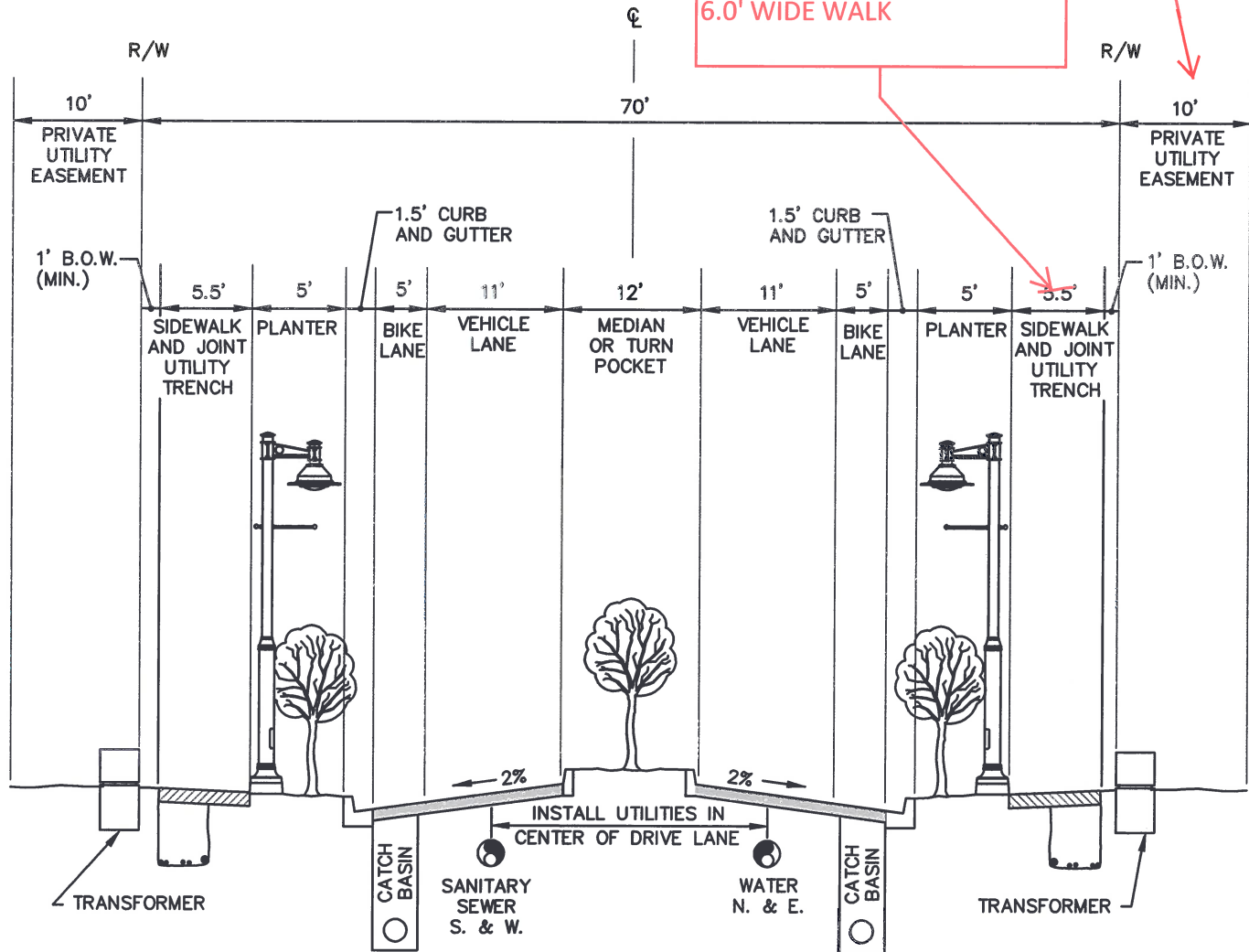
Disclaimer: The map features are approximate and have not been surveyed. Additional features not yet mapped may be present.
Pierce County assumes no liability for variations ascertained by formal survey.

Date: 6/11/2020 04:51 PM

EXHIBIT B

PROPOSED MODIFICATION:
ELIMINATE PRIVATE EASEMENT

PROPOSED MODIFICATION:
6.0' WIDE WALK



NOTES:

1. ON-STREET PARKING PROHIBITED.
2. SEE DETAIL 2-13 FOR PAVEMENT DESIGN CONSTANTS.
3. MANHOLE LIDS AND WATER VALVE BOXES SHALL BE LOCATED IN THE MIDDLE OF THE OUTSIDE VEHICLE TRAVEL LANES.
4. STREET TREES IN THE PLANTER AND/OR MEDIAN SHALL BE CENTERED.
5. DESIGN SPEED SHALL BE CONSISTENT WITH ADJACENT LAND USE.



CITY OF GIG HARBOR
ENGINEERING DIVISION

ROADWAY SECTION MINOR ARTERIAL REDISENTIAL

DETAIL NO.

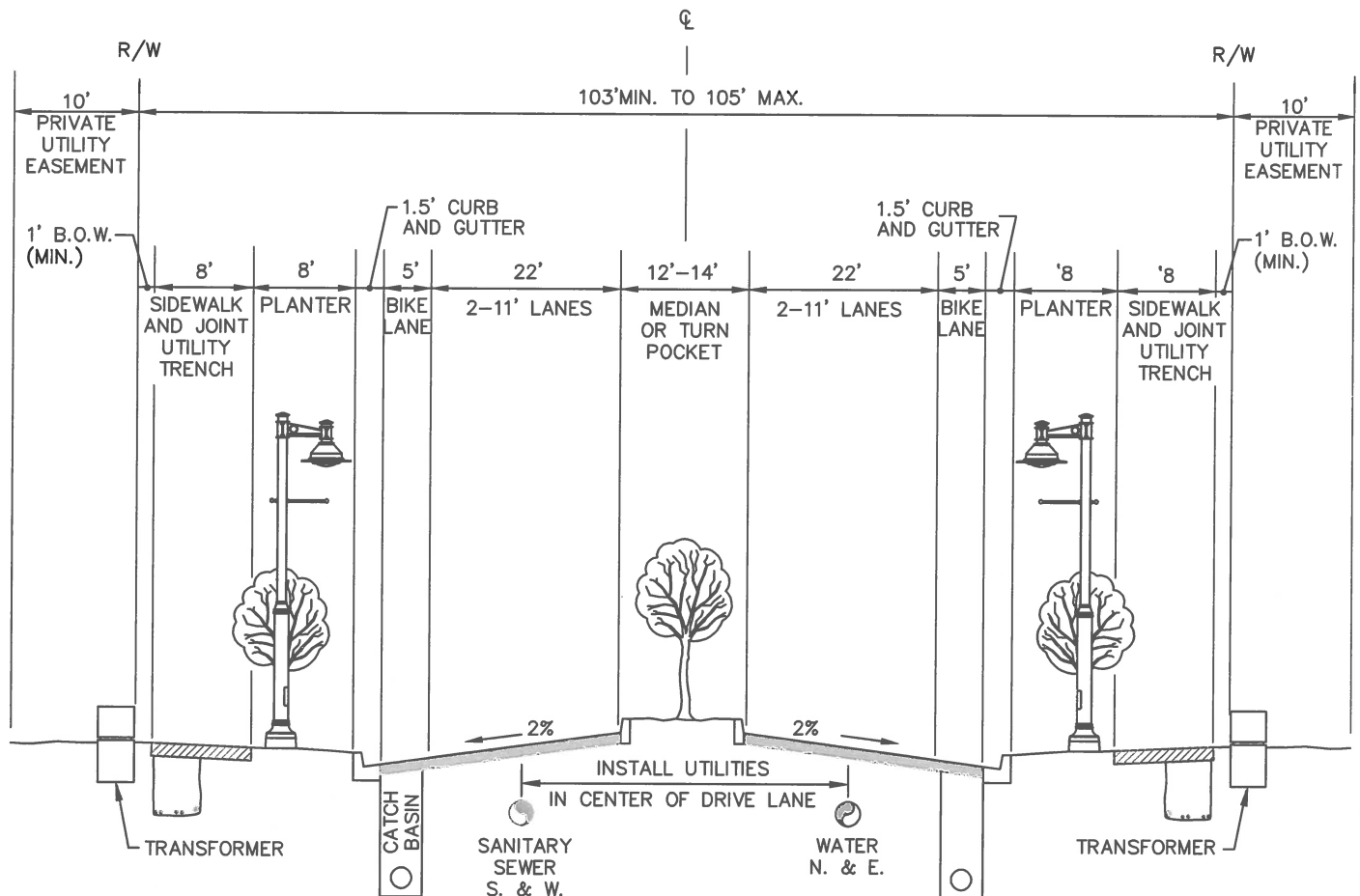
2-03

APPROVED FOR PUBLICATION
CITY ENGINEER

Stephen Murrell

DATE JULY, 2018

EXHIBIT C



NOTES:

1. MOVE STREET LIGHTS TO BACK OF WALK WHERE PLANTER STRIP IS LESS THAN 8'.
2. ON-STREET PARKING PROHIBITED.
3. SEE DETAIL 2-13 FOR PAVEMENT DESIGN CONSTANTS.
4. MANHOLE LIDS AND WATER VALVE BOXES SHALL BE LOCATED IN THE MIDDLE OF THE OUTSIDE VEHICLE TRAVEL LANES.
5. STREET TREES IN THE PLANTER AND/OR MEDIAN SHALL BE CENTERED.
6. STREET LIGHTS MAY BE REQUIRED IN MEDIAN.
7. DESIGN SPEED SHALL BE CONSISTENT WITH ADJACENT LAND USE.



CITY OF GIG HARBOR
ENGINEERING DIVISION

ROADWAY SECTION PRINCIPAL ARTERIAL

DETAIL NO.

2-01

APPROVED FOR PUBLICATION
CITY ENGINEER

[Signature]

DATE JULY, 2018

LEGEND FOR DRAWING

- EXISTING CONTOURS
INDEX
INTERVAL
FINAL CONTOURS
INDEX
INTERVAL
EXISTING WATER LINES
EXISTING SANITARY SEWER
EXISTING STORM DRAIN LINE
EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
EX. TYPE 1 - W/GRADE
EX. SANITARY SEWER MANHOLE
NEW SIDE SEWER
NEW STORM DRAINAGE LINES
EX. LIGHT STANDARD
CATCH BASINS
TYPE 1 CB - W/GRADE
TYPE 1 CB - W/SOLID LOCKING LID
TYPE 2 CB - W/GRADE
BIOPOD TREATMENT VAULT
NEW WATER SERVICE/MAIN
GATE VALVE
FDC
P.V.
HYDRANT ASSEMBLY
NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)

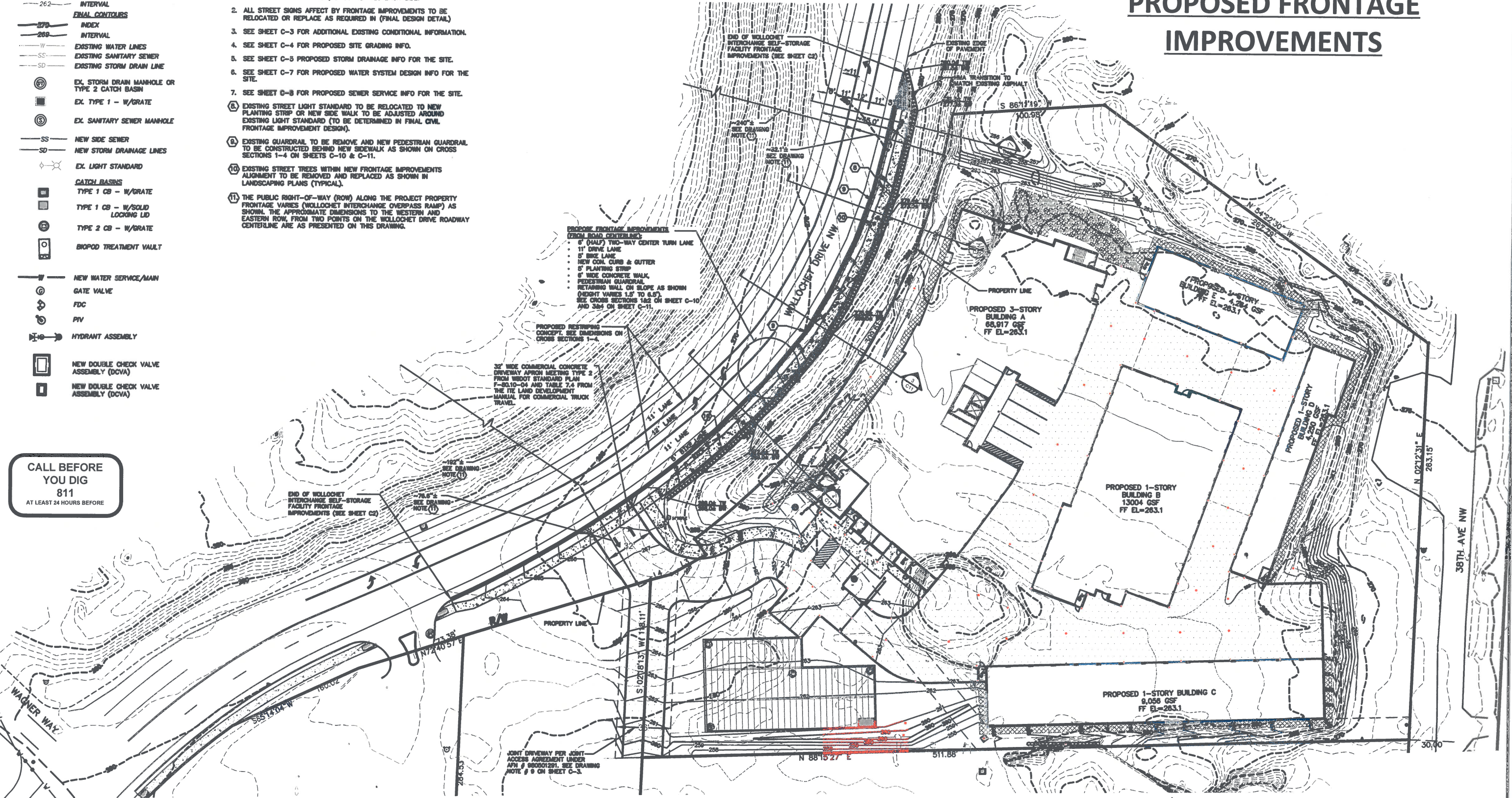
CALL BEFORE
YOU DIG
811
AT LEAST 24 HOURS BEFORE

DRAWING NOTES:

1. WOLLOCHET DRIVE INTERCHANGE RAMP. CURRENTLY ASPHALT PAVEMENT WITH SHOULDER, & GUARDRAILS EACH SIDE.
2. ALL STREET SIGNS AFFECT BY FRONTAGE IMPROVEMENTS TO BE RELOCATED OR REPLACE AS REQUIRED IN (FINAL DESIGN DETAIL).
3. SEE SHEET C-3 FOR ADDITIONAL EXISTING CONDITIONAL INFORMATION.
4. SEE SHEET C-4 FOR PROPOSED SITE GRADING INFO.
5. SEE SHEET C-5 PROPOSED STORM DRAINAGE INFO FOR THE SITE.
6. SEE SHEET C-7 FOR PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
7. SEE SHEET C-8 FOR PROPOSED SEWER SERVICE INFO FOR THE SITE.
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9. EXISTING GUARDRAIL TO BE REMOVE AND NEW PEDESTRIAN GUARDRAIL TO BE CONSTRUCTED BEHIND NEW SIDEWALK AS SHOWN ON CROSS SECTIONS 1-4 ON SHEETS C-10 & C-11.
10. EXISTING STREET TREES WITHIN NEW FRONTAGE IMPROVEMENTS ALIGNMENT TO BE REMOVED AND REPLACED AS SHOWN IN LANDSCAPING PLANS (TYPICAL).
11. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

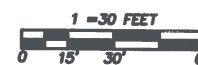
WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT D (SHEET 1 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



PROPOSED FRONTAGE IMPROVEMENTS PLAN

SCALE: 1"=30'



REVISIONS

JES

Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY: TAJ
DRAWN BY: TAJ
CHECKED BY: TAJ
APPROVED BY: TAJ
SCALE: AS NOTED
OTHER:

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 12/1/20

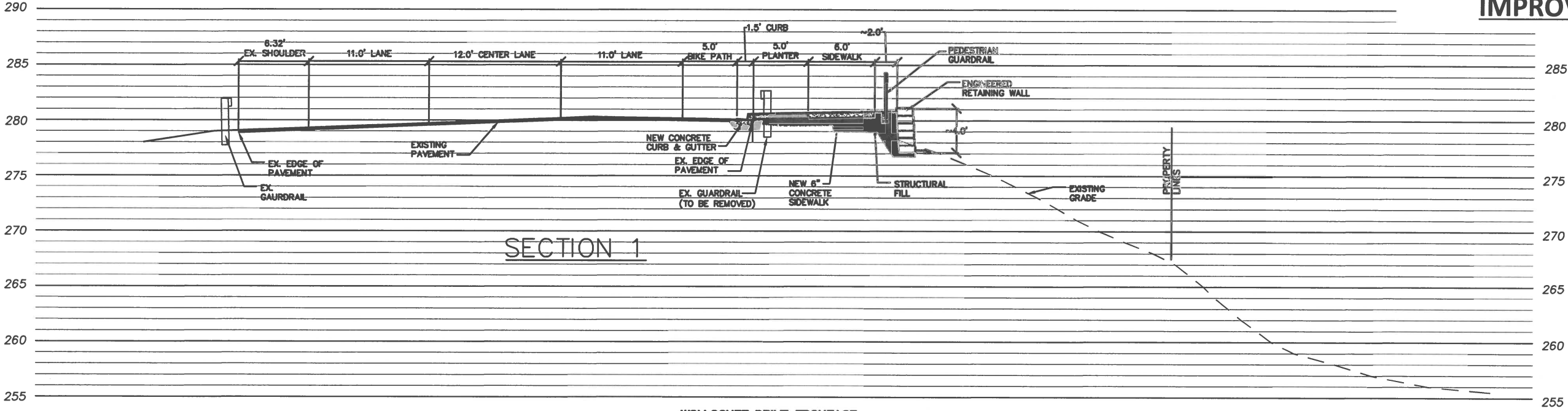
PROPOSED FRONTAGE
IMPROVEMENTS PLAN

PERMIT NO.
PL-SPR-20-0001
DRAWING NO.
JES-19-02
SHEET OF
C9 13

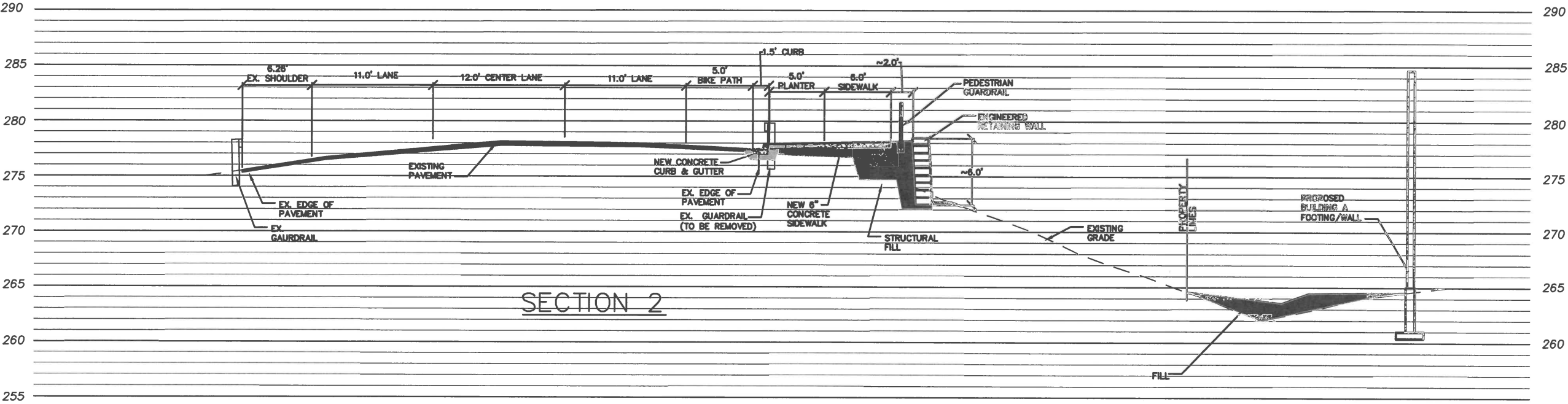


WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT D (SHEET 2 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 1
SCALE 1"=5'



WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 2
SCALE 1"=5'

FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



REVISIONS

JES
Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

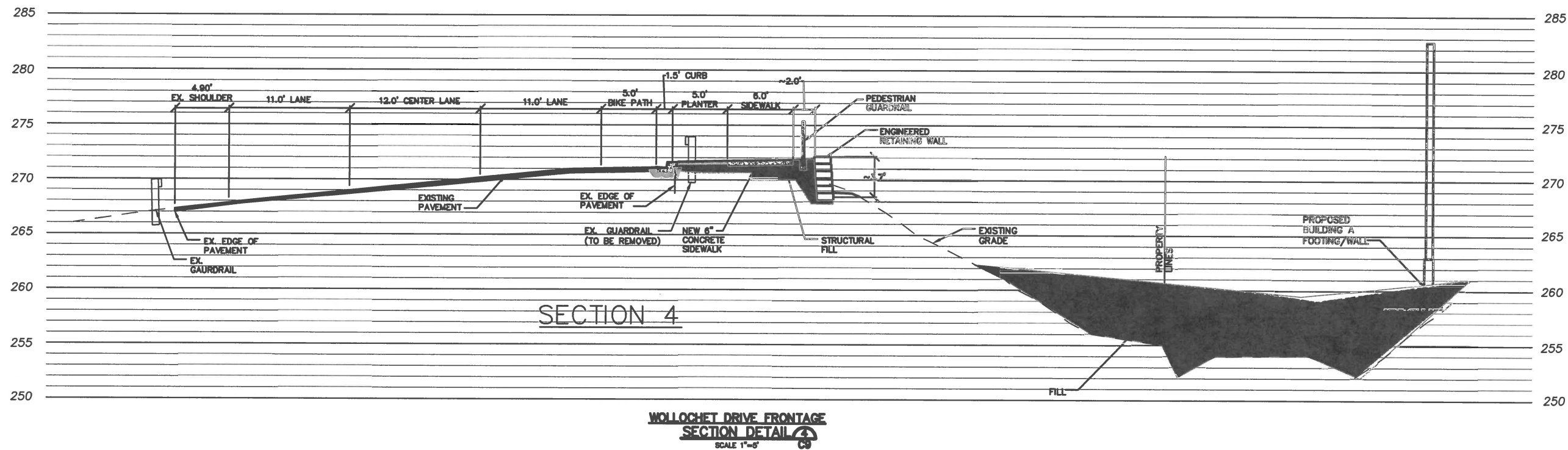
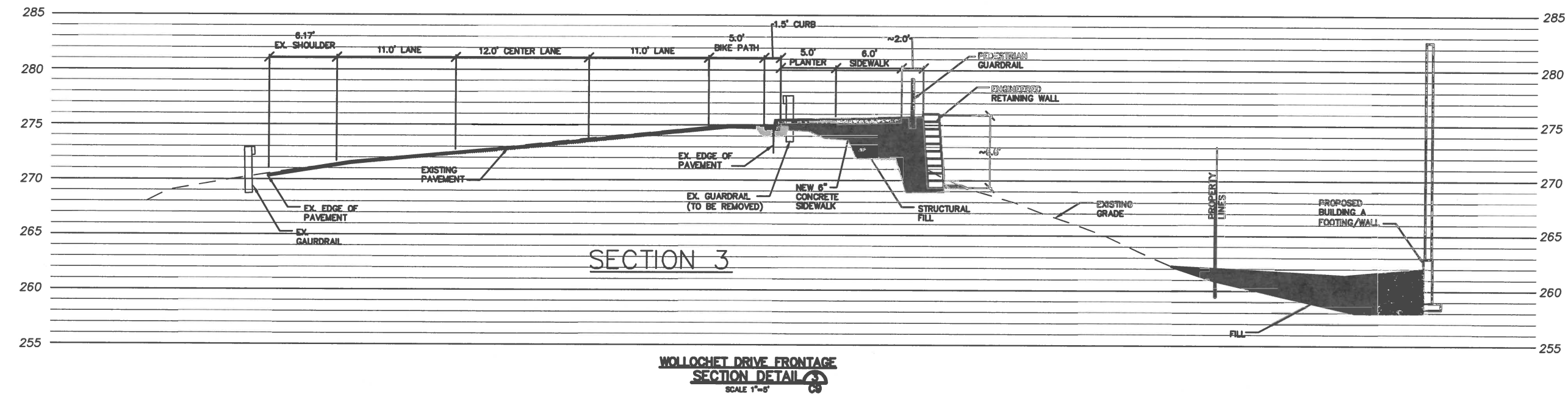
DRAWING DATE: 12/1/20
FRONTAGE
IMPROVEMENTS CROSS
SECTIONS

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET OF	C10 13

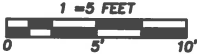


WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT D (SHEET 3 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



REVISIONS

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 12/1/20
FRONTAGE
IMPROVEMENTS CROSS
SECTIONS

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET OF	C10 13





PUBLIC WORKS DEPARTMENT

Findings, Conclusions and Decision Public Works Variance EN-20-0086

Site: Wollochet Interchange Self-Storage Facility
Address: 6627 Wollochet Dr, Gig Harbor, WA 98335
Parcel Number: 0221078007
Land Use Application #PL-SPR-20-0001

Applicant: Thair Jorgenson, PE
Principal Engineer, Rush Design, Inc.
6622 Wollochet Drive
Gig Harbor, WA 98335

Re: **(EN-20-0086)** Wollochet Drive Access Public Works Variance Request

Dear Mr. Jorgenson:

The City of Gig Harbor Public Works Department has reviewed the submitted materials for the Wollochet Interchange Self-Storage Facility and has concluded the following:

I. Findings.

A. Facts. The Wollochet Self-Storage proposes 101,570 square feet of self-storage facility located at 6627 Wollochet Drive. The site is situated on the southeast side of Wollochet Drive, south of the SR-16 Eastbound off-ramp, and proposes 674 rentable units in 5 new buildings. Pursuant to the City's Public Works Standards, the project is required to construct a single access off of the lowest classified roadway. The applicant is proposing to improve its single access on Wollochet Drive as a shared driveway benefitting the project and neighboring property to the south. The City received a submittal from Thair Jorgenson, Rush Design, Inc., requesting a variance in accordance with Section 1.035 "Variances" of the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.072(c)(1) for Private Commercial Driveways.

The Applicant's submittal included the variance application, payment in the amount of \$2,000.00, a letter addressing the variance criterion, and Exhibits A, B, C, and D. The exhibits are as follows:

- Exhibit A: Existing Site Area showing aerial overview with improvement markups
- Exhibit B: Proposed Frontage Improvement Plans (pg. 1-3)
- Exhibit C: Joint Driveway Agreement
- Exhibit D: Letter from Heath and Associates with Transportation data support

B. Application of Facts to Criteria for Approval. The City Engineer may grant variances from the Standards if the Applicant presents substantial evidence to demonstrate that all of the criteria in Section 1.035(C) of the Standards are satisfied. Following is the City Engineer's analysis of the facts to the criteria for approval based on information supplied by the applicant:

1. *"Strict compliance with the Public Works Standards is undesirable or impractical because of impracticality or undesirable conditions".*

The Applicant states:

From the Project perspective, an access at the dead end of 38th Avenue would be undesirable given the nature of the use for several operational reasons including reduced security for the site and its customer. It would also be impractical from a customer's perspective compared to the proposed entry on Wollochet since it adds almost a mile travel distance from SR 16 along a circuitous and unintuitive route.

Strict compliance with 2B.072.C1 to build a project-exclusive access on 38th would also be undesirable considering Public Works Standard 2B.072.C.2 which states:

"Commercial properties shall provide internal connections between neighboring properties where feasible. Developments must give priority to internal access before access to the public roadway system is permitted."

Here, a shared commercial driveway constructed along a length of common property line to which both the Project and the neighboring landscaping company will have access from Wollochet Drive is both feasible and is what was contemplated by the shared access agreement recorded in 1998. The language of 2B.072.C2 suggests this available option should generally receive priority consideration among access alternatives and so presumably in resolving conflicts between access standards such as with 2B.072.C1 in this case.

In this specific situation, it would be additionally undesirable to construct a new project-specific access on 38th Avenue rather than improving the current conditions by bringing an active uncontrolled commercial access (Gig Harbor Waterfalls, Inc.) up to current standards with the proposed shared driveway.

The City Engineer concurs with the applicant's analysis and concludes that strict compliance is impractical due to the reasons stated by the applicant.

2. *"The proposed variations are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the Public".*

The Applicant states:

The attached letter of support for the proposed access from the Project Traffic Engineer notes the low traffic trip generation from both the proposed self-storage facility and the existing landscaping contractor as mitigating the concern for locating the Project access on Wollochet Drive as the higher classified roadway. The proposal is consistent with Public Works Standard 28.072.C.2 as discussed above.

This proposal benefits the City and traffic conditions by consolidating accesses of the existing adjacent Gig Harbor Waterfalls, Inc. landscaping business and proposed self-storage facility into a shared concrete commercial driveway designed to meet current Public Work Standards. In consolidating the accesses, greater separation between the service station and landscape company access will be achieved than currently exists and a center turn lane being provided as frontage improvements will provide for better functioning of entering and exiting traffic.

The City Engineer concurs with the applicant's assessment that the proposed variations are functionally equivalent to and consistent with the intent of the standards and provide compensating benefits to the City and the public as stated by the applicant.

3. *"The proposed variation(s) are based on sound engineering judgment".*

The Applicant states:

The variance request is based upon engineering judgement that considers a number of mitigating factors which can be summarized as follows:

- The proposed shared access with the adjoining landscaping contracting business creates one improved driveway access for both the proposed self-storage site and the existing landscaping business consistent with the intent of limiting the number of accesses to public roads.
- Project frontage improvements, particularly the extended center turn lane, and bringing the active uncontrolled accesses up to current commercial driveway standards with increased separation distance from the next nearest access are improvements to existing conditions on Wollochet which would not be built if the Project instead accesses 38th Avenue.
- The self-storage business, by its use and nature, has a very low traffic generation, both during the daytime and peak hours which minimizes traffic impacts of accessing from and onto Wollochet Drive. The landscaping business also has a very low peak-hour traffic generation. This low traffic generation mitigates the concern for accessing the higher classification roadway, particularly in light of and relative to the improvements being provided as additional mitigation.
- The alternative of diverting traffic including emergency vehicles from a visible, direct Wollochet access along an unintuitive route in order to access the project at a dead end on 38th Avenue, is not desirable from an operational standpoint for site security or customer safety for the self-storage warehouse Project.

The City Engineer concurs with the applicant's statements and concludes that the proposed variation from the Public Works Standards is based on sound engineering judgment.

4. *"The proposed variations have not been made necessary by actions of the Applicant or Property Owner".*

The Applicant states:

The owner / applicant acquired the Project property in its current condition and configuration and have taken no subsequent actions concerning the property prior to proposing the Project which would have had an impact on the circumstances of this variance.

The City Engineer's analysis concludes that the variance was not made necessary by the actions of the applicant.

5. *"Safety, function, appearance, and economical maintenance requirements are met with the proposed variation".*

The Applicant states:

The proposed access was designed with the support of the Project Traffic Engineer attesting to its safety and function. The letter of support submitted with this request notes the very low traffic generation from the self-storage facility and the consolidation and creation of a controlled shared driveway onto Wollochett Drive with the adjacent landscaping business along with frontage improvements as adequate to address safety and function.

The general appearance and maintenance associated with the proposed commercial driveway would be typical of commercial driveways throughout the city and represent an improvement over the existing access conditions.

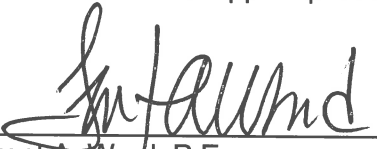
The City Engineer concurs with the applicant's statements and analysis and concludes that the proposed variance meets safety, function, appearance and economical maintenance requirements.

II. Decision.

For the Wollochet Interchange Self-Storage Facility proposed development, the Applicant has requested a variance from the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.072(c)(1) for Private Commercial Driveways. The Gig Harbor City Engineer concludes that the variance satisfies all the Criteria for Approval and therefore approves the variance request. It shall further be noted that approval of this Public Works Variance request DOES NOT constitute approval of the underlying Land Use permit application and all other specific requirements applicable to the underlying Land Use permit must be satisfied. Furthermore, any modifications to the proposed development may nullify or require re-consideration of this approval, at the sole discretion of the City Engineer.

III. Appeal.

This decision shall be considered the Notice of Decision on the variance and any appeal shall be filed and processed as described in Title 19 GHMC for a Type II application, as provided in Section 1.035E of the City's Public Works Standards. An appeal may be filed with the City of Gig Harbor Engineering Department within fourteen (14) working days of issuance of this decision (GHMC 19.06.004). All other procedures for an appeal of a Type II application shall be followed in the appeal process (GHMC 19.06.005).



Trent A. Ward, P.E.
City Engineer

3/24/21

Date



December 2, 2020

Mr. Trent Ward, City Engineer
Public Works Department
City of Gig Harbor
3510 Grandview Avenue
Gig Harbor, WA 98335

RE: Variance Request #2 – Wollochet Drive Access
Wollochet Interchange - Self-storage Facility ("Project")
Application # PL-SPR-20-0001

Dear Trent,

As provided under Public Works Standards (2018) ("**Standards**"), Section 1.035, and on behalf of project owners (Wollochet Interchange, LLC), I am hereby requesting a Public Works Variance to allow the subject project to access from Wollochet Drive versus 38th Avenue. Specifically, we are requesting a variance from Public Works Standards - Section 2B.072.C.1 (Private Commercial Driveways) which in the applicable part states:

"Access to a public roadway shall be limited to one commercial driveway connected to the lowest classified roadway for each tract of property separately owned..."

The proposed Project abuts Wollochet Drive on the west and 38th Avenue on the east (dead-end minor road). **Wollochet Drive has been designated as a "principal arterial" in the City's transportation plan and 38th Avenue has a designation of "local roadway".**

The Project has proposed to improve its single access on Wollochet Drive as a shared driveway benefiting both the Project and the existing landscaping contracting business located on the neighboring property to the south. Currently, access to both the subject undeveloped property and the neighboring landscaping company (Gig Harbor Landscaping, Inc.) is from a large uncontrolled gravel area abutting Wollochet Drive as shown on Exhibit A. A recorded reciprocal easement along the common property boundary allows for the construction of the shared commercial driveway in the location proposed by the Project (Exhibit C).

The requested variance is to permit the proposed shared driveway on Wollochet Drive rather than a new separate access on 38th Avenue, the lower classified roadway.

For your convenience of reference in considering the circumstances of this variance request, the following attachments are provided:

- The existing site area conditions are shown in the attached Exhibit A.
- The proposed site plan layout for the Wollochet Interchange - Self-storage Facility project is attached as Exhibit B.
- The shared access agreement and reciprocal easement with the adjacent property to the south recorded under AFN 9805010291 is attached at Exhibit C.
- A letter from the Traffic Engineer for the Project supporting the proposed access is attached at Exhibit D.

This request meets each of the five criteria for approval of a variance as described below:

1. *Strict compliance with the public works standards is undesirable or impractical because of impracticality or undesirable conditions;*

From the Project perspective, an access at the dead end of 38th Avenue would be undesirable given the nature of the use for several operational reasons including reduced security for the site and its customer. It would also be impractical from a customer's perspective compared to the proposed entry on Wollochet since it adds almost a mile travel distance from SR 16 along a circuitous and unintuitive route.

Strict compliance with 2B.072.C1 to build a project-exclusive access on 38th would also be undesirable considering Public Works Standard 2B.072.C.2 which states:

“Commercial properties shall provide internal connections between neighboring properties where feasible. Developments must give priority to internal access before access to the public roadway system is permitted.”

Here, a shared commercial driveway constructed along a length of common property line to which both the Project and the neighboring landscaping company will have access from Wollochet Drive is both feasible and is what was contemplated by the shared access agreement recorded in 1998. The language of 2B.072.C2 suggests this available option should generally receive priority consideration among access alternatives and so presumably in resolving conflicts between access standards such as with 2B.072.C1 in this case.

In this specific situation, it would be additionally undesirable to construct a new project-specific access on 38th Avenue rather than improving the current conditions by bringing an active uncontrolled commercial access (Gig Harbor Waterfalls, Inc.) up to current standards with the proposed shared driveway.

2. *The proposed variation(s) are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the public;*

The attached letter of support for the proposed access from the Project Traffic Engineer notes the low traffic trip generation from both the proposed self-storage facility and the existing landscaping contractor as mitigating the concern for locating the Project access on Wollochet

Drive as the higher classified roadway. The proposal is consistent with Public Works Standard 28.072.C.2 as discussed above.

This proposal benefits the City and traffic conditions by consolidating accesses of the existing adjacent Gig Harbor Waterfalls, Inc. landscaping business and proposed self-storage facility into a shared concrete commercial driveway designed to meet current Public Work Standards. In consolidating the accesses, greater separation between the service station and landscape company access will be achieved than currently exists and a center turn lane being provided as frontage improvements will provide for better functioning of entering and exiting traffic.

3. *The proposed variation(s) are based on sound engineering judgment;*

The variance request is based upon engineering judgement that considers a number of mitigating factors which can be summarized as follows:

- The proposed shared access with the adjoining landscaping contracting business creates one improved driveway access for both the proposed self-storage site and the existing landscaping business consistent with the intent of limiting the number of accesses to public roads.
- Project frontage improvements, particularly the extended center turn lane, and bringing the active uncontrolled accesses up to current commercial driveway standards with increased separation distance from the next nearest access are improvements to existing conditions on Wollochet which would not be built if the Project instead accesses 38th Avenue.
- The self-storage business, by its use and nature, has a very low traffic generation, both during the daytime and peak hours which minimizes traffic impacts of accessing from and onto Wollochet Drive. The landscaping business also has a very low peak-hour traffic generation. This low traffic generation mitigates the concern for accessing the higher classification roadway, particularly in light of and relative to the improvements being provided as additional mitigation.
- The alternative of diverting traffic including emergency vehicles from a visible, direct Wollochet access along an unintuitive route in order to access the project at a dead end on 38th Avenue, is not desirable from an operational standpoint for site security or customer safety for the self-storage warehouse Project.

4. *The proposed variations have not been made necessary by actions of the applicant or property owner; and*

The owner / applicant acquired the Project property in its current condition and configuration and have taken no subsequent actions concerning the property prior to proposing the Project which would have had an impact on the circumstances of this variance.

5. Safety, function, appearance and, economical maintenance requirements are met with the proposed variation(s).

The proposed access was designed with the support of the Project Traffic Engineer attesting to its safety and function. The letter of support submitted with this request notes the very low traffic generation from the self-storage facility and the consolidation and creation of a controlled shared driveway onto Wollochet Drive with the adjacent landscaping business along with frontage improvements as adequate to address safety and function.

The general appearance and maintenance associated with the proposed commercial driveway would be typical of commercial driveways throughout the city and represent an improvement over the existing access conditions.

If you have any question or need additional information for consideration of this variance, please contact me at 253-514-0264

Sincerely,



Thair Jorgenson; P.E., Principal Engineer
Rush Design, Inc.

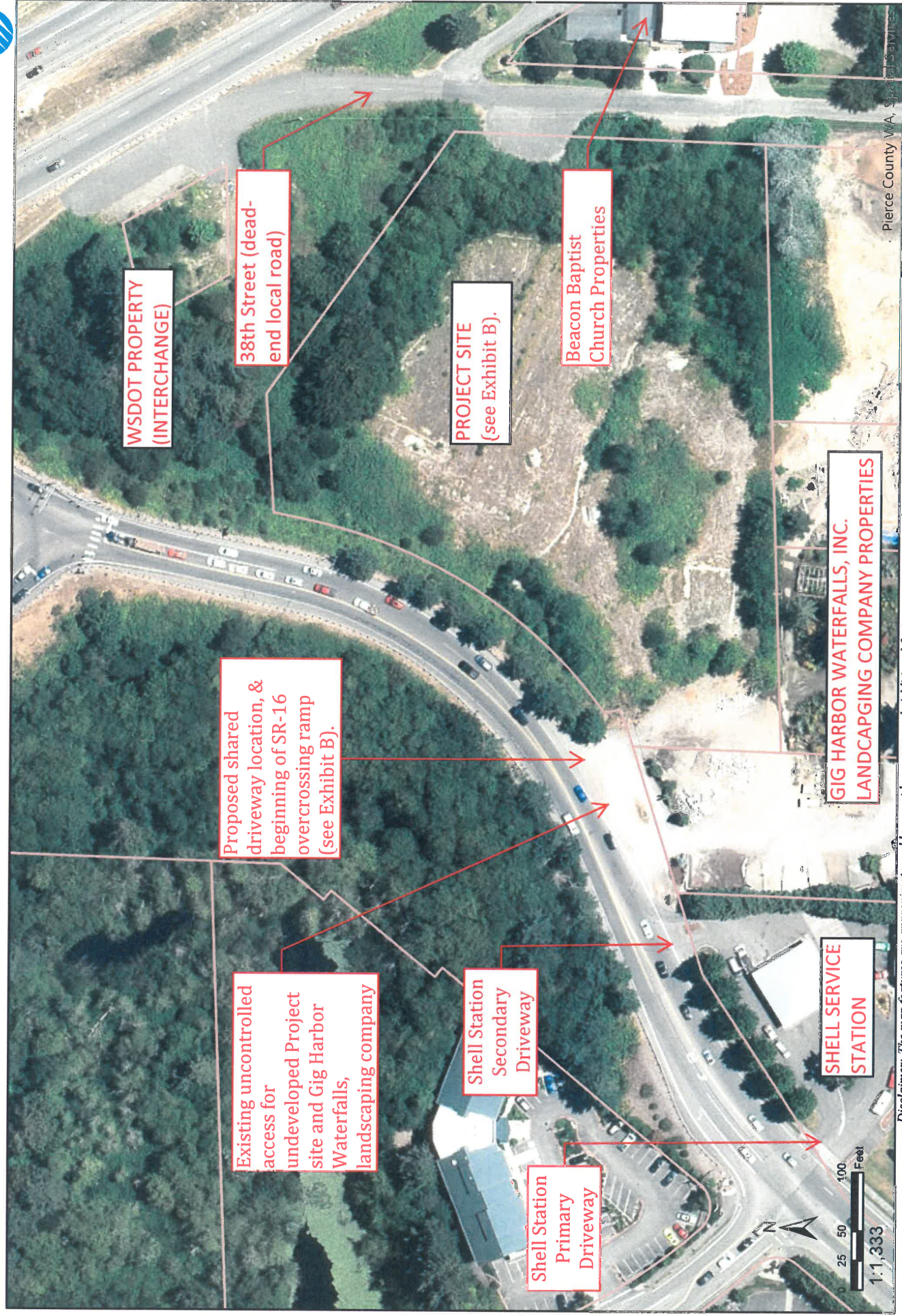
Attachments

Cc. Steve Yester, RDC
Chris DeWald, RDC
Stephen Bourne, Project Architect



EXHIBIT A
(EXISTING SITE AREA)

PublicGIS



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

Date: 6/11/2020 04:51 PM

LEGEND FOR DRAWING

- 280 INDEX
- 262 INTERVAL
- 270 INDEX
- 268 INTERVAL
- W EXISTING WATER LINES
- SS EXISTING SANITARY SEWER
- SD EXISTING STORM DRAIN LINE
- EX STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
- EX TYPE 1 - W/GRADE
- EX SANITARY SEWER MANHOLE
- SS NEW SIDE SEWER
- SD NEW STORM DRAINAGE LINES
- EX LIGHT STANDARD
- CATCH BASINS
- TYPE 1 CB - W/GRADE
- TYPE 1 CB - W/SOLID LOCKING LID
- TYPE 2 CB - W/GRADE
- BIOPOD TREATMENT VAULT
- NEW WATER SERVICE/MAIN
- GATE VALVE
- FDC
- PV
- HYDRANT ASSEMBLY
- NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
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CALL BEFORE
YOU DIG
811
AT LEAST 24 HOURS BEFORE

DRAWING NOTES:

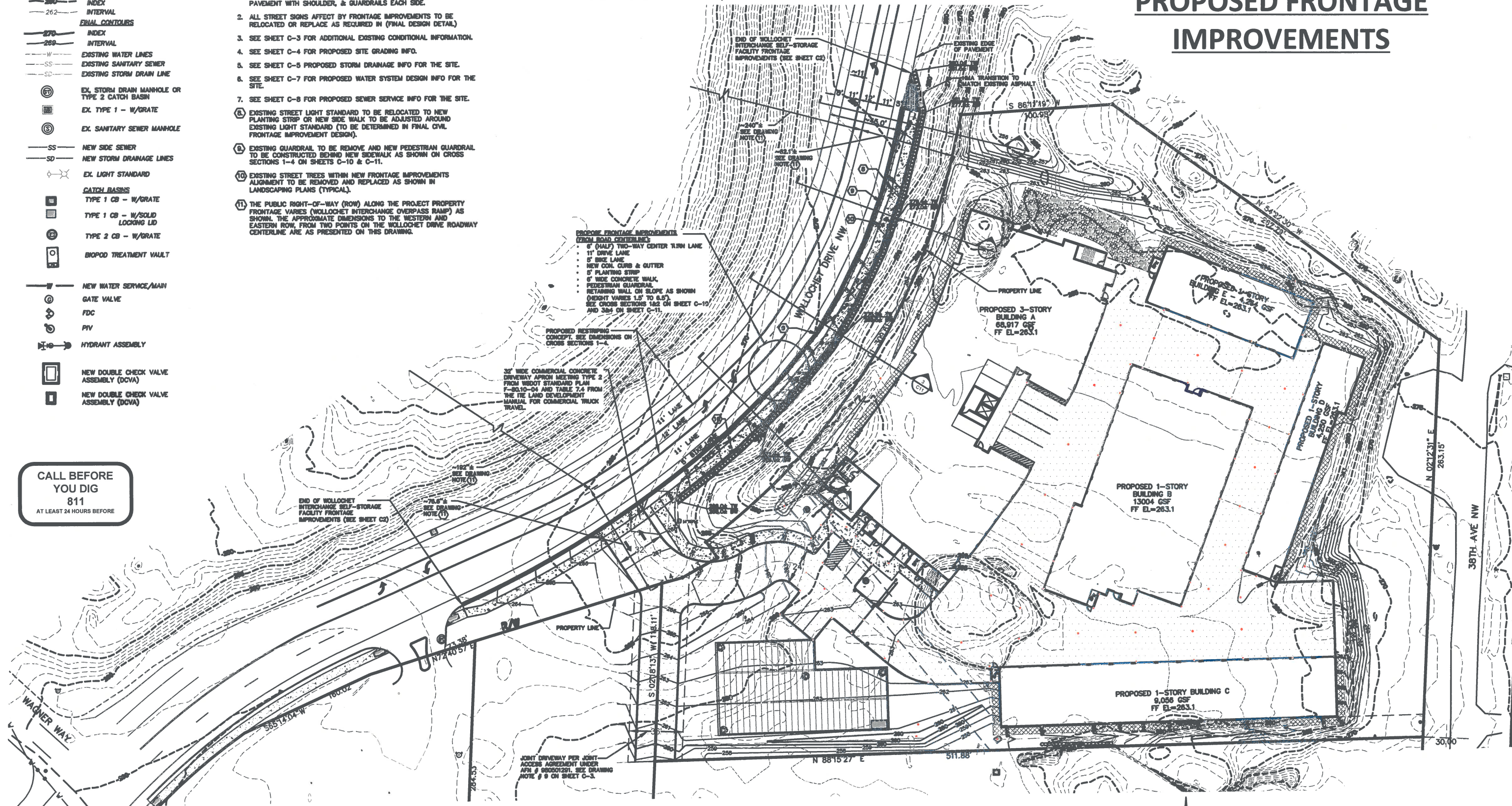
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WOLLOCHET INTERCHANGE SELF-STORAGE

A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

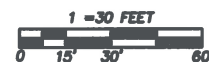
EXHIBIT B (SHEET 1 OF 3)

PROPOSED FRONTAGE IMPROVEMENTS



PROPOSED FRONTAGE IMPROVEMENTS PLAN

SCALE: 1"=30'



REVISIONS

JES

Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY: TAJ
DRAWN BY: TAJ
CHECKED BY: TAJ
APPROVED BY: TAJ
SCALE: AS NOTED
OTHER:

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 12/1/20

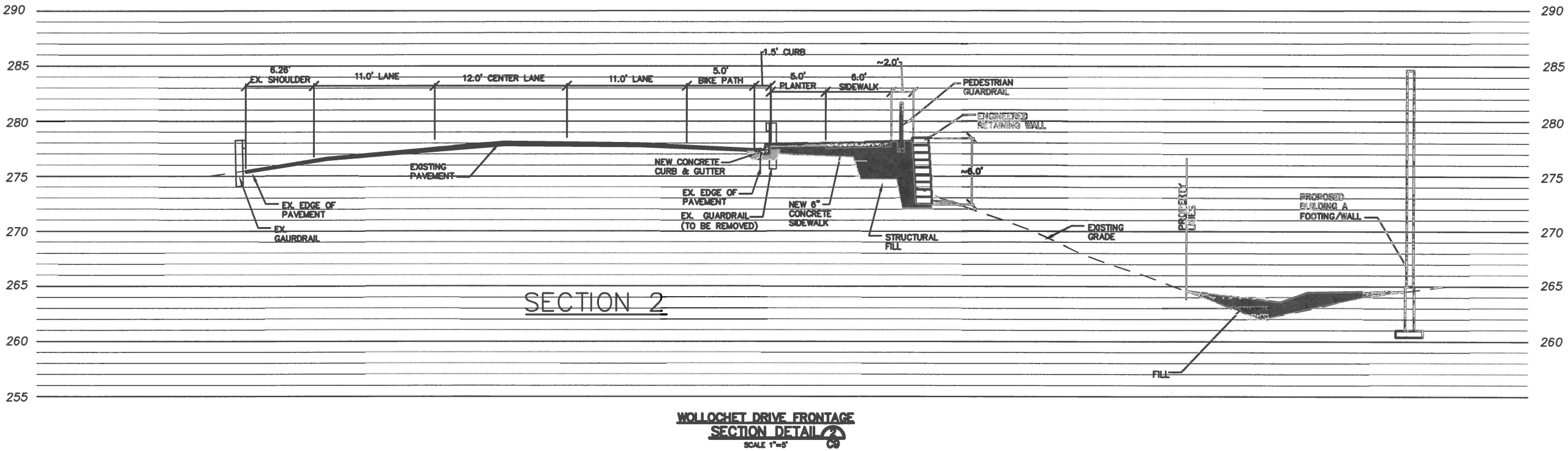
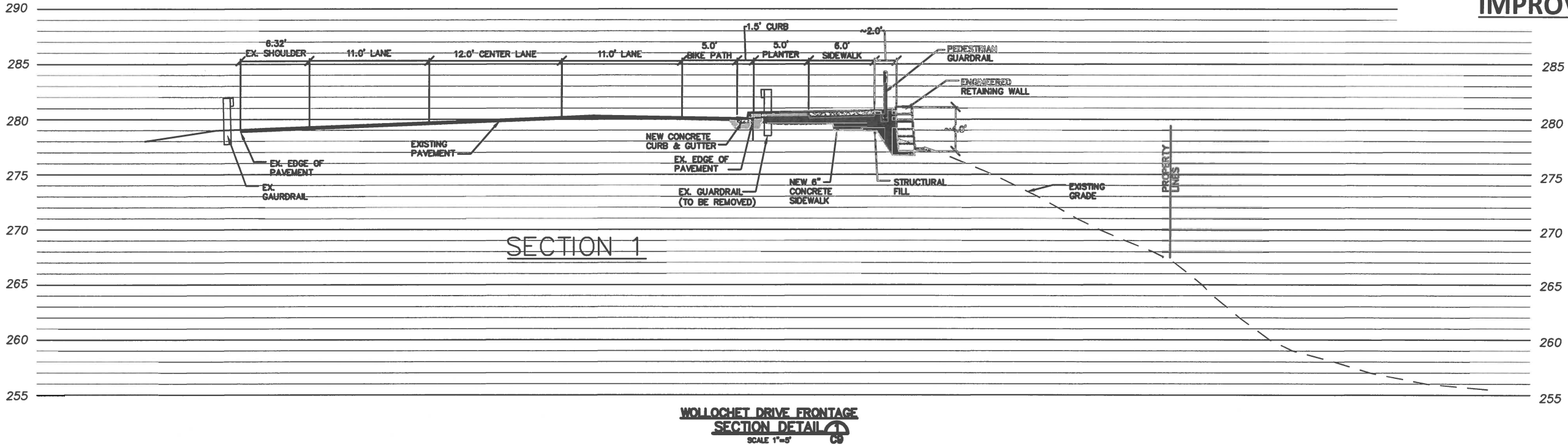
PROPOSED FRONTAGE
IMPROVEMENTS PLAN

PERMIT NO.
PL-SPR-20-0001
DRAWING NO.
JES-19-02
SHEET OF
C9 13



WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 2 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



REVISIONS

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY

MAJOR SITE PLAN REVIEW & DESIGN

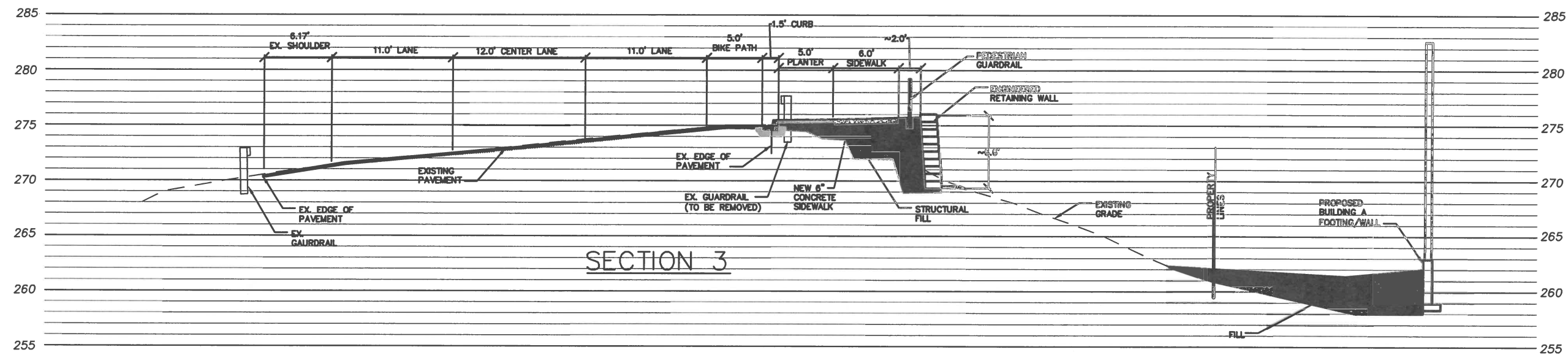
DRAWING DATE:	12/1/20
FRONTAGE IMPROVEMENTS CROSS SECTIONS	

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET	OF
C10	13



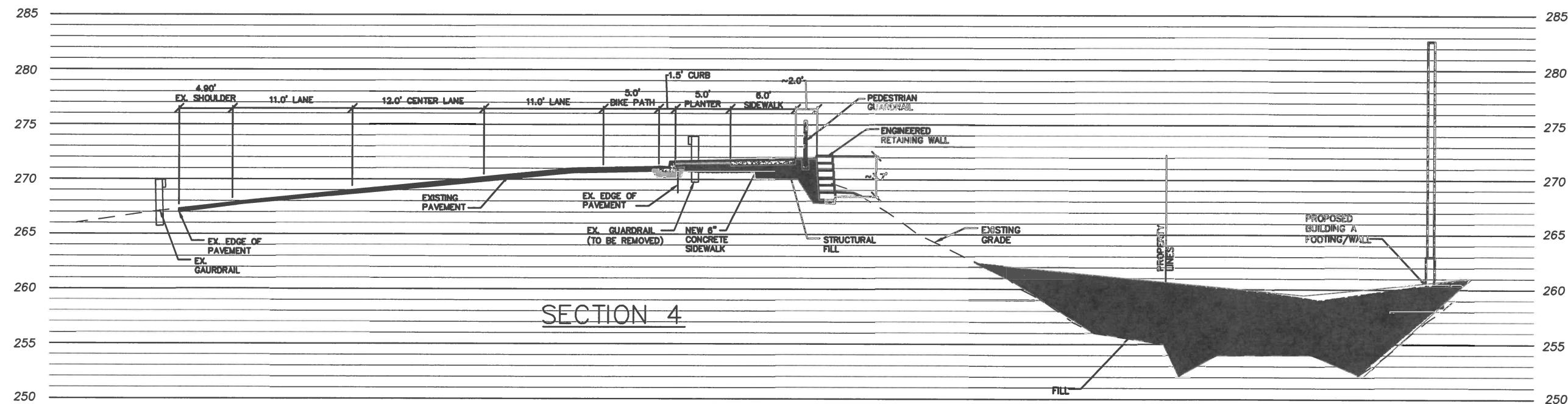
WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 3 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



SECTION 3

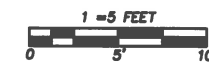
WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 3
SCALE 1"=5'



SECTION 4

WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 4
SCALE 1"=5'

FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



REVISIONS

JES
Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY: TAJ
DRAWN BY: TAJ
CHECKED BY: TAJ
APPROVED BY: TAJ
SCALE: AS NOTED
OTHER:

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 12/1/20
FRONTAGE
IMPROVEMENTS CROSS
SECTIONS

PERMIT NO.
PL-SPR-20-0001
DRAWING NO.
JES-19-02
SHEET OF
C10 13



EXHIBIT C
(JOINT DRIVEWAY
AGREEMENT)

Filed for Record at Request of:

Mark E. Holcomb
Bonneville, Viert, Morton
& McGoldrick, P.S.
820 "A" Street, Suite 600
Post Office Box 1533
Tacoma, WA 98401

Reference Number(s) of Related Documents (if applicable):

Grantors: Talmo, Inc., a Washington corporation

Grantee: The Vagn and Shirley Olsen Living Trust; Wayne E. Olsen and Louise C. Olsen

Abbreviated Legal Description: Lot 1 of SP 80-211
Additional Legal on Exhibits A and B hereto. pg 7-8

Assessor's Tax Parcel Numbers 0221074058, 0221074069, 0221074070, 0221074071,
0221078001 0221078002,, 0221078003, 0221078004, 0221074052, 0221074073.

AGREEMENT FOR SHARED ACCESS

THIS AGREEMENT is made and entered into this 28 day of April, 1998, by and between TALMO, INC., a Washington corporation (hereinafter referred to as "Talmo"), and THE VAGN AND SHIRLEY OLSEN LIVING TRUST; and WAYNE E. OLSEN AND LOUISE C. OLSEN, husband and wife (hereinafter collectively referred to as "Olsen").

WHEREAS, Talmo is the owner of the real property located at 6712 - 38th Avenue N.W., Gig Harbor, Washington, commonly referred to as Tax Parcels Numbers 0221078001 0221078002, 0221078003, 0221078004, 0221074052, 0221074073 and legally described on Exhibit A attached hereto ("Talmo Property"); and

WHEREAS, Olsen is the owner of the real property located at 6623 Wollochet Drive, N.W., Gig Harbor, Washington, commonly referred to as Tax Parcels Numbers 0221074058, 0221074069, 0221074070, and 0221074071, and legally described on Exhibit B attached hereto ("Olsen Property"); and

WHEREAS, the Talmo Property and Olsen Property adjoin each other and have shared a common access off Wollochet Drive over the years; and

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WHEREAS, the Talmo Property is intended to be developed as a commercial site and the parties desire to provide for shared access and easement rights as provided herein for the benefit of both properties and in order to ensure the continued orderly use of both properties as commercial sites;

NOW, THEREFORE, in consideration of the mutual covenants and benefits and other good and valuable consideration, the parties, on behalf of themselves, heirs, successors and assigns, agree as follows:

1. **Access Easement.**

1.1 **Talmo Easement.** Talmo hereby grants and conveys to Olsen a non-exclusive, perpetual easement for the purpose of vehicular and pedestrian ingress and egress over, along, across and upon the westerly 13 feet of Lot 1 of Pierce County Short Plat No. 80-211, according to map recorded in Book 41 of Short Plats, Page 74, records of Pierce County, Washington. Talmo agrees to construct at its own cost and expense a 12-foot wide, paved roadway with a one-foot wide curb within said easement area.

1.2 **Olsen Easement.** Olsen hereby grants and conveys to Talmo a non-exclusive, perpetual easement for the purpose of vehicular and pedestrian ingress and egress over, along, across and upon the easterly 13 feet of that portion of Parcel A (Tax Parcel No. 0221074058) of Exhibit B, sharing a common boundary with Lot 1, Pierce County Short Plat No. 80-211, according to map recorded in Book 41 of Short Plats, Page 74, records of Pierce County, Washington. Talmo agrees to construct at its own cost and expense a 12-foot wide, paved roadway with a one-foot wide curb within said easement area.

2. **Landscape Easement**

2.1 **Talmo Easement.** Talmo hereby grants and conveys to Olsen a perpetual, non-exclusive landscape easement abutting the exterior of the access easement described in Paragraph 1.1 above, and located on, across, over and upon the easterly 5 feet of the westerly 18 feet of Lot 1 of Short Plat 80-211, together with the right of ingress and egress to install and maintain the vegetation as provided herein. This landscape easement is subject to the rights of Talmo to construct driveways over and across the landscape easement if required by the City of Gig Harbor, or other underlying jurisdiction, as a condition for development of the Talmo property.

2.2 **Olsen Easement.** Olsen hereby grants and conveys to Talmo a perpetual, non-exclusive landscape easement abutting the exterior of the access easement described in Paragraph 1.2 above, and located on, across, over and upon the westerly 5 feet of the easterly 18 feet of that portion of Parcel A (Tax Parcel No. 0221074058) of Exhibit B sharing a common boundary with Lot 1 of SP 80-211, together with the right of ingress and egress to install and maintain the vegetation as provided herein. This landscape easement is subject to the rights of

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Olsen to construct driveways over and across the landscape easement if required by the City of Gig Harbor for the future development of the Olsen Property, or as otherwise determined by Olsen in their sole discretion.

3. Cost of Maintenance:

3.1 Roadway. The parties agree that Talmo shall bear the sole cost of maintenance to the road area and surface required due to the use of vehicles on said road, including but not limited to removal of rubbish and debris, patching of small holes and cracks, repairs from settling of earth, and periodic sealing and resurfacing of the road. At such time as the daily traffic from the Olsen property reaches fifty (50%) percent of the total combined vehicular traffic, the maintenance costs and repairs shall be shared among the lots benefited by this agreement prorated on a square footage basis. With regard to any repair necessary as a result of and cause solely by the act of any party hereto or their invitees or guests, or caused by or resulting from construction upon that owner's lot, such repair costs shall be paid solely by said party. No party shall perform any work that would result in any claim or lien against the properties described herein. It is understood that a determination to upgrade the road will require a unanimous agreement among all of the lot owners.

3.2 Landscaping. The parties agree that Talmo shall bear the sole cost of maintenance to the landscape area, including, but not limited to, removal of rubbish and grade, pruning, transplanting of new vegetation, and irrigation of all landscaping. At such time as the Olsens' property is sold or Parcel A of Exhibit B is further developed for a different commercial use, Olsen shall assume all maintenance obligations of the landscape easement on the Olsen property. In performing its maintenance obligation, Talmo shall not perform any work that would result in any claim or lien against the Olsen property. Olsen shall have the right to review and approve all plans and designs for the landscaping easement on their property, which consent shall not be unreasonably withheld.

4. Default on Obligation: A default in the payment of any obligation by any of the parties subject to this agreement which shall result in the other parties making the appropriate payment for the defaulting party, the defaulting party shall be obligated therefor to such paying parties, plus interest at the rate of 12% per annum from the date of such payment until fully paid by the defaulting party. Additionally, the paying parties shall have the right to place a lien against the lot owned by the nonpaying party as security for the payment of such obligation by the nonpaying party. If legal assistance is necessary to recover the sum due from the party in default or to foreclose said lien, the costs of any such action or legal assistance, including attorneys' fees and court costs, shall be chargeable against the party or parties failing to make the payments.

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5. **Scope:** All rights, privileges, duties and obligations herein shall be deemed a covenant running with the land and shall be binding upon and for the benefit of the parties hereto, their heirs, assigns and successors in interest, licensees, tenants, suppliers, guests and customers.

6. **Work Standards:** All work to be performed on the road shall be done in accordance with all applicable building codes and shall be completed promptly in a careful and workmanlike manner. Talmo agrees to use reasonable efforts to avoid interruption of Olsen's existing business and will provide a schedule of proposed construction of the accessway.

7. **Contingency.** Talmo's rights and obligations hereunder are contingent upon Talmo obtaining the necessary approvals for development of the Talmo Property as a commercial site and commencement of construction..

This Agreement is dated and effective on the date first set forth above.

TALMO, INC.

By

Its

James O. Tallman
Pres.

THE VAGN AND SHIRLEY OLSEN
LIVING TRUST

By

Its Trustee

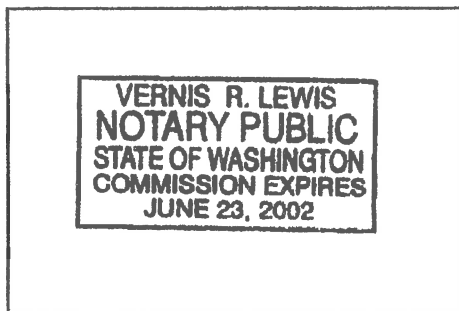
Wayne E. Olsen
WAYNE E. OLSEN

Louise C. Olsen
LOUISE C. OLSEN

STATE OF WASHINGTON)
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that James O. Tallman is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the President of Talmo, Inc., a Washington corporation, to be the free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this 28th day of April, 1998.



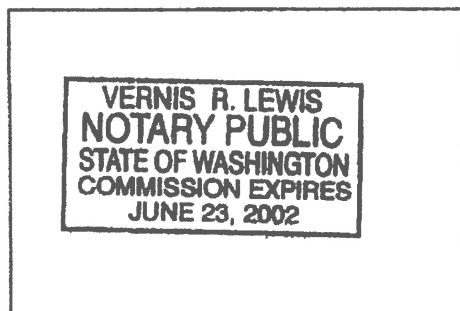
Notary Seal

Vernis R. Lewis
Vernis R. Lewis (Name)
NOTARY PUBLIC in and for the State of
Washington residing at: Gig Harbor
My Commission Expires: 6-23-2002

STATE OF WASHINGTON)
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Vagn Olsen is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Trustee of the of The Vagn and Shirley Olsen Living Trust to be the free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this _____ day of April, 1998.



Notary Seal

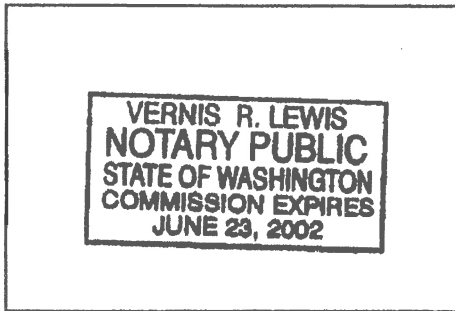
Vernis R. Lewis
Vernis R. Lewis (Name)
NOTARY PUBLIC in and for the State of
Washington residing at: Gig Harbor
My Commission Expires: 6-23-2002

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STATE OF WASHINGTON)
) .ss
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Wayne E. Olsen and Louise C. Olsen are the persons who appeared before me, and said persons acknowledged that they signed this instrument and acknowledged it to be their free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this 28th day of April, 1998.



Notary Seal

Vernis R. Lewis
Vernis R. Lewis (Name)
NOTARY PUBLIC in and for the State of
Washington residing at: Gig Harbor
My Commission Expires: 6-23-2002

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EXHIBIT A

Talmo Property

PARCEL A:

THE NORTH 100 FEET OF THAT PORTION OF LOT 13 IN THE BIG HARBOR ABANDONED MILITARY RESERVATION IN SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, IN PIERCE COUNTY, WASHINGTON, LYING EASTERLY OF THE OLD WOLLOCKET-BIG HARBOR ROAD AND WESTERLY OF BURTON NORTHERN COUNTY ROAD (38TH AVENUE N.W.).

EXCEPT THE WEST 122 FEET THEREOF;

ALSO EXCEPT A PORTION CONVEYED TO THE STATE OF WASHINGTON FOR STATE HIGHWAY NO. 14 IN DEED RECORDED UNDER RECORDING NUMBER 1809901.

ALSO EXCEPT THAT PORTION APPROPRIATED BY THE STATE OF WASHINGTON FOR S.N. 14 BY DECREE OF APPROPRIATION ENTERED FEBRUARY 1, 1972 IN PIERCE COUNTY SUPERIOR COURT CAUSE NUMBER 203303.

PARCEL B:

LOTS 1-4, INCLUSIVE, PIERCE COUNTY SHORT PLAT NUMBER 80-211, ACCORDING TO MAP RECORDED IN BOOK 41 OF SHORT PLATS, PAGE 74, RECORDS OF PIERCE COUNTY, WASHINGTON.

TOGETHER WITH PRIVATE ROAD EASEMENT AS DELINEATED ON SAID SHORT PLAT.

EXCEPT THAT PORTION OF SAID EASEMENT LYING WITHIN SAID PREMISES.

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EXHIBIT B

Olsen Property

Parcel A

West 122 feet of Lot 13 of Military Reserve lying South of State Highway Access for Highway 16, Pierce County, Washington.

Parcel B

Commencing at the Southeast corner of Section 7, Township 21 North, Range 2 East, W.M.; thence North 02°12'31" East along the centerline of 38th Avenue N.W. 662.36 feet; thence South 88°15'31" West 463.45 feet to the true point of beginning for this description; thence continuing South 88°15'25" West 109.00 feet; thence North 02°18'13" East 200.00 feet; thence North 88°15'25" East 109.99 feet; thence South 02°18'13" West 200.00 feet to the true point of beginning, Pierce County, Washington.



EXHIBIT D

July 16, 2020

Mr. Thair Jorgenson, P.E.
6622 Wollochet Drive NW,
Gig Harbor, WA 98335

Re: Wollochet Interchange Self-Storage Facility
Public Works Variance Requests #2 & #3

Mr. Thair Jorgensen, P.E.

I understand that you are requesting four (4) variances from the 2017 City of Gig Harbor Public Works Standards relating to the subject project. You have asked me to provide my comments, from a traffic engineering perspective, for two of the variance requests. These include, Variance Request #2 – (Allowing Access to Wollochet Drive) and Variance Request #3 – (allowing variance from driveway spacing guidelines).

The following provides my comments opinions supporting both variances for City consideration:

ACCESS ON WOLLOCHET DRIVE (VARIANCE #2)

I understand you are seeking a variance from the City's Public Works Standard that generally states:

"Access to a public roadway shall be limited to one commercial driveway connected to the lowest classified roadway for each tract of property separately owned."...

With Wollochet Drive being classified as a principle arterial and 38th Street classified as a local road, this standard would suggest the self-storage access be located on 38th Street. With 38th Street being a somewhat remote, dead-end road, I understand the interest and business need for the project to provide commercial access along Wollochet Drive.

The self-storage project has some unique circumstances that support a Wollochet Drive access from a traffic engineering perspective. These are summarized as follows:

Combining Accesses

The project proposes to combine accesses with the adjacent landscape company (Gig Harbor Waterfalls, Inc.). Currently both properties obtain their access along a wide uncontrolled access of the gravel shoulder of Wollochet Drive. Combining access to both properties in one

commercial driveway, meeting Gig Harbor standard will provide an improvement along that portion of Wollochet Drive.

Both projects are low generators of traffic and consolidating the entrances makes sense and creates a safer access environment as it prevents driver indecision as to which entrance to choose. The TIA analyzed the combination access and the LOS was LOS C for the exiting traffic. The new two-way left turn lane that is proposed across the entrance along Wollochet Drive creates a lane of sanctuary for left turn cars as well that is not available currently for the undeveloped project site and the existing landscape business traffic.

Requiring access on 38th Street for the self-storage facility would not be favorable from a customer standpoint which could translate to potential traffic safety concerns due to customer confusion of access location while traveling on Wollochet Drive. Restricting the project access to 38th Street, a minor dead-end road is not desirable and practical as the adjoining landscaping business would still have its uncontrolled access along the same section of Wollochet Drive.

Low Trip Generation Volumes

The low trip volumes associated with the proposed self-storage warehouse added to the existing landscape business traffic is nominal with an estimated one trip inbound every 4 to 5 minutes and one trip outbound every 4 to 5 minutes during the 4 PM to 6 PM commuter peak time. This added modest amount of traffic would have very little influence on area traffic and the use and access for both properties along Wollochet Drive.

DRIVEWAY SEPARATION (VARIANCE #2)

The separation of the proposed driveway to the driveway west of the site serving the Shell service station is 154 feet from centerline to centerline. This driveway is primarily the secondary driveway to the site and is used mostly by exiting traffic traveling easterly. The main driveway to the Shell service station site is further east and would be 385 feet centerline to centerline from the proposed Wollochet Storage driveway.

In my opinion this driveway spacing of 154 feet is more than adequate from a separation standpoint given the secondary nature of the Shell service station driveway, the low volumes associated with the common entrance for both the landscape company and the subject Wollochet Storage project as well as traffic conditions along Wollochet Drive.

Shifting the driveway further to the north is not practical due to the site and topographical conditions with the overcrossing ramp abutting the project site.

As determined in the traffic impact analysis (TIA) for the self-storage project, the combined driveway in and out volumes including that of the existing adjacent landscape business traffic is

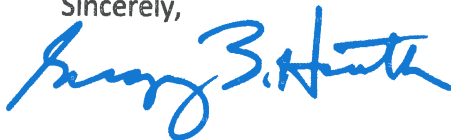
25 trips. The new access drive, as proposed for the project and in the TIA would also have a two-way left turn lane available to it.

Addition of Two-Way Left Turn Lane

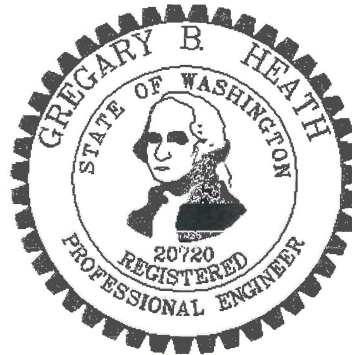
The addition of the two-way left turn lane, as mentioned, will complete the left turn lane in the area by connecting the channelization surrounding the Wagner Way/Wollochet intersection with the channelization associated with the SR-16 ramp/Wollochet intersection. This extended left turn lane will be available not only for drivers accessing the Wollochet Interchange Self-storage project access but will also provide extended length for drivers using both the above intersections as well. The current hourglass configuration which causes confusion for existing drivers will be eliminated by providing positive guidance between left turn traffic and through traffic for the entire length between both intersections.

In my opinion and for the reasons noted above I would support both of your variance applications.

Sincerely,



Gregory B. Heath, P.E.





PUBLIC WORKS DEPARTMENT

Findings, Conclusions and Decision Public Works Variance EN-20-0087

Site: Wollochet Interchange Self-Storage Facility
Address: 6627 Wollochet Dr, Gig Harbor, WA 98335
Parcel Number: 0221078007
Land Use Application #PL-SPR-20-0001

Applicant: Thair Jorgenson, PE
Principal Engineer, Rush Design, Inc.
6622 Wollochet Drive
Gig Harbor, WA 98335

Re: **(EN-20-0087)** Wollochet Access Spacing Public Works Variance Request

Dear Mr. Jorgenson:

The City of Gig Harbor Public Works Department has reviewed the submitted materials for the Wollochet Interchange Self-Storage Facility and has concluded the following:

I. Findings.

A. **Facts.** The Wollochet Self-Storage proposes 101,570 square feet of self-storage facility located at 6627 Wollochet Drive. The site is situated on the southeast side of Wollochet Drive, south of the SR-16 Eastbound off-ramp, and proposes 674 rentable units in 5 new buildings. Pursuant to the City's Public Works Standards, the project is required to construct site access point spaced adequately from other properties' accesses. The applicant is proposing a shared driveway benefitting the project and neighboring property to the south designed with support of a traffic engineer. The City received a submittal from Thair Jorgenson, Rush Design, Inc., requesting a variance in accordance with Section 1.035 "Variances" of the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.025(b) for Access Spacing.

The Applicant's submittal included the variance application, payment in the amount of \$2,000.00, a letter addressing the variance criterion, and Exhibits A, B, C, and D. The exhibits are as follows:

- Exhibit A: Existing Site Area showing aerial overview with improvement markups
- Exhibit B: Proposed Frontage Improvement Plans (pg. 1-3)
- Exhibit C: Joint Driveway Agreement
- Exhibit D: Letter from Heath and Associates with Transportation data support

B. Application of Facts to Criteria for Approval. The City Engineer may grant variances from the Standards if the Applicant presents substantial evidence to demonstrate that all of the criteria in Section 1.035(C) of the Standards are satisfied. Following is the City Engineer's analysis of the facts to the criteria for approval based on information supplied by the applicant:

1. *"Strict compliance with the Public Works Standards is undesirable or impractical because of impracticality or undesirable conditions".*

The Applicant states:

Strict compliance with the spacing requirements is not possible along the Wollochet frontage of the Project property. The location proposed for the shared driveway access is generally at the bottom of the ramp for the Wollochet/Pioneer Way/SR-16 overcrossing ramp. As such, the access driveway has been pushed as far north as possible considering the overcrossing ramp and unique characteristics and physical/slope considerations of that ramp along the Project Frontage. The the propose access driveway location is approximately 490 feet from the intersection and light at the top of the overcrossing ramp.

If a separate driveway for the Project were to be constructed rather than improving a shared access driveway with the neighboring landscaping business as proposed, the minimum access separation would then be measured from the landscape contractor's existing access immediately adjacent to the Project's southern property line. This would provide even a less separation to the Shell station's secondary driveway (approximately 220' +/-). Thus, the location proposed for the shared access driveway provides the greatest separation practical from the Shell station's secondary driveway given the circumstances of this section of Wollochet Drive.

The proposed shared driveway location does provide greater than 350 feet separation from the Shell station's primary driveway and the intersection at the top for the Wollochet Drive overcrossing ramp. However, mathematically, there is no location along the Project's approximately 350 feet of frontage on Wollochet Drive where an access could simultaneously achieve the guidelines minimum spacing of 275 ft from a proposed shared driveway and the Shell station's secondary driveway.

Further, any alternative access developed for the Project would maintain the exiting adjacent access conditions (Gig Harbor Waterfalls, Inc.) affording less separation between the service station and that currently uncontrolled access.

The City Engineer concurs with the applicant's analysis and concludes that strict compliance is impractical due to the reasons stated by the applicant.

2. *"The proposed variations are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the Public".*

The Applicant states:

Consistent with Section 2B.025.B which addresses the not uncommon condition where spacing requirements cannot be met, the shared access has been designed with the

support of the Project Traffic Engineer applying the objectives of the access spacing standards and intent of the Public Works Standards in order to verify safety and functional equivalency. In supporting this variance request, the Traffic Engineer notes the off-peak, low traffic trip generation from both the proposed self-storage facility and the existing landscaping contractor as mitigating factors among others.

This proposal benefits the City and traffic conditions by consolidating accesses of the existing adjacent landscaping business and proposed self-storage facility into a shared concrete commercial driveway designed to meet current Public Work Standards. Minimizing the number of access points is consistent with Public Works Standards including 2B.072.C.2. In consolidating the accesses, greater separation between the existing accesses on this stretch of Wollochet is achieved and a center turn lane to be provided by the Project as a frontage improvement will provide for better functioning of entering and exiting traffic.

The City Engineer concurs with the applicant's assessment that the proposed variations are functionally equivalent to and consistent with the intent of the standards and provide compensating benefits to the City and the public as stated by the applicant.

3. *"The proposed variation(s) are based on sound engineering judgment".*

The Applicant states:

The variance request is based upon engineering judgement that considers a number of mitigating factors which can be summarized as follows:

- The driveway separation variance requested is from the northeastern secondary driveway for the Shell service station which is predominately used as a right-out for customers. There is no southbound center left-turn lane along Wollochet Drive for entrance into this secondary driveway nor is the driveway itself configured for a left-turn out onto Wollochet Drive. The primary access driveway for the Shell service station, with a separation of approximately 384 ft from the proposed project driveway, does have a southbound center left-turn lane along Wollochet Drive for entrance into this service station and also has a dedicated left-hand turn lane out of the facility.
- It is our understanding that the City's signalization and improvement project for the Wollochet Drive/Wagner Way intersection is to be constructed in 2021. Signalizing this intersection will allow for additional breaks in traffic on Wollochet Drive toward the interchange SR-16 interchange benefiting the proposed project driveway location. In addition, the primary driveway for the Shell service station will be one of the legs of that signalized intersection. This will greatly benefit the primary driveway by providing ingress and egress with the traffic lights, further encouraging the use of the primary driveway for the service station versus the smaller secondary driveway.
- Other than the service station driveways and the proposed shared access, there would be no other driveways between Wagner Way and the SR-16 interchange and no undeveloped property fronting this stretch of Wollochet Drive which would add an access.
- The proposed shared access with the adjoining landscaping contracting business

creates one improved driveway access for both the proposed self-storage site and the existing landscaping business consistent with the prioritized intent of limiting the number of accesses to public roads.

- Project frontage improvements, particularly the extended center turn lane, and bringing the active uncontrolled accesses up to current commercial driveway standards will improve the current conditions and actually increase the separation from the service station driveway compared to what exists today.
- The self-storage business, by its use and nature, has a very low traffic generation, both during the daytime and peak hours which minimizes traffic impacts of accessing from and onto Wollochets Drive. The landscaping business also has a very low peak-hour traffic generation.
- The shared access has been designed with the support of the Project Traffic Engineer as required by 2B.025.B.

The City Engineer concurs with the applicant's statements and concludes that the proposed variation from the Public Works Standards is based on sound engineering judgment.

4. *"The proposed variations have not been made necessary by actions of the Applicant or Property Owner".*

The Applicant states:

The owner / applicant acquired the property in its current condition and configuration and have taken no actions prior to proposing the Project which would impact the circumstances of this variance.

The City Engineer's analysis concludes that the variance was not made necessary by the actions of the applicant.

5. *"Safety, function, appearance, and economical maintenance requirements are met with the proposed variation".*

The Applicant states:

The proposed access was designed with the support of the Project Traffic Engineer attesting to its safety and function. The letter of support submitted with this request notes the very low traffic generation from the self-storage facility and the consolidation and creation of a controlled shared driveway onto Wollochets Drive with the adjacent landscaping business along with frontage improvements as adequate to address functional requirements.

The general appearance and maintenance associated with the proposed commercial driveway would be typical of commercial driveways throughout the city and represent an improvement over the existing access conditions.

The City Engineer concurs with the applicant's statements and analysis and concludes that the proposed variance meets safety, function, appearance and economical maintenance requirements.

II. Decision.

For the Wollochet Interchange Self-Storage Facility proposed development, the Applicant has requested a variance from the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.025(b) for Access Spacing. The Gig Harbor City Engineer concludes that the variance satisfies all the Criteria for Approval and therefore approves the variance request. It shall further be noted that approval of this Public Works Variance request DOES NOT constitute approval of the underlying Land Use permit application and all other specific requirements applicable to the underlying Land Use permit must be satisfied. Furthermore, any modifications to the proposed development may nullify or require re-consideration of this approval, at the sole discretion of the City Engineer.

III. Appeal.

This decision shall be considered the Notice of Decision on the variance and any appeal shall be filed and processed as described in Title 19 GHMC for a Type II application, as provided in Section 1.035E of the City's Public Works Standards. An appeal may be filed with the City of Gig Harbor Engineering Department within fourteen (14) working days of issuance of this decision (GHMC 19.06.004). All other procedures for an appeal of a Type II application shall be followed in the appeal process (GHMC 19.06.005).



Trent A. Ward, P.E.
City Engineer

3/24/21

Date

December 2, 2020

Mr. Trent Ward, City Engineer
Public Works Department
City of Gig Harbor
3510 Grandview Avenue
Gig Harbor, WA 98335

RE: Variance Request #3 – Wollochet Drive Access Driveway Separation
Wollochet Interchange - Self-storage Facility ("Project")
Application # PL-SPR-20-0001

Dear Trent,

As provided under Public Works Standards (2018) ("**Standards**"), Section 1.035, and on behalf of Project owners, Wollochet Interchange, LLC, (Applicant), I am hereby requesting a Public Works Variance from the access (driveway) spacing guidelines as incorporated in the Public Works Standards ("**Standards**").

Specifically, we are requesting a variance from Public Works Standards - Section 2B.025.B (Access Spacing) which in the applicable parts states:

The following guidelines shall be used for spacing between access points.

[For Principal Arterials: Minimum Spacing = 275 ft; Desirable Spacing = 350 ft*]*

**Desirable spacing will be required except in older developments where insufficient frontage exists.*

If the spacing requirements and the connectivity requirements as outlined in this section cannot be achieved, the access shall be designed by a traffic engineer using the objectives herein.

The Project has proposed to improve its single access on Wollochet Drive as a shared driveway benefiting both the Project and the existing landscaping contracting business located on the neighboring property to the south. Currently, access to both the subject undeveloped property and the neighboring landscaping company (Gig Harbor Landscaping, Inc.) is from a large, uncontrolled gravel area abutting Wollochet Drive as shown on Exhibit A. A recorded reciprocal easement along the common property boundary allows for the construction of the shared commercial driveway in the location proposed by the Project (Exhibit C).

The proposed commercial driveway access location is approximately 384 ft from the primary driveway for the Shell service station aligned with the Wagner Way intersection. This exceeds the guideline driveways separation of 350 feet. However, the service station also maintains a secondary access which is about 154 feet from the proposed access thus requiring a variance

to the minimum spacing guidelines in the Public Works Standards. There is no alternative location along the Wollochet Drive frontage where an independent driveway for the Project could be located to achieve the spacing guidelines from existing driveways.

The requested variance is to allow the proposed shared driveway to serve the Project as designed with the support of a traffic engineer as required by 2B.025.B

For your convenience of reference in considering the circumstances of this variance request, the following attachments are provided:

- The existing site area conditions are shown in the attached Exhibit A.
- The proposed site plan layout for the Wollochet Interchange - Self-storage Facility project is attached as Exhibit B.
- The shared access agreement and reciprocal easement with the adjacent property to the south recorded under AFN 9805010291 is attached at Exhibit C.
- A letter from the Traffic Engineer for the Project supporting the proposed access is attached at Exhibit D.

This request meets each of the five criteria for approval of a variance as described below:

1. *Strict compliance with the public works standards is undesirable or impractical because of impracticality or undesirable conditions;*

Strict compliance with the spacing requirements is not possible along the Wollochet frontage of the Project property. The location proposed for the shared driveway access is generally at the bottom of the ramp for the Wollochet/Pioneer Way/SR-16 overcrossing ramp. As such, the access driveway has been pushed as far north as possible considering the overcrossing ramp and unique characteristics and physical/slope considerations of that ramp along the Project Frontage. The proposed access driveway location is approximately 490 feet from the intersection and light at the top of the overcrossing ramp.

If a separate driveway for the Project were to be constructed rather than improving a shared access driveway with the neighboring landscaping business as proposed, the minimum access separation would then be measured from the landscape contractor's existing access immediately adjacent to the Project's southern property line. This would provide even a less separation to the Shell station's secondary driveway (approximately 220' +/-). Thus, the location proposed for the shared access driveway provides the greatest separation practical from the Shell station's secondary driveway given the circumstances of this section of Wollochet Drive.

The proposed shared driveway location does provide greater than 350 feet separation from the Shell station's primary driveway and the intersection at the top for the Wollochet Drive overcrossing ramp. However, mathematically, there is no location along the Project's approximately 350 feet of frontage on Wollochet Drive where an access could simultaneously

achieve the guidelines minimum spacing of 275 ft from a proposed shared driveway and the Shell station's secondary driveway.

Further, any alternative access developed for the Project would maintain the exiting adjacent access conditions (Gig Harbor Waterfalls, Inc.) affording less separation between the service station and that currently uncontrolled access.

2. *The proposed variation(s) are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the public;*

Consistent with Section 2B.025.B which addresses the not uncommon condition where spacing requirements cannot be met, the shared access has been designed with the support of the Project Traffic Engineer applying the objectives of the access spacing standards and intent of the Public Works Standards in order to verify safety and functional equivalency. In supporting this variance request, the Traffic Engineer notes the off-peak, low traffic trip generation from both the proposed self-storage facility and the existing landscaping contractor as mitigating factors among others.

This proposal benefits the City and traffic conditions by consolidating accesses of the existing adjacent landscaping business and proposed self-storage facility into a shared concrete commercial driveway designed to meet current Public Work Standards. Minimizing the number of access points is consistent with Public Works Standards including 2B.072.C.2. In consolidating the accesses, greater separation between the existing accesses on this stretch of Wollochet is achieved and a center turn lane to be provided by the Project as a frontage improvement will provide for better functioning of entering and exiting traffic.

3. *The proposed variation(s) are based on sound engineering judgment;*

The variance request is based upon engineering judgement that considers a number of mitigating factors which can be summarized as follows:

- The driveway separation variance requested is from the northeastern secondary driveway for the Shell service station which is predominately used as a right-out for customers. There is no southbound center left-turn lane along Wollochet Drive for entrance into this secondary driveway nor is the driveway itself configured for a left-turn out onto Wollochet Drive. The primary access driveway for the Shell service station, with a separation of approximately 384 ft from the proposed project driveway, does have a southbound center left-turn lane along Wollochet Drive for entrance into this service station and also has a dedicated left-hand turn lane out of the facility.
- It is our understanding that the City's signalization and improvement project for the Wollochet Drive/Wagner Way intersection is to be constructed in 2021. Signalizing this intersection will allow for additional breaks in traffic on Wollochet Drive toward the interchange SR-16 interchange benefiting the proposed project driveway location. In addition, the primary driveway for the Shell service station will be one of the legs of that signalized intersection. This will greatly benefit the primary driveway by providing ingress

and egress with the traffic lights, further encouraging the use of the primary driveway for the service station versus the smaller secondary driveway.

- Other than the service station driveways and the proposed shared access, there would be no other driveways between Wagner Way and the SR-16 interchange and no undeveloped property fronting this stretch of Wollochet Drive which would add an access.
- The proposed shared access with the adjoining landscaping contracting business creates one improved driveway access for both the proposed self-storage site and the existing landscaping business consistent with the prioritized intent of limiting the number of accesses to public roads.
- Project frontage improvements, particularly the extended center turn lane, and bringing the active uncontrolled accesses up to current commercial driveway standards will improve the current conditions and actually increase the separation from the service station driveway compared to what exists today.
- The self-storage business, by its use and nature, has a very low traffic generation, both during the daytime and peak hours which minimizes traffic impacts of accessing from and onto Wollochet Drive. The landscaping business also has a very low peak-hour traffic generation.
- The shared access has been designed with the support of the Project Traffic Engineer as required by 2B.025.B.

4. *The proposed variations have not been made necessary by actions of the applicant or property owner; and*

The owner / applicant acquired the property in its current condition and configuration and have taken no actions prior to proposing the Project which would impact the circumstances of this variance.

5. *Safety, function, appearance and, economical maintenance requirements are met with the proposed variation(s).*

The proposed access was designed with the support of the Project Traffic Engineer attesting to its safety and function. The letter of support submitted with this request notes the very low traffic generation from the self-storage facility and the consolidation and creation of a controlled shared driveway onto Wollochet Drive with the adjacent landscaping business along with frontage improvements as adequate to address functional requirements.

The general appearance and maintenance associated with the proposed commercial driveway would be typical of commercial driveways throughout the city and represent an improvement over the existing access conditions.

If you have any question or need additional information for consideration of this variance, please contact me at 253-514-0264

Sincerely,



Thair Jorgenson, P.E., Principal Engineer
Rush Design, Inc.

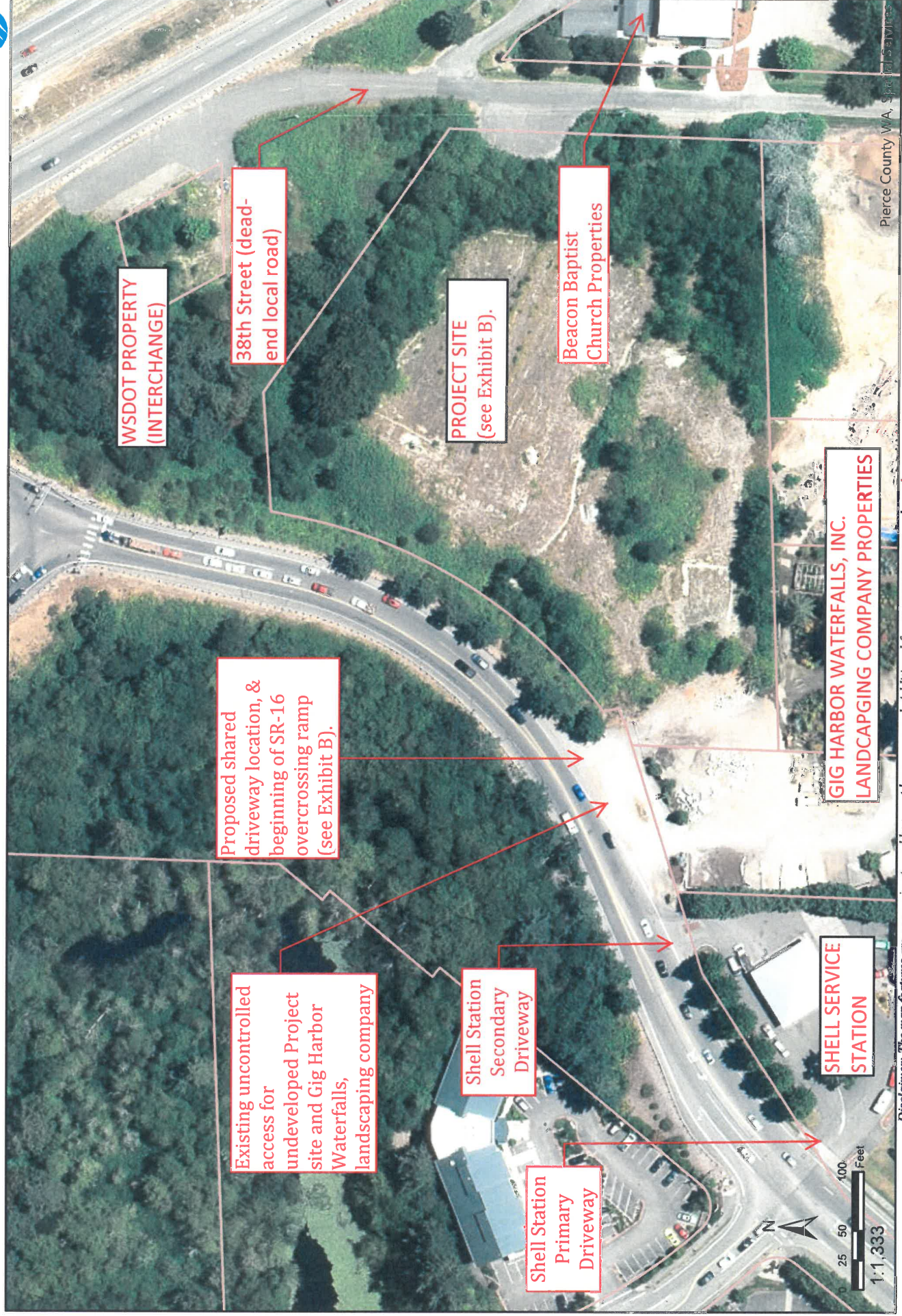
Attachments

Cc. Steve Yester, RDC
Chris DeWald, RDC
Stephen Bourne, Project Architect



EXHIBIT A
(EXISTING SITE AREA)

PublicGIS



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

Date: 6/11/2020 04:51 PM

LEGEND FOR DRAWING

- EXISTING CONTOURS
INDEX
INTERVAL
FINAL CONTOURS
INDEX
INTERVAL
EXISTING WATER LINES
EXISTING SANITARY SEWER
EXISTING STORM DRAIN LINE
EX. STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
EX. TYPE 1 - W/GRATE
EX. SANITARY SEWER MANHOLE
NEW SIDE SEWER
NEW STORM DRAINAGE LINES
EX. LIGHT STANDARD
CATCH BASINS
TYPE 1 CB - W/GRATE
TYPE 1 CB - W/SOLID LOCKING LID
TYPE 2 CB - W/GRATE
BIOPOD TREATMENT VAULT
NEW WATER SERVICE/MAIN
GATE VALVE
FDC
P.V.
HYDRANT ASSEMBLY
NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)

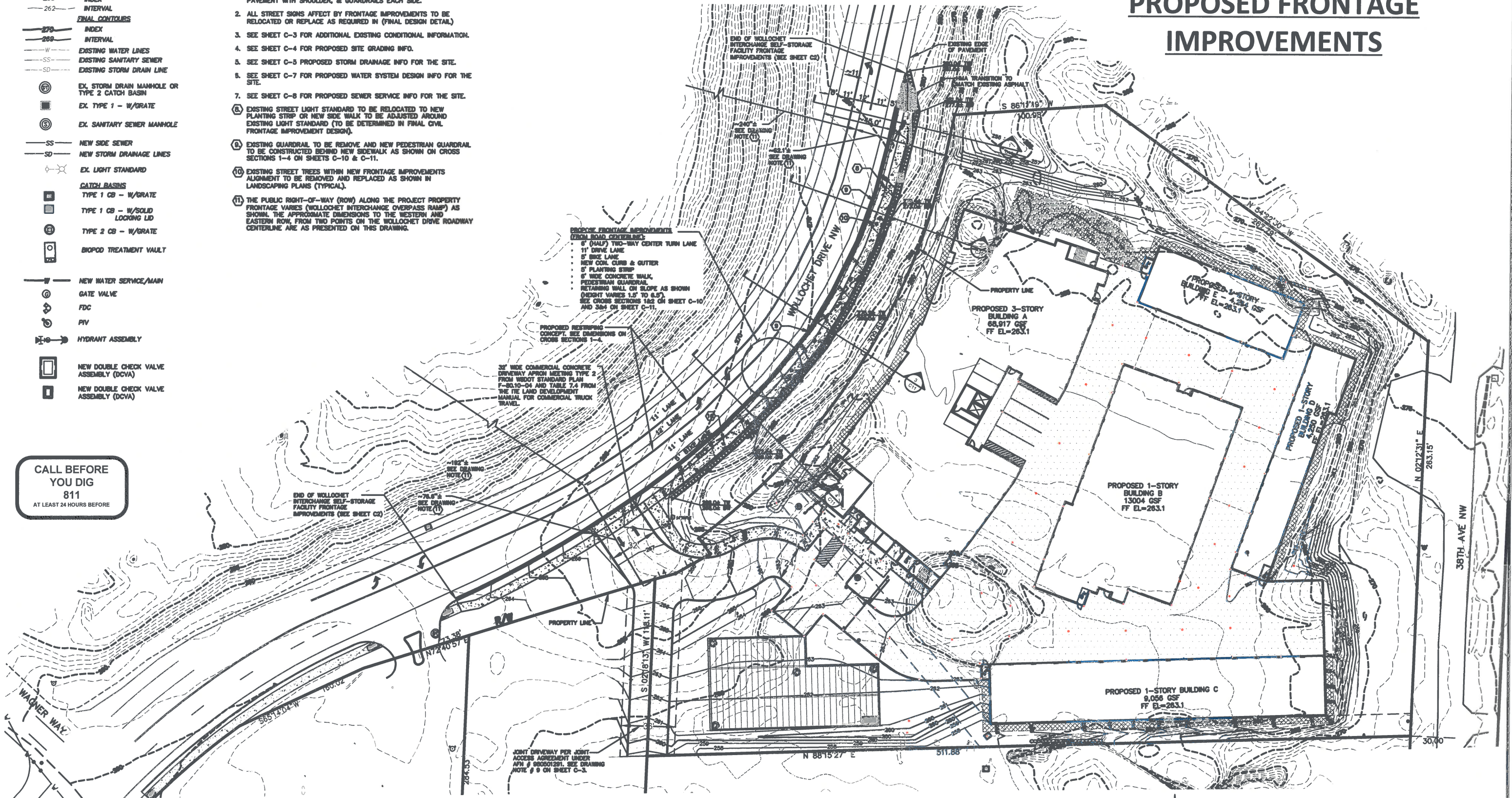
CALL BEFORE
YOU DIG
811
AT LEAST 24 HOURS BEFORE

DRAWING NOTES:

1. WOLLOCHET DRIVE INTERCHANGE RAMP. CURRENTLY ASPHALT PAVEMENT WITH SHOULDER, & GUARDRAILS EACH SIDE.
2. ALL STREET SIGNS AFFECT BY FRONTAGE IMPROVEMENTS TO BE RELOCATED OR REPLACE AS REQUIRED IN (FINAL DESIGN DETAIL.)
3. SEE SHEET C-3 FOR ADDITIONAL EXISTING CONDITIONAL INFORMATION.
4. SEE SHEET C-4 FOR PROPOSED SITE GRADING INFO.
5. SEE SHEET C-5 PROPOSED STORM DRAINAGE INFO FOR THE SITE.
6. SEE SHEET C-7 FOR PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
7. SEE SHEET C-8 FOR PROPOSED SEWER SERVICE INFO FOR THE SITE.
8. EXISTING STREET LIGHT STANDARD TO BE RELOCATED TO NEW PLANTING STRIP OR NEW SIDE WALK TO BE ADJUSTED AROUND EXISTING LIGHT STANDARD (TO BE DETERMINED IN FINAL CIVIL FRONTAGE IMPROVEMENT DESIGN).
9. EXISTING GUARDRAIL TO BE REMOVE AND NEW PEDESTRIAN GUARDRAIL TO BE CONSTRUCTED BEHIND NEW SIDEWALK AS SHOWN ON CROSS SECTIONS 1-4 ON SHEETS C-10 & C-11.
10. EXISTING STREET TREES WITHIN NEW FRONTAGE IMPROVEMENTS ALIGNMENT TO BE REMOVED AND REPLACED AS SHOWN IN LANDSCAPING PLANS (TYPICAL).
11. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

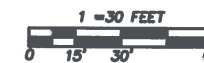
WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 1 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



PROPOSED FRONTAGE IMPROVEMENTS PLAN

SCALE: 1"=30'



REVISIONS

JES

Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY: TAJ
DRAWN BY: TAJ
CHECKED BY: TAJ
APPROVED BY: TAJ
SCALE: AS NOTED
OTHER:

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 12/1/20

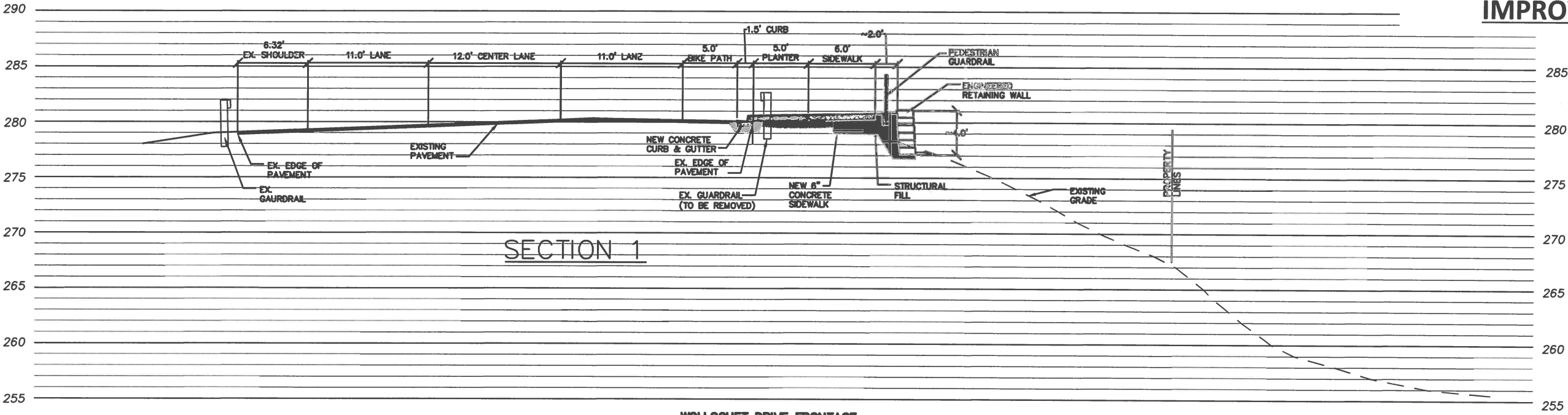
PROPOSED FRONTAGE
IMPROVEMENTS PLAN

PERMIT NO.
PL-SPR-20-0001
DRAWING NO.
JES-19-02
SHEET OF
C9 13

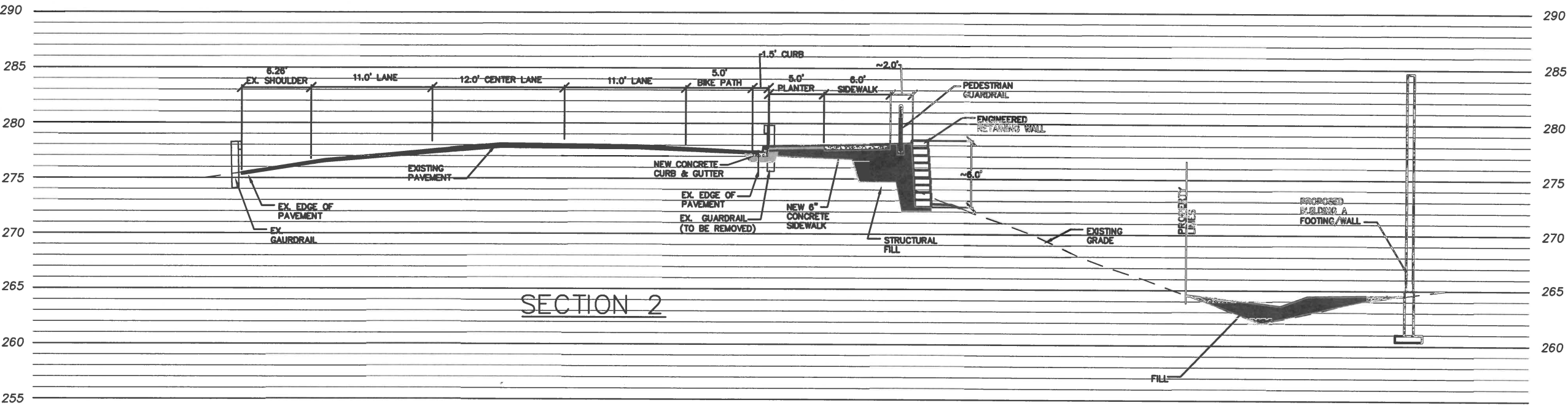


WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 2 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL
SCALE 1"=5'



WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL
SCALE 1"=5'

FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



REVISIONS

JES
Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

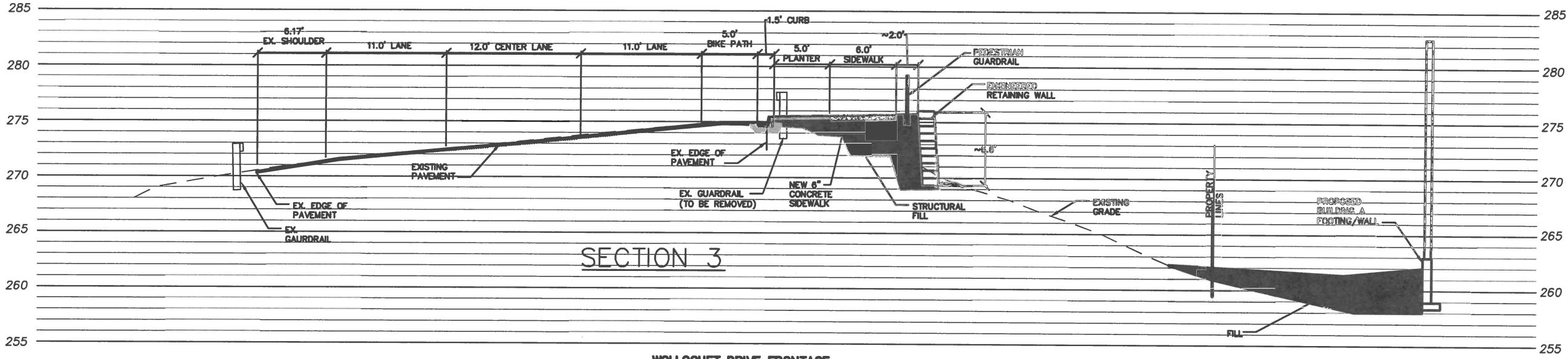
DRAWING DATE: 12/1/20
FRONTAGE
IMPROVEMENTS CROSS
SECTIONS

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET OF	C10 13



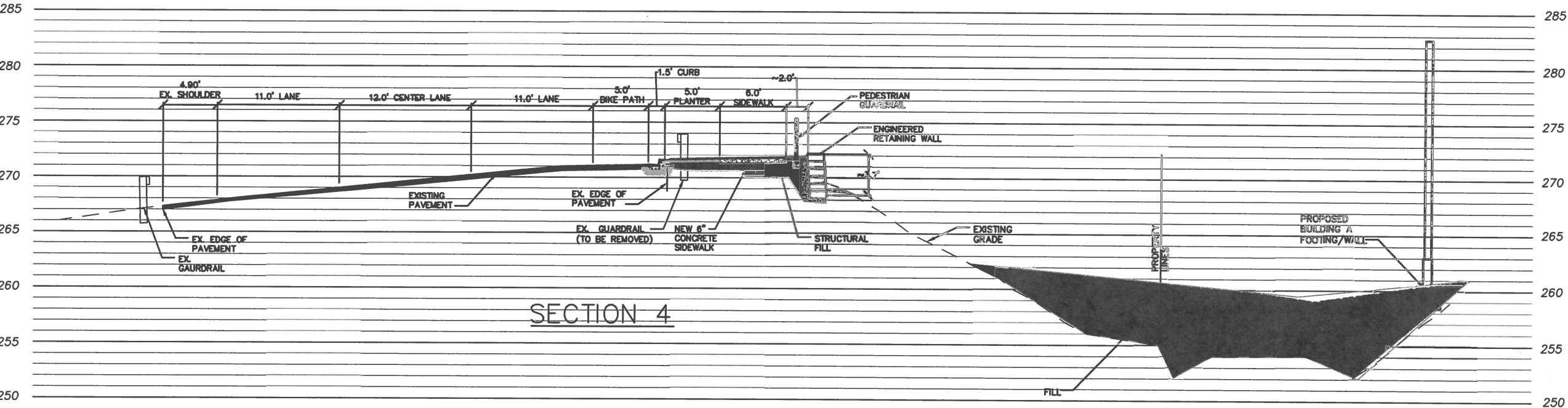
WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 3 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



SECTION 3

WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 3
SCALE 1"=5'



SECTION 4

WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 4
SCALE 1"=5'

FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



REVISIONS

JES

Jorgenson Engineering Services, LLC

- Civil/Development Engineering
- Feasibility / Permitting / Entitlements

DESIGNED BY:	TAJ
DRAWN BY:	TAJ
CHECKED BY:	TAJ
APPROVED BY:	TAJ
SCALE:	AS NOTED
OTHER:	

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 12/1/20
FRONTAGE
IMPROVEMENTS CROSS
SECTIONS

PERMIT NO.	PL-SPR-20-0001
DRAWING NO.	JES-19-02
SHEET OF	C10 13



EXHIBIT C
(JOINT DRIVEWAY
AGREEMENT)

Filed for Record at Request of:

Mark E. Holcomb
Bonneville, Viert, Morton
& McGoldrick, P.S.
820 "A" Street, Suite 600
Post Office Box 1533
Tacoma, WA 98401

Reference Number(s) of Related Documents (if applicable):

Grantors: Talmo, Inc., a Washington corporation

Grantee: The Vagn and Shirley Olsen Living Trust; Wayne E. Olsen and Louise C. Olsen

Abbreviated Legal Description: Lot 1 of SP 80-211
Additional Legal on Exhibits A and B hereto. pg 7-8

Assessor's Tax Parcel Numbers 0221074058, 0221074069, 0221074070, 0221074071,
0221078001 0221078002,, 0221078003, 0221078004, 0221074052, 0221074073.

AGREEMENT FOR SHARED ACCESS

THIS AGREEMENT is made and entered into this 28 day of April, 1998, by and between TALMO, INC., a Washington corporation (hereinafter referred to as "Talmo"), and THE VAGN AND SHIRLEY OLSEN LIVING TRUST; and WAYNE E. OLSEN AND LOUISE C. OLSEN, husband and wife (hereinafter collectively referred to as "Olsen").

WHEREAS, Talmo is the owner of the real property located at 6712 - 38th Avenue N.W., Gig Harbor, Washington, commonly referred to as Tax Parcels Numbers 0221078001 0221078002, 0221078003, 0221078004, 0221074052, 0221074073 and legally described on Exhibit A attached hereto ("Talmo Property"); and

WHEREAS, Olsen is the owner of the real property located at 6623 Wollochet Drive, N.W., Gig Harbor, Washington, commonly referred to as Tax Parcels Numbers 0221074058, 0221074069, 0221074070, and 0221074071, and legally described on Exhibit B attached hereto ("Olsen Property"); and

WHEREAS, the Talmo Property and Olsen Property adjoin each other and have shared a common access off Wollochet Drive over the years; and

15-
9805010291

WHEREAS, the Talmo Property is intended to be developed as a commercial site and the parties desire to provide for shared access and easement rights as provided herein for the benefit of both properties and in order to ensure the continued orderly use of both properties as commercial sites;

NOW, THEREFORE, in consideration of the mutual covenants and benefits and other good and valuable consideration, the parties, on behalf of themselves, heirs, successors and assigns, agree as follows:

1. **Access Easement.**

1.1 **Talmo Easement.** Talmo hereby grants and conveys to Olsen a non-exclusive, perpetual easement for the purpose of vehicular and pedestrian ingress and egress over, along, across and upon the westerly 13 feet of Lot 1 of Pierce County Short Plat No. 80-211, according to map recorded in Book 41 of Short Plats, Page 74, records of Pierce County, Washington. Talmo agrees to construct at its own cost and expense a 12-foot wide, paved roadway with a one-foot wide curb within said easement area.

1.2 **Olsen Easement.** Olsen hereby grants and conveys to Talmo a non-exclusive, perpetual easement for the purpose of vehicular and pedestrian ingress and egress over, along, across and upon the easterly 13 feet of that portion of Parcel A (Tax Parcel No. 0221074058) of Exhibit B, sharing a common boundary with Lot 1, Pierce County Short Plat No. 80-211, according to map recorded in Book 41 of Short Plats, Page 74, records of Pierce County, Washington. Talmo agrees to construct at its own cost and expense a 12-foot wide, paved roadway with a one-foot wide curb within said easement area.

2. **Landscape Easement**

2.1 **Talmo Easement.** Talmo hereby grants and conveys to Olsen a perpetual, non-exclusive landscape easement abutting the exterior of the access easement described in Paragraph 1.1 above, and located on, across, over and upon the easterly 5 feet of the westerly 18 feet of Lot 1 of Short Plat 80-211, together with the right of ingress and egress to install and maintain the vegetation as provided herein. This landscape easement is subject to the rights of Talmo to construct driveways over and across the landscape easement if required by the City of Gig Harbor, or other underlying jurisdiction, as a condition for development of the Talmo property.

2.2 **Olsen Easement.** Olsen hereby grants and conveys to Talmo a perpetual, non-exclusive landscape easement abutting the exterior of the access easement described in Paragraph 1.2 above, and located on, across, over and upon the westerly 5 feet of the easterly 18 feet of that portion of Parcel A (Tax Parcel No. 0221074058) of Exhibit B sharing a common boundary with Lot 1 of SP 80-211, together with the right of ingress and egress to install and maintain the vegetation as provided herein. This landscape easement is subject to the rights of

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Olsen to construct driveways over and across the landscape easement if required by the City of Gig Harbor for the future development of the Olsen Property, or as otherwise determined by Olsen in their sole discretion.

3. Cost of Maintenance:

3.1 Roadway. The parties agree that Talmo shall bear the sole cost of maintenance to the road area and surface required due to the use of vehicles on said road, including but not limited to removal of rubbish and debris, patching of small holes and cracks, repairs from settling of earth, and periodic sealing and resurfacing of the road. At such time as the daily traffic from the Olsen property reaches fifty (50%) percent of the total combined vehicular traffic, the maintenance costs and repairs shall be shared among the lots benefited by this agreement prorated on a square footage basis. With regard to any repair necessary as a result of and cause solely by the act of any party hereto or their invitees or guests, or caused by or resulting from construction upon that owner's lot, such repair costs shall be paid solely by said party. No party shall perform any work that would result in any claim or lien against the properties described herein. It is understood that a determination to upgrade the road will require a unanimous agreement among all of the lot owners.

3.2 Landscaping. The parties agree that Talmo shall bear the sole cost of maintenance to the landscape area, including, but not limited to, removal of rubbish and grade, pruning, transplanting of new vegetation, and irrigation of all landscaping. At such time as the Olsens' property is sold or Parcel A of Exhibit B is further developed for a different commercial use, Olsen shall assume all maintenance obligations of the landscape easement on the Olsen property. In performing its maintenance obligation, Talmo shall not perform any work that would result in any claim or lien against the Olsen property. Olsen shall have the right to review and approve all plans and designs for the landscaping easement on their property, which consent shall not be unreasonably withheld.

4. **Default on Obligation:** A default in the payment of any obligation by any of the parties subject to this agreement which shall result in the other parties making the appropriate payment for the defaulting party, the defaulting party shall be obligated therefor to such paying parties, plus interest at the rate of 12% per annum from the date of such payment until fully paid by the defaulting party. Additionally, the paying parties shall have the right to place a lien against the lot owned by the nonpaying party as security for the payment of such obligation by the nonpaying party. If legal assistance is necessary to recover the sum due from the party in default or to foreclose said lien, the costs of any such action or legal assistance, including attorneys' fees and court costs, shall be chargeable against the party or parties failing to make the payments.

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5. Scope: All rights, privileges, duties and obligations herein shall be deemed a covenant running with the land and shall be binding upon and for the benefit of the parties hereto, their heirs, assigns and successors in interest, licensees, tenants, suppliers, guests and customers.

6. Work Standards: All work to be performed on the road shall be done in accordance with all applicable building codes and shall be completed promptly in a careful and workmanlike manner. Talmo agrees to use reasonable efforts to avoid interruption of Olsen's existing business and will provide a schedule of proposed construction of the accessway.

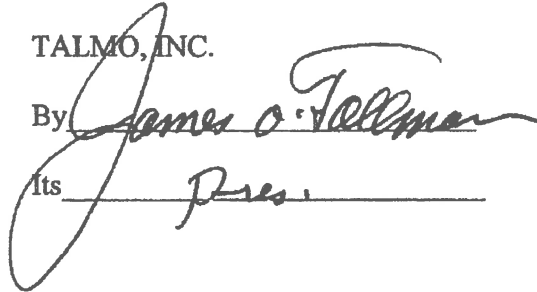
7. Contingency. Talmo's rights and obligations hereunder are contingent upon Talmo obtaining the necessary approvals for development of the Talmo Property as a commercial site and commencement of construction..

This Agreement is dated and effective on the date first set forth above.

TALMO, INC.

By

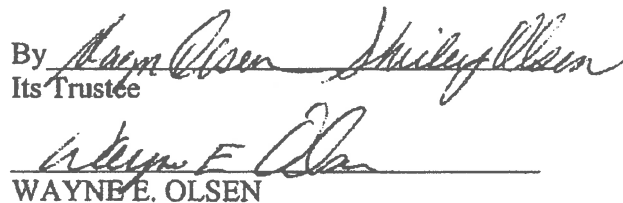
Its


Pres.

THE VAGN AND SHIRLEY OLSEN
LIVING TRUST

By

Its Trustee

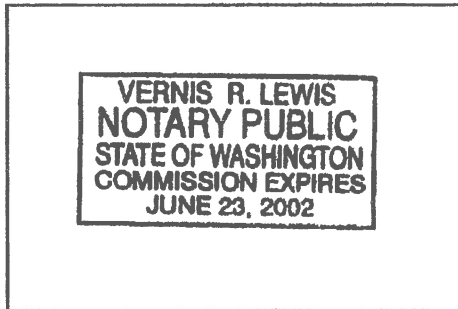

WAYNE E. OLSEN


LOUISE C. OLSEN

STATE OF WASHINGTON)
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that James O. Tallman is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the President of Talmo, Inc., a Washington corporation, to be the free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this 28th day of April, 1998.



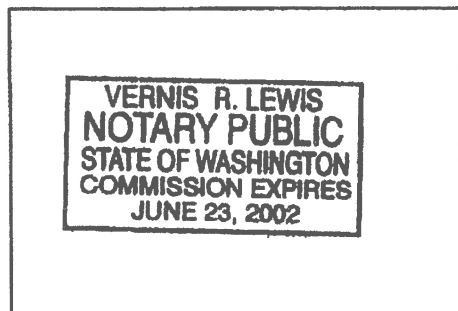
Notary Seal

Vernis R. Lewis
Vernis R. Lewis (Name)
NOTARY PUBLIC in and for the State of
Washington residing at: 631 Harbor
My Commission Expires: 6-23-2002

STATE OF WASHINGTON)
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Vagn Olsen is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Trustee of the of The Vagn and Shirley Olsen Living Trust to be the free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this _____ day of April, 1998.



Notary Seal

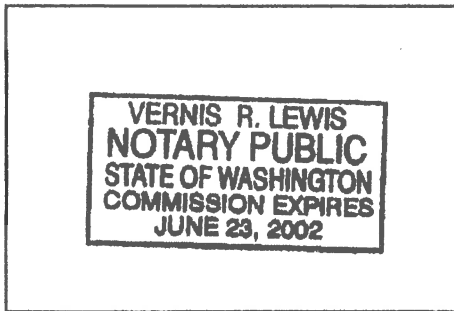
Vernis R. Lewis
Vernis R. Lewis (Name)
NOTARY PUBLIC in and for the State of
Washington residing at: 631 Harbor
My Commission Expires: 6-23-2002

9805010291

STATE OF WASHINGTON)
) .ss
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Wayne E. Olsen and Louise C. Olsen are the persons who appeared before me, and said persons acknowledged that they signed this instrument and acknowledged it to be their free and voluntary act for the uses and purposes mentioned in the instrument.

DATED this 28th day of April, 1998.



Notary Seal

Vernis R. Lewis
Vernis R. Lewis (Name)
NOTARY PUBLIC in and for the State of
Washington residing at: Gig Harbor
My Commission Expires: 6-23-2002

9805010291

EXHIBIT A

Talmo Property

PARCEL A:

THE NORTH 100 FEET OF THAT PORTION OF LOT 13 IN THE GIG HARBOR ABANDONED MILITARY RESERVATION IN SECTION 7, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, IN PIERCE COUNTY, WASHINGTON, LYING EASTERLY OF THE OLD WULLOCKET-GIG HARBOR ROAD AND WESTERLY OF BORTON NORTHERN COUNTY ROAD (38TH AVENUE N.W.).

EXCEPT THE WEST 122 FEET THEREOF;

ALSO EXCEPT A PORTION CONVEYED TO THE STATE OF WASHINGTON FOR STATE HIGHWAY NO. 14 IN DEED RECORDED UNDER RECORDING NUMBER 1809901.

ALSO EXCEPT THAT PORTION APPROPRIATED BY THE STATE OF WASHINGTON FOR S.N. 14 BY DECREE OF APPROPRIATION ENTERED FEBRUARY 1, 1972 IN PIERCE COUNTY SUPERIOR COURT CAUSE NUMBER 201103.

PARCEL B:

LOTS 1-4, INCLUSIVE, PIERCE COUNTY SHORT PLAT NUMBER 80-111, ACCORDING TO MAP RECORDED IN BOOK 41 OF SHORT PLATS, PAGE 74, RECORDS OF PIERCE COUNTY, WASHINGTON.

TOGETHER WITH PRIVATE ROAD EASEMENT AS DELINEATED ON SAID SHORT PLAT.

EXCEPT THAT PORTION OF SAID EASEMENT LYING WITHIN SAID PREMISES.

9805010291

EXHIBIT B

Olsen Property

Parcel A

West 122 feet of Lot 13 of Military Reserve lying South of State Highway Access for Highway 16, Pierce County, Washington.

Parcel B

Commencing at the Southeast corner of Section 7, Township 21 North, Range 2 East, W.M.; thence North 02°12'31" East along the centerline of 38th Avenue N.W. 662.36 feet; thence South 88°15'31" West 463.45 feet to the true point of beginning for this description; thence continuing South 88°15'25" West 109.00 feet; thence North 02°18'13" East 200.00 feet; thence North 88°15'25" East 109.99 feet; thence South 02°18'13" West 200.00 feet to the true point of beginning, Pierce County, Washington.



July 16, 2020

Mr. Thair Jorgenson, P.E.
6622 Wollochet Drive NW,
Gig Harbor, WA 98335

Re: Wollochet Interchange Self-Storage Facility
Public Works Variance Requests #2 & #3

Mr. Thair Jorgensen, P.E.

I understand that you are requesting four (4) variances from the 2017 City of Gig Harbor Public Works Standards relating to the subject project. You have asked me to provide my comments, from a traffic engineering perspective, for two of the variance requests. These include, Variance Request #2 – (Allowing Access to Wollochet Drive) and Variance Request #3 – (allowing variance from driveway spacing guidelines).

The following provides my comments opinions supporting both variances for City consideration:

ACCESS ON WOLLOCHET DRIVE (VARIANCE #2)

I understand you are seeking a variance from the City's Public Works Standard that generally states:

"Access to a public roadway shall be limited to one commercial driveway connected to the lowest classified roadway for each tract of property separately owned."...

With Wollochet Drive being classified as a principle arterial and 38th Street classified as a local road, this standard would suggest the self-storage access be located on 38th Street. With 38th Street being a somewhat remote, dead-end road, I understand the interest and business need for the project to provide commercial access along Wollochet Drive.

The self-storage project has some unique circumstances that support a Wollochet Drive access from a traffic engineering perspective. These are summarized as follows:

Combining Accesses

The project proposes to combine accesses with the adjacent landscape company (Gig Harbor Waterfalls, Inc.). Currently both properties obtain their access along a wide uncontrolled access of the gravel shoulder of Wollochet Drive. Combining access to both properties in one

commercial driveway, meeting Gig Harbor standard will provide an improvement along that portion of Wollochet Drive.

Both projects are low generators of traffic and consolidating the entrances makes sense and creates a safer access environment as it prevents driver indecision as to which entrance to choose. The TIA analyzed the combination access and the LOS was LOS C for the exiting traffic. The new two-way left turn lane that is proposed across the entrance along Wollochet Drive creates a lane of sanctuary for left turn cars as well that is not available currently for the undeveloped project site and the existing landscape business traffic.

Requiring access on 38th Street for the self-storage facility would not be favorable from a customer standpoint which could translate to potential traffic safety concerns due to customer confusion of access location while traveling on Wollochet Drive. Restricting the project access to 38th Street, a minor dead-end road is not desirable and practical as the adjoining landscaping business would still have its uncontrolled access along the same section of Wollochet Drive.

Low Trip Generation Volumes

The low trip volumes associated with the proposed self-storage warehouse added to the existing landscape business traffic is nominal with an estimated one trip inbound every 4 to 5 minutes and one trip outbound every 4 to 5 minutes during the 4 PM to 6 PM commuter peak time. This added modest amount of traffic would have very little influence on area traffic and the use and access for both properties along Wollochet Drive.

DRIVEWAY SEPARATION (VARIANCE #2)

The separation of the proposed driveway to the driveway west of the site serving the Shell service station is 154 feet from centerline to centerline. This driveway is primarily the secondary driveway to the site and is used mostly by exiting traffic traveling easterly. The main driveway to the Shell service station site is further east and would be 385 feet centerline to centerline from the proposed Wollochet Storage driveway.

In my opinion this driveway spacing of 154 feet is more than adequate from a separation standpoint given the secondary nature of the Shell service station driveway, the low volumes associated with the common entrance for both the landscape company and the subject Wollochet Storage project as well as traffic conditions along Wollochet Drive.

Shifting the driveway further to the north is not practical due to the site and topographical conditions with the overcrossing ramp abutting the project site.

As determined in the traffic impact analysis (TIA) for the self-storage project, the combined driveway in and out volumes including that of the existing adjacent landscape business traffic is

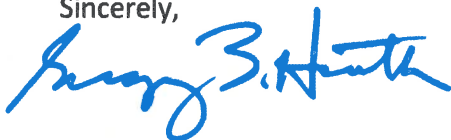
25 trips. The new access drive, as proposed for the project and in the TIA would also have a two-way left turn lane available to it.

Addition of Two-Way Left Turn Lane

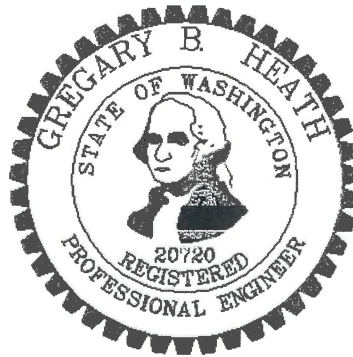
The addition of the two-way left turn lane, as mentioned, will complete the left turn lane in the area by connecting the channelization surrounding the Wagner Way/Wollochet intersection with the channelization associated with the SR-16 ramp/Wollochet intersection. This extended left turn lane will be available not only for drivers accessing the Wollochet Interchange Self-storage project access but will also provide extended length for drivers using both the above intersections as well. The current hourglass configuration which causes confusion for existing drivers will be eliminated by providing positive guidance between left turn traffic and through traffic for the entire length between both intersections.

In my opinion and for the reasons noted above I would support both of your variance applications.

Sincerely,



Gregory B. Heath, P.E.





PUBLIC WORKS DEPARTMENT

Findings, Conclusions and Decision Public Works Variance EN-20-0088

Site: Wollochet Interchange Self-Storage Facility
Address: 6627 Wollochet Dr, Gig Harbor, WA 98335
Parcel Number: 0221078007
Land Use Application #PL-SPR-20-0001

Applicant: Thair Jorgenson, PE
Principal Engineer, Rush Design, Inc.
6622 Wollochet Drive
Gig Harbor, WA 98335

Re: (EN-20-0088) 38th Street Frontage Improvements Public Works Variance Request

Dear Mr. Jorgenson:

The City of Gig Harbor Public Works Department has reviewed the submitted materials for the Wollochet Interchange Self-Storage Facility and has concluded the following:

I. Findings.

A. Facts. The Wollochet Self-Storage proposes 101,570 square feet of self-storage facility located at 6627 Wollochet Drive. The site is situated on the southeast side of Wollochet Drive, south of the SR-16 Eastbound off-ramp, and proposes 674 rentable units in 5 new buildings. Pursuant to the City's Public Works Standards, the project is required to construct roadway frontage improvements along all adjacent street frontages. The applicant is proposing to front and access only on Wollochet Drive and not provide improvements to 38th Street. The City received a submittal from Thair Jorgenson, Rush Design, Inc., requesting a variance in accordance with Section 1.035 "Variances" of the 2018 City of Gig Harbor Public Works Standards, Chapter 2, Section 2B.080 for Roadway Frontage Improvements.

The Applicant's submittal included the variance application, payment in the amount of \$2,000.00, a letter addressing the variance criterion, and Exhibits A, B, and C. The exhibits are as follows:

- Exhibit A: Existing Site Area showing aerial overview with improvement markups
- Exhibit B: Proposed Frontage Improvement Plans (pg. 1-3)
- Exhibit C: Letter from Heath and Associates with Transportation data support

B. Application of Facts to Criteria for Approval. The City Engineer may grant variances from the Standards if the Applicant presents substantial evidence to demonstrate

that all of the criteria in Section 1.035(C) of the Standards are satisfied. Following is the City Engineer's analysis of the facts to the criteria for approval based on information supplied by the applicant:

1. *"Strict compliance with the Public Works Standards is undesirable or impractical because of impracticality or undesirable conditions".*

The Applicant states:

No access to 38th Avenue from the project site is proposed and such a secondary access is not desirable or practical from an operational standpoint for security and customer safety considerations. Since the project will access 38th Avenue and thereby not contribute traffic to that road, frontage improvements are not warranted by Project impacts. It is our understanding that City policy is to waive the frontage requirements in this case where there would be no nexus between the project and the requirements. Requirements lacking essential nexus and/or not roughly proportional to impacts of the project are impractical and undesirable.

The City Engineer concurs with the applicant's analysis and concludes that strict compliance is impractical due to the reasons stated by the applicant.

2. *"The proposed variations are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the Public".*

The Applicant states:

Frontage improvements would have no function with respect to the project and therefore no improvements would be functionally equivalent.

The section of 38th Avenue that abuts the project site is a dead-end local road with only WSDOT right-of-way and property to the north. improvements. Any frontage improvements the project provided would be a short, isolated stretch which would provide little if any benefit to the two existing churches located along this dead-end local road on the opposite side of the road or to the general public.

The City Engineer concurs with the applicant's assessment that the proposed variations are functionally equivalent to and consistent with the intent of the standards and provide compensating benefits to the City and the public as stated by the applicant.

3. *"The proposed variation(s) are based on sound engineering judgment".*

The Applicant states:

The variance request is based upon engineering judgement that considers a number of pertinent factors that can be summarized as follows:

- Access to 38th Avenue from the Project site is not proposed and is not desirable or practical from an operational standpoint due to security and customer safety

considerations of self-storage. Nor is access to 38th Avenue required for traffic mitigation given the low traffic generation of self-storage which is mainly off-peak and weekend.

- The section of 38th Avenue of its intersection with Hunt Avenue is a dead-end local road with very little use or travel. The Project site is the last property on the west side of 38th Avenue before the Avenue dead-end at the Wollochet Drive / Pioneer Way & SR16 interchange. Properties to the north beyond the subject property is own by WSDOT as part of the interchange and would have an interest in restricting access not extending it. Thus, there is no possible future development north of the project site that would utilize or benefit from a short section of frontage improvements along this dead-end isolated roadway. Only three parcels are on the opposite side of 38th Avenue, two of which make up the building and parking area for a Beacon Baptist Church and a third vacant parcel that is owned by and abuts the Peninsula Lutheran Church. There exist no other curb, gutter and sidewalks along this dead-end section of 38th Avenue and a short stretch of half-street improvements would generally provide no practical public benefit.

The City Engineer concurs with the applicant's statements and concludes that the proposed variation from the Public Works Standards is based on sound engineering judgment.

4. *"The proposed variations have not been made necessary by actions of the Applicant or Property Owner".*

The Applicant states:

The owner / applicant acquired the property in its current condition and configuration and have taken no actions prior to proposing the Project which would impact the circumstances of this variance.

The City Engineer's analysis concludes that the variance was not made necessary by the actions of the applicant.

5. *"Safety, function, appearance, and economical maintenance requirements are met with the proposed variation".*

The Applicant states:

No access is being proposed or needed to 38th Avenue for the project so there is no safety or function to consider. Because this dead-end local road terminates at SR-16 and will not be extended, only serves a couple of adjoining properties across 38th, and has no other existing frontage improvements, there would not be sufficient public benefit to justify frontage improvements or justify the ongoing maintenance requirements.

The City Engineer concurs with the applicant's statements and analysis and concludes that the proposed variance meets safety, function, appearance and economical maintenance requirements.

II. Decision.

For the Wollochet Interchange Self-Storage Facility proposed development, the Applicant has requested a variance from the 2018 City of Gig Harbor Public Works Standards, Chapter 2,

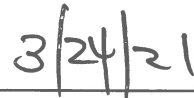
Section 2B.080 for Roadway Frontage Improvements. The Gig Harbor City Engineer concludes that the variance satisfies all the Criteria for Approval and therefore approves the variance request. It shall further be noted that approval of this Public Works Variance request DOES NOT constitute approval of the underlying Land Use permit application and all other specific requirements applicable to the underlying Land Use permit must be satisfied. Furthermore, any modifications to the proposed development may nullify or require re-consideration of this approval, at the sole discretion of the City Engineer.

III. Appeal.

This decision shall be considered the Notice of Decision on the variance and any appeal shall be filed and processed as described in Title 19 GHMC for a Type II application, as provided in Section 1.035E of the City's Public Works Standards. An appeal may be filed with the City of Gig Harbor Engineering Department within fourteen (14) working days of issuance of this decision (GHMC 19.06.004). All other procedures for an appeal of a Type II application shall be followed in the appeal process (GHMC 19.06.005).



Trent A. Ward, P.E.
City Engineer



Date

November 20, 2020

Mr. Trent Ward, City Engineer
Public Works Department
City of Gig Harbor
3510 Grandview Avenue
Gig Harbor, WA 98335

RE: Variance Request #4 – 38th St Frontage Improvements
 Wollochet Interchange - Self-storage Facility (**"Project"**)
 Application # PL-SPR-20-0001

Dear Trent,

As provided under Public Works Standards (2018) (**"Standards"**), Section 1.035, and on behalf of project owners (Wollochet Interchange, LLC), I am hereby requesting a Public Works Variance relating to frontage improvement requirements on the project. Specifically, we are requesting a Public Works variance to eliminate the requirement of constructing frontage improvements along 38th Avenue on the eastern boarder of the Project site.

Public Works review comments to our Master Site Plan Review application materials required the addition of frontage improvements along 38th Avenue on the eastern border of the site referring to Section 2B.080 **"Roadway Frontage Improvements"** of the Standards which requires **frontage improvements to be installed "along the entire public right of way frontage..." "...as part of the project"**.

The Project has proposed to front and access only on Wollochet Drive and improvements are required along that frontage. A second access to the dead-end section of 38th Avenue is not proposed, is not required for traffic considerations given the low and generally off-peak traffic generation rates of the proposed self-storage use and would not be operationally required or desirable.

The requested variance is to eliminate the requirement for frontage improvements along the 38th Avenue where no access is proposed. The requirement for frontage improvements would only apply to the Wollochet Drive where the access is proposed. We understand this would be consistent with Public Works policy given the circumstances.

For your convenience of refence in considering the circumstances of this variance request, the following attachments are provided:

- The existing site area conditions are shown in the attached Exhibit A.
- The proposed site plan layout for the Wollochet Interchange - Self-storage Facility project is attached as Exhibit B.
- A letter from Heath & Associates as Traffic Engineer for the Project is provided supporting the proposed access separation is attached as Exhibit C.

This request meets each of the five criteria for approval of a variance as described below:

1. *Strict compliance with the public works standards is undesirable or impractical because of impracticality or undesirable conditions;*

No access to 38th Avenue from the project site is proposed and such a secondary access is not desirable or practical from an operational standpoint for security and customer safety considerations. Since the project will access 38th Avenue and thereby not contribute traffic to that road, frontage improvements are not warranted by Project impacts. It is our understanding that City policy is to waive the frontage requirements in this case where there would be no nexus between the project and the requirements. Requirements lacking essential nexus and/or not roughly proportional to impacts of the project are impractical and undesirable.

2. *The proposed variation(s) are functionally equivalent to and are consistent with the intent of the Public Works Standards, and/or provide compensating benefits to the City and the public;*

Frontage improvements would have no function with respect to the project and therefore no improvements would be functionally equivalent.

The section of 38th Avenue that abuts the project site is a dead-end local road with only WSDOT right-of-way and property to the north. improvements. Any frontage improvements the project provided would be a short, isolated stretch which would provide little if any benefit to the two existing churches located along this dead-end local road on the opposite side of the road or to the general public.

3. *The proposed variation(s) are based on sound engineering judgment;*

The variance request is based upon engineering judgement that considers a number of pertinent factors that can be summarized as follows:

- Access to 38th Avenue from the Project site is not proposed and is not desirable or practical from an operational standpoint due to security and customer safety considerations of self-storage. Nor is access to 38th Avenue required for traffic mitigation given the low traffic generation of self-storage which is mainly off-peak and weekend.
- The section of 38th Avenue of its intersection with Hunt Avenue is a dead-end local road with very little use or travel. The Project site is the last property on the west side of 38th Avenue before the Avenue dead-end at the Wollochet Drive / Pioneer Way & SR16 interchange. Properties to the north beyond the subject property is own by WSDOT as part of the interchange and would have an interest in restricting access not extending it. Thus, there is no possible future development north of the project site that would utilize or benefit from a short section of frontage impairments along this dead-end isolated roadway. Only three parcels are on the opposite side of 38th Avenue, two of which make up the building and parking area for a Beacon Baptist Church and a third vacant parcel that is owned by and abuts the Peninsula Lutheran Church. There exist no other curb, gutter and sidewalks along this dead-end section of 38th Avenue and a short stretch of half-street improvements would generally provide no practical public benefit.

4. The proposed variations have not been made necessary by actions of the applicant or property owner; and

The owner / applicant acquired the property in its current condition and configuration and have taken no actions prior to proposing the Project which would impact the circumstances of this variance.

5. Safety, function, appearance and, economical maintenance requirements are met with the proposed variation(s).

No access is being proposed or needed to 38th Avenue for Project so there is no safety or function to consider. Because this dead-end local road terminates at SR-16 and will not be extended, only serves a couple of adjoining properties across 38th, and has no other existing frontage improvements, there would not be sufficient public benefit to justify frontage improvements or justify the ongoing maintenance requirements.

If you have any question or need additional information for consideration of this variance, please contact me at (253) 514-0264.

Sincerely,



Thair Jorgenson; P.E., Principal Engineer
Rush Design, Inc.

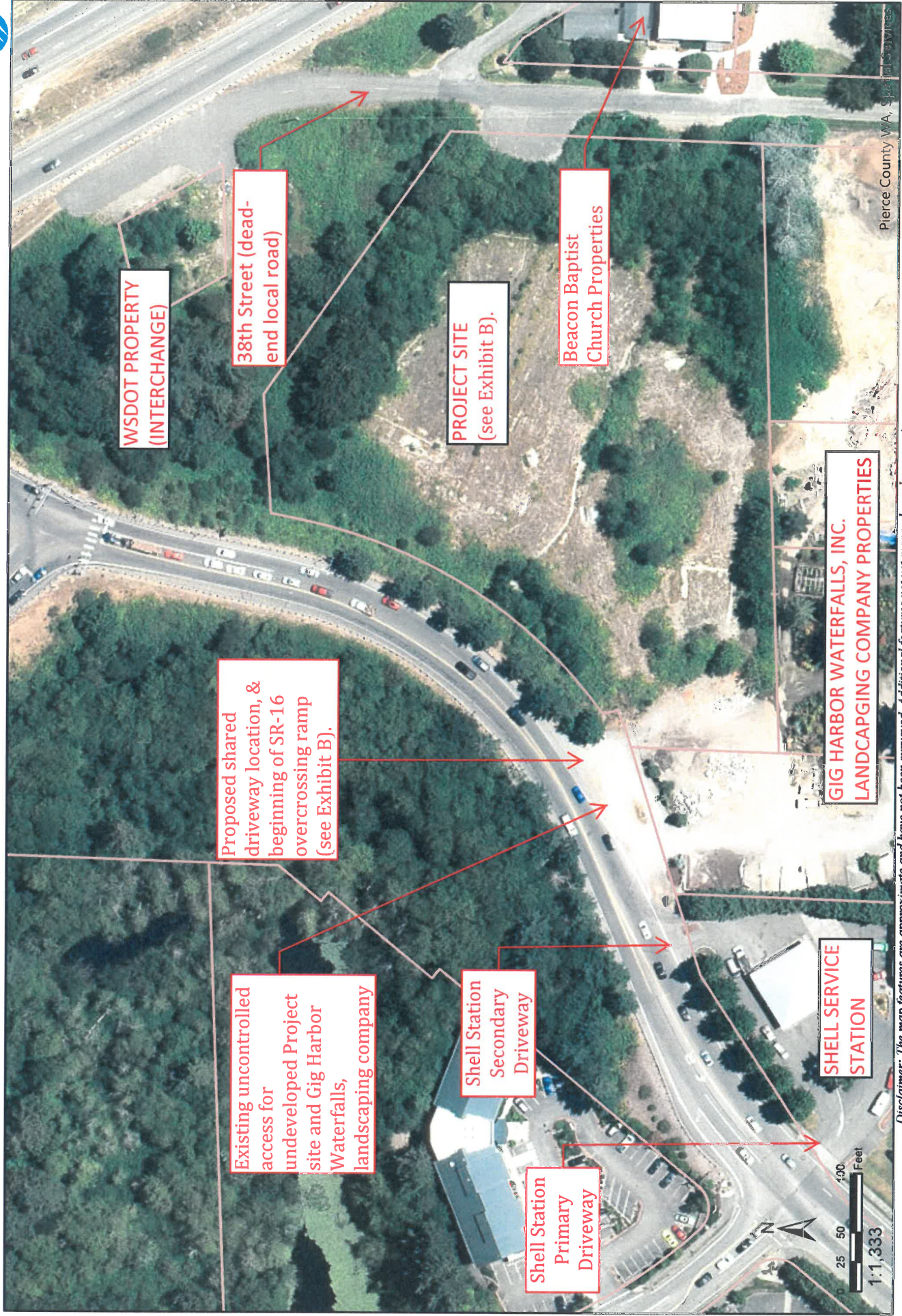
Attachments

Cc. Steve Yester, RDC
Chris DeWald, RDC
Stephen Bourne, Project Architect



EXHIBIT A
(EXISTING SITE AREA)

PublicGIS



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

Date: 6/11/2020 04:51 PM

LEGEND FOR DRAWING

- EXISTING CONTOURS**
 260 INDEX
 262 INTERVAL
FINAL CONTOURS
 270 INDEX
 268 INTERVAL
 W EXISTING WATER LINES
 SS EXISTING SANITARY SEWER
 SD EXISTING STORM DRAIN LINE
 EX STORM DRAIN MANHOLE OR TYPE 2 CATCH BASIN
 EX TYPE 1 - W/GRADE
 EX SANITARY SEWER MANHOLE
 SS NEW SIDE SEWER
 SD NEW STORM DRAINAGE LINES
 EX LIGHT STANDARD
CATCH BASINS
 TYPE 1 CB - W/GRADE
 TYPE 1 CB - W/SOLID LOCKING LID
 TYPE 2 CB - W/GRADE
 BIOPOD TREATMENT VAULT
 W NEW WATER SERVICE/MAIN
 G GATE VALVE
 FDC
 PIV
 HYDRANT ASSEMBLY
 NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)
 NEW DOUBLE CHECK VALVE ASSEMBLY (DCVA)

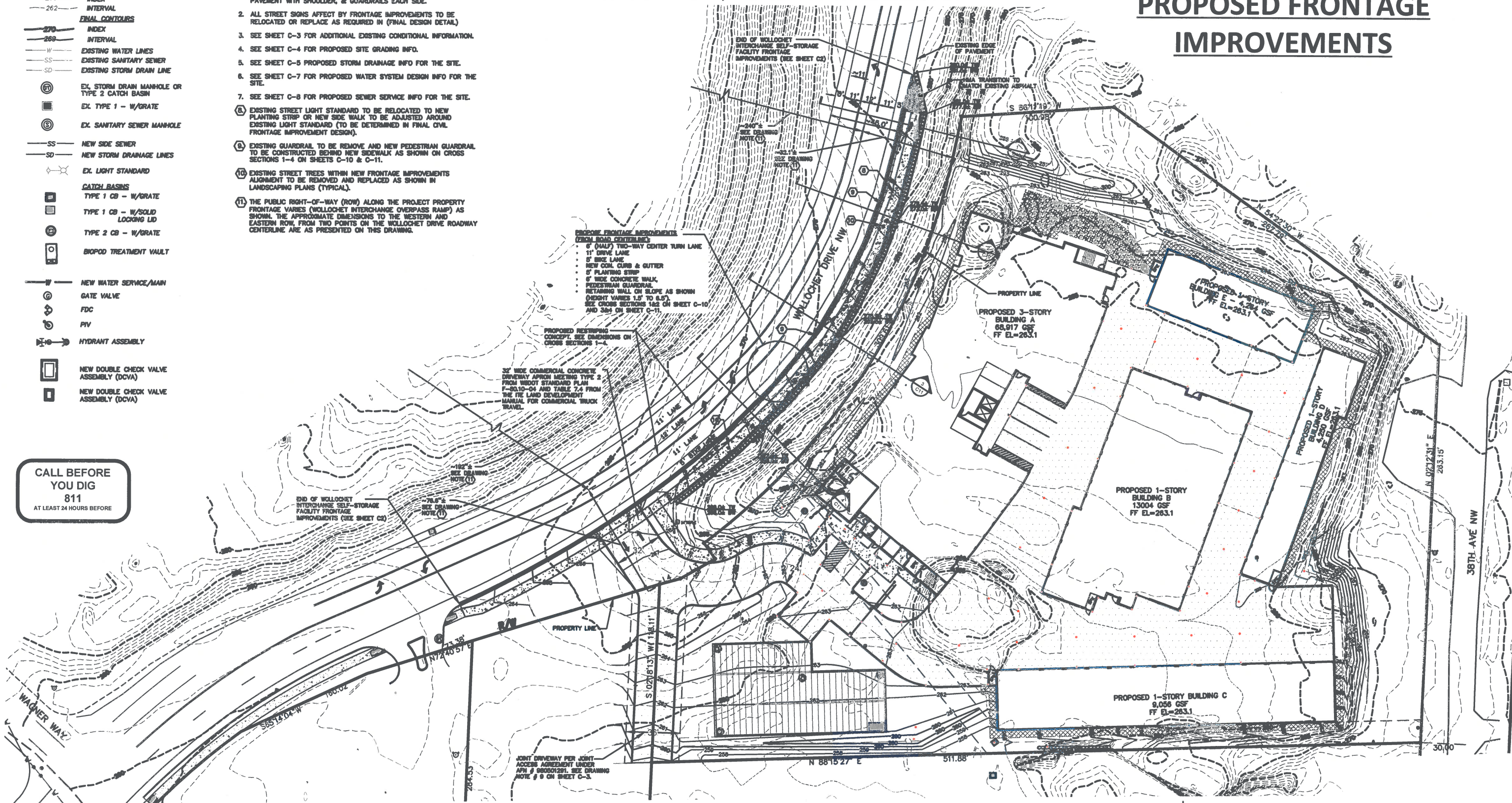
CALL BEFORE
 YOU DIG
 811
 AT LEAST 24 HOURS BEFORE

DRAWING NOTES:

1. WOLLOCHET DRIVE INTERCHANGE RAMP. CURRENTLY ASPHALT PAVEMENT WITH SHOULDER, & GUARDRAILS EACH SIDE.
2. ALL STREET SIGNS AFFECT BY FRONTAGE IMPROVEMENTS TO BE RELOCATED OR REPLACE AS REQUIRED IN (FINAL DESIGN DETAIL).
3. SEE SHEET C-3 FOR ADDITIONAL EXISTING CONDITIONAL INFORMATION.
4. SEE SHEET C-4 FOR PROPOSED SITE GRADING INFO.
5. SEE SHEET C-5 PROPOSED STORM DRAINAGE INFO FOR THE SITE.
6. SEE SHEET C-7 FOR PROPOSED WATER SYSTEM DESIGN INFO FOR THE SITE.
7. SEE SHEET C-8 FOR PROPOSED SEWER SERVICE INFO FOR THE SITE.
8. EXISTING STREET LIGHT STANDARD TO BE RELOCATED TO NEW PLANTING STRIP OR NEW SIDE WALK TO BE ADJUSTED AROUND EXISTING LIGHT STANDARD (TO BE DETERMINED IN FINAL CIVIL FRONTAGE IMPROVEMENT DESIGN).
9. EXISTING GUARDRAIL TO BE REMOVE AND NEW PEDESTRIAN GUARDRAIL TO BE CONSTRUCTED BEHIND NEW SIDEWALK AS SHOWN ON CROSS SECTIONS 1-4 ON SHEETS C-10 & C-11.
10. EXISTING STREET TREES WITHIN NEW FRONTAGE IMPROVEMENTS ALIGNMENT TO BE REMOVED AND REPLACED AS SHOWN IN LANDSCAPING PLANS (TYPICAL).
11. THE PUBLIC RIGHT-OF-WAY (ROW) ALONG THE PROJECT PROPERTY FRONTAGE VARIES (WOLLOCHET INTERCHANGE OVERPASS RAMP) AS SHOWN. THE APPROXIMATE DIMENSIONS TO THE WESTERN AND EASTERN ROW, FROM TWO POINTS ON THE WOLLOCHET DRIVE ROADWAY CENTERLINE ARE AS PRESENTED ON THIS DRAWING.

WOLLOCHET INTERCHANGE SELF-STORAGE A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M. CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 1 OF 3) PROPOSED FRONTAGE IMPROVEMENTS



PROPOSED FRONTAGE IMPROVEMENTS PLAN

SCALE: 1"=30'



REVISIONS

JES

Jorgenson Engineering Services, LLC
 • Civil/Development Engineering
 • Feasibility / Permitting / Entitlements

DESIGNED BY: TAJ
 DRAWN BY: TAJ
 CHECKED BY: TAJ
 APPROVED BY: TAJ
 SCALE: AS NOTED
 OTHER:

WOLLOCHET INTERCHANGE
 SELF-STORAGE FACILITY
 MAJOR SITE PLAN REVIEW & DESIGN

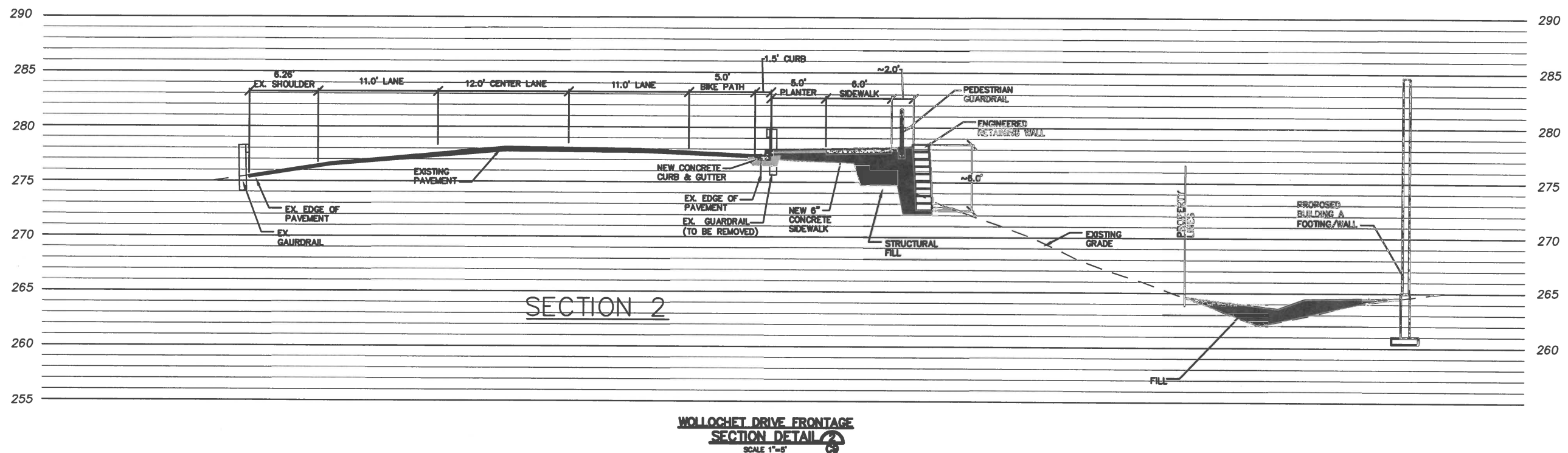
DRAWING DATE: 12/1/20

PROPOSED FRONTAGE
 IMPROVEMENTS PLAN

PERMIT NO.
 PL-SPR-20-0001
 DRAWING NO.
 JES-19-02
 SHEET
 C9 OF
 13



EXHIBIT B (SHEET 2 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



1 = 5 FEET

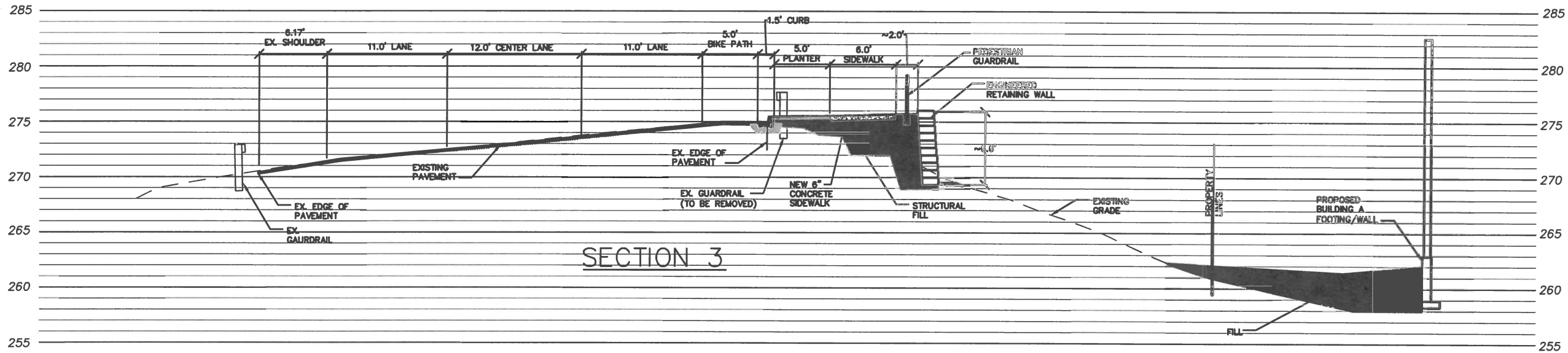


A horizontal scale bar with alternating black and white segments. It is marked with '0' at the left end, '5'' in the middle, and '10' at the right end.

REVISIONS	JES Jorgenson Engineering Services, LLC - Civil/Development Engineering - Feasibility / Permitting / Entitlements	DESIGNED BY: TAJ	WOLLOCHET INTERCHANGE SELF-STORAGE FACILITY MAJOR SITE PLAN REVIEW & DESIGN	DRAWING DATE: 12/1/20	PERMIT NO. PL-SPR-20-0001	
		DRAWN BY: TAJ		FRONTAGE IMPROVEMENTS CROSS SECTIONS	DRAWING NO. JES-19-02	
		CHECKED BY: TAJ			SHEET OF C10 13	
		APPROVED BY: TAJ				
		SCALE: AS NOTED				
OTHER:						

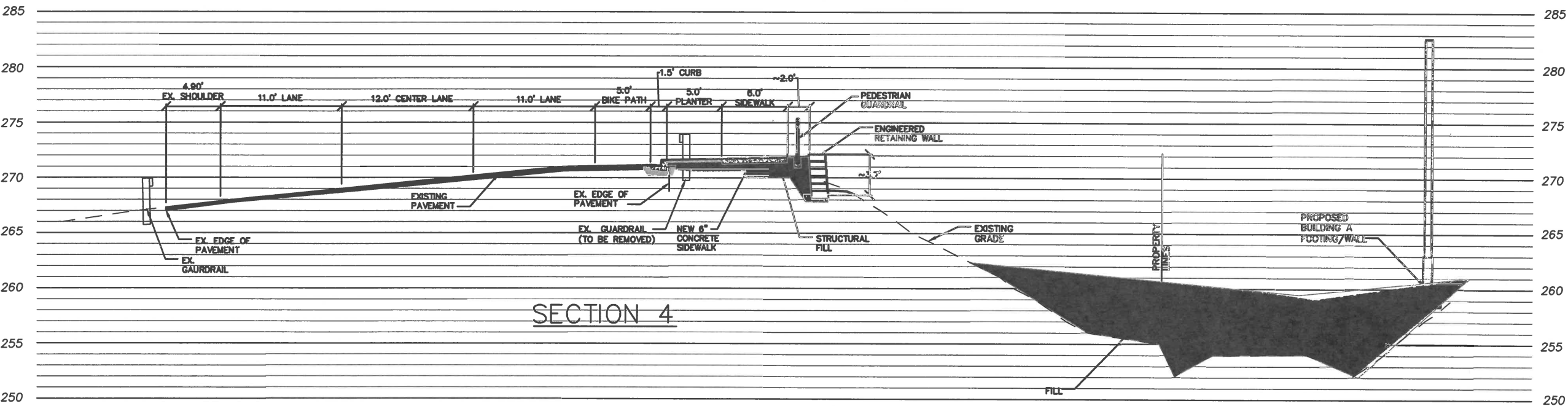
WOLLOCHET INTERCHANGE SELF-STORAGE
A PORTION OF SECTION 7, TOWNSHIP 21 N, RANGE 2 E W.M.
CITY OF GIG HARBOR, PIERCE COUNTY WASHINGTON

EXHIBIT B (SHEET 3 OF 3)
PROPOSED FRONTAGE
IMPROVEMENTS



SECTION 3

WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 3
SCALE 1"=5'



SECTION 4

WOLLOCHET DRIVE FRONTAGE
SECTION DETAIL 4
SCALE 1"=5'

FRONTAGE IMPROVEMENTS CROSS SECTIONS
SCALE: 1"=5'



REVISIONS

JES
Jorgenson Engineering Services, LLC
• Civil/Development Engineering
• Feasibility / Permitting / Entitlements

DESIGNED BY: TAJ
DRAWN BY: TAJ
CHECKED BY: TAJ
APPROVED BY: TAJ
SCALE: AS NOTED
OTHER:

WOLLOCHET INTERCHANGE
SELF-STORAGE FACILITY
MAJOR SITE PLAN REVIEW & DESIGN

DRAWING DATE: 12/1/20
FRONTAGE
IMPROVEMENTS CROSS
SECTIONS

PERMIT NO.
PL-SPR-20-0001
DRAWING NO.
JES-19-02
SHEET OF
C10 13





July 16, 2020

Mr. Thair Jorgenson, P.E.
6622 Wollochet Drive NW,
Gig Harbor, WA 98335

Re: Wollochet Interchange Self-Storage Facility
Public Works Variance Requests #2 & #3

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The low trip volumes associated with the proposed self-storage warehouse added to the existing landscape business traffic is nominal with an estimated one trip inbound every 4 to 5 minutes and one trip outbound every 4 to 5 minutes during the 4 PM to 6 PM commuter peak time. This added modest amount of traffic would have very little influence on area traffic and the use and access for both properties along Wollochet Drive.

DRIVEWAY SEPARATION (VARIANCE #2)

The separation of the proposed driveway to the driveway west of the site serving the Shell service station is 154 feet from centerline to centerline. This driveway is primarily the secondary driveway to the site and is used mostly by exiting traffic traveling easterly. The main driveway to the Shell service station site is further east and would be 385 feet centerline to centerline from the proposed Wollochet Storage driveway.

In my opinion this driveway spacing of 154 feet is more than adequate from a separation standpoint given the secondary nature of the Shell service station driveway, the low volumes associated with the common entrance for both the landscape company and the subject Wollochet Storage project as well as traffic conditions along Wollochet Drive.

Shifting the driveway further to the north is not practical due to the site and topographical conditions with the overcrossing ramp abutting the project site.

As determined in the traffic impact analysis (TIA) for the self-storage project, the combined driveway in and out volumes including that of the existing adjacent landscape business traffic is

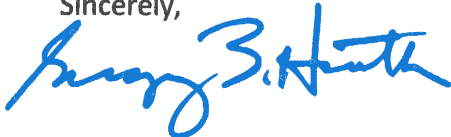
25 trips. The new access drive, as proposed for the project and in the TIA would also have a two-way left turn lane available to it.

Addition of Two-Way Left Turn Lane

The addition of the two-way left turn lane, as mentioned, will complete the left turn lane in the area by connecting the channelization surrounding the Wagner Way/Wollochet intersection with the channelization associated with the SR-16 ramp/Wollochet intersection. This extended left turn lane will be available not only for drivers accessing the Wollochet Interchange Self-storage project access but will also provide extended length for drivers using both the above intersections as well. The current hourglass configuration which causes confusion for existing drivers will be eliminated by providing positive guidance between left turn traffic and through traffic for the entire length between both intersections.

In my opinion and for the reasons noted above I would support both of your variance applications.

Sincerely,



Gregory B. Heath, P.E.

