

## ORDINANCE NO. 998

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, RELATING TO PUBLIC WORKS STANDARDS FOR NEW DEVELOPMENT IN THE CITY, ELIMINATING THE CLASSIFICATION FOR PUBLIC LOCAL ACCESS STREETS, ADDING NEW CLASSIFICATIONS OF MAJOR LOCAL RESIDENTIAL AND MINOR LOCAL RESIDENTIAL STREETS, ESTABLISHING THE DIMENSIONAL STANDARDS FOR MAJOR AND MINOR LOCAL RESIDENTIAL STREETS, DELETING DRAWING 2-07 FROM CHAPTER 2 OF THE CITY'S PUBLIC WORKS STANDARDS, AS ADOPTED BY ORDINANCE NO. 712; AND ADOPTING 2 NEW DRAWINGS 2-07B AND 2-07C TO CHAPTER 2, ADDING A NEW SECTION 2B.015, AMENDING SECTION 2B.070 AND ADDING A NEW SECTION 2B.070A TO THE CITY'S PUBLIC WORKS STANDARDS.**

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WHEREAS, the City adopted the Public Works Standards in Ordinance No. 712;  
and

WHEREAS, in the Public Works Standards, the City Council established the  
Right of Way width of local access streets as 57 feet; and

WHEREAS, the City Council finds that there have been a number of situations in  
the City in which citizens and private developers have asked the City Engineer to build  
local residential streets to reduced roadway cross section widths; and

WHEREAS, the City Council and City Engineer recognize that the current cross  
sectional width described in Figure 2-07 of the Public Works Standards exceeds the  
transportation and pedestrian needs of a residential community; and

WHEREAS, the City Engineer has deemed that the proposed cross section(s)  
listed as 2-07(B) and 2-07(C) are functionally equivalent and do not reduce pedestrian  
or vehicular safety; and

WHEREAS, the City Council finds that it is in the public interest to allow local residential streets to be constructed to reduced roadway cross sections; and

WHEREAS, the City SEPA Responsible Official has determined that this ordinance is categorically exempt from SEPA under WAC 197.11.800(20); and

WHEREAS, the City Council held a public hearing and considered this Ordinance during its regular City Council meeting of April 25, 2005; Now, Therefore,

THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON,  
ORDAINS AS FOLLOWS:

Section 1. A new Section 2B.015 is hereby added to the City's Public Works Standards (as adopted in Ordinance 712) which shall read as follows:

Section 2B.015 **Definitions:**

- Local Residential Street (Major and Minor): Local residential streets are comprised of all roadways not specifically listed as a higher order roadway classifications such as, arterials, boulevards, and collectors as defined in the City of Gig Harbor Transportation Comprehensive Plan. The primary function of a local residential street is to provide access to abutting lands (parcels) and connections to higher order roadways (arterials, boulevards, and collectors). Local streets are streets used to move about within a neighborhood. Local residential streets shall provide the lowest level of mobility, typically will not contain public transit stops, and service to through traffic shall be deliberately discouraged. Two classifications of Local residential streets shall be listed, (Major and Minor), with specific criteria for approval specifically listed in section 6 of this Ordinance.

- Access Control: The regulation of public access rights to and from properties (parcels) abutting public transportation facilities.

Section 2. Section 2B.070 of the Public Works Standards (as adopted by Ordinance 712) is hereby amended to read as follows:

2B.060 Right-of-Way.

Right-of-way is determined by the functional classification of a street. Boulevards shall have a right-of-way of not less than 90 feet. Arterials shall have a right-of-way of not less than 84 feet. Commercial collectors and industrial streets shall have a right-of-way of not less than 60 feet. Neighborhood collectors shall have a right-of-way of not less than 50 or 60 feet, depending on whether driveway access is allowed. See drawing details 2.02 through 2.06 for specific widths. ~~Local access streets shall have a right-of-way of not less than 55 feet.~~ Local residential streets shall have a right-of-way of not less than 42 feet for Major Local Residential Streets and 34 ' for Minor Local Residential Streets Right-of-way at "bulb" shall be increased accordingly.

Right-of-way requirements may be increased if additional lanes, pockets, transit lanes, bus loading zones, operational speed, bike lanes, utilities, schools or other factors are required as determined by the City Engineer.

Right-of-way shall be conveyed to the City on a recorded plat or by a right-of-way dedication deed.

Section 3. The “List of Drawings, Chapter 2 – Transportation” in the Public Works Standards (as adopted by Ordinance 712) is hereby amended to eliminate Figure 2-07 “local Access.”

Section 4. The “List of Drawings, Chapter 2 – Transportation” in the Public Works Standards (as adopted by Ordinance 712) is hereby amended to add a new Drawing 2-07B, entitled: “Street Design Major Local Residential.”

Section 5. The “List of Drawings, Chapter 2 – Transportation” in the Public Works Standards (as adopted by Ordinance 712) is hereby amended to add a new Drawing 2-07C, entitled: “Street Design Minor Local Residential.”

Section 6. A new section 2B.070A is hereby added to the Public Works Standards (as adopted by Ordinance 712), which shall read as follows:

## **2. LOCAL RESIDENTIAL STREETS**

### **A. Criteria for Allowing Major Local Residential Streets.**

Major local residential streets shall interconnect with each other and with minor collectors and have a minimum level of access control. If a local residential street connects to a major collector, boulevard, or arterial. The street shall be classified as a major local residential street. High density and multi family residential projects shall be served by a major local residential street. Examples of high density projects include apartment, row houses and duplexes. In such developments, connectivity shall be a key design factor, although the internal flow shall be discontinuous to discourage cut-through traffic movement and excessive speed. On street parking on one side shall be required on all

major local residential streets unless separate tract(s) are created within the plat for parking purposes. Drawing 2-07B depicts the geometric roadway cross section for a Major Local Residential Street.

**B. Criteria for Allowing Minor Local Residential Streets.**

Minor local residential streets shall interconnect with each other, major local residential streets and with minor collectors and have a minimum level of access control. Minor Local Residential Streets shall not provide access to higher order roadways (arterial, boulevards, and collectors). On street parking on Minor Local Residential Roads is specifically prohibited. Drawing 2-07C depicts the geometric roadway cross section for a Minor Local Residential Street.

Section 7. Severability. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, clause or phrase of this Ordinance.

Section 8. Effective Date. This ordinance shall take effect and be in full force five (5) days after passage and publication of an approved summary consisting of the title.

PASSED by the Council and approved by the Mayor of the City of Gig Harbor this 9<sup>th</sup> day of May, 2005.

CITY OF GIG HARBOR

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GRETCHEN WILBERT, MAYOR

ATTEST/AUTHENTICATED:

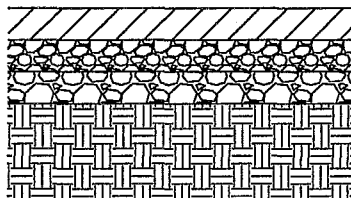
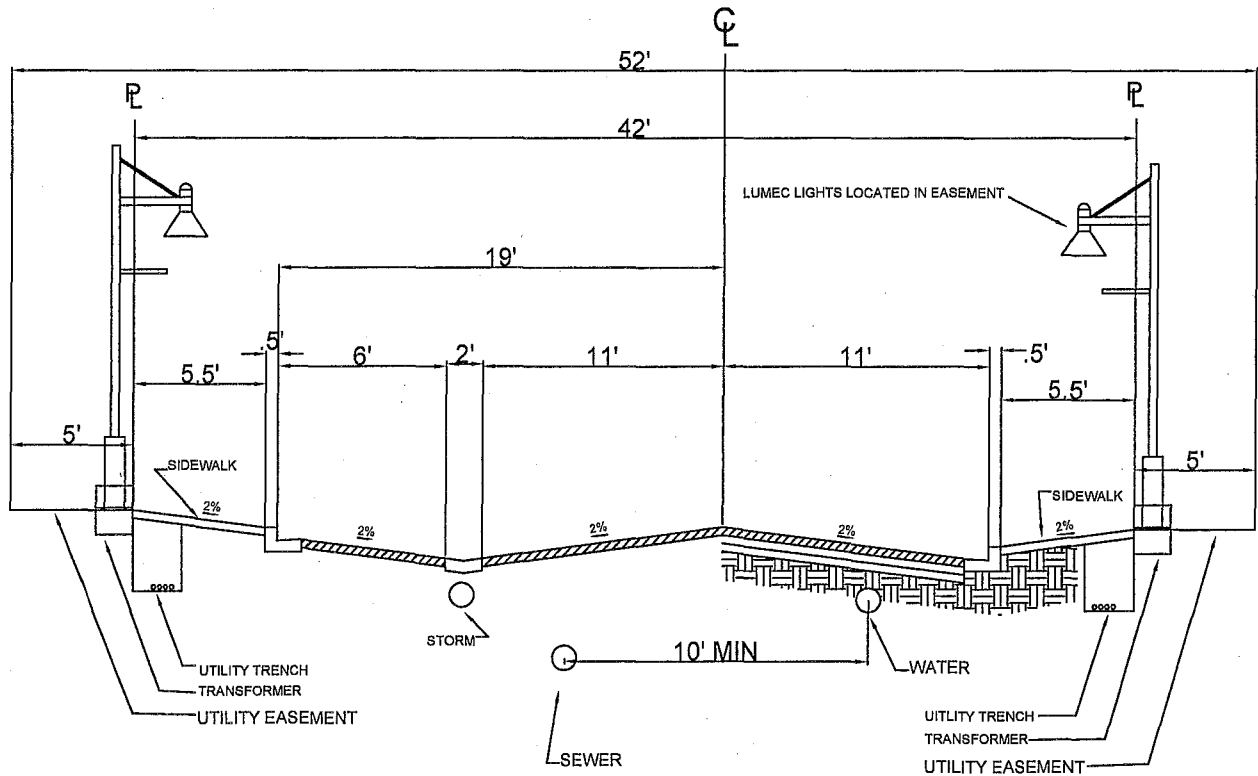
By: \_\_\_\_\_  
MOLLY TOWSLEE, CITY CLERK

APPROVED AS TO FORM:  
OFFICE OF THE CITY ATTORNEY:

By: \_\_\_\_\_  
CAROL A. MORRIS

FILED WITH THE CITY CLERK: 4/20/05  
PASSED BY THE CITY COUNCIL: 5/9/05  
PUBLISHED: 5/18/05  
EFFECTIVE DATE: 5/23/05  
ORDINANCE NO. 998

# FIGURE 2-07B



- .33' HOT MIX ASPHALT, WSDOT 5-04
- .33' CRUSHED SURFACING TOP COURSE, WSDOT 9-03.9(3)
- .33' CRUSHED SURFACING BASE COURSE, WSDOT 9-03.9(3)
- NATIVE MATERIAL ALLOWED IF ADEQUATE SOILS CONDITIONS EXIST, IF ACCEPTABLE SOILS ARE NOT PRESENT, MATERIALS CONFORMING TO WSDOT 9-03.10 SHALL BE USED.

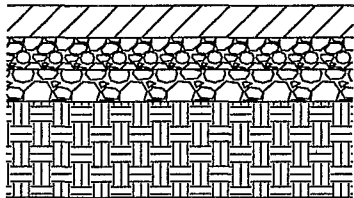
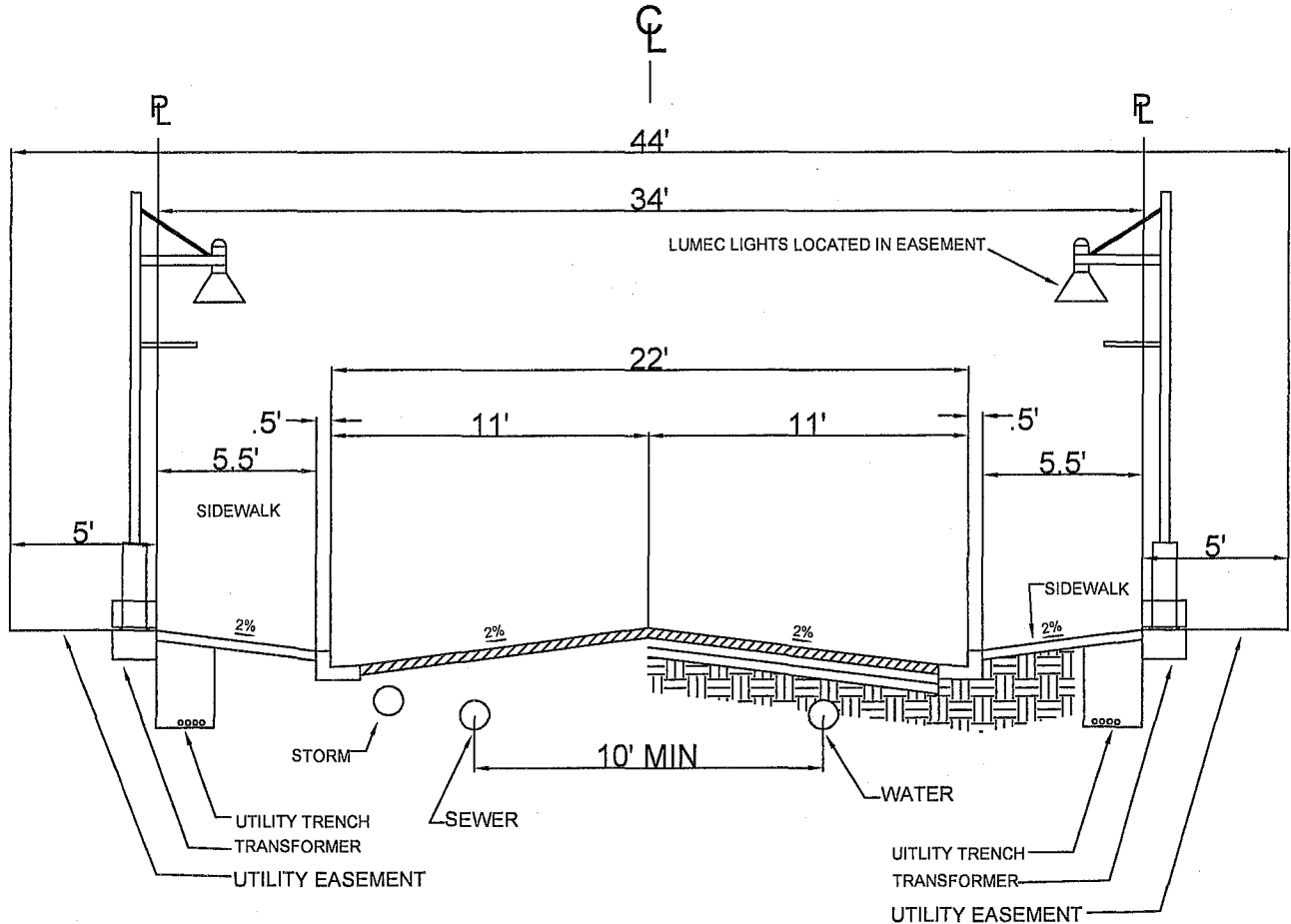
## NOTES:

- On street parking may be deleted if separate tract(s) are dedicated to parking within the plat
- Traffic calming features may be required on residential roads connecting public arterials
- Deletion of Sidewalk on one side of street allowed if units are "sideloaded" or as permitted by the City Engineer
- Vertical curb and gutter meeting FIG 2-16 required on both sides of street
- Decorative lumec ped lighting approved by the City required on both sides of the street spaced at 150' intervals

CITY OF GIG HARBOR DEPARTMENT OF PUBLIC WORKS			
STREET DESIGN MAJOR LOCAL RESIDENTIAL			
APPROVED BY CITY ENGINEER		DATE 11/3/04	
DWN	CKD	DATE	FILE
GBG	STM	11/2/04	2-07B

NTS

# FIGURE 2-07C



## NOTES:

1. On street parking prohibited
2. Lumec decorative street lights approved by the City required on both sides of the street at 150' intervals
3. Deletion of Sidewalk on one side of street allowed if residential units are "sideloaded"
4. Vertical curb and gutter meeting FIG 2-16 required on both sides of street

CITY OF GIG HARBOR  
DEPARTMENT OF PUBLIC WORKS

STREET DESIGN MINOR LOCAL RESIDENTIAL

APPROVED BY  
CITY ENGINEER \_\_\_\_\_ DATE 11/3/04

NTS

DWN

GBG

CKD

STM

DATE

11/2/04

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2-07C