GIG HARBOR

"THE MARITIME CITY"

PUBLIC WORKS DEPARTMENT

Findings, Conclusions and Decision
Public Works Variance EN-23-0011

Site: The Reserve Access Spacing Variance
Parcel No. 0222323134

Applicant: Aaron Hulst, P.E.
City Engineer
City of Gig Harbor
3510 Grandview St
Gig Harbor, WA 98335

Re: **(EN-23-0011)** Access Spacing Variance - Public Works Variance Request

Dear Darton Riely-Gibbons:

The City of Gig Harbor Public Works Department has reviewed the submitted materials for the Reserve Access Spacing Public Works Variance and has concluded the following:

I. Findings.

A. Facts. On 4/06/23, Darton Riely-Gibbons, P.E., of CPH Consultants, submitted an application to the City of Gig Harbor requesting a variance from the City of Gig Harbor Public Works Standards (Standards) Section 2B-025 for The Reserve Access Spacing. The Applicant's package included a letter addressing the variance criterion and a set of plans showing the proposed design.

The Applicant requests a variance from Public Works Standard Section 2B.025. The requested Variance is to request this 230 feet minimum spacing requirement to 147 feet for this project local access spacing along a Minor Arterial roadway to support the 14-lot subdivision known as The Reserve (PL-PPLAT-22-0001).

The Applicant's submittal included the variance application, payment in the amount of $2,000.00, and letter and pertinent documents addressing the variance criterion (copy attached).

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 public works standards is undesirable or impractical because of impracticality or undesirable conditions.*
   >
   > *The desirable spacing is impractical as it places the entrance outside of the project area. The minimum allowable spacing creates an undesirable outcome by not being able to provide the required 25'landscape buffer zone, the 10-foot no-construction zone and will result in additional significant tree removal around the perimeter of the project. Furthermore, the layout change would be undesirable as it would be less efficient than a double loaded roadway and would require more grading and clearing of the site to meet the proposed unit count. Additional details are provided in the following paragraph.*
   >
   > *Strict compliance with PWS Standard and desirable spacing of 300 feet would result in The Reserve plat access located approximately 20 feet south of the southern property line of the project. This condition is not an option as the project owner does not own the properties to the south and will not be able to provide access at this location, see Figure 2 and 3. Additionally, with only 592 feet of separation between these two roadways, the 300-foot desirable spacing would conflict with the 300- feet desirable spacing from 99th Street, if the two private driveways directly south of the project area are ignored. If the minimum allowable spacing of 230 feet is provided, the centerline of the roadway would be located 44 feet north of the southern property line of the project. This places the southern edge of the roadway tract at 22 feet from the southern property line and in conflict with the required 25-foot landscape buffer and 10' no construction zone. This also results in an undesirable layout for residential development and would require significantly more roadway area to provide the same number of units. This minimum spacing location would also result in more significant tree removal around the perimeter of the site.*

   The City Engineer's analysis concurs with the Applicant's claim 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 following:

   The intent of this section of the PWS regarding local access spacing is to organize intersections so that based on roadway classification, driveways or other streets are spaces to reduce potential traffic conflicts. On a Minor Arterial roadway, the concern is the volume of traffic, the ability for a vehicle entering or exiting a street to make a safe movement, and for the interactions of one intersection to not interfere with another. Drivers may not see a vehicle pulling

onto the roadway in time if the spacing is too close or one driveway may have difficulty with ingress/egress based on traffic movements from another street that is close in proximity. The proposed driveway entrance is located to meet this intention by locating the roadway as far as practical from the closest street while still providing an access location that provides a safe, functional, and efficient development. Section 1 of this narrative provides an explanation for how the development would be impacted by meeting the minimum spacing requirement from 100th Street Court. Currently, 334 feet separate 100th Street Court and the existing commercial driveway and single-family driveway entrances. Meeting the minimum 230 feet spacing from 100th Street Court would place the site entrance approximately 40 feet from the project southern boundary. This location only provides 104 feet of space from these private driveways. Placing the entrance 147 feet from 100th Street Court provides 187 feet spacing from these two private driveways and allows the development to provide the required perimeter landscaping and an efficient development layout.

The project provides a compensating benefit by meeting the growing housing needs of the COGH and providing an efficient, cost-effective construction project that meets the intent of PWS requirement will also address the significant topographical and existing site conditions challenges. The project is also providing a crosswalk and RRFB for provide a safe crossing location for pedestrian traffic analysis for this RRFB and the safety benefits are provided with a variance for a revision to the Peacock Hill Avenue roadway section and will be recorded as part of the preliminary plat application.

The City Engineer's analysis concurs with the Applicant's assessment that the proposed variation is 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 proposed access from The Reserve is located based on two reasons: first is to provide as much space as practical from the closest street intersection (100th Street Court) and second is to provide an area on the southern side of the proposed access to provide a lot size that meets setback requirements. The current access is located approximately 205 feet from the northern property line and 127 feet from the southern property line. 18-feet of these 127 feet is removed to account for half of the 36-feet minimum Tract A width. COGH Municipal Code for R-1 zoning requires a 20' front setback and 30' rear setback. The current available building footprint is reduced to 59 feet with the three constraints described above. Furthermore, the rear setback is technically 35 feet, consisting of a 25-feet vegetated buffer and 10-foot "no construction zone". The 109 feet lot depth provided on these lots meet the minimum area requirement. To assist in meeting the increasing housing demand in the COGH, this variance is requesting a reduction in minimum spacing to a Local Access so that amaximum number of homes can be provided while still meeting the intent of the COGH PWS and Municipal Code.

The COGH provide trip counts for the intersection of Peacock Hill Avenue and 96th St (Vernhardson St) on 3/24/2023 and is attached with this variance as Figure 5. The city also provided an average daily trip (ADT) count for Borgen Blvd east of Burnham Dr, performed on 9/28/22. COGH also provided with this ADT a PM Peak hour volume. The Borgen Blvd data contains a PM peak hour volume of 2,308 vehicles per hour (vph) and 28,289 vehicles per day (vpd) which results in a K-factor of 0.082. Given that Boren Blvd serves Peacock Hill Avenue., this K-factor can be reasonably applied to the traffic counts for Peacock Hill Avenue. Per Figure 5, the intersection of Peacock Hill Avenue and 96th St has a PM peak count on Peacock Avenue are 584 (329 vph, northbound, and 255 vph, southbound) and using the K-factor, the calculated ADT for Peacock Avenue is approximately 7,121 vpd.

The proposed subdivision will create a total of 14 SFR. Using the 0.94 SFR factor defined by the Institute of Transportation Engineering (ITE), approximately 160 ADT will be created with this project which in total would create 7,281 ADT for Peacock Hill Avenue. Through this analysis, it is evident that this project will have little impact on the current ADT of Peacock Hill Avenue. In summary, the intent of using the Local Access minimum spacing requirements is to provide adequate distance intersections to mediate traffic from adjacent developments that also serve Peacock Hill Avenue. The trip counts are within estimated ADT the project traffic study and concluded that the roadway as having adequate capacity without turn lanes.

The City Engineer's analysis concludes that the requested variance meets sound engineering practice as indicated.

4. *"The proposed variations have not been made necessary by actions of the Applicant or Property Owner".*

The Applicant states the following:

The proposed variation has been made necessary by the existing conditions of Peacock Hill Avenue and the locations of adjacent streets and driveway entrance, a local access from this site would conflict with this PWS requirements. Even if the commercial and residential driveways are ignored, there is only 592 feet between 99th St and 100th Street Court, making 300 feet spacing an impossibility and 230-foot spacing impractical as it places the local access only 44 feet from the southern property line, leaving no room for the required perimeter landscape buffer.

The City Engineer's analysis concurs that the variance requested is not a result of actions by the Applicant and is made necessary by pre-existing conditions of the site.

5. *"Safety, function, appearance, and economical maintenance requirements are met with the proposed variation".*

The Applicant states the following:

Economical maintenance for any location of the local access would be similar. The proposed Road A intersection has been optimally located to maximize separation from the nearest existing intersection with the potential highest volume of traffic (100th Street Court.) without resulting in major layout and site development issues. As discussed in Section 3, moving the access further south would result in encroaching on minimum lot area required by zoning, along with additional clearing, grading and tree removal in order to providing an efficient site layout to meet the growing housing needs. The resulting distance from the next closest entrance (existing commercial driveway) is 187 feet, any increase in separation from 100th Street Court, puts the entrance closer to this commercial driveway and results in a condition that does not meet PWS requirement either. Moving the roadway to 230' south of 100th Street Court, would result in the local access approximately 104 feet north of a residential driveway on the same side of Peacock Hill Avenue and a commercial driveway located on the west side of Peacock Hill Avenue. This proximity to two existing entrances to Peacock Hill Avenue would create a less safe condition than the proposed location due to the reduced decision-making time.

The determination of the proposed access location meeting the same function as the intent of PWS, is based on maximum separation from the existing entrances onto Peacock Hill Avenue. As mentioned above, there are two intersections on either side of the proposed Road A intersection with Peacock Hill Avenue. 100th Street Court being the closest to the north and 99th Street being slightly further away to the south. However, the south side of the project has various commercial and single-family driveways. By placing the proposed Road A intersection closer to the center of the plat, this provides maximum spacing between all access points and allows the vehicles entering and existing Peacock Hill Avenue to have a the maximum amount of space to make safe entering and existing decisions. Placing the roadway at the minimum 230 feet separation from 100th Street Court would result in a less functional intersection due to its proximity to these commercial and single-family residential driveways.

For the appearance aspect of this variance request. The proposed entrance is centrally located on the proposed site. This provides maximum separation and tree buffering between the next two access points. Moving the access point further south would result in a local access road directly next to a single-family residential driveway and almost directly across the street from a commercial driveway. This alternative would result in many more traffic movement conflicts and less available reaction time due to the proximity.

The City Engineer's analysis concludes appropriate safety and functional requirements are met. The proposed variation meets safety, function, appearance, and economical maintenance requirements.

I. Decision.

For The Reserve Local Access Spacing And Minor Arterial Variance request, the Gig Harbor City Engineer concludes that the variance satisfies all the Criteria for Approval and therefore approves the variance request. Any modifications to the proposed development may nullify or require re-consideration of this approval, at the sole discretion of the City Engineer.

II. 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).

Aaron Hulst, P.E.
City Engineer

4/7/2023
Date

C|P|H
CONSULTANTS

Site Planning
Civil Engineering
Landscape Architecture
Project Management
Land Use Consulting

April 6, 2023

Mr. Aaron Hulst, P.E.
City Engineer
City of Gig Harbor
Public Works Department
3510 Grandview Street
Gig Harbor, WA 98335

RE: The Reserve — *CPH Project No. 0228-21-001*
Response to Staff Review Comments PWS Variance EN-23-0011

Mr. Hulst,

This letter and the following enclosed information comprise the re-submittal for the application for a Public Works Standard Variance in support The Reserve Preliminary Plat Application (City of Gig Harbor Permit No. PL-PPLAT-22-0001). These documents have been updated or otherwise prepared in response to the comments provided with your March 24, 2023 email. Specific responses to each of the review comments are as follows:

VARIANCE REQUEST TO MODIFY PWS VARIANCE ON LOCAL ACCESS SPACING ON MINOR ARTERIAL

- Remove sentence. Not relevant to 2.
  Response: This sentence has been removed from the variance request justification.

- This paragraph needs to be reworked. I have attached current traffic counts from Peacock and Vernhardson. The pm peak counts on the Peacock are 584.

  We can calculate a peaking factor from our 9/28/22 ADT count on Borgen Blvd east of Burnham Dr:

  For Borgen,
  K = [PM peak hr vol] / [ADT] = 2,308 vph / 28,289 vpd = 0.082

  The 0.082 K-factor could reasonably be applied to any PM peak hour volume along Peacock Hill to estimate an ADT, where
  ADT = [PM peak hr vol] / 0.082

  Peacock ADT = 584/0.082 = 7121 ADT

  Also, a more precise way to estimate ADT for the proposed private subdivision road is:

  ADT = [PM peak hr vol] / 0.082
  PM peak hr vol =
  ([14 SFRs] [0.94 SFR ITE Rate]) / 0.082 = 160 ADT

  Using the above you should not need to reference Pierce County standards.
  Response: Revised trip count have been provided per the above updated traffic information and peaking factor.

- Rework paragraph base on comment to 3.
  Response: The paragraph has been removed as it reference Pierce County requirements, all references to non-adopted design guidelines have been removed from the variance request.

Please contact me directly at (425) 484-0949 or by e-mail at darton@cphconsultants.com if you have questions or need any additional information to complete your review and approval of the project. Your prompt response is appreciated. Thank you.

Sincerely,
CPH Consultants

Darton Riely-Gibbons

Darton Riely-Gibbons, PE
Project Manager

Enclosures
Cc: copy to file

C|P|H
CONSULTANTS

Site Planning
Civil Engineering
Landscape Architecture
Project Management
Land Use Consulting

April 6, 2023

Mr. Aaron Hulst, P.E.
City Engineer
City of Gig Harbor
Public Works Department
3510 Grandview Street
Gig Harbor, WA 98335

RE: The Reserve — *CPH Project No. 0228-21-001*
Request for Public Works Standards Variance EN-23-0011
Local Access Spacing on Minor Arterial

Mr. Hulst,

This letter and the attached site plan are provided on behalf of Prospect Development to request the City's review and approval of a *Public Works Standards (PWS) Variance* for a revision to PWS Section 2B.025, subsection B Access Spacing and Figure 2.2 Access Spacing. Figure 2.2 Access Spacing is a table providing the minimum required, and desirable spacing for Minor Arterial roadways of 230 feet and 300 feet, respectively. This PWS Variance request is to reduce this 230 feet minimum spacing requirement to 147 feet for this project local access spacing along a Minor Arterial roadway to support the proposed 14-lot subdivision known as The Reserve (PL-PPLAT-22-0001), see Figure 1, Site Plan West.

The 2018 City of Gig Harbor (COGH) Public Works Standards (PWS) Section 2B. Figure 2.2 specifies minimum requirements for access spacing along a Minor Arterial residential roadway. The proposed 14-unit plat will provide a single local access onto Peacock Hill Avenue between 100th Street Court and 99th Street. The proposed access location is approximately 147 feet south of 100th Street Court centerline and 441 feet north of 99th Street centerline. Additionally, 99th Street is approximately 314 feet south of the southern property line of the proposed project and 100th Street Court is approximately 50 feet south of the northern property line of the proposed project. There are also two existing driveways between the proposed access from The Reserve and 99th Street The first driveway is a commercial entrance on the westside of Peacock Hill Avenue and is approximately 187 feet south of the proposed access location and 334 feet south of 100th Street Court. The second driveway is a single-family residential driveway located on the east side of Peacock Hill Avenue just slightly south of the commercial driveway entrance, see Figure 2, Local Access Spacing, and Figure 3, Local Access Spacing with Aerial.

The location of The Reserve access is proposed to be 147 feet south of 100th Street Court and 187 feet north of the existing commercial driveway entrance. This PWS Variance is requesting a modify to PWS Section B, Figure 2.2, Local Spacing, by reducing the minimum 230-foot spacing requirement to 147-foot minimum spacing requirement due to the existing conditions along Peacock Hill Avenue and reasonable use of a property based on applicable zoning requirements.

1. *Strict compliance with the public works standards is undesirable or impractical because of impracticality or undesirable conditions.*

   The desirable spacing is impractical as it places the entrance outside of the project area. The minimum allowable spacing creates an undesirable outcome by not being able to provide the required 25'

landscape buffer zone, the 10-foot no-construction zone and will result in additional significant tree removal around the perimeter of the project. Furthermore, the layout change would be undesirable as it would be less efficient than a double loaded roadway and would require more grading and clearing of the site to meet the proposed unit count. Additional details are provided in the following paragraph.

Strict compliance with PWS Standard and desirable spacing of 300 feet would result in The Reserve plat access located approximately 20 feet south of the southern property line of the project. This condition is not an option as the project owner does not own the properties to the south and will not be able to provide access at this location, see Figure 2 and 3. Additionally, with only 592 feet of separation between these two roadways, the 300-foot desirable spacing would conflict with the 300-feet desirable spacing from 99th Street, if the two private driveways directly south of the project area are ignored. If the minimum allowable spacing of 230 feet is provided, the centerline of the roadway would be located 44 feet north of the southern property line of the project. This places the southern edge of the roadway tract at 22 feet from the southern property line and in conflict with the required 25-foot landscape buffer and 10' no construction zone. This also results in an undesirable layout for residential development and would require significantly more roadway area to provide the same number of units. This minimum spacing location would also result in more significant tree removal around the perimeter of the site.

2. *The proposed variation is functionally equivalent to and is consistent with the intent of the Public Works Standards, and/or provides compensating benefit to the city and the public.*

The intent of this section of the PWS regarding local access spacing is to organize intersections so that based on roadway classification, driveways or other streets are spaces to reduce potential traffic conflicts. On a Minor Arterial roadway, the concern is the volume of traffic, the ability for a vehicle entering or exiting a street to make a safe movement, and for the interactions of one intersection to not interfere with another. Drivers may not see a vehicle pulling onto the roadway in time if the spacing is too close or one driveway may have difficulty with ingress/egress based on traffic movements from another street that is close in proximity. The proposed driveway entrance is located to meet this intention by locating the roadway as far as practical from the closest street while still providing an access location that provides a safe, functional, and efficient development. Section 1 of this narrative provides an explanation for how the development would be impacted by meeting the minimum spacing requirement from 100th Street Court. Currently, 334 feet separate 100th Street Court and the existing commercial driveway and single-family driveway entrances. Meeting the minimum 230 feet spacing from 100th Street Court would place the site entrance approximately 40 feet from the project southern boundary. This location only provides 104 feet of space from these private driveways. Placing the entrance 147 feet from 100th Street Court provides 187 feet spacing from these two private driveways and allows the development to provide the required perimeter landscaping and an efficient development layout.

The project provides a compensating benefit by meeting the growing housing needs of the COGH and providing an efficient, cost-effective construction project that meets the intent of PWS requirement will also address the significant topographical and existing site conditions challenges. The project is also providing a crosswalk and RRFB for provide a safe crossing location for pedestrian traffic analysis for this RRFB and the safety benefits are provided with a variance for a revision to the Peacock Hill Avenue roadway section and will be recorded as part of the preliminary plat application.

3. *The proposed variation is based on sound engineering judgment.*

   The proposed access from The Reserve is located based on two reasons: first is to provide as much space as practical from the closest street intersection (100th Street Court) and second is to provide an area on the southern side of the proposed access to provide a lot size that meets setback requirements. The current access is located approximately 205 feet from the northern property line and 127 feet from the southern property line. 18-feet of these 127 feet is removed to account for half of the 36-feet minimum Tract A width. COGH Municipal Code for R-1 zoning requires a 20' front setback and 30' rear setback. The current available building footprint is reduced to 59 feet with the three constraints described above. Furthermore, the rear setback is technically 35 feet, consisting of a 25-feet vegetated buffer and 10-foot "no construction zone". The 109 feet lot depth provided on these lots meet the minimum area requirement. To assist in meeting the increasing housing demand in the COGH, this variance is requesting a reduction in minimum spacing to a Local Access so that a maximum number of homes can be provided while still meeting the intent of the COGH PWS and Municipal Code.

   The COGH provide trip counts for the intersection of Peacock Hill Avenue and 96th St (Vernhardson St) on 3/24/2023 and is attached with this variance as Figure 5. The city also provided an average daily trip (ADT) count for Borgen Blvd east of Burnham Dr, performed on 9/28/22. COGH also provided with this ADT a PM Peak hour volume. The Borgen Blvd data contains a PM peak hour volume of 2,308 vehicles per hour (vph) and 28,289 vehicles per day (vpd) which results in a K-factor of 0.082. Given that Boren Blvd serves Peacock Hill Avenue., this K-factor can be reasonably applied to the traffic counts for Peacock Hill Avenue. Per Figure 5, the intersection of Peacock Hill Avenue and 96th St has a PM peak count on Peacock Avenue are 584 (329 vph, northbound, and 255 vph, southbound) and using the K-factor, the calculated ADT for Peacock Avenue is approximately 7,121 vpd.

   The proposed subdivision will create a total of 14 SFR. Using the 0.94 SFR factor defined by the Institute of Transportation Engineering (ITE), approximately 160 ADT will be created with this project which in total would create 7,281 ADT for Peacock Hill Avenue. Through this analysis, it is evident that this project will have little impact on the current ADT of Peacock Hill Avenue. In summary, the intent of using the Local Access minimum spacing requirements is to provide adequate distance intersections to mediate traffic from adjacent developments that also serve Peacock Hill Avenue. The trip counts are within estimated ADT the project traffic study and concluded that the roadway as having adequate capacity without turn lanes.

4. *The proposed variation has not been made necessary by the actions of the applicant or property owner.*

   The proposed variation has been made necessary by the existing conditions of Peacock Hill Avenue and the locations of adjacent streets and driveway entrance, a local access from this site would conflict with this PWS requirements. Even if the commercial and residential driveways are ignored, there is only 592 feet between 99th St and 100th Street Court, making 300 feet spacing an impossibility and 230-foot spacing impractical as it places the local access only 44 feet from the southern property line, leaving no room for the required perimeter landscape buffer.

5. *Safety, function, appearance and economical maintenance requirements are met with the proposed variation.*

   Economical maintenance for any location of the local access would be similar. The proposed Road A intersection has been optimally located to maximize separation from the nearest existing intersections

with the potential highest volume of traffic (100th Street Court.) without resulting in major layout and site development issues. As discussed in Section 3, moving the access further south would result in encroaching on minimum lot area required by zoning, along with additional clearing, grading and tree removal in order to providing an efficient site layout to meet the growing housing needs. The resulting distance from the next closest entrance (existing commercial driveway) is 187 feet, any increase in separation from 100th Street Court, puts the entrance closer to this commercial driveway and results in a condition that does not meet PWS requirement either. Moving the roadway to 230' south of 100th Street Court, would result in the local access approximately 104 feet north of a residential driveway on the same side of Peacock Hill Avenue and a commercial driveway located on the west side of Peacock Hill Avenue. This proximity to two existing entrances to Peacock Hill Avenue would create a less safe condition than the proposed location due to the reduced decision-making time.

The determination of the proposed access location meeting the same function as the intent of PWS, is based on maximum separation from the existing entrances onto Peacock Hill Avenue. As mentioned above, there are two intersections on either side of the proposed Road A intersection with Peacock Hill Avenue. 100th Street Court being the closest to the north and 99th Street being slightly further away to the south. However, the south side of the project has various commercial and single-family driveways. By placing the proposed Road A intersection closer to the center of the plat, this provides maximum spacing between all access points and allows the vehicles entering and existing Peacock Hill Avenue to have a the maximum amount of space to make safe entering and existing decisions. Placing the roadway at the minimum 230 feet separation from 100th Street Court would result in a less functional intersection due to its proximity to these commercial and single-family residential driveways.

For the appearance aspect of this variance request. The proposed entrance is centrally located on the proposed site. This provides maximum separation and tree buffering between the next two access points. Moving the access point further south would result in a local access road directly next to a single-family residential driveway and almost directly across the street from a commercial driveway. This alternative would result in many more traffic movement conflicts and less available reaction time due to the proximity.

Please contact me directly at (425) 285-2391 or by e-mail at darton@cphconsultants.com if you have questions or need any additional information to complete your review and approval of the requested Variance. Your prompt response is appreciated. Thank you.

Sincerely,
CPH Consultants

4/6/23

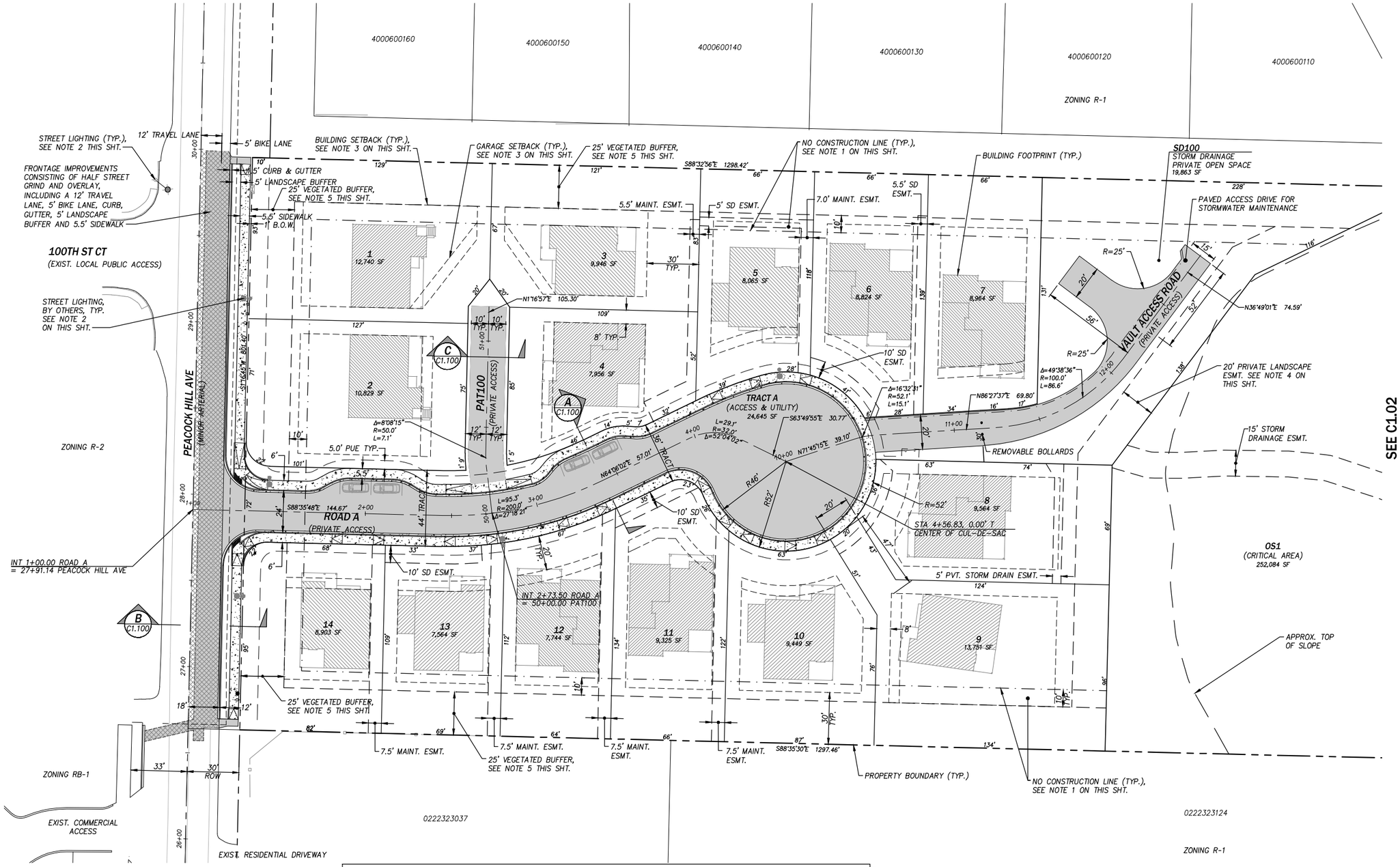
Darton Riely-Gibbons, PE
Project Manager

Enclosures: Figure 1 – Site Plan We
Figure 2 – Local Access Spacing
Figure 3 – Local Access Spacing Aerial
Figure 4 – Peacock Hill Ave & 96th St Traffic Count

Cc: Prospect Development, LLC
copy to file

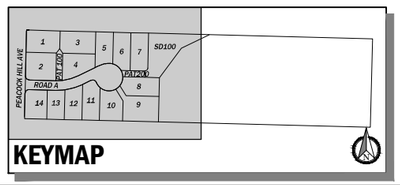
PRELIMINARY PLAT (PL-PPLAT22-0001)

PTN. SEC. 32, TWP 22 N, R2E W.M.



NOTES:

1. THE CLEARING AND GRADING SHOWN WITH THIS CIVIL CONSTRUCTION PERMIT AND ANY OTHER IMPROVEMENTS THAT MAY BE PROPOSED WITHIN THE 10-FOOT NO CONSTRUCTION ZONE WITH SUBSEQUENT PERMITS WILL BE ALLOWED ONLY AFTER APPROVAL BY THE CITY OF A WRITTEN STATEMENT FROM A QUALIFIED ARBORIST ACKNOWLEDGING THAT THE PROPOSED CONSTRUCTION ACTIVITY WITHIN THE 10-FOOT SETBACK WILL NOT HARM EXISTING VEGETATION WITHIN THE DESIGNATED LANDSCAPE OR BUFFER AREA.
2. A STREET LIGHTING PLAN IS PROVIDED BY OTHERS BUT INCLUDED IN THIS PLAN SET.
3. THE BSBL AND GSBL FOR EACH LOT SHALL BE SHOWN ON THE FINAL PLAT AS DEPICTED ON THIS PLAN.
4. THE PRIVATE LANDSCAPE EASEMENT SHOWN OVER LOTS 8 AND 9 AND TRACT SD100 SHALL BE MAINTAINED BY THE HOA. A NOTE SPECIFYING MAINTENANCE RESPONSIBILITIES SHALL BE PROVIDED ON THE FACE OF THE FINAL PLAT AND ACCOMPANYING COVENANTS, CONDITIONS, AND RESTRICTIONS FOR THE PROJECT.
5. THE 25' VEGETATED BUFFER SHALL BE RECORDED AS A PRIVATE ESMT. AND SHALL BE MAINTAINED BY THE HOA, A NOTE SPECIFYING MAINTENANCE RESPONSIBILITIES SHALL BE PROVIDED ON THE FACE OF THE FINAL PLAT AND ACCOMPANYING A COVENANTS, CONDITIONS AND RESTRICTIONS FOR THE PROJECT.
6. A VARIANCE IS APPROVED BY PUBLIC WORKS (EN-22-0014) FOR THE PROPOSED LENGTH OF THE ROAD A ACCESS LANDING.
7. A VARIANCE IS APPROVED BY PUBLIC WORKS (EN-22-0015) FOR THE JOINT USE DRIVEWAY, PAT100.
8. A VARIANCE IS IN REVIEW WITH PUBLIC WORKS (EN-22-0049) FOR THE MINOR ARTERIAL ROADWAY SECTION FOR PEACOCK HILL AVE.
9. A VARIANCE IS APPROVED BY PUBLIC WORKS (EN-22-0050) FOR THE CUL-DE-SACE AT THE EAST END OF ROAD A.
10. A VARIANCE IS IN REVIEW WITH PUBLIC WORKS (EN-23-_____) FOR THE VAULT SETBACK FROM 20 PERCENT SLOPES IN SD100.
11. A VARIANCE IS IN REVIEW WITH PUBLIC WORKS (EN-23-_____) FOR THE LOCAL ACCESS SPACING ON PEACOCK HILL AVENUE.



KEYMAP

0 30 60

PLAN IN FEET

811 Know what's below. Call before you dig.

NO.	DATE	REVISION	BY	CK.
1	1/30/23	PUBLIC WORKS STANDARD VARIANCE	MRL	DRG

DRAFT

THE RESERVE

PUBLIC WORKS STANDARD VARIANCE
LOCAL ACCESS SPACING FOR MINOR ARTERIALS

SITE PLAN - WEST

CITY OF GIG HARBOR

PIERCE COUNTY, WASHINGTON

CLIENT

PROSPECT DEVELOPMENT, LLC
2913 5TH AVE NE, SUITE 201
PUYALLUP, WA 98372
PHONE: (253) 405-8695
EMAIL: JUSTIN@PROSPECTDEVELOP.COM

C|P|H CONSULTANTS
Site Planning • Civil Engineering
Landscape Architecture • Land Use Consulting
11321-B NE 120th Street
Kirkland, WA 98034 • (425) 285-2390
101 South Wenatchee Avenue, Suite C3
Wenatchee, WA 98801 • (509) 293-7731
www.cphconsultants.com

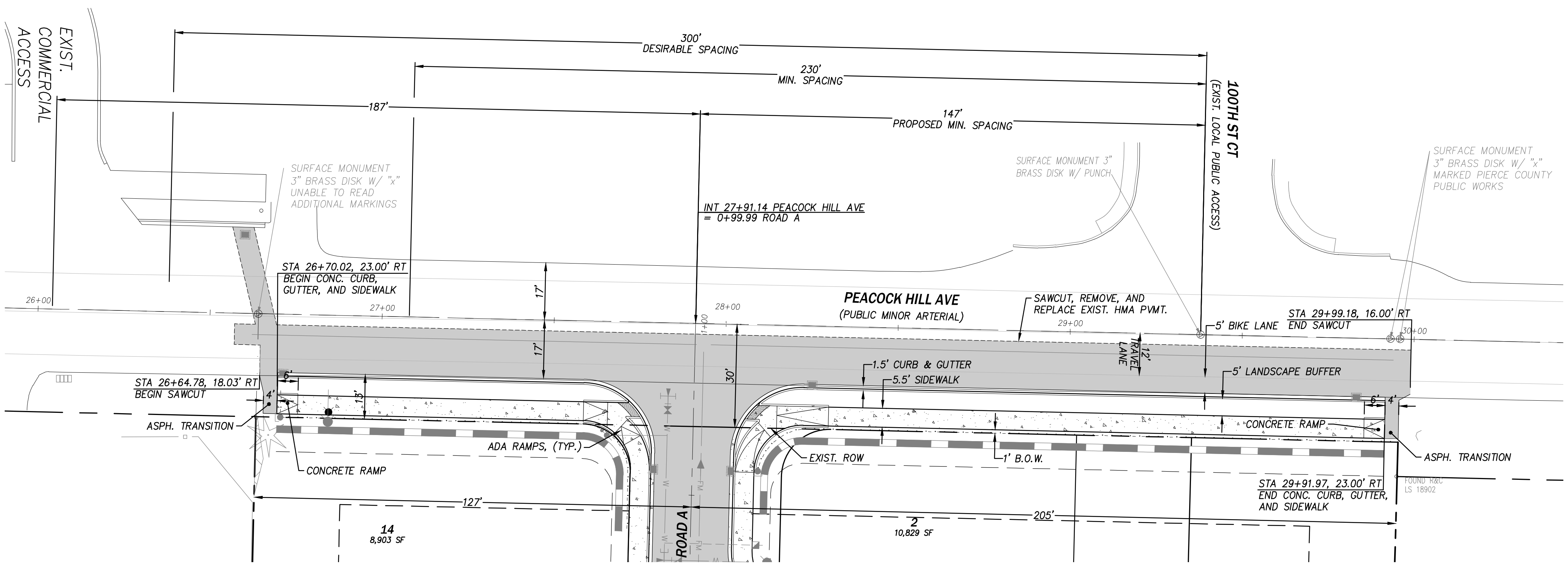
PROJECT NO.
0228-21-001

DRAWING
FIGURE 1

SHEET 1 OF 3

P:\project\0228_Prospect Development\21001_The Reserve\Dwg\Exhibits\Figure 1 - Site Plan West Local Access.dwg
1/30/2023 10:28 AM DARTON RIELY-GIBBONS

PTN. SEC. 32, TWP 22 N, R2E W.M.



LEGEND

(crosshatch)	HMA PVMT. OVERLAY
(gray)	ASPH. HATCH

0 5 10 VERT. IN FEET

0 20 40 HORIZ. IN FEET

NO.	DATE	REVISION	BY	CK.
1	1/30/23	PUBLIC WORKS STANDARD VARIANCE	MRL	DRG

DARTON RIELY-GIBBONS, STATE OF WASHINGTON, REGISTERED PROFESSIONAL ENGINEER — DRAFT

THE RESERVE

PUBLIC WORKS STANDARD VARIANCE
LOCAL ACCESS SPACING FOR MINOR ARTERIALS

LOCAL ACCESS SPACING

CITY OF GIG HARBOR — PIERCE COUNTY, WASHINGTON

CLIENT

PROSPECT DEVELOPMENT, LLC
2913 5TH AVE NE, SUITE 201
PUYALLUP, WA 98372
PHONE: (253) 405-8695
EMAIL:
JUSTIN@PROSPECTDEVELOP.COM

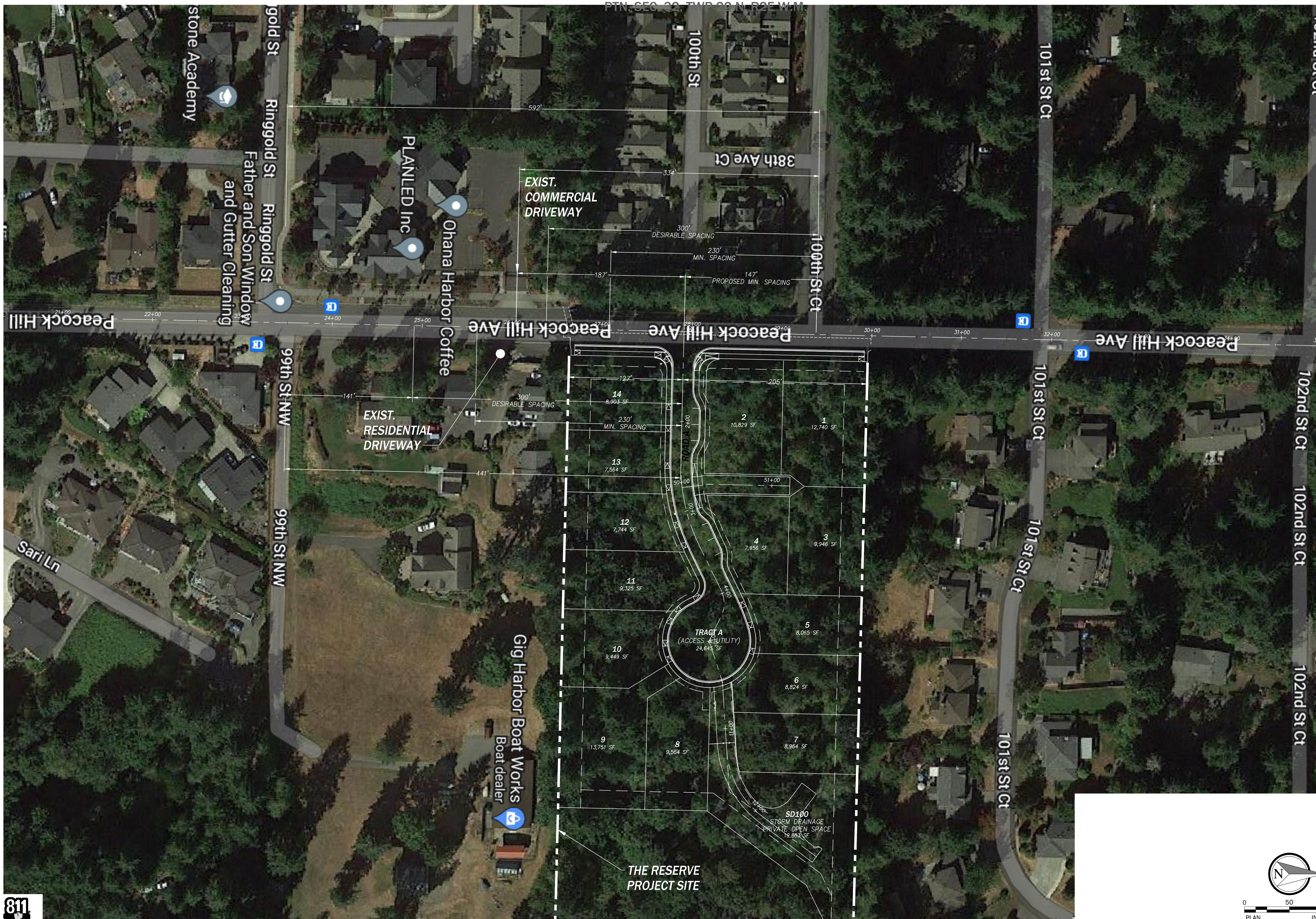
C|P|H CONSULTANTS
Site Planning • Civil Engineering
Landscape Architecture • Land Use Consulting
11321-B NE 120th Street
Kirkland, WA 98034 • (425) 285-2390
101 South Wenatchee Avenue, Suite C3
Wenatchee, WA 98801 • (509) 293-7731
www.cphconsultants.com

PROJECT NO. 0228-21-001

DRAWING FIGURE 2

SHEET 2 OF 3

P:\project\0228_Prospect Development\21001_The Reserve\Dwg\Exhibits\Figure 2 — Frontage Local Access.dwg
1/30/2023 1:15 PM DARTON RIELY-GIBBONS


PTN. SEC. 32, TWP 22 N, R2E W.M.
Ringgold St
Father and Son Window and Gutter Cleaning
PLANLED Inc
Ohana Harbor Coffee
EXIST. COMMERCIAL DRIVEWAY
592'
334'
300' DESIRABLE SPACING
230' MIN. SPACING
187'
147' PROPOSED MIN. SPACING
100th St
100th St Ct
38th Ave Ct
101st St Ct
102nd St Ct
Peacock Hill Ave
99th St NW
Sari Ln
EXIST. RESIDENTIAL DRIVEWAY
141'
300' DESIRABLE SPACING
230' MIN. SPACING
441'
127'
205'
14 8,903 SF
13 7,564 SF
12 7,744 SF
11 9,325 SF
10 9,449 SF
9 13,751 SF
8 9,564 SF
1 12,740 SF
2 10,829 SF
3 9,946 SF
4 7,956 SF
5 8,065 SF
6 8,824 SF
7 8,964 SF
TRACT A (ACCESS & UTILITY) 24,645 SF
SD100 STORM DRAINAGE PRIVATE OPEN SPACE 19,863 SF
THE RESERVE PROJECT SITE
Gig Harbor Boat Works
Boat dealer
PLAN
IN FEET
0 50 100

NO.	DATE	REVISION	BY	CK.
1	1/30/23	PUBLIC WORKS STANDARD VARIANCE	MRL	DRG

DRAFT

THE RESERVE

PUBLIC WORKS STANDARD VARIANCE LOCAL ACCESS SPACING FOR MINOR ARTERIALS

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PROJECT NO. 0228-21-001

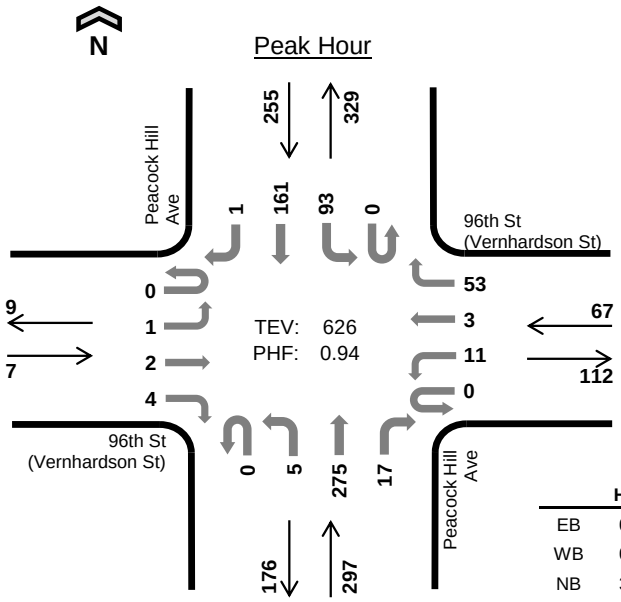
DRAWING FIGURE 3

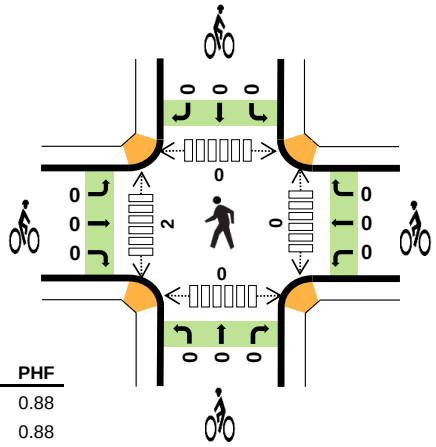
SHEET 3 OF 3

811 Know what's below. Call before you dig.

Peacock Hill Ave
96th St (Vernhardson St)

Date: 10/11/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	0.0%	0.88
WB	0.0%	0.88
NB	3.0%	0.87
SB	3.1%	0.92
TOTAL	2.7%	0.94

Two-Hour Count Summaries

Interval Start	96th St (Vernhardson St) Eastbound				96th St (Vernhardson St) Westbound				Peacock Hill Ave Northbound				Peacock Hill Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	2	0	15	0	1	46	2	0	18	36	0	122	0
4:15 PM	**0**	**1**	**1**	**0**	**0**	**3**	**0**	**12**	**0**	**0**	**76**	**9**	**0**	**16**	**48**	**0**	**166**	0
4:30 PM	**0**	**0**	**1**	**1**	**0**	**1**	**1**	**12**	**0**	**2**	**72**	**3**	**0**	**22**	**35**	**1**	**151**	0
4:45 PM	**0**	**0**	**0**	**2**	**0**	**3**	**2**	**14**	**0**	**2**	**49**	**3**	**0**	**27**	**42**	**0**	**144**	583
5:00 PM	**0**	**0**	**0**	**1**	**0**	**4**	**0**	**15**	**0**	**1**	**78**	**2**	**0**	**28**	**36**	**0**	**165**	**626**
5:15 PM	0	1	0	0	0	2	0	16	0	0	62	5	0	20	41	1	148	608
5:30 PM	0	1	0	1	0	2	1	11	0	0	50	2	0	19	37	1	125	582
5:45 PM	0	0	0	0	0	2	0	13	0	0	54	2	0	26	32	0	129	567
Count Total	0	3	4	5	0	19	4	108	0	6	487	28	0	176	307	3	1,150	0
Peak Hour All	**0**	**1**	**2**	**4**	**0**	**11**	**3**	**53**	**0**	**5**	**275**	**17**	**0**	**93**	**161**	**1**	**626**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**0**	**1**	**7**	**0**	**17**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**20%**	**3%**	**0%**	**-**	**1%**	**4%**	**0%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**7**	**3**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
5:00 PM	**0**	**0**	**1**	**4**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:15 PM	0	0	3	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	1	13	9	*23*	0	0	0	0	*0*	0	2	0	0	*2*
Peak Hour	**0**	**0**	**9**	**8**	***17***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	96th St (Vernhardson St) Eastbound				96th St (Vernhardson St) Westbound				Peacock Hill Ave Northbound				Peacock Hill Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**3**	**0**	**10**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	14
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**5**	**17**
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	19
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
Count Total	0	0	0	0	0	1	0	0	0	1	12	0	0	1	8	0	23	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**0**	**1**	**7**	**0**	**17**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	96th St (Vernhardson St) Eastbound			96th St (Vernhardson St) Westbound			Peacock Hill Ave Northbound			Peacock Hill Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.