



May 21, 2019

Stefanie Herzstein, P.E., PTOE
Transpogoup
12131 113th Avenue NE, Suite 203
Kirkland, WA 98034

Subj: Tacoma Screw Traffic Impact Analysis, Application No. 901972, Project I.D. No. 541007

Dear Ms. Herzstein:

The Pierce County Traffic Engineering Division has completed a review of the above-referenced Traffic Impact Analysis (TIA) and finds it acceptable with the following comment.

- The exact traffic impact fee amount for the development will be determined during the review of the building permit for the main structure and is subject to rates in effect at that time. The fee estimate provided in the TIA has not been reviewed.

Should you have any questions regarding this matter, please contact me at (253) 798-2106.

Sincerely,

A handwritten signature in blue ink, appearing to read "JK" followed by a stylized flourish.

Jeff Kidston
Development Engineer

JK:kaj

Enclosure

cc: File (PALS+)
John Wolfe, Tacoma Screw Products (via email)
Carl Halsan (via email)

**PIERCE COUNTY PLANNING AND PUBLIC WORKS DEPARTMENT
OFFICE OF THE COUNTY ENGINEER DIVISION
TRAFFIC SECTION**

DATE: May 21, 2019

TO: Jeff Kidston, Development Review Engineer

FROM: Brian Churchill, P.E., Associate County Traffic Engineer *BAC 5/21/19*

SUBJECT: Tacoma Screw Products- Traffic Assessment (TA), Application #901972

ACTION: Recommend Acceptance of the TA

Traffic Engineering has reviewed the responses to our previous comments and the responses provided by the WSDOT. We have no further comments regarding the TA information provided and recommend that the TA be accepted for the record.

- The exact Traffic Impact Fee amount for the development will be determined at the time of application for building permits and is subject to rates in effect at that time, as the fee that was provided in the TA was not reviewed at this time.

Please contact me or Steve Winter if you have any further questions.

BAC: sw

ec: Traffic File

MEMORANDUM

Date:	May 19, 2019	TG:	14207.00
To:	Jeff Kidston – Pierce County		
From:	Stefanie R. Herzstein, PE, PTOE		
Cc:	John Wolfe – Tacoma Screw Products, Inc.		
Subject:	Response to April 2, 2019 Comments for Tacoma Screw Traffic Impact Analysis, Application No. 901972, Project ID No 541007		

This memorandum and attachments respond to Pierce County Traffic Engineering Division comments dated April 2, 2019 on the traffic impact analysis (TIA) prepared by Transpo Group and documented in the memorandum subjected *Tacoma Screw Products – Gig Harbor Traffic Assessment* dated March 15, 2019 and the *Response to Comments for Tacoma Screw Traffic Impact Analysis, Application No. 901972, Project ID No 541007* dated March 8, 2019. The TIA has been revised based on Pierce County comments as well as additional discussion with WSDOT. The following provides a

Comment 1: Provide a copy of the TIA to WSDOT for review and comments and forward the final approval to me.

Response: The TIA has been provided to WSDOT for review and comment. Attachment 1 provides feedback from WSDOT on the TIA. There are no comments on the TIA from WSDOT and WSDOT requirements have been met. The final TIA is provided in Attachment 2 for approval by Pierce County.

Comment 2: The Site driveway as proposed does not meet Pierce County entering sight distance minimum criteria thus should not be approved by the County as shown without a deviation. Any recommendation on a deviation would be dependent upon the WSDOT comments regarding this issue. WSDOT should have the final say with regards to the access proposed.

Response: WSDOT has confirmed that the driveway is within State right-of-way (see Attachment 3). WSDOT standards and regulations apply for the driveway. Dale Severson, Development Services Engineer – WSDOT Olympic Region, has confirmed that applicable sight distance standards are met (see Attachment 1); therefore, no deviation is required. WSDOT has confirmed that they have no objections to Pierce County issuing permits for the proposed project (see Attachment 1).

Comment 3: WSDOT should provide comment on the gap analysis information presented, since this will be a safety issue within State Right-of-Way. Truck turning gaps during the peak hours of adjacent traffic are questionable as to whether a truck could turn out of the driveway without affecting through vehicles during peak hours.

Response: Dale Severson, Development Services Engineer – WSDOT Olympic Region, has reviewed the TIA and email summary by the project team and confirmed there are sufficient time gaps to accommodate truck turning (see Attachment 1). Attachment 2 provides the updated TIA showing the percent of the AM and PM peak hours where gaps meet standards for truck turning. The analysis shows that there are 40 minutes or more during the AM and PM peak hours where gaps are 13.6 seconds or more to accommodate trucks. The time gap for trucks of 13.6 seconds is based on AASHTO's *A Policy on Geometric Design of Highways and Streets*, 6th Edition (2011).

Comment 4: The old Gig Harbor Health Club has not been in operation since 2011, and the Pen Met Parks facility has never paid TIF thus should not be eligible for TIF credit.

Response: The estimated TIF for the proposed project has been updated to reflect no credit.

Comment 5: See other minor redline comments on the attachment.

Response: Transpo has updated the TIA to address the County redline comments. In addition, the following responses and analysis is added.

- “Who defines an adequate gap percentage of peak hour for HV?”

Response: Pierce County says in comment 3 above, “*WSDOT should provide comment on the gap analysis information presented, since this will be a safety issue within State Right-of-Way.*” Attachment 1 provides WSDOT’s comments and they have confirmed that the gap percentage is adequate. The analysis shows that there are 40 minutes or more during the AM and PM peak hours where gaps are 13.6 seconds or more to accommodate trucks.

- Does not realistically depict the effects from the lack of adequate gaps during the peak hour. This will create additional delay that only modeling can show. Did you model this in Sim Traffic or similar software?

Response: Simtraffic was run for the future 2024 with-project weekday PM peak hour conditions at the Driveway/20th Avenue NW/36th Street NW intersection. The results show that the delay per movement would be less than approximately 7 seconds per vehicle. In addition, the 95th-percentile vehicles queues would be approximately 70-feet (or about 3 passenger cars) on the northbound driveway approach and less than 25-feet (or about 1 passenger car) on the other approaches. These vehicle queues would be accommodated within the available storage. Attachment 4 provides the Simtraffic results.

- $53+35 = 88 / 172 = .51$ <OR> 49 % of the time during PM peak hour, will have enough gaps > 15 secs to accommodate large trucks turning left out and only 48% of the AM peak hour will provide gap time >15 secs. Undoubtedly there will be trucks that will try to take smaller gaps (patience factor) and will impede through traffic during the peak hours. Maybe TA should recommend restricting truck arrivals during the AM & PM peak hours? Ultimately this is a WSDOT decision.

Response: The review of number of gaps presented in the comment does not consider the length of gaps where multiple trucks can be accommodated as well as the 3-day average.

The comment shows that during the Thursday PM peak hour 51 percent of the gaps will be less than 15 seconds. Assuming there are 53 gaps that are 10 seconds and 35 gaps that are 15 seconds, there is a total of 1,055 seconds (or about 18-minutes) in the PM peak hour where it may be difficult for trucks to turn. The 18-minutes would occur throughout the hour and not at one time. The Thursday data shows 42 minutes of the peak hour where gaps are greater than 15 seconds for large trucks turning, which is approximately 70 percent of the hour available. During the AM peak hour, over 85 percent of the hour has gaps greater than 15 seconds.

Stefanie Herzstein

From: Severson, Dale <SeversD@wsdot.wa.gov>
Sent: Wednesday, May 15, 2019 12:39 PM
To: Stefanie Herzstein
Cc: John Wolfe (jwolfe@tacomascREW.com); carlhalsan@gmail.com; Bart Brynestad; Eric McGregor; Francesca Liburdy; Heusman, Jonathan
Subject: RE: SR 16 Tacoma Screw Driveway
Attachments: Tacoma Screw Gig Harbor TIA_05142019.pdf

Hi Stefanie,

Based on our recent conversations, your email below, and our subsequent review of the attached TIA Memorandum dated May 14, 2019 - WSDOT has no comments of the proposed Tacoma Screw facility to be located next to SR 16 vicinity west end of the Tacoma Narrows Bridge. Therefore we have no objections to Pierce County issuing you your permits for the proposed project.

Please be aware if any work is proposed or done on WSDOT right-of-way that requires prior WSDOT review and approval. Our current understanding is no work is proposed on WSDOT right-of-way, such as landscaping or other work.

Good luck with the project.

Dale Severson, P.E.
Development Services Engineer - WSDOT Olympic Region
(360) 357-2736 | dale.severson@wsdot.wa.gov

From: Stefanie Herzstein <stefanie.herzstein@transpogroup.com>
Sent: Tuesday, May 14, 2019 6:44 PM
To: Severson, Dale <SeversD@wsdot.wa.gov>
Cc: John Wolfe (jwolfe@tacomascREW.com) <jwolfe@tacomascREW.com>; carlhalsan@gmail.com; Bart Brynestad <bbrynestad@AHBL.com>; Eric McGregor <emcgregor@tacomascREW.com>; Francesca Liburdy <francesca.liburdy@transpogroup.com>
Subject: RE: SR 16 Tacoma Screw Driveway

Hi Dale,

Thanks for talking with us yesterday on the Tacoma Screw project. I have attached the revised traffic study to evaluate the driveway per WSDOT's standards. The analysis shows:

- Truck turning would be accommodated with the existing driveway.
- WSDOT's required sight distance standards per 1340 would be met.
- There are sufficient time gaps to accommodate both passenger cars and trucks turning left in and out of the driveway
- The placement of the gate would allow for cars to turnaround and trucks to pull out of traffic, if necessary.

The proposal meets WSDOT's requirements and no additional analysis is required. We appreciate your feedback and confirmation of review of this proposal.

Thank you,



Stefanie Herzstein PE, PTOE | Senior Transportation Engineer



510-384-3313



425-896-5219

MEMORANDUM

Date:	May 14, 2019	TG:	14207.00
To:	Jeff Kidston – Pierce County Dale Severson, P.E. – WSDOT		
From:	Stefanie R. Herzstein, PE, PTOE		
Cc:	John Wolfe – Tacoma Screw Products, Inc.		
Subject:	Tacoma Screw Products – Gig Harbor Traffic Assessment		

This memorandum summarizes the traffic assessment completed for the proposed Tacoma Screw Products order fulfillment center located in Gig Harbor, Washington. The scope of the traffic assessment was based on coordination with the Washington State Department of Transportation (WSDOT) and Pierce County Planning and Public Works department.

Key Findings

- The project is estimated to generate 150 daily vehicle trips, with 69 occurring during the weekday PM peak hour.
- No operational or safety issues are anticipated at the project site access with proposed accommodations to surrounding vegetation for intersection sight distance
- Maintaining the existing driveway provides the required WSDOT sight distance and accommodates truck turning
- The proposed parking would be adequate to serve the anticipated peak parking demand.
- It is anticipated that a total impact fee of approximately \$119,516 would be required for the proposed use. This fee should be considered a preliminary estimate and would be finalized through coordination with County staff.

The following describes the project characteristics and summarizes the evaluation conducted regarding the site access, parking demands, and traffic impact fee.

Project Description

The proposed project is located in unincorporated Pierce County at 2002 36th Street NW in Gig Harbor. The project site is located on the southwest corner of the 36th Street NW interchange with SR 16. The site access is existing and within the WSDOT right-of-way along 36th Street NW. Figure 1 illustrates site location and vicinity.

Figure 2 illustrates the preliminary site plan. The project would construct an 80,000 square-foot building, which would primarily serve as an order fulfillment center (77,500

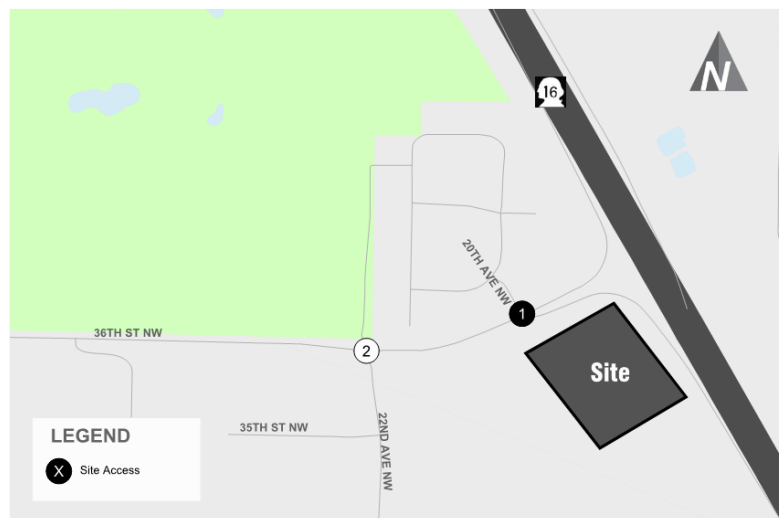


Figure 1 Site Vicinity

estimated assuming all employees drive alone and that a portion may leave the site in the middle of the day. No customer trips are assumed as part of the order fulfillment center as these trips are captured in the retail component.

It is noted that the site will initially be occupied in 2019 and within a couple of years it is anticipated the fulfillment center will be automated, which will reduce the number of fulfillment center employees to up to 50. The horizon year for this analysis is 2024; therefore, the assumption of 60 employees is conservative.

An average of 13 trucks are anticipated per day. Given the operating hours of the facility, 6 a.m. to 5 p.m., assuming a uniform distribution of trucks over the 11 hours, it is estimated there would be up to two (2) inbound and two (2) outbound truck trips during the weekday PM peak hour.

Retail Component

As noted previously, the proposed project is primarily an order fulfillment center with a small ancillary retail component to capture customers that may drive by this facility and decide to stop to get product. It is not intended that this facility would be a primary retail store serving the study area. There are three larger retail facilities (one located in Bremerton and two located in Tacoma) within a 10 to 20-minute drive of the project site that would continue to serve the retail needs of the study area. Based on coordination with County staff, the ITE *Trip Generation*, 10th Edition (September 2017) Building Materials and Lumber Store land use (LU 812) was used to estimate trips for the retail component of the project.

Table 1 provides a summary of the estimated weekday PM peak hour trips for the proposed project.

Table 1. Estimated Weekday PM Peak Hour Trip Generation

Land Use	Size	Daily Trips				PM Peak Hour Trips			
		Trip Rate ^{1,2}	In	Out	Total	Trip Rate	In	Out	Total
Proposed Use									
Order Fulfillment Center									
Employees	60 employees	2.75	83	83	176	1.0	0	60	60
Trucks	13 Trucks	2.00	13	13	26	-	2	2	4
Building Materials & Lumber Store (LU #812)	2,500 sf	18.05	23	22	45	2.06	2	3	5
Total Trips for Proposed Use			119	118	247		4	65	69

Note: sf = square feet, ksf = 1,000 square feet

1. Trip rates for proposed order fulfillment center are based on information from Tacoma Screw Products on operations. Rates are in trips/employee.

2. Trip rate for LU #812 use is based on the ITE *Trip Generation Manual*, 10th Edition. Rates are in trips/1,000 square feet.

As shown in the table, the project is estimated to generate 247 weekday daily trips with 69 occurring during the PM peak hour. It is noted that the existing facility was occupied by Pen Met Parks until December 2018. Pen Met Parks utilized the facility 7 days a week for soccer. As a conservative estimate of trip generation and associated impacts, no credit has been given for the trips generated by Pen Met Parks.

Site Access Evaluation

Although the overall trip generation of the proposed use is less than that of the previous use, an analysis of the driveway operations was conducted at the request of the road agencies. The

purpose of this analysis was to verify that the driveway would operate within acceptable operational and safety standards.

Traffic Safety

A 3-year history of the most recent collision data available for the site access was reviewed to understand if any safety issues exist. The most recent full 3-year period includes January 1, 2015 through December 31, 2017. The review shows that three collisions were reported between 2015 and 2017 at the site access. All three collisions occurred in 2016 and resulted in property damage only. No collisions involved bicyclists or pedestrians, and no collisions resulted in injury or fatality.

Traffic Volumes

Weekday PM peak period intersection turning movement counts were collected at the site access in September 2018. There is still some traffic to and from the site access due to the indoor soccer facility continuing operations until redevelopment occurs.



Figure 3 Site Access Inbound Trip Distribution



Figure 4 Site Access Outbound Trip Distribution

Figure 4 shows the existing weekday PM peak hour traffic volumes rounded to the nearest 5 vehicles.

Based on coordination with Pierce County, a 6-year horizon was evaluated for the site access. There are no planned developments in the vicinity of the site; therefore, consistent with other County studies, future 2024 baseline forecasts were determined by applying a 1 percent per year growth rate to existing traffic counts.

Vehicular trip distribution for the project was based on existing travel patterns in the study area, operational information from Tacoma Screw Products and consideration of where employees may live. The majority of traffic would be to and from the south via SR 16. With the half interchange at 36th Street NW, travel to and from SR 16 would also use the interchanges to the north and south. Figure 3 and Figure 4 illustrate the inbound and outbound distributions of project traffic at the site access, respectively.

The project trips were assigned to the driveway based on the travel patterns described above and added to the baseline

forecasts to form the basis of the future with-project analysis. The existing driveway traffic was removed for the analysis of with-project conditions since with the redevelopment this use would not continue. Figure 5 shows the future weekday PM peak hour traffic volumes.

Right-Turn Lane

The WSDOT Right-Turn Lane Guidelines (WSDOT *Design Manual* Section 1310.04(3), 2013) were reviewed to determine whether a right-turn lane for eastbound 36th Street NW would be warranted with the project. Based on the anticipated 2024 with-project traffic volumes, a right-turn

lane would not be warranted. The analysis of site access operations, presented below, further substantiates this finding. Attachment A includes the right-turn lane analysis.

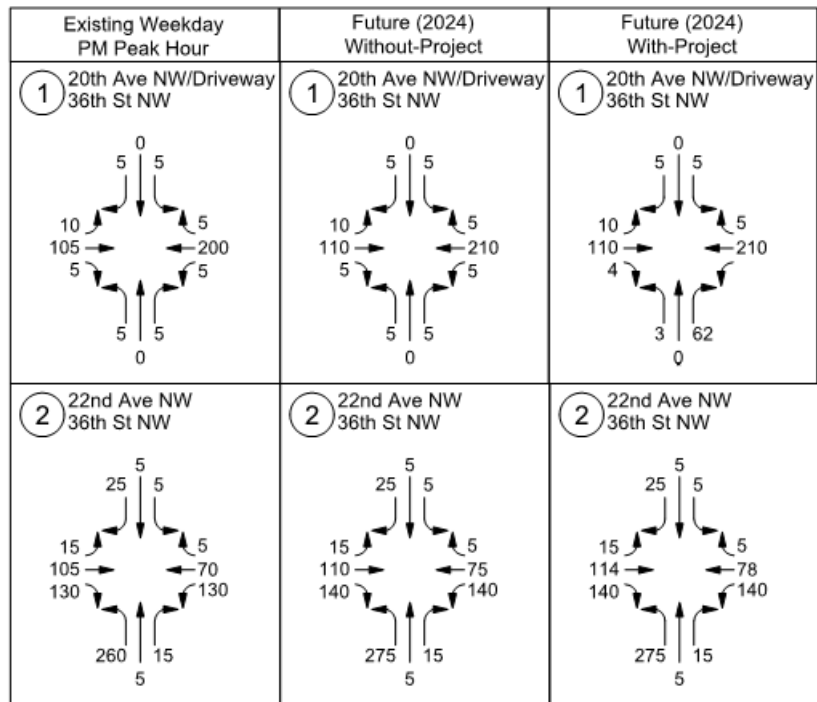


Figure 5 Existing and Future Weekday PM Peak Hour Traffic Volumes

Site Access Operations

Traffic operations for the site access can be described alphabetically with a range of levels of service (LOS A through F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. Site access LOS was evaluated for existing and future with and without project conditions. The evaluation was conducted based on the 2010 *Highway Capacity Manual* method using the Synchro 9.2 software program. The access is stop controlled on the driveway and 20th Avenue NW approaches. LOS for side stop-controlled intersections is defined in terms of the average control delay for each minor-street movement as well as major-street left-turns.

The site access currently operates at LOS B during the weekday PM peak hour and would continue to operate at LOS B under future 2024 conditions without or with the project. The analysis indicates minimal delay for side-street traffic entering the traffic stream so no operational issues are anticipated at the site access. Detailed LOS worksheets are included in Attachment B.

Site Access: Truck Turning Templates

An AutoTurn vehicle turning path analysis was completed to verify that the driveway could accommodate trucks to and from the site. The driveway width meets the WSDOT commercial driveway width restrictions of 30-50 feet. The results of the analysis show that the existing driveway can accommodate the proposed truck turning to and from the site, see Attachment C.

A gate is proposed at the driveway during non-business hours and the analysis shows that there would be sufficient turnaround space for passenger cars and pull-in for trucks. Attachment C provides the turning analysis.

Driveway Sight Distance

The existing driveway is within WSDOT right-of-way. The existing driveway sight distance was measured in March 2019 and compared to the WSDOT *Design Manual* M 22-01.16 (February 2019) Chapter 1340.06 Driveway Sight Distance. This section says, “*Design and locate driveways such that the sight distances meet or exceed the distances shown in Exhibit 1340-3. . .*”. The driveway sight distance is the distance required by a driver, traveling at a given speed, to bring the vehicle to a stop after an object on the roadway becomes visible.

The WSDOT driveway sight distance is based on the posted speed limit of the cross-street, 36th Street NW. The posted speed limit is 25 mph. Pierce County requested that a speed study be conducted along 36th Street NW. Midweek speed data was collected along 36th Street NW from February 26, 2019 to February 28, 2019 and showed an 85th-percentile speed of approximately 40 miles per hour (mph). Therefore, the sight distance was evaluated for both the 25-mph posted speed and 40 mph 85th-percentile speed. The speed data can be found in Attachment D. **Error! Reference source not found.** summarizes the sight distance review.

Table 2. Existing Project Driveway Sight Distance Summary

	Required at 30 mph (Posted Speed) ¹	Required at 40 mph (85th Percentile Speed) ¹	Measured	Sight Distance Met?
Looking West	200 feet	305 feet	450 feet	Yes
Looking East			325 feet	Yes

1. Based on WSDOT *Design Manual*, Exhibit 1340-3

For both directions at the existing driveway, the required WSDOT driveway sight distance is met at both 30 and 40 mph speed.

Site Access Gap Analysis

Pierce County requested an analysis of available time gaps in traffic at the site access driveway. Sufficient time gaps will minimize conflicts between cars and trucks making left-turns to and from the driveway and vehicles along 36th Street NW.

Three days of gap and speed data were collected along 36th Street NW in February 2019 to understand available gaps for traffic entering and exiting the traffic stream. Detailed gap data can be found in Attachment E. The left-turn volumes to and from the driveway reflect the maximum anticipated volume based on the site operations and trip generation. Based on the travel patterns identified, most of the passenger cars to and from the site will make right-turns. During the weekday PM peak hour, it is estimated that there would be 3 outbound left-turns and no inbound left-turns. This gap analysis conservatively assumes 5 left-turns for each movement to understand the available gaps for passenger cars. There are nine loading bays; therefore, the gap analysis assumes up to 9 left-turns to and from the site during a one-hour period. This provides a conservative estimate since there are on average 13 trucks per day and it is anticipated that arrivals and departures would be spread out between 6 a.m. and 5 p.m. When the number of gaps is larger than the number of vehicles attempting to turn in and out of the driveway then there are a sufficient number of gaps to accommodate turning traffic.

The gap requirement for passenger cars and combination trucks making left-turns in and out of the project is consistent with the criteria found in the American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, 6th Edition (2011). The gap required for outbound left-turns exiting the driveway onto 36th Street NW

is approximately 9 seconds¹ for a passenger car and 13.6 seconds² for a combination truck representing the gap between vehicles in both the eastbound and inside westbound lane allowing the vehicle to traverse the eastbound travel lane and enter the traffic stream in the westbound direction. The gap required for inbound left-turns entering the driveway from 36th Street NW is approximately 7 seconds³ for a passenger car and 9.6 seconds⁴ for a combination truck representing the gap between vehicles in the eastbound direction allowing a vehicle to traverse the lane and enter the site.

Traffic volumes for passenger cars are anticipated to be highest during the weekday PM peak hour; therefore, time gaps were reviewed between 4 and 6 p.m. and compared to the anticipated future traffic volume. Trucks are anticipated to arrive between 6 a.m. to 5 p.m.; therefore, time gaps between this period was reviewed. A review of the time gap data overall shows that during the operating hours the number of gaps that meet the require times is relatively consistent and even if a different time period was reviewed the overall conclusion would be the same (see Attachment E).

Table 3 summarizes the results of the gap analysis for the outbound and inbound left-turn movements at the east site access driveway. The table provides the total number of turns to and from the proposed driveway, the 3-day average minimum number of gaps that were available and the percentage of time within the hour that an adequate gap was available. The passenger car and truck were analyzed during different time periods to capture the worst-case scenario based on the traffic projections and the facility operations.

Table 3. Weekday Peak Hour Left-Turn Gap Analysis

Vehicle Type / Movement	Required Time Gap (seconds)¹	AM Peak Hour Average Number of Gaps > Required² / % of Hour Gaps Available³	PM Peak Hour Average Number of Gaps > Required² / % of Hour Gaps Available³	Project Maximum Left-Turn Vehicles per Hour	Adequate Gaps Available?⁴
Passenger Car Outbound Left-turn	9	87 / 96%	117 / 86%	5	Yes
Combination Truck Outbound Left-turn	13.6	71 / 89%	84 / 71%	9	Yes
Passenger Car Inbound Left-turn ⁵	7	53 / 99%	69 / 97%	5	Yes
Combination Truck Inbound Left-turn ⁵	9.6	48 / 97%	62 / 95%	9	Yes

1. Based on AASHTO, *A Policy on Geometric Design of Highways and Streets*, 6th Edition, 2011.

2. The number of gaps are based on data collected for 3-days, from February 26, 2019 to February 28, 2019 and shows the minimum number of gaps for the peak hour.

3. Percentage of Hour Gaps Available indicates what percent of the hour has adequate gaps to accommodate turns.

4. If the average number of observed vehicle gaps along 36th Street NW is greater than the projected vehicles per hour, then there are adequate gaps to serve the driveway.

5. There are less inbound gaps but they are much longer with less than 5-minutes during the peak hour that cannot accommodate trucks or cars.

Table 3 demonstrates there are sufficient gaps during the weekday peak hours to serve the outbound and inbound left-turns for both vehicle types. As traffic volumes increase along 36th Street NW, the number of available gaps would decrease; however, even if the number of gaps decrease by 50 percent there would continue to be sufficient gaps to accommodate the proposed project estimated traffic volumes for cars and trucks.

¹ 7.5 seconds for passenger car at design speed of major road plus an additional 0.5 seconds for each additional lane

² 11.5 seconds for combination truck at design speed of major road plus an additional 0.7 seconds for each additional lane

³ 5.5 seconds for passenger car at design speed of major road plus an additional 0.5 seconds for additional eastbound lane

⁴ 7.5 seconds for passenger car at design speed of major road plus an additional 0.7 seconds for additional eastbound lane

Parking Demand

The proposed project would provide 103 parking stalls and a loading dock area for deliveries. The site plan identifies future parking for 8 additional parking stalls, if needed. A parking demand analysis was conducted to confirm the adequacy of the proposed parking supply. The following describes parking demand for each component of the project.

Order Fulfillment Center

The order fulfillment center would have initially up to 60 employees and up to 50 employees with automation. Consistent with the trip generation, all employees are assumed to drive alone and be on-site when peak parking demand occurs. Therefore, employee parking would need to accommodate 47 vehicles. This is consistent with the ITE *Parking Generation*, 5th Edition (January 2019), which estimates a peak parking demand of 0.78 vehicles per employee for warehouse use (LU 150).

Retail Component

Specific parking generation data for Tacoma Screw Products retail stores is not available; however, based on land use description and weekday PM peak hour trip generation characteristics, the ITE land use most consistent with the proposed project includes Building Materials and Lumber Store (LU 812), as stated in the Trip Generation section above. The average peak parking rate for this land use is 0.57 vehicles per 1,000 square-feet. Using this rate, the 2,500 square-foot retail would have a peak parking demand of 2 vehicles.

Based on the assumptions above, the peak parking demand for the site is anticipated to be 49 vehicles. The available parking supply of 103 spaces would accommodate the peak parking demand.

Traffic Impact Fee

According to section 4A.10.010 (B.6), the impact fee for the proposed development is equal to the applicable impact fee less the amount equal to the impact fee for the most recent prior use. Attachment F shows Pen Met Parks lease for the site until December 31, 2018.

The project would be responsible for payment of the County's traffic impact fee. The project site is located in TSA A. Exhibit B to Ordinance No. 2018-71s shows the fees for TSA 2. The impact fee rate is shown as a cost per trip (daily) and cost by type of land use. The order fulfillment center is not included in the land use categories and is a unique trip generator; therefore, it is recommended that the impact fee be estimated based on daily trips. Table 4 provides a summary of the preliminary fee estimate. The final fee would be calculated by Pierce County.

Table 4. Preliminary Traffic Impact Fee Calculation¹

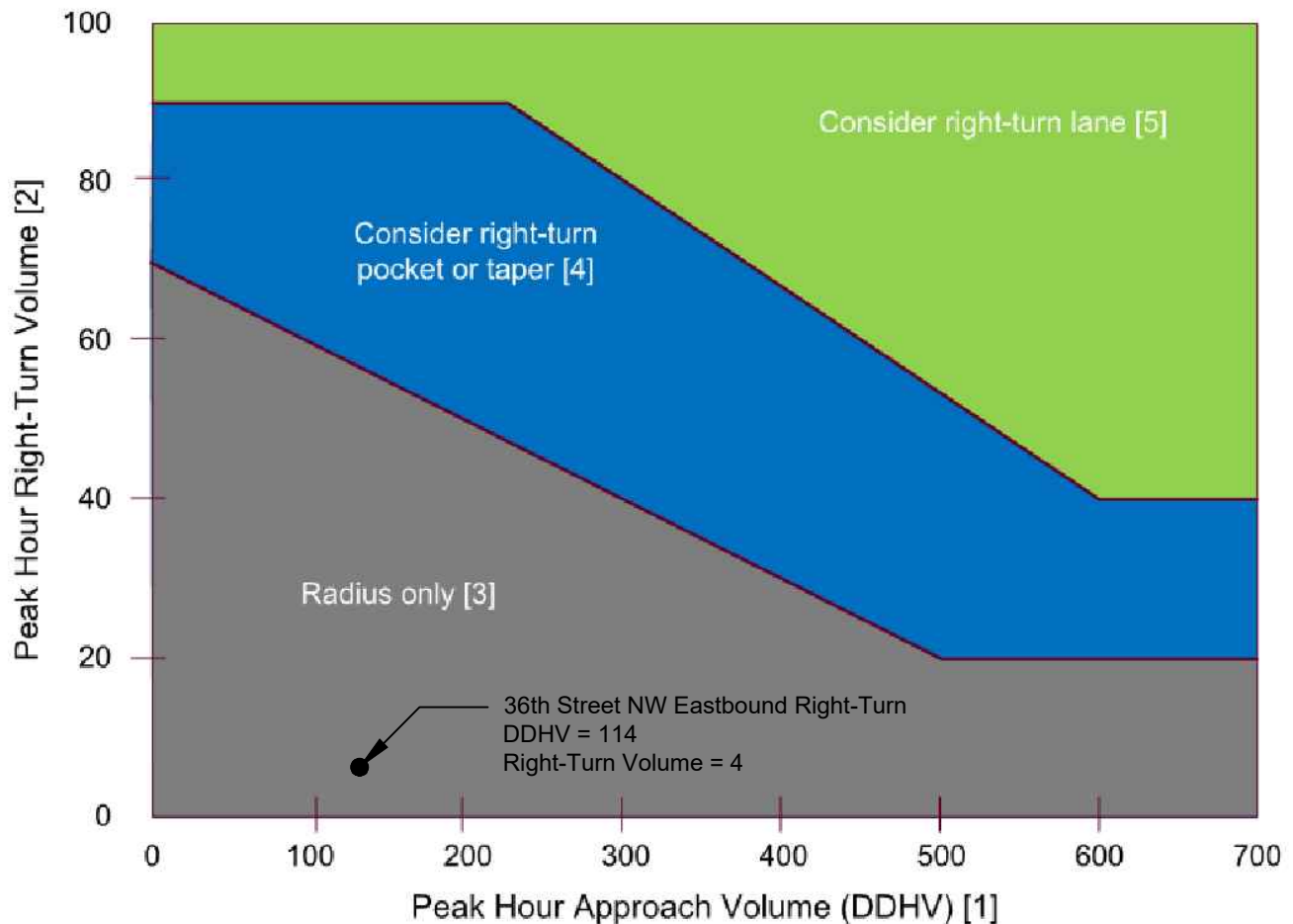
Land Use	Cost	Trips/Size	Total
Proposed Use – Order Fulfillment Center	\$483.87 per daily trip	247 daily trips	\$119,516

Notes: sf = square-feet

1. Impact fees are based on subarea TSA A in Exhibit B to Ordinance No. 2018-71s.

As shown in the table, it is anticipated that an impact fee of \$119,516 would be required for the proposed project.

Attachment A: Right Turn Lane Analysis



Notes:

- [1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, high-speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).
- [2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
 - The posted speed is 45 mph or below
 - The right-turn volume is greater than 40 VPH
 - The peak hour approach volume (DDHV) is less than 300 VPH
- [3] For right-turn corner design, see [Exhibit 1310-6](#).
- [4] For right-turn pocket or taper design, see [Exhibit 1310-12](#).
- [5] For right-turn lane design, see [Exhibit 1310-13](#).

SOURCE: Exhibit 1310-11, Chapter 1310: Intersections, WSDOT Design Manual, November 2015

Right-Turn Warrant

Tacoma Screw Products - Gig Harbor

transpogroup 









ATTACHMENT

B

Attachment B: LOS Worksheets

HCM 2010 TWSC
1: Driveway/20th Ave NW & 36th St NW

Attachment 2: Final TIA
Tacoma Screw Products - Gig Harbor
Existing (2018) Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	105	5	5	200	5	5	0	5	5	0	5
Future Vol, veh/h	10	105	5	5	200	5	5	0	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	130	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	2	2	25	25	25	0	0	0
Mvmt Flow	11	112	5	5	213	5	5	0	5	5	0	5









Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	218	0	0	117	0	0	362	365	59	303	364	215
Stage 1	-	-	-	-	-	-	136	136	-	226	226	-
Stage 2	-	-	-	-	-	-	226	229	-	77	138	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.675	6.875	7.275	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.875	5.875	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.475	5.875	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.219	-	-	3.7375	4.2375	3.5375	3.5	4	3.3
Pot Cap-1 Maneuver	1364	-	-	1470	-	-	534	521	930	642	567	830
Stage 1	-	-	-	-	-	-	797	736	-	781	721	-
Stage 2	-	-	-	-	-	-	720	667	-	929	786	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1364	-	-	1470	-	-	526	515	930	633	561	830
Mov Cap-2 Maneuver	-	-	-	-	-	-	526	515	-	633	561	-
Stage 1	-	-	-	-	-	-	791	730	-	775	719	-
Stage 2	-	-	-	-	-	-	713	665	-	916	780	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.2			10.4			10.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	526	930	1364	-	-	1470	-	-	633	830
HCM Lane V/C Ratio	0.01	0.006	0.008	-	-	0.004	-	-	0.008	0.006
HCM Control Delay (s)	11.9	8.9	7.7	-	-	7.5	-	-	10.7	9.4
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0	0

HCM 2010 TWSC
1: Driveway/20th Ave NW & 36th St NW

Attachment 2: Final TIA
Tacoma Screw Products - Gig Harbor
Future (2024) Without-Project Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	110	5	5	210	5	5	0	5	5	0	5
Future Vol, veh/h	10	110	5	5	210	5	5	0	5	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	130	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	2	2	25	25	25	0	0	0
Mvmt Flow	11	117	5	5	223	5	5	0	5	5	0	5









Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	122	0	0	378	380	61	317	381	226
Stage 1	-	-	-	-	-	-	141	141	-	237	237	-
Stage 2	-	-	-	-	-	-	237	239	-	80	144	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.675	6.875	7.275	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.875	5.875	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.475	5.875	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.219	-	-	3.7375	4.2375	3.5375	3.5	4	3.3
Pot Cap-1 Maneuver	1351	-	-	1464	-	-	520	510	927	628	555	818
Stage 1	-	-	-	-	-	-	791	732	-	771	713	-
Stage 2	-	-	-	-	-	-	709	660	-	925	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1351	-	-	1464	-	-	512	504	927	619	549	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	512	504	-	619	549	-
Stage 1	-	-	-	-	-	-	785	726	-	765	711	-
Stage 2	-	-	-	-	-	-	702	658	-	912	776	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.2			10.5			10.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	512	927	1351	-	-	1464	-	-	619	818
HCM Lane V/C Ratio	0.01	0.006	0.008	-	-	0.004	-	-	0.009	0.007
HCM Control Delay (s)	12.1	8.9	7.7	-	-	7.5	-	-	10.9	9.4
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0	0

HCM 2010 TWSC
1: Driveway/20th Ave NW & 36th St NW

Attachment 2: Final TIA
Tacoma Screw Products - Gig Harbor
Future (2024) With-Project Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	110	4	0	210	5	3	0	62	5	0	5
Future Vol, veh/h	10	110	4	0	210	5	3	0	62	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	130	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	2	2	25	25	25	0	0	0
Mvmt Flow	11	117	4	0	223	5	3	0	66	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	121	0	0	366	369	61	306	369	226
Stage 1	-	-	-	-	-	-	140	140	-	226	226	-
Stage 2	-	-	-	-	-	-	226	229	-	80	143	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.675	6.875	7.275	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.875	5.875	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.475	5.875	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.219	-	-	3.7375	4.2375	3.5375	3.5	4	3.3
Pot Cap-1 Maneuver	1351	-	-	1465	-	-	531	518	927	639	563	818
Stage 1	-	-	-	-	-	-	792	733	-	781	721	-
Stage 2	-	-	-	-	-	-	720	667	-	925	782	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1351	-	-	1465	-	-	524	514	927	590	558	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	524	514	-	590	558	-
Stage 1	-	-	-	-	-	-	786	727	-	775	721	-
Stage 2	-	-	-	-	-	-	715	667	-	852	776	-

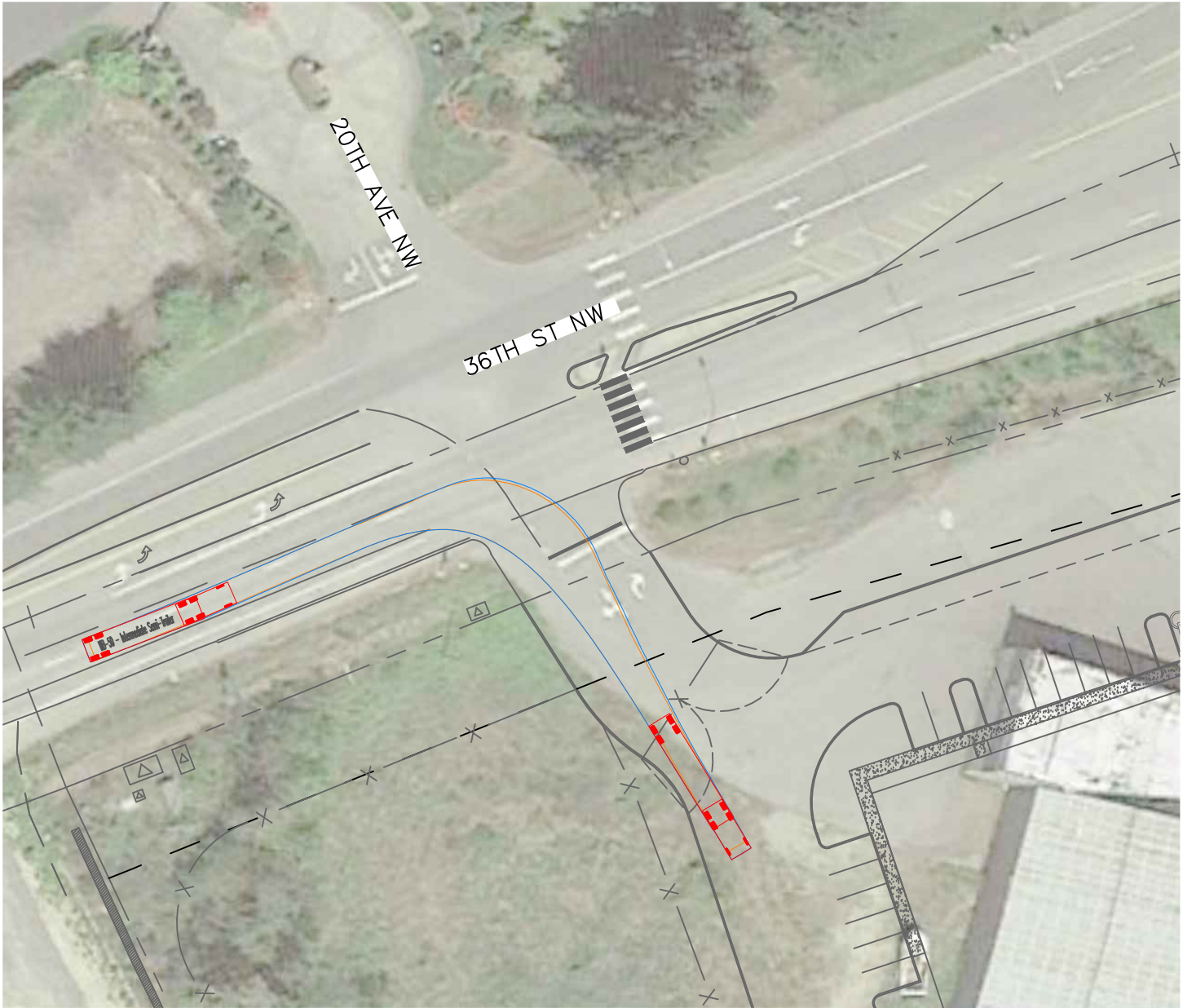
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			9.3			10.3		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	524	927	1351	-	-	1465	-	-	590	818
HCM Lane V/C Ratio	0.006	0.071	0.008	-	-	-	-	-	0.009	0.007
HCM Control Delay (s)	11.9	9.2	7.7	-	-	0	-	-	11.2	9.4
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0.2	0	-	-	0	-	-	0	0

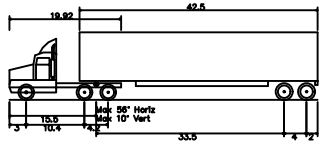
Attachment C: Truck Turning Analysis

Attachment C: Turning Analysis

INBOUND



WB-50



WB-50 - Intermediate Semi-Trailer
Overall Length 55.000ft
Overall Width 8.500ft
Overall Body Height 12.052ft
Min Body Ground Clearance 3.34ft
Max Track Width 8.500ft
Lock-to-lock time 8.00s
Max Steering Angle (Virtual) 17.90°

LEGEND

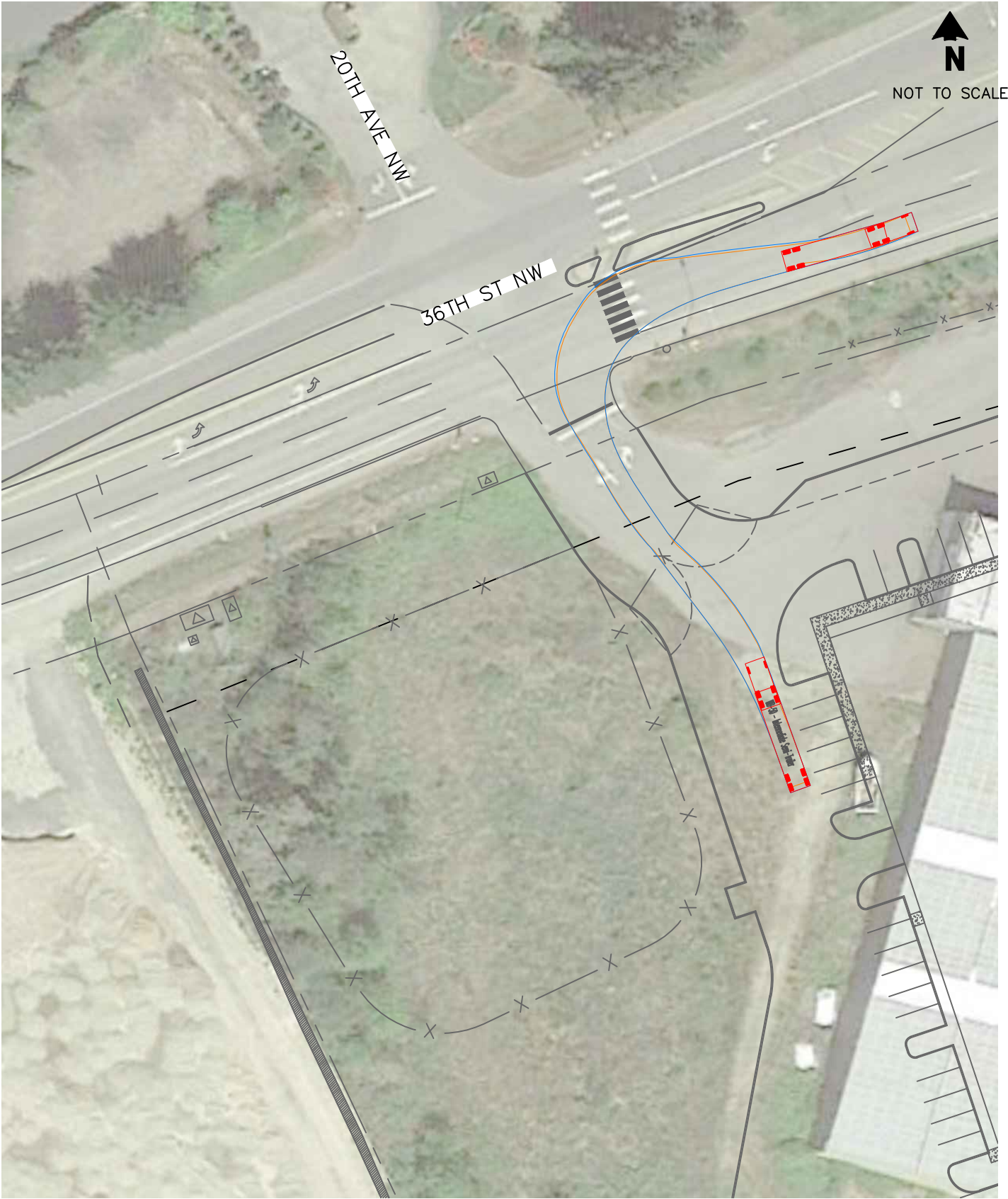


WHEEL ENVELOPE



BODY ENVELOPE

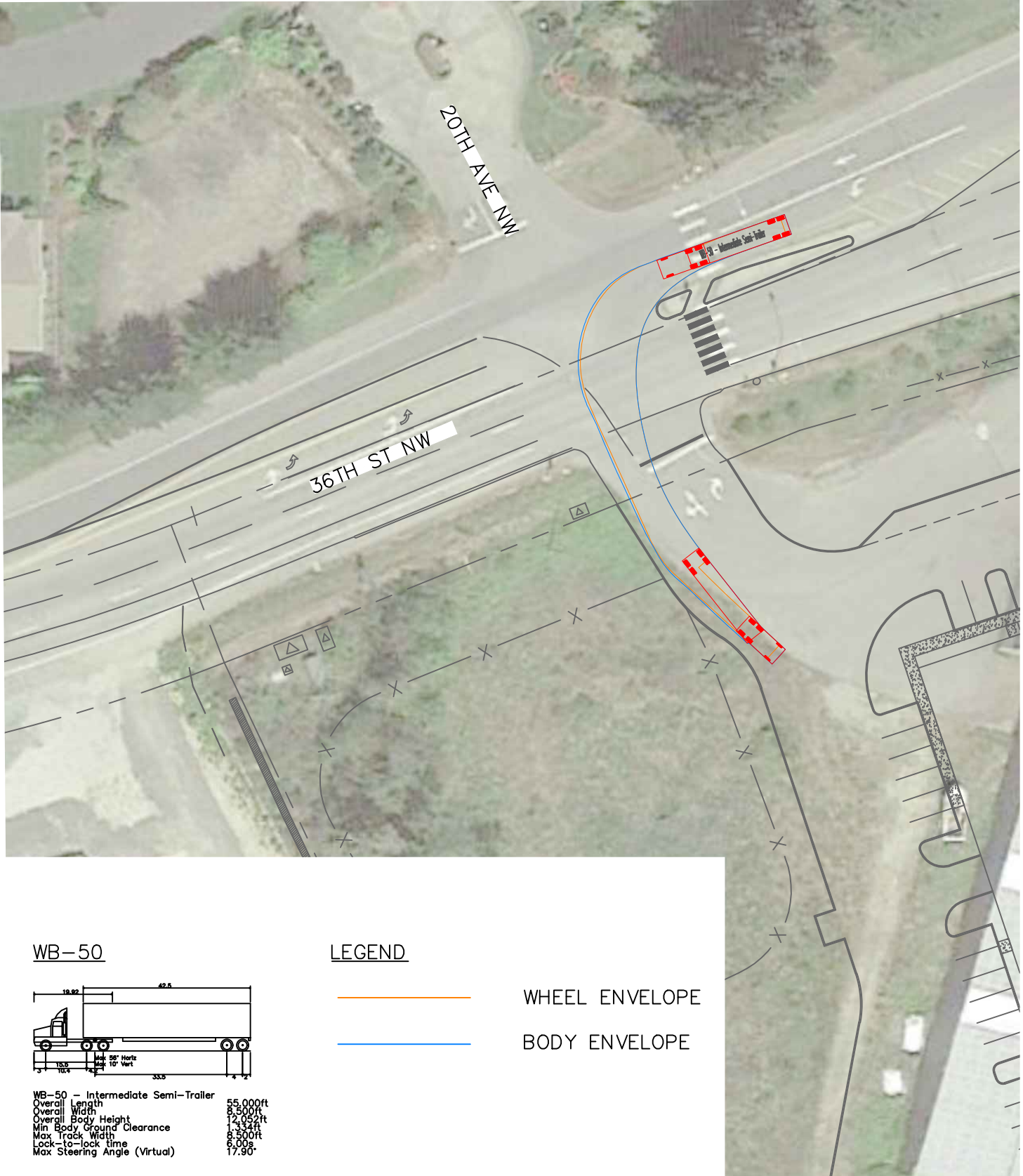
OUTBOUND



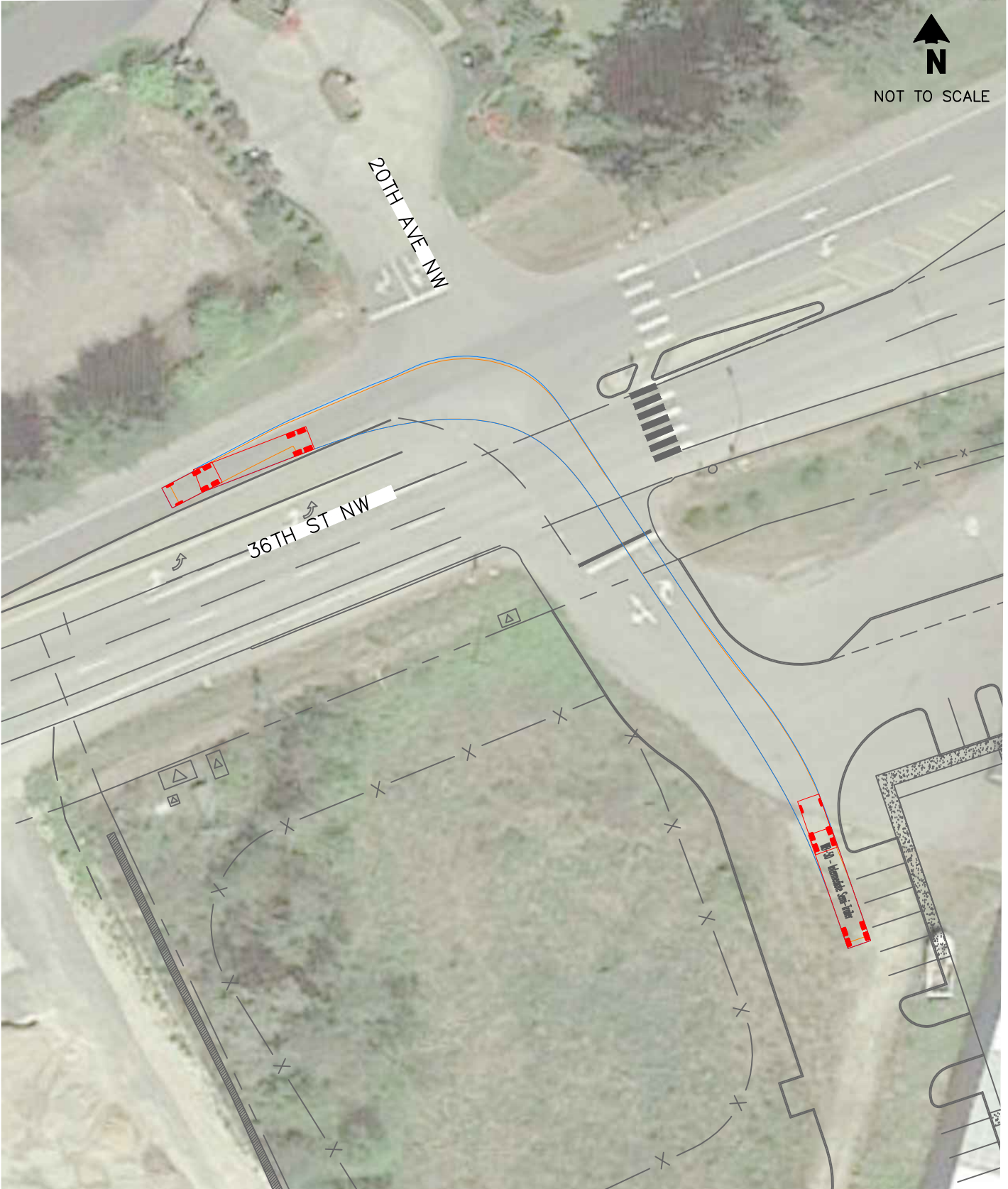
Truck Turning Analysis - Right Turning Maneuvers

14207.00 Tacoma Screw Gig Harbor

INBOUND



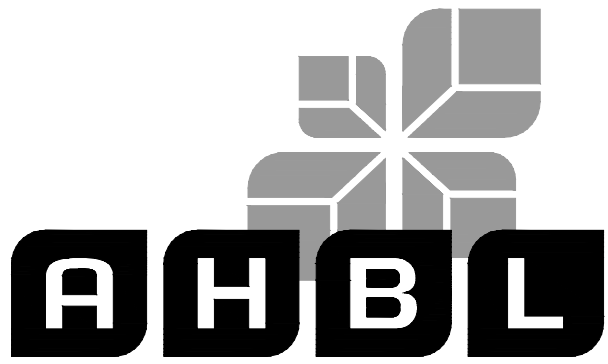
OUTBOUND



Truck Turning Analysis - Left Turning Maneuvers

14207.00 Tacoma Screw Gig Harbor

ATTACHMENT



TACOMA • SEATTLE • SPOKANE • TRI-CITIES
2215 North 30th Street, Suite 300 Tacoma, WA 98403
253.383.2422 TEL 253.383.2572 FAX www.ahbl.com WEB

Project Title:
**TACOMA SCREW PRODUCTS
GIG HARBOR ORDER
FULFILLMENT CENTER**

Client:
**TACOMA SCREW
PRODUCTS, INC.**

2001 CENTER STREET
TACOMA, WA 98409
JOHN WOLFE

Project No.
2140210.10

Issue Set & Date:

DECEMBER 10, 2018



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Revisions:
Sheet Title:

GATE PLAN

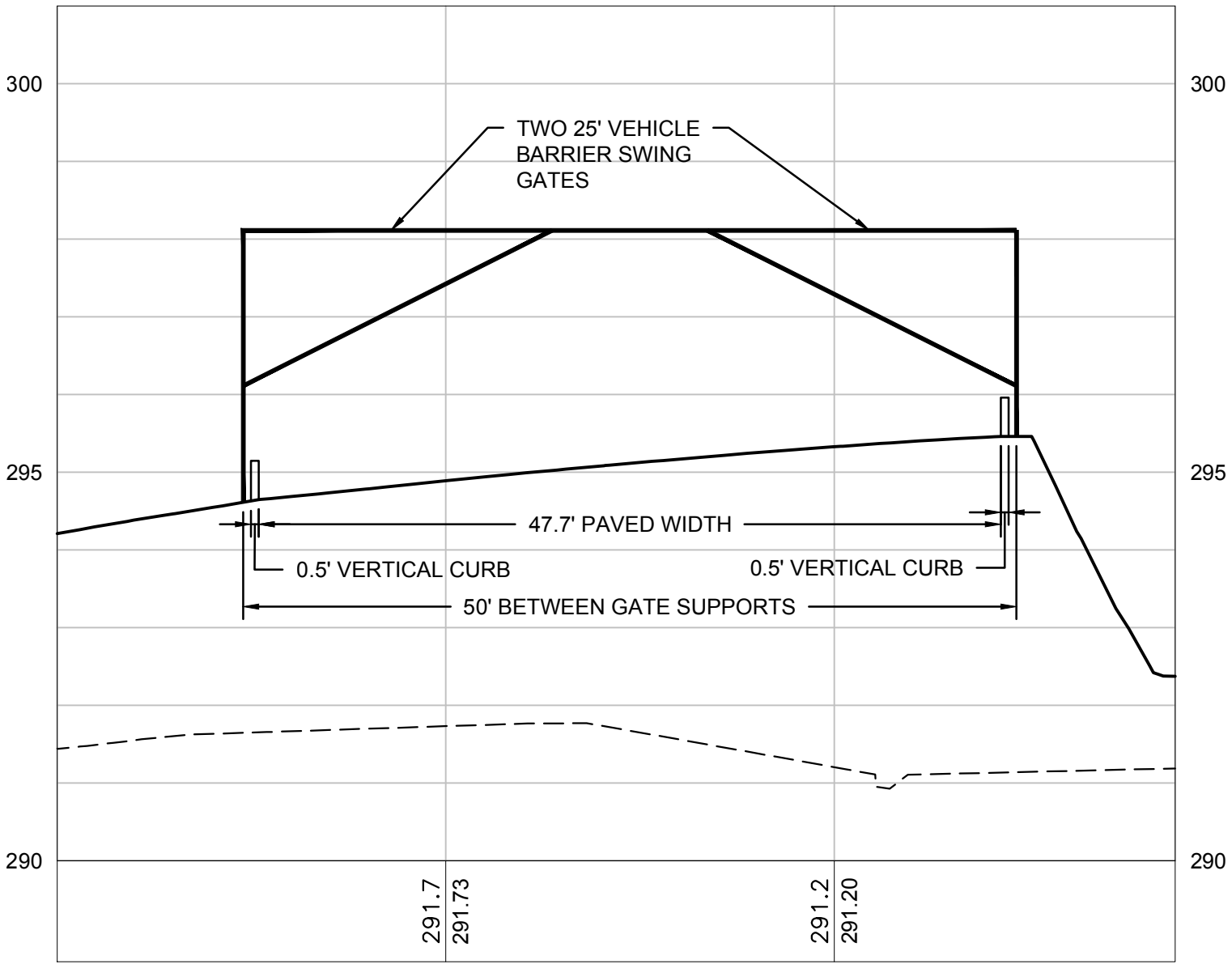
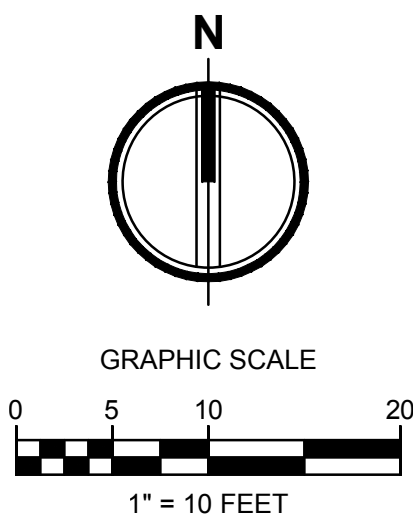
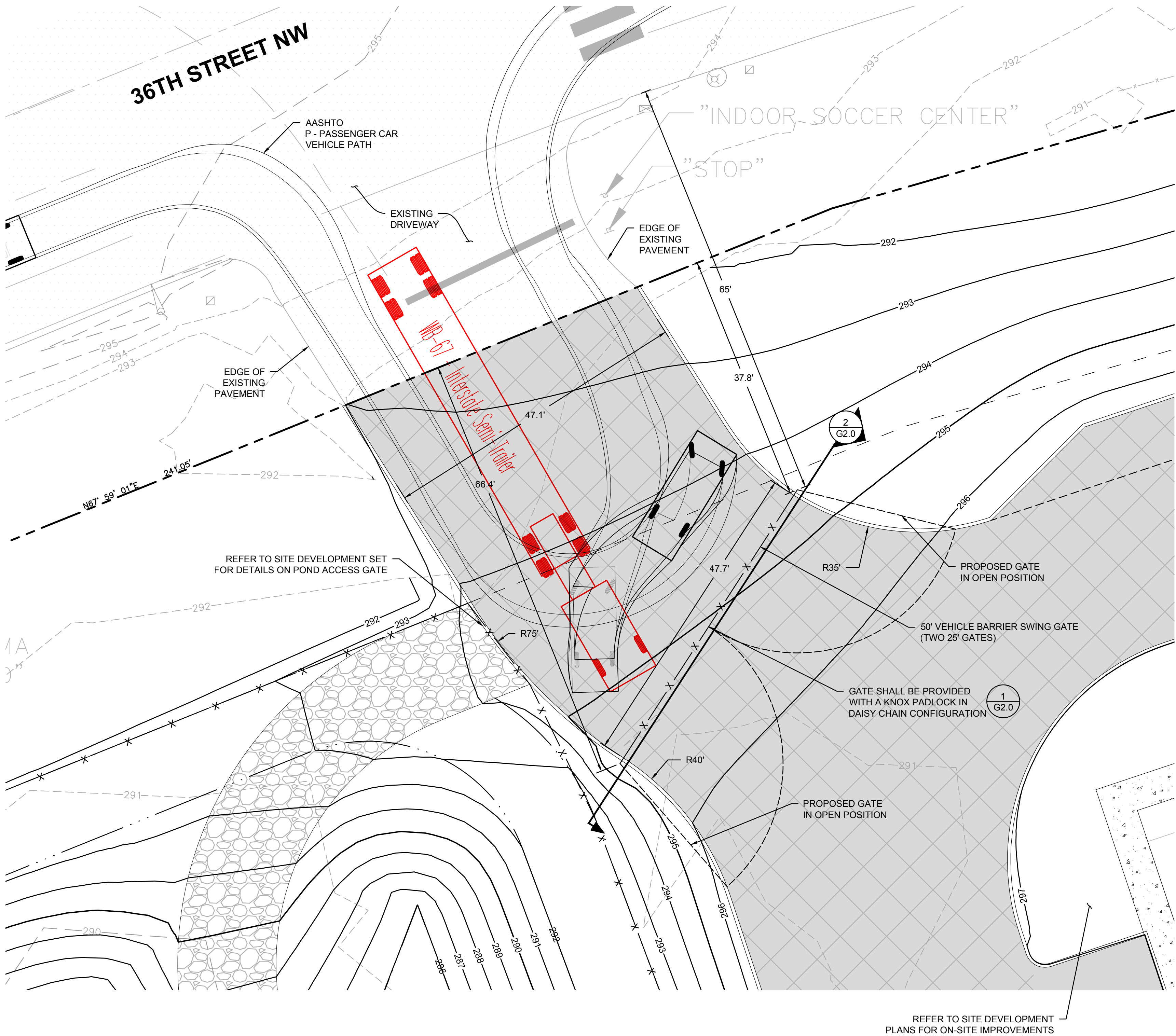
Designed by: TDW/BEB Drawn by: TDW/TDS Checked by: JMW

Sheet No.

G2.0

TACOMA SCREW PRODUCTS - GIG HARBOR ORDER FULFILLMENT CENTER

A PORTION OF THE SW 1/4 AND THE NW 1/4 OF THE SW 1/4 OF SEC. 21, TWN. 21 N., RGE. 02 E. W.M.
CITY OF GIG HARBOR, PIERCE COUNTY, WASHINGTON.



2 GATE SECTION
SCALE: H 1" = 10', V 1" = 2'



Know what's below.
Call before you dig.

Attachment D: Speed Data

TRAFFIC COUNT CONSULTANTS, INC.

Team@tc2inc.com
(253) 770-1407

GIG HARBOR, WASHINGTON
36TH ST NW BETWEEN
20TH AVE NW & SR-16 WB RAMPS
LOC# 01 SS TPG19024TM

Site Code: 01

Date Start: 26-Feb-19

Date End: 28-Feb-19

EB SPOT SPEED

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 999	Total	85th Percent	95th Percent
02/26/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	1	0	0	0	1	0	0	0	0	0	0	0	0	2	32	34
02:00	0	0	0	0	0	0	2	0	0	0	0	0	0	2	44	45
03:00	0	0	0	0	0	2	1	0	1	0	0	0	0	4	52	54
04:00	0	0	0	2	0	4	4	2	0	0	0	0	0	12	45	48
05:00	0	0	2	3	1	1	7	2	0	0	1	0	0	17	46	60
06:00	0	0	2	8	6	19	14	5	1	0	0	0	0	55	44	48
07:00	0	0	2	9	11	27	28	7	0	0	0	0	0	84	44	47
08:00	0	0	2	5	8	30	23	0	1	0	0	0	0	69	42	45
09:00	0	0	1	5	10	15	18	8	0	0	0	0	0	57	45	48
10:00	0	1	3	2	15	16	13	4	0	0	0	0	0	54	43	46
11:00	0	2	2	8	11	22	12	2	1	0	0	0	0	60	42	45
12 PM	0	0	3	5	11	22	8	3	0	0	0	0	0	52	42	46
13:00	0	3	3	4	10	12	17	3	0	0	0	0	0	52	43	46
14:00	1	0	3	5	15	19	8	3	1	0	0	0	0	55	42	47
15:00	0	1	2	5	14	22	11	0	0	0	0	0	0	55	41	43
16:00	1	0	4	10	13	25	13	6	1	0	0	0	0	73	43	47
17:00	0	1	4	4	15	23	21	1	0	0	0	0	0	69	42	44
18:00	0	2	6	4	10	9	10	1	0	0	0	0	0	42	42	44
19:00	0	2	0	5	4	7	2	0	1	0	0	0	0	21	40	45
20:00	0	1	2	4	6	8	0	1	0	0	0	0	0	22	38	41
21:00	0	2	0	4	5	4	2	1	0	0	0	0	0	18	40	45
22:00	0	0	1	1	6	2	2	1	1	0	0	0	0	14	45	51
23:00	0	0	0	1	1	0	1	0	0	0	0	0	0	3	42	44
Total	3	15	42	94	173	289	217	50	8	0	1	0	0	892		
Percent	0.3%	1.7%	4.7%	10.5%	19.4%	32.4%	24.3%	5.6%	0.9%	0.0%	0.1%	0.0%	0.0%			
AM Peak	01:00	11:00	10:00	07:00	10:00	08:00	07:00	09:00	03:00		05:00			07:00		
Vol.	1	2	3	9	15	30	28	8	1		1			84		
PM Peak	14:00	13:00	18:00	16:00	14:00	16:00	17:00	16:00	14:00					16:00		
Vol.	1	3	6	10	15	25	21	6	1					73		

TRAFFIC COUNT CONSULTANTS, INC.

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(253) 770-1407

GIG HARBOR, WASHINGTON
36TH ST NW BETWEEN
20TH AVE NW & SR-16 WB RAMPS
LOC# 01 SS TPG19024TM

Site Code: 01

Date Start: 26-Feb-19

Date End: 28-Feb-19

EB SPOT SPEED

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 999	Total	85th Percent	95th Percent
02/27/19	0	0	0	0	1	1	1	0	0	0	0	0	0	3	42	44
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	29	30
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	1	2	0	0	2	0	0	0	0	0	0	6	42	44
04:00	0	0	1	2	1	1	3	5	1	0	0	0	0	14	49	51
05:00	0	0	2	2	6	6	6	2	1	0	0	0	0	25	44	49
06:00	0	1	2	9	8	16	8	7	1	1	0	0	0	53	45	50
07:00	2	0	0	7	7	23	26	6	1	0	0	0	0	72	44	47
08:00	0	3	0	10	16	26	24	3	0	0	0	0	0	82	43	45
09:00	0	0	2	3	7	25	15	0	0	0	0	0	0	52	42	44
10:00	0	1	4	7	10	18	7	4	0	0	0	0	0	51	42	46
11:00	0	0	3	12	11	23	8	2	0	0	0	0	0	59	41	44
12 PM	1	1	5	8	6	24	9	4	0	0	0	0	0	58	42	46
13:00	1	1	1	6	11	10	9	3	0	0	0	0	0	42	43	46
14:00	1	2	2	6	13	13	15	2	0	0	0	0	0	54	42	45
15:00	0	0	4	9	7	18	16	0	2	0	0	0	0	56	43	45
16:00	0	0	3	3	9	23	12	7	1	0	0	0	0	58	44	48
17:00	0	0	1	4	9	15	22	8	0	0	0	0	0	59	45	48
18:00	0	0	1	4	6	16	12	3	0	0	0	0	0	42	43	46
19:00	0	0	0	1	3	6	3	2	0	0	0	0	0	15	44	48
20:00	0	0	0	4	5	4	9	3	0	0	0	0	0	25	44	47
21:00	0	0	0	1	3	3	1	1	0	0	0	0	0	9	43	47
22:00	0	1	1	3	3	4	0	0	0	0	0	0	0	12	37	39
23:00	0	0	1	1	2	1	0	0	0	0	0	0	0	5	36	38
Total	6	10	34	105	144	276	208	62	7	1	0	0	0	853		
Percent	0.7%	1.2%	4.0%	12.3%	16.9%	32.4%	24.4%	7.3%	0.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	10:00	11:00	08:00	08:00	07:00	06:00	04:00	06:00				08:00		
Vol.	2	3	4	12	16	26	26	7	1	1				82		
PM Peak	12:00	14:00	12:00	15:00	14:00	12:00	17:00	17:00	15:00					17:00		
Vol.	1	2	5	9	13	24	22	8	2					59		

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(253) 770-1407

GIG HARBOR, WASHINGTON
36TH ST NW BETWEEN
20TH AVE NW & SR-16 WB RAMPS
LOC# 01 SS TPG19024TM

Site Code: 01

Date Start: 26-Feb-19

Date End: 28-Feb-19

EB SPOT SPEED

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 999	Total	85th Percent	95th Percent
02/28/19	0	0	0	1	0	1	0	1	0	0	0	0	0	3	47	49
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2	43	45
02:00	0	0	0	0	1	0	0	0	1	0	0	0	0	2	53	55
03:00	0	0	1	1	1	2	1	1	1	0	0	0	0	8	48	52
04:00	0	0	0	1	2	2	7	1	0	0	0	0	0	13	44	46
05:00	0	0	3	5	6	8	6	2	0	0	0	0	0	30	42	46
06:00	1	0	2	6	10	13	11	5	1	2	0	0	0	51	45	52
07:00	0	1	0	6	12	30	18	5	0	0	0	0	0	72	43	46
08:00	0	0	2	9	8	19	21	5	0	0	0	0	0	64	44	46
09:00	1	0	2	5	11	21	12	4	0	0	0	0	0	56	43	46
10:00	1	0	2	5	11	18	19	2	2	0	0	0	0	60	43	47
11:00	1	1	1	6	9	25	10	3	0	0	0	0	0	56	42	45
12 PM	0	0	2	10	6	14	17	3	0	0	0	0	0	52	43	46
13:00	0	1	1	3	9	9	11	3	0	0	0	0	0	37	43	46
14:00	1	3	1	9	6	20	12	4	0	0	0	0	0	56	43	46
15:00	1	3	3	10	9	21	14	5	0	0	0	0	0	66	43	46
16:00	0	3	0	6	12	22	20	6	1	0	0	0	0	70	44	47
17:00	0	0	4	9	11	13	21	9	0	0	0	0	0	67	45	48
18:00	1	1	1	5	4	10	12	0	0	0	0	0	0	34	42	44
19:00	0	0	3	3	6	7	5	5	0	0	0	0	0	29	45	48
20:00	0	0	1	2	8	5	2	0	0	0	1	0	0	19	40	59
21:00	0	0	0	1	2	4	6	0	1	0	0	0	0	14	44	51
22:00	0	1	0	0	1	3	6	1	0	0	0	0	0	12	44	46
23:00	0	0	0	0	1	1	1	0	1	0	0	0	0	4	52	54
Total	7	14	29	103	146	269	233	65	8	2	1	0	0	877		
Percent	0.8%	1.6%	3.3%	11.7%	16.6%	30.7%	26.6%	7.4%	0.9%	0.2%	0.1%	0.0%	0.0%			
AM Peak	06:00	07:00	05:00	08:00	07:00	07:00	08:00	06:00	10:00	06:00				07:00		
Vol.	1	1	3	9	12	30	21	5	2	2				72		
PM Peak	14:00	14:00	17:00	12:00	16:00	16:00	17:00	17:00	16:00		20:00			16:00		
Vol.	1	3	4	10	12	22	21	9	1		1			70		
Grand Total	16	39	105	302	463	834	658	177	23	3	2	0	0	2622		
Percent	0.6%	1.5%	4.0%	11.5%	17.7%	31.8%	25.1%	6.8%	0.9%	0.1%	0.1%	0.0%	0.0%			

15th Percentile : 28 MPH
50th Percentile : 37 MPH
85th Percentile : 43 MPH
95th Percentile : 47 MPH

Stats
10 MPH Pace Speed : 35-44 MPH
Number in Pace : 1402
Percent in Pace : 53.5%
Number of Vehicles > 35 MPH : 1697
Percent of Vehicles > 35 MPH : 64.7%

Mean Speed(Average) : 37 MPH

TRAFFIC COUNT CONSULTANTS, INC.

Team@tc2inc.com
(253) 770-1407

GIG HARBOR, WASHINGTON
36TH ST NW BETWEEN
20TH AVE NW & SR-16 WB RAMPS
Converted TAS V2 file

Site Code: 01

Date Start: 26-Feb-19

Date End: 28-Feb-19

WB SPOT SPEED

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 999	Total	85th Percent	95th Percent
02/26/19	0	0	0	1	1	2	0	0	0	0	0	0	0	4	38	40
01:00	1	0	0	0	2	1	0	0	0	0	0	0	0	4	36	38
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3	37	39
04:00	0	0	0	2	2	2	1	0	0	0	0	0	0	7	40	43
05:00	0	1	3	9	7	7	5	0	0	0	0	0	0	32	40	43
06:00	2	0	6	3	19	16	4	1	0	0	0	0	0	51	39	42
07:00	1	0	9	24	35	28	12	0	0	0	0	0	0	109	39	42
08:00	0	0	5	18	22	34	7	1	0	0	0	0	0	87	39	42
09:00	0	3	2	7	14	21	15	2	0	0	0	0	0	64	42	45
10:00	0	5	4	15	23	24	7	2	0	0	0	0	0	80	39	43
11:00	0	0	3	15	27	18	5	2	0	0	0	0	0	70	39	43
12 PM	1	5	4	13	23	33	12	1	0	0	0	0	0	92	40	43
13:00	0	1	14	16	22	27	9	1	0	0	0	0	0	90	39	43
14:00	0	2	6	34	42	28	6	1	1	0	0	0	0	120	38	41
15:00	1	3	6	19	38	24	5	0	0	0	1	0	0	97	38	41
16:00	0	6	15	26	29	22	4	0	1	0	0	0	0	103	37	40
17:00	0	3	11	18	40	32	7	1	1	0	0	0	0	113	38	42
18:00	1	0	6	14	24	30	8	1	0	0	0	0	0	84	39	42
19:00	0	2	6	11	15	14	8	0	1	0	0	0	0	57	40	44
20:00	0	0	4	8	18	17	6	1	0	0	0	0	0	54	40	43
21:00	0	0	5	6	7	5	5	0	0	0	0	0	0	28	40	43
22:00	0	0	0	1	1	3	2	1	0	0	0	0	0	8	44	47
23:00	0	0	0	1	1	3	1	0	0	0	0	0	0	6	40	43
Total	7	31	109	261	414	392	129	15	4	0	1	0	0	1363		
Percent	0.5%	2.3%	8.0%	19.1%	30.4%	28.8%	9.5%	1.1%	0.3%	0.0%	0.1%	0.0%	0.0%			
AM Peak	06:00	10:00	07:00	07:00	07:00	08:00	09:00	09:00							07:00	
Vol.	2	5	9	24	35	34	15	2						109		
PM Peak	12:00	16:00	16:00	14:00	14:00	12:00	12:00	12:00	14:00		15:00				14:00	
Vol.	1	6	15	34	42	33	12	1	1		1			120		

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GIG HARBOR, WASHINGTON
36TH ST NW BETWEEN
20TH AVE NW & SR-16 WB RAMPS
Converted TAS V2 file

Site Code: 01

Date Start: 26-Feb-19

Date End: 28-Feb-19

WB SPOT SPEED

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 999	Total	85th Percent	95th Percent
02/27/19	0	1	1	1	1	0	1	0	0	0	0	0	0	5	40	43
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1	34	35
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	39	40
03:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2	38	40
04:00	0	1	1	0	1	0	1	0	0	0	0	0	0	4	41	44
05:00	0	1	0	6	10	5	2	0	0	0	0	0	0	24	38	41
06:00	0	1	7	8	14	16	7	0	0	0	0	0	0	53	40	43
07:00	2	3	6	21	38	33	6	0	0	0	0	0	0	109	38	41
08:00	1	1	10	23	29	39	11	4	0	0	0	0	0	118	40	44
09:00	1	3	14	20	31	29	4	4	1	0	0	0	0	107	38	44
10:00	1	4	15	18	28	19	7	1	0	0	0	0	0	93	38	42
11:00	1	0	7	17	27	17	9	0	0	0	0	0	0	78	39	42
12 PM	0	2	6	15	19	17	8	1	0	0	0	0	0	68	39	43
13:00	1	4	9	8	27	22	7	1	0	0	0	0	0	79	39	42
14:00	1	1	12	28	37	25	4	1	0	0	0	0	0	109	37	40
15:00	1	1	10	11	34	28	9	0	0	0	0	0	0	94	39	42
16:00	0	2	9	14	36	37	8	5	0	0	0	0	0	111	39	44
17:00	1	2	5	14	33	49	10	0	0	0	0	0	0	114	39	42
18:00	0	1	2	16	24	21	4	1	0	0	0	0	0	69	38	41
19:00	1	0	3	10	23	20	7	1	1	0	0	0	0	66	40	44
20:00	0	0	3	3	13	18	5	1	0	0	0	0	0	43	40	44
21:00	0	0	1	5	8	16	3	0	0	0	0	0	0	33	39	42
22:00	0	1	0	3	7	2	1	0	0	0	0	0	0	14	37	41
23:00	0	0	2	2	1	2	0	0	0	0	0	0	0	7	37	39
Total	11	29	124	243	442	417	114	20	2	0	0	0	0	1402		
Percent	0.8%	2.1%	8.8%	17.3%	31.5%	29.7%	8.1%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	10:00	10:00	08:00	07:00	08:00	08:00	08:00	09:00					08:00		
Vol.	2	4	15	23	38	39	11	4	1					118		
PM Peak	13:00	13:00	14:00	14:00	14:00	17:00	17:00	16:00	19:00					17:00		
Vol.	1	4	12	28	37	49	10	5	1					114		

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GIG HARBOR, WASHINGTON
36TH ST NW BETWEEN
20TH AVE NW & SR-16 WB RAMPS
Converted TAS V2 file

Site Code: 01

Date Start: 26-Feb-19

Date End: 28-Feb-19

WB SPOT SPEED

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 999	Total	85th Percent	95th Percent
02/28/19	0	0	0	0	2	1	0	0	0	0	0	0	0	3	37	39
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2	43	45
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	34	35
03:00	0	0	0	1	1	0	1	1	0	0	0	0	0	4	46	49
04:00	0	0	0	0	1	2	0	0	0	0	0	0	0	3	39	40
05:00	1	0	3	5	8	2	5	1	0	0	0	0	0	25	42	45
06:00	2	5	10	10	12	20	3	1	0	0	0	0	0	63	38	41
07:00	1	2	12	20	30	36	14	0	0	0	0	0	0	115	39	42
08:00	1	0	6	14	28	34	15	1	0	0	0	0	0	99	40	43
09:00	0	2	6	19	27	30	10	5	1	0	0	0	0	100	40	46
10:00	0	2	7	11	24	22	11	2	0	0	0	0	0	79	40	44
11:00	0	2	9	14	20	22	6	1	0	0	0	0	0	74	39	42
12 PM	0	0	8	11	18	25	9	3	0	0	0	0	0	74	40	45
13:00	1	1	5	15	23	32	5	1	0	0	0	0	0	83	39	41
14:00	2	1	8	24	28	38	11	1	1	0	0	0	0	114	39	43
15:00	0	1	12	16	34	25	15	2	0	0	0	0	0	105	40	44
16:00	1	1	5	17	32	36	8	0	0	0	0	0	0	100	39	41
17:00	1	0	5	24	26	29	8	1	1	2	0	0	0	97	39	44
18:00	1	1	6	16	37	26	9	1	0	0	0	0	0	97	39	42
19:00	1	0	2	11	26	33	4	1	0	0	0	0	0	78	39	41
20:00	0	0	5	10	12	10	8	3	0	0	0	0	0	48	42	46
21:00	0	0	2	5	9	8	4	1	0	0	1	0	0	30	41	47
22:00	0	1	1	0	6	6	0	0	1	1	0	0	0	16	40	55
23:00	0	0	2	3	2	1	1	1	0	0	0	0	0	10	42	47
Total	12	19	114	246	408	439	148	27	4	3	1	0	0	1421		
Percent	0.8%	1.3%	8.0%	17.3%	28.7%	30.9%	10.4%	1.9%	0.3%	0.2%	0.1%	0.0%	0.0%			
AM Peak Vol.	06:00 2	06:00 5	07:00 12	07:00 20	07:00 30	07:00 36	08:00 15	09:00 5	09:00 1					07:00 115		
PM Peak Vol.	14:00 2	13:00 1	15:00 12	14:00 24	18:00 37	14:00 38	15:00 15	12:00 3	14:00 1	17:00 2	21:00 1			14:00 114		
Grand Total	30	79	347	750	1264	1248	391	62	10	3	2	0	0	4186		
Percent	0.7%	1.9%	8.3%	17.9%	30.2%	29.8%	9.3%	1.5%	0.2%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 25 MPH
50th Percentile : 33 MPH
85th Percentile : 39 MPH
95th Percentile : 43 MPH

Stats
10 MPH Pace Speed : 30-39 MPH
Number in Pace : 2322
Percent in Pace : 55.5%
Number of Vehicles > 35 MPH : 1716
Percent of Vehicles > 35 MPH : 41.0%

Mean Speed(Average) : 33 MPH

Attachment E: Gap Data

Attachment 2: Final TIA

Description 1: GIG HARBOR, WASHINGTON
 Description 2: 36TH ST NW BETWEEN
 Description 3: 20TH AVE NW & SR-16 WB RAMPS

Site: 01
 Date: 2/26/2019
 Tuesday

24 Hour Gap
 Channel: A Tube (Eastbound Gaps)

Interval Start	Total	5 - < 10	10 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 75	75 - < 80	80 -
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	14	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	10
5:00 AM	18	0	0	0	2	0	1	0	0	1	1	2	0	0	0	0	11
6:00 AM	58	3	5	4	3	4	1	0	0	6	1	4	2	1	3	2	19
7:00 AM	93	16	5	6	9	5	12	6	5	5	3	2	3	4	2	1	9
8:00 AM	86	16	5	8	7	6	6	3	3	2	2	8	5	0	2	3	10
9:00 AM	68	9	3	5	3	3	7	5	5	3	3	1	3	2	3	3	10
10:00 AM	62	3	4	4	1	4	6	5	2	7	5	2	2	2	1	1	13
11:00 AM	67	6	7	2	6	6	3	5	2	2	3	5	1	1	2	3	13
12:00 PM	58	2	4	5	7	6	5	1	1	3	1	2	3	0	0	0	18
1:00 PM	55	5	3	2	2	3	4	2	4	5	1	0	1	3	2	1	17
2:00 PM	61	7	5	4	3	4	4	2	5	1	1	2	2	2	2	1	16
3:00 PM	68	6	11	4	5	5	0	7	2	1	1	1	4	3	0	3	15
4:00 PM	82	10	8	5	6	7	5	3	2	4	5	5	2	8	1	1	10
5:00 PM	81	7	8	7	6	11	9	2	3	4	4	3	1	1	4	0	11
6:00 PM	43	4	2	2	3	2	4	1	3	2	1	0	1	1	1	1	15
7:00 PM	22	1	0	1	2	1	0	0	1	1	0	0	0	0	0	0	15
8:00 PM	24	0	0	0	0	0	2	0	0	2	2	1	0	1	1	0	15
9:00 PM	20	0	1	1	0	0	0	0	0	1	1	2	1	1	0	0	12
10:00 PM	15	1	0	0	0	1	0	0	1	1	0	0	0	0	1	1	9
11:00 PM	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Total	1006	96	72	60	65	69	70	43	39	51	35	40	32	30	26	21	257
%		9.5	7.2	6.0	6.5	6.9	7.0	4.3	3.9	5.1	3.5	4.0	3.2	3.0	2.6	2.1	25.5

Description 1: GIG HARBOR, WASHINGTON
 Description 2: 36TH ST NW BETWEEN
 Description 3: 20TH AVE NW & SR-16 WB RAMPS

Site: 01
 Date: 2/27/2019
 Wednesday

24 Hour Gap
 Channel: A Tube (Eastbound Gaps)

Interval Start	Total	5 - < 10	10 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 75	75 - < 80	80 -
12:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	14	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12
5:00 AM	26	1	1	0	0	2	0	2	1	0	1	2	0	1	2	1	12
6:00 AM	56	4	4	2	3	3	6	1	1	3	5	2	1	0	2	1	18
7:00 AM	91	13	11	5	10	10	5	4	6	2	2	3	5	4	2	1	8
8:00 AM	94	19	6	5	10	5	8	4	7	5	2	5	1	3	4	2	8
9:00 AM	66	6	1	3	6	7	8	3	2	4	4	0	3	0	1	2	16
10:00 AM	62	4	4	5	3	5	5	4	2	3	3	3	2	1	1	3	14
11:00 AM	71	14	7	3	3	3	7	6	1	1	1	2	2	3	1	1	16
12:00 PM	65	7	3	2	1	10	7	2	5	2	2	1	4	2	2	1	14
1:00 PM	48	3	2	0	5	4	2	2	3	1	1	1	1	1	1	3	18
2:00 PM	66	10	5	5	3	6	2	4	2	3	4	2	0	1	4	2	13
3:00 PM	72	13	5	5	2	9	2	3	3	5	1	1	1	3	0	3	16
4:00 PM	66	8	0	1	4	8	8	4	2	5	2	1	2	0	2	3	16
5:00 PM	71	9	6	7	1	6	4	7	2	2	1	4	4	1	1	1	15
6:00 PM	44	0	2	3	4	6	0	2	3	0	1	0	2	0	2	1	18
7:00 PM	15	0	0	0	0	1	0	0	1	0	0	2	1	1	0	0	9
8:00 PM	24	2	1	0	2	0	1	0	1	0	0	0	1	1	1	0	14
9:00 PM	10	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9
10:00 PM	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	986	114	59	46	58	85	65	48	42	36	30	29	30	23	26	25	270
%		11.6	6.0	4.7	5.9	8.6	6.6	4.9	4.3	3.7	3.0	2.9	3.0	2.3	2.6	2.5	27.4

Description 1: GIG HARBOR, WASHINGTON
 Description 2: 36TH ST NW BETWEEN
 Description 3: 20TH AVE NW & SR-16 WB RAMPS

Site: 01
 Date: 2/28/2019
 Thursday

24 Hour Gap
 Channel: A Tube (Eastbound Gaps)

Interval Start	Total	5 - < 10	10 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 75	75 - < 80	80 -
12:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
4:00 AM	14	0	1	0	1	0	2	0	1	0	0	0	0	0	1	0	8
5:00 AM	31	4	2	1	0	2	1	2	0	1	0	0	1	0	3	0	14
6:00 AM	58	3	6	7	5	5	1	2	3	4	0	0	2	0	1	1	18
7:00 AM	83	8	8	6	7	9	6	3	9	5	3	3	2	1	0	2	11
8:00 AM	77	8	8	5	6	5	6	3	8	5	1	3	5	2	3	0	9
9:00 AM	68	6	2	7	4	6	4	7	3	5	2	2	3	1	1	3	12
10:00 AM	65	10	5	3	2	8	4	4	2	1	2	1	4	0	1	2	16
11:00 AM	64	7	1	4	4	6	4	4	5	2	4	2	3	4	1	1	12
12:00 PM	68	7	6	4	2	9	7	2	3	1	3	1	2	2	4	1	14
1:00 PM	45	4	3	2	1	1	3	2	3	1	2	1	0	3	1	0	18
2:00 PM	69	6	5	6	4	4	3	10	3	5	0	0	4	0	3	2	14
3:00 PM	75	6	4	7	6	7	3	4	4	7	1	3	2	2	3	3	13
4:00 PM	83	13	9	3	10	3	10	4	3	2	1	2	3	2	4	3	11
5:00 PM	78	5	7	10	2	5	9	7	2	5	6	1	1	5	1	1	11
6:00 PM	37	3	3	5	1	1	3	3	1	0	1	0	1	1	1	0	13
7:00 PM	32	4	1	2	0	2	1	3	0	2	1	2	0	1	0	1	12
8:00 PM	20	0	0	0	1	0	2	0	0	1	0	0	0	3	0	0	13
9:00 PM	15	0	2	0	0	0	0	0	1	0	1	0	0	0	1	0	10
10:00 PM	12	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	8
11:00 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1013	95	74	72	56	73	69	60	51	47	29	22	33	27	29	20	256
%		9.4	7.3	7.1	5.5	7.2	6.8	5.9	5.0	4.6	2.9	2.2	3.3	2.7	2.9	2.0	25.3

Attachment 2: Final TIA

Description 1: GIG HARBOR, WASHINGTON
 Description 2: 36TH ST NW BETWEEN
 Description 3: 20TH AVE NW & SR-16 WB RAMPS

Site: 01
 Date: 2/26/2019
 Tuesday

24 Hour Gap
 Channel: A Tube (Westbound Gaps)

Interval Start	Total	5 - < 10	10 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 75	75 - < 80	80 -
12:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
5:00 AM	34	3	0	2	4	3	1	4	1	0	0	0	1	0	1	2	12
6:00 AM	57	5	4	3	6	5	2	3	1	1	1	2	0	2	6	0	16
7:00 AM	126	23	27	17	15	9	4	4	4	4	6	1	2	1	0	3	6
8:00 AM	97	17	12	11	8	7	3	7	4	2	2	3	3	5	3	1	9
9:00 AM	77	9	10	4	4	2	6	5	6	2	4	3	4	3	0	3	12
10:00 AM	97	13	8	11	12	6	12	6	6	3	2	2	2	2	3	1	8
11:00 AM	82	13	9	6	3	6	4	6	7	3	5	2	1	1	1	1	14
12:00 PM	108	21	15	12	8	9	3	8	4	6	7	0	1	3	2	1	8
1:00 PM	97	14	10	12	11	6	7	5	2	11	2	2	3	4	0	0	8
2:00 PM	139	32	26	13	13	13	8	10	3	3	4	4	1	3	3	0	3
3:00 PM	114	20	13	16	11	8	8	7	4	7	2	2	4	4	2	1	5
4:00 PM	134	27	23	11	24	10	7	12	3	4	4	2	1	0	1	2	3
5:00 PM	137	34	31	11	5	14	4	16	3	4	4	2	0	3	0	1	5
6:00 PM	100	17	18	13	4	6	6	5	6	5	2	2	2	2	1	2	9
7:00 PM	63	10	1	5	5	5	1	5	5	3	3	0	1	2	1	2	14
8:00 PM	61	9	2	4	1	8	3	4	2	2	2	2	2	0	0	1	19
9:00 PM	30	0	1	0	0	0	2	1	3	1	1	2	0	1	2	0	16
10:00 PM	9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8
11:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Total	1585	267	210	151	134	117	81	110	64	61	51	31	28	36	26	22	196
%		16.8	13.2	9.5	8.5	7.4	5.1	6.9	4.0	3.8	3.2	2.0	1.8	2.3	1.6	1.4	12.4

Description 1: GIG HARBOR, WASHINGTON
 Description 2: 36TH ST NW BETWEEN
 Description 3: 20TH AVE NW & SR-16 WB RAMPS

Site: 01
 Date: 2/27/2019
 Wednesday

24 Hour Gap
 Channel: A Tube (Westbound Gaps)

Interval Start	Total	5 - < 10	10 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 75	75 - < 80	80 -
12:00 AM	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4
5:00 AM	28	3	1	0	0	3	1	3	0	2	0	0	1	0	1	0	13
6:00 AM	53	5	4	7	4	3	3	5	0	6	1	0	0	1	1	1	12
7:00 AM	121	28	15	15	13	9	7	7	7	2	5	3	2	0	1	2	5
8:00 AM	141	33	21	23	13	14	11	7	2	4	1	2	3	2	1	0	4
9:00 AM	117	17	32	18	5	12	2	4	5	3	2	1	1	1	1	1	12
10:00 AM	105	19	17	9	9	7	8	7	5	1	6	3	2	1	0	3	8
11:00 AM	93	11	6	11	14	12	6	0	4	6	4	1	1	2	4	1	10
12:00 PM	86	13	12	5	13	2	4	6	3	2	5	2	3	3	1	0	12
1:00 PM	93	16	8	8	4	8	6	7	4	2	5	4	3	5	3	4	6
2:00 PM	139	29	22	21	23	8	6	10	7	0	2	5	2	0	1	0	3
3:00 PM	106	25	14	11	9	7	5	4	2	5	4	2	3	2	3	1	9
4:00 PM	135	32	23	14	14	7	15	8	6	2	4	2	1	0	2	0	5
5:00 PM	127	30	14	23	10	7	9	4	6	3	2	4	6	2	3	1	3
6:00 PM	83	8	8	12	12	3	6	3	1	1	7	2	2	2	0	4	12
7:00 PM	70	6	7	7	4	2	6	5	4	3	1	2	3	3	1	4	12
8:00 PM	48	2	3	1	3	4	1	3	3	2	2	1	4	1	1	0	17
9:00 PM	34	2	2	1	3	1	2	0	0	0	1	1	0	2	2	0	17
10:00 PM	14	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	10
11:00 PM	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	1615	279	210	186	154	110	98	84	59	45	52	35	37	28	26	22	190
%		17.3	13.0	11.5	9.5	6.8	6.1	5.2	3.7	2.8	3.2	2.2	2.3	1.7	1.6	1.4	11.8

Description 1: GIG HARBOR, WASHINGTON
 Description 2: 36TH ST NW BETWEEN
 Description 3: 20TH AVE NW & SR-16 WB RAMPS

Site: 01
 Date: 2/28/2019
 Thursday

24 Hour Gap
 Channel: A Tube (Westbound Gaps)

Interval Start	Total	5 - < 10	10 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 75	75 - < 80	80 -
12:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	26	3	1	0	1	1	4	0	0	0	1	1	1	0	0	0	13
6:00 AM	65	3	7	6	5	5	4	2	5	7	1	0	1	0	1	1	17
7:00 AM	123	28	15	15	14	9	12	9	3	3	5	2	0	1	0	1	6
8:00 AM	126	32	17	17	12	11	3	7	5	5	3	1	2	1	3	1	6
9:00 AM	114	25	13	14	11	10	4	12	6	3	4	1	2	2	0	0	7
10:00 AM	86	9	9	10	7	9	5	6	2	5	2	3	1	1	4	2	11
11:00 AM	91	14	10	16	3	11	2	3	5	5	3	3	0	2	3	1	10
12:00 PM	93	17	8	7	9	8	3	6	10	6	2	2	2	1	0	1	11
1:00 PM	94	20	10	13	6	6	3	4	3	5	3	4	2	2	0	2	11
2:00 PM	130	31	17	10	24	6	9	3	8	3	6	3	2	3	0	0	5
3:00 PM	123	28	20	18	7	10	6	5	6	1	3	4	2	6	4	1	2
4:00 PM	127	27	20	13	15	8	9	6	10	3	5	1	1	5	1	0	3
5:00 PM	124	25	19	20	10	7	10	9	2	5	0	3	2	4	2	2	4
6:00 PM	110	21	18	14	9	11	2	11	1	5	3	1	3	2	1	2	6
7:00 PM	80	8	14	4	3	3	7	9	3	3	6	3	0	2	3	1	11
8:00 PM	52	6	3	4	4	4	0	6	3	3	3	0	1	2	1	0	12
9:00 PM	32	0	2	3	2	0	0	2	1	0	1	0	1	2	1	0	17
10:00 PM	17	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	13
11:00 PM	10	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	7
Total	1637	297	203	184	143	122	83	100	73	63	52	33	23	36	24	15	186
%		18.1	12.4	11.2	8.7	7.5	5.1	6.1	4.5	3.8	3.2	2.0	1.4	2.2	1.5	0.9	11.4

Attachment 2: Final TIA

Description 1: GIG HARBOR, WASHINGTON
Description 2: 36TH ST NW BETWEEN
Description 3: 20TH AVE NW & SR-16 WB RAMPS

Site: 01
Date: 2/26/2019
Tuesday

24 Hour Gap
Channel: A Tube (Total Gaps)

Interval		5 -	10 -	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -
Start	Total	< 10	< 15	< 20	< 25	< 30	< 35	< 40	< 45	< 50	< 55	< 60	< 65	< 70	< 75	< 80	80 -
12:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	7	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6
2:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6
4:00 AM	20	0	2	0	0	2	0	2	0	1	0	0	1	1	1	0	10
5:00 AM	48	6	0	3	5	4	2	3	1	2	2	2	2	0	1	0	15
6:00 AM	104	18	14	16	10	8	5	3	1	4	5	2	0	2	2	4	10
7:00 AM	174	56	35	26	14	12	9	9	4	1	1	0	1	2	1	1	2
8:00 AM	159	52	26	17	13	15	6	8	4	4	5	5	3	1	0	0	0
9:00 AM	131	31	24	12	7	8	10	11	6	2	6	1	5	2	1	2	3
10:00 AM	141	33	20	18	16	14	12	7	7	2	4	2	0	3	0	0	3
11:00 AM	132	35	17	14	15	12	5	11	4	4	4	1	1	0	1	1	7
12:00 PM	152	33	26	23	18	20	3	8	4	5	5	0	3	1	1	1	1
1:00 PM	132	26	25	16	14	12	6	5	3	13	0	0	5	3	1	1	2
2:00 PM	175	56	38	23	13	14	9	5	3	5	2	1	1	4	1	0	0
3:00 PM	156	41	29	19	20	14	8	7	2	8	3	0	1	2	0	1	1
4:00 PM	171	51	37	23	21	8	9	6	6	4	3	1	1	0	0	1	0
5:00 PM	177	58	42	15	14	17	12	10	2	1	1	0	2	0	0	1	2
6:00 PM	131	36	21	14	8	8	11	5	8	5	2	1	2	3	1	1	5
7:00 PM	78	14	3	5	8	6	2	7	8	2	3	1	3	1	1	2	12
8:00 PM	75	11	5	7	3	9	5	3	3	3	2	2	2	2	0	1	17
9:00 PM	50	1	3	0	2	2	5	3	6	2	3	3	2	3	2	0	13
10:00 PM	24	1	2	0	1	1	0	1	1	2	0	0	1	0	1	0	13
11:00 PM	9	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	6
Total	2258	559	369	251	202	186	120	115	73	71	51	22	36	30	16	18	139
%		24.8	16.3	11.1	8.9	8.2	5.3	5.1	3.2	3.1	2.3	1.0	1.6	1.3	0.7	0.8	6.2

Description 1: GIG HARBOR, WASHINGTON
 Description 2: 36TH ST NW BETWEEN
 Description 3: 20TH AVE NW & SR-16 WB RAMPS

Site: 01
 Date: 2/27/2019
 Wednesday

24 Hour Gap
 Channel: A Tube (Total Gaps)

Interval Start	Total	5 - < 10	10 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 75	75 - < 80	80 -
12:00 AM	9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8
1:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	18	1	0	0	0	1	0	0	1	0	0	1	0	3	0	0	11
5:00 AM	50	3	5	4	3	5	2	1	0	2	2	2	3	3	2	0	13
6:00 AM	98	13	13	16	8	11	9	4	2	5	5	0	3	0	0	0	9
7:00 AM	184	53	44	29	22	13	3	5	6	2	2	2	2	1	0	0	0
8:00 AM	192	74	35	29	15	17	8	4	2	3	0	2	1	1	0	0	1
9:00 AM	158	35	36	24	14	18	10	4	3	2	6	0	2	0	0	0	4
10:00 AM	147	38	23	20	13	13	13	7	7	2	1	4	1	0	0	1	4
11:00 AM	145	40	21	14	20	11	14	2	7	2	3	1	2	1	2	0	5
12:00 PM	129	32	23	14	12	9	5	5	7	5	2	4	3	1	2	1	4
1:00 PM	128	28	16	14	13	12	9	10	7	1	2	4	2	4	3	1	2
2:00 PM	173	48	38	21	27	9	10	7	2	1	3	4	2	0	1	0	0
3:00 PM	147	50	17	16	14	13	9	10	5	2	3	1	1	2	0	1	3
4:00 PM	172	50	36	26	20	9	11	7	5	2	1	2	0	0	1	0	2
5:00 PM	162	52	30	26	11	8	4	6	6	5	2	3	6	2	0	0	1
6:00 PM	112	18	17	15	15	8	8	6	1	2	4	2	3	1	0	4	8
7:00 PM	83	8	10	8	5	8	5	6	5	2	2	1	3	4	2	4	10
8:00 PM	70	7	6	4	9	4	5	5	2	1	3	1	5	0	3	0	15
9:00 PM	43	3	3	1	7	1	3	0	1	1	1	2	2	2	2	0	14
10:00 PM	23	1	2	0	1	1	0	0	0	1	0	0	0	0	0	1	16
11:00 PM	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	2266	555	375	282	229	171	128	90	69	41	42	36	41	25	18	13	151
%		24.5	16.5	12.4	10.1	7.5	5.6	4.0	3.0	1.8	1.9	1.6	1.8	1.1	0.8	0.6	6.7

Description 1: GIG HARBOR, WASHINGTON
 Description 2: 36TH ST NW BETWEEN
 Description 3: 20TH AVE NW & SR-16 WB RAMPS

Site: 01
 Date: 2/28/2019
 Thursday

24 Hour Gap
 Channel: A Tube (Total Gaps)

Interval Start	Total	5 - < 10	10 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 75	75 - < 80	80 -
12:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
1:00 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
3:00 AM	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	16	0	1	0	2	0	2	0	1	0	0	0	1	0	1	0	8
5:00 AM	58	7	4	3	1	6	7	3	0	2	3	1	2	0	3	0	16
6:00 AM	108	17	21	13	10	10	8	3	3	3	2	2	2	1	2	1	10
7:00 AM	172	49	38	26	16	11	11	4	4	6	5	0	1	0	0	0	1
8:00 AM	176	55	37	25	15	16	7	4	3	6	3	1	2	1	0	1	0
9:00 AM	150	41	29	17	14	15	8	8	5	4	4	0	0	1	0	0	4
10:00 AM	133	28	18	17	12	18	8	8	5	5	4	1	3	0	4	0	2
11:00 AM	134	31	20	21	11	14	7	7	7	4	1	3	2	2	0	0	4
12:00 PM	143	37	22	17	13	19	5	6	5	5	5	1	2	2	1	0	3
1:00 PM	125	32	16	14	8	10	13	6	4	6	2	2	3	2	1	2	4
2:00 PM	168	46	35	28	22	8	9	1	7	1	5	2	0	0	1	1	2
3:00 PM	159	42	31	29	11	16	3	10	4	0	5	2	1	4	1	0	0
4:00 PM	172	53	35	23	20	10	10	6	5	4	2	2	0	1	0	0	1
5:00 PM	159	42	27	31	10	22	7	7	5	0	1	0	3	0	2	0	2
6:00 PM	129	28	28	19	10	11	7	10	0	3	0	0	3	2	1	2	5
7:00 PM	100	18	15	4	6	10	12	7	3	4	7	3	0	2	3	1	5
8:00 PM	69	7	8	6	3	3	3	5	4	4	3	1	2	4	2	0	14
9:00 PM	47	0	9	4	2	0	1	2	4	1	3	0	1	1	2	0	17
10:00 PM	28	1	2	0	2	2	0	1	0	1	1	2	0	0	0	0	16
11:00 PM	14	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	11
Total	2285	536	396	298	188	202	129	98	69	59	57	24	29	23	24	8	145
%		23.5	17.3	13.0	8.2	8.8	5.6	4.3	3.0	2.6	2.5	1.1	1.3	1.0	1.1	0.4	6.3

Attachment F: Pen Met Park Lease

FOURTH AMENDMENT
TO
COMMERCIAL LEASE AGREEMENT
2018 TERM EXTENSION

THIS FOURTH AMENDMENT is to the Commercial Lease Agreement dated December 5, 2013 by and between Tacoma Screw Products, Inc., a Washington corporation, hereinafter called Lessor, and the Peninsula Metropolitan Park District, a Washington municipal corporation, hereinafter called Lessee and is executed as of the date beside the parties respective signatures.

1. Section 2.1 Term is hereby amended so that the Commercial Lease Agreement term is extended to December 31, 2018.
2. In all other respects the terms of the Commercial Lease Agreement shall remain in full force and effect.


LESSEE:

**PENINSULA METROPOLITAN PARK
DISTRICT**

By: 
Terry Lee
Executive Director
Dated: November 21, 2017.

LESSOR:

TACOMA SCREW PRODUCTS, INC.

By: 
Eric Niesz
Chief Executive Officer
Dated: November 20th, 2017.

ACKNOWLEDGMENTS ON NEXT PAGE

COMMERCIAL LEASE AGREEMENT

THIS LEASE entered into this 5th day of December 2013 by and between Tacoma Screw Products, Inc., a Washington corporation, hereinafter called Lessor, and the Peninsula Metropolitan Park District, a Washington municipal corporation, hereinafter called Lessee.

WITNESSETH

FOR AND IN CONSIDERATION of the mutual promises, covenants and conditions set forth, the parties agree as follows:

I. PREMISES

- 1.1 THE LESSOR DOES HEREBY** lease to the Lessee and the Lessee does hereby lease from the Lessor, subject to the terms and conditions hereinafter set forth, a portion of the Premises located at 2002 – 36th Street N.W., Gig Harbor, WA. These Leased Premises consist of an indoor soccer facility with adjacent parking (collectively the "Premises"). The Premises are depicted on the attached Exhibit "A".

II. TERM

- 2.1 THE TERM OF THIS LEASE** shall be from the date of execution (the "Commencement Date") until December 31, 2014. The parties may extend the term of this Lease for additional one (1) year terms (January 1 – December 31) upon mutual agreement. Provided, however, that Lessee may terminate this Lease at any time for any reason.

III. DELAY IN COMMENCEMENT

- 3.1 NOTWITHSTANDING SAID COMMENCEMENT DATE**, if for any reason the Lessor cannot deliver possession of the Premises to the Lessee on the Commencement Date, the Lessor shall not be subject to any liability therefore, nor shall such failure affect the validity of this Lease or the obligations of the Lessee hereunder. The Lessee shall not be obligated to pay rent until possession of the Premises is tendered to the Lessee.

IV. RENT

- 4.1 RENT:** The Lessee covenants and agrees to pay to the Lessor, at the Lessor's current address or to such other parties or at such other place as the Lessor may hereinafter designate in writing to the Lessee, without offsets or deductions, One Dollar (\$1.00) constituting rent for the entire lease term.

V. RESERVED

VI. BUSINESS PURPOSE

- 6.1 **THE LESSEE SHALL USE** the Premises only for recreation purposes (such as a soccer center) and conducting therein the business of the Peninsula Metropolitan Park District and any other use as the Lessor may approve in writing; shall comply with all the applicable laws, ordinances, and governmental or municipal regulations and orders; shall not occupy nor use the Premises for any purpose not specifically authorized by the Lease; shall not make nor permit any use of the Premises which may be dangerous to life, limb, or property, or which increases the premium cost or invalidates the policy of insurance covering or carried on the Premises.

VII. PARKING AREAS

- 7.1 **LESSEE MAY USE** the parking areas adjacent to the Premises for overflow parking. Provided, however, that use of the adjacent parking areas shall be at Lessee's sole risk.

VIII. CONDITION OF THE PREMISES, MAINTENANCE AND REPAIRS

- 8.1 **THE PREMISES**, including all fixtures and appurtenances have been inspected and are accepted by the Lessee in their present condition without warranties by the Lessor of any kind or nature. The Lessee shall be responsible for maintenance and repair of the Premises. Provided, however, if the cost to maintain or repair any portion of the Premises will cost more than \$500 over the term of the Lease, Lessee shall have the right not to perform the maintenance and repair and terminate this Lease.

IX. UTILITIES AND TAXES

- 9.1 **THE LESSEE SHALL PAY** and keep current all utilities serving the Premises and used by Lessee. The Lessor shall not be liable for any injury or damages suffered as a result of the interruption of any utility services by fire or other casualty, strike, riot, vandalism, the making of necessary repairs or improvements, or any other case beyond the Lessor's control.
- 9.2 **THE LESSEE FURTHER AGREES** to pay all licenses or permit fees, business and occupation taxes and any other fees and taxes applicable to the personal property of the Lessee or business conducted on the Premises, presently in effect or subsequently levied by federal, state, county or municipal governments, or any political subdivisions thereof. The Lessee shall cause its trade fixtures, furnishings, equipment and all of its other personal property to be assessed and billed separately from the real property of the Lessor.

- 9.3 IF ANY OF THE LESSEE'S PROPERTY** shall be assessed with the Lessor's real property, the Lessee shall pay the Lessor the taxes attributable to such Lessee's property within ten (10) days after receipt of a written statement setting forth the taxes applicable to the Lessee's property. Provided, however, that Lessee may challenge the governmental authority on any such assessment to obtain a refund.
- 9.4 THE LESSOR SHALL PAY** any real property taxes, except to the extent they are otherwise exempt based on this Lease. Lessee will reasonably assist Lessor in obtain the exemption.

X. INDEMNITY

- 10.1 LESSEE SHALL INDEMNIFY** and hold Lessor harmless against any and all claims arising out of any injury to any persons (including death) or damage to property occurring in or about the Premises resulting from acts or omissions of Lessee or its employees, agents, contractors or invitees.
- 10.2 LESSOR SHALL INDEMNIFY** and hold Lessee harmless against any and all claims arising out of any injury to any persons (including death) or damage to property occurring in or about the Premises resulting from acts or omissions of Lessor or its employees, agents, contractors or invitees.

XI. RESERVED

XII. ALTERATIONS

- 12.1 THE LESSEE WILL MAKE NO ALTERATIONS** in or additions to the Premises without first providing plans or sketches to the Lessor and obtaining the written consent of the Lessor. The Lessor may impose such reasonable conditions on its consent as the Lessor deems appropriate.
- 12.2 ALL ALTERATIONS OR ADDITIONS** to the Premises shall be made in compliance with all applicable building, plumbing, fire and health codes and zoning regulations at the Lessee's sole cost and expense. In addition, all alterations, additions or improvements will be carried out in a manner that will incur no liens or encumbrances on the Premises and, furthermore, the Lessee will indemnify the Lessor, and his agent, and hold them harmless from claims whatsoever.
- 12.3 THE LESSOR RESERVES THE RIGHT** to improve the Premises, if deemed necessary to meet new codes or acts enacted into law by municipal, county, state or federal governments. Any such improvements will be coordinated with the Lessee in order to minimize impacting the Lessee's business routine and shall be made at no cost to the Lessee.

XIII. INSURANCE

- 13.1 INSURANCE:** The Lessee, at its sole expense, shall procure and maintain in full force and effect, general comprehensive public liability insurance in responsible companies qualified to do business in the State of Washington, which shall insure the Lessee and the Lessor against all claims for damages, injuries or death to persons occurring in or about the leased Premises in the minimum amount of One Million Dollars (\$1,000,000.00) or such other amounts as the Lessor shall deem necessary based on periodic insurance reviews in respect of injury or damage to persons or property. The Lessee agrees to furnish the Lessor with policies or certificates of such insurance naming the Lessor as an additional insured prior to the commencement of the term hereof and each policy renewal date thereafter for the lease term. Each policy shall be noncancellable without at least thirty (30) days written notice to the Lessor. Lessee's policy shall be primary over any insurance carried by Lessor and non contributory. In addition, Lessee shall procure and maintain in full force and effect, insurance for automobile liability for owned, leased, hired or non-owned vehicles. Lessee shall also provide proof of insurance pursuant to the Washington Industrial Insurance Act, chapter 51 RCW. The Lessee is not required to provide insurance coverage against Lessor's sole negligence.
- 13.2 PROPERTY INSURANCE:** The Lessor, at its sole expense, shall procure and maintain in full force and effect, fire insurance coverage on the buildings and improvements located on the Premises in an amount equal to the value of such buildings and improvements.
- 13.3 SUBROGATION WAIVER.** Lessor and Lessee hereby mutually release each other from liability and waive all right of recovery against each other for any loss in or about the Premises, from perils insured against under the insurance policies described above, whether due to negligence or any other cause; provided that this Section shall be inapplicable if it would have the effect, but only to the extent it would have the effect, of invalidating any insurance coverage of Lessor or Lessee.

XIV. DAMAGE OR DESTRUCTION

- 14.1 IF THE PREMISES ARE DAMAGED OR DESTROYED** and Lessee is unwilling to pay to repair the damage or destruction, either party may immediately terminate this Lease.

XV. EMINENT DOMAIN

- 15.1 PARTIAL CONDEMNATION:** If any part of the Premises shall be acquired or condemned by eminent domain for any public or quasi-public use or purpose, and in the event that such partial taking or condemnation shall render the Premises unsuitable for the business of the Lessee, as determined by the

Lessee, then the term of this Lease shall cease and terminate as of the date, title or possession shall be transferred in such proceeding, which ever shall occur first, and the Lessee shall have no claim against the Lessor for the value of any unexpired term of this Lease.

- 15.2 LESSOR'S DAMAGES:** In the event of any condemnation or taking as herein before provided whether whole or partial, the Lessee shall not be entitled to any part of the award as damages or otherwise for such condemnation, and the Lessor is to receive the full amount of such award. The Lessee hereby expressly waives any right or claim to any part of the condemnation award.
- 15.3 LESSEE'S DAMAGES:** Although all damages in the event of any condemnation are to belong to the Lessor whether such damages are awarded as compensation for diminution in value of the leasehold or to the fee of the Premises, the Lessee shall have the right to claim and recover from the condemning authority, but not from the Lessor, such compensation as may be separately awarded or recoverable by the Lessee in the Lessee's own right on account of any and all damage to the Lessee's business by reason of the condemnation and for or on account of any cost or loss to which the Lessee might be put in removing the Lessee's merchandise, furniture, fixtures, leasehold fixtures, leasehold improvements and equipment. The Lessee shall have no claim against the Lessor for the value of any unexpired term of this Lease.
- 15.4 IT IS THE INTENT** of paragraphs 15.2 and 15.3 to provide that the Lessee and the Lessor shall independently proceed with any claim for the condemnation damages, but neither paragraph is to free the other from any rights which they may possess under the rights of condemnation in the State of Washington, provided to each party.

XVI. RESERVED

XVII. EXTERIOR SIGNS

- 17.1 THE DESIGN** and plan for the installation of all signs or symbols on or exposed to the exterior of the buildings or exterior of the Premises shall be subject to the written approval of the Lessor before installation, which approval shall not be unreasonable withheld or delayed.

XVIII. ASSIGNMENT AND SUBLETTING

- 18.1 THE LESSOR'S CONSENT REQUIRED:** The Lessee shall not voluntarily or by operations of law assign, transfer, mortgage, sublet or otherwise transfer or encumber all or any part of the Lessee's interest in this lease or in the Premises, without the Lessor's prior written consent, which the Lessor shall not unreasonably withhold. Any attempted assignment, transfer, mortgage, encumbrance or subletting without such consent shall be void, and shall

constitute a breach of this Lease.

- 18.2 NO RELEASE OF THE LESSEE:** Regardless of the Lessor's consent, no subletting or assignment shall release the Lessee of the Lessee's obligation or alter the primary liability of the Lessee to pay the rent and to perform all other obligations by the Lessee hereunder. The acceptance of rent by the Lessor from any other person shall not be deemed to be a waiver by the Lessor of any provision hereof. Consent to one assignment or subletting shall not be deemed consent to any subsequent assignments or subletting.

XIX. LESSOR'S RESERVATION

- 19.1 THE LESSOR RESERVES THE RIGHT,** without liability to the Lessee, to enter the Premises at reasonable hours to make inspections or repairs to the Premises, to exhibit the Premises to prospective tenants, during the final sixty (60) days of a lease term, to display during the last sixty (60) days of the term 'FOR RENT' and similar signs on windows or elsewhere in or on the Premises, to change the name of the building or street address and to perform any acts related to the safety, protection, preservation, re-letting, sale or improvement of the Premises.

XX. DEFAULT AND RE-ENTRY

- 20.1 IF THE LESSEE FAILS TO PAY** rent and correct said breach within ten (10) days from the date of receipt of written notice from the Lessor or fails to correct any other breach within ten (10) days from the date of receipt of written notice or demand, the Lessor has the right to:
- 20.1.1** Cure such breach and charge the Lessee with the expenses associated with the cure, said charge to be paid as additional rent due on the first day of the following month; or
- 20.1.2** Initiate the process for eviction by issuing a Notice of Unlawful Detainer and proceed with the eviction process in accordance with the State of Washington real estate laws as defined in the Revised Code of Washington. This will include repossession of the Premises and removal of all equipment, fixtures and personal property therein at the Lessee's risk and expense, and (i) termination of this Lease, or (ii) without terminating this Lease or in any way affecting the rights and remedies of the Lessor or the obligations of the Lessee, re-let the Premises, as agent for the Lessee, upon such terms and conditions and for such term as the Lessor may deem advisable, in which event the rents received shall first be applied to the cost and expenses of re-letting the Premises, including necessary renovation and alteration and any real estate commission incurred, and the balance of such rent shall be applied towards payment of all sums due or to become due to the Lessor and any deficiency in

monthly rents due shall be at the responsibility of the Lessee, however, the Lessor shall not be required to pay any excess to the Lessee.

20.2 THE FAILURE of the Lessor to terminate this Lease at any time for the breach of any of the terms hereof shall be deemed only an indulgence by the Lessor, and shall not be construed to be a waiver of the rights of the Lessor as to any continued or subsequent breach. The above remedies are accumulative and in addition to any other remedies hereafter allowed by law or elsewhere provided for in this Lease.

20.3 IN THE EVENT the Lessee becomes insolvent, voluntarily or involuntarily bankrupt or a receiver, assignee or other liquidating officers is appointed for the business of the Lessee, or the Lessee files in any court pursuant to any statute either of the United States or in any state for reorganization, then, in that event the Lessor may cancel this Lease.

XXI. REMOVAL OF PROPERTY

21.1 ANY GOODS OR FIXTURES of the Lessee removed by the Lessor in accordance with Section 20 above may be stored by the Lessor at the cost and expense of the Lessee and at the sole risk of the Lessee and without any further responsibility on the part of the Lessor, and the Lessor may, without removing said goods or fixtures or after removing said goods and fixtures, at the sole discretion of the Lessor, without obligation to do so and without any notice to the Lessee, sell or dispose of the same at public or private sale for the account of the Lessee, in which event the proceeds there from may be applied by the Lessor upon any indebtedness due from the Lessee to the Lessor. The Lessee hereby waives all claims for damages that may be caused by the Lessor re-entering and taking possession of the Premises and removing or disposing of said goods and fixtures as herein provided.

XXII. LESSEE'S COVENANTS AGAINST HAZARDOUS SUBSTANCES

22.1 THE LESSEE SHALL NOT dispose of or otherwise allow the release of any hazardous waste or materials in, on or under the Premises or in any improvements placed on the Premises. Provided, however, that Lessee shall not be responsible for any hazardous waste or materials (whether released or not) that existed prior to the commencement of this Lease. The Lessee represents and warrants to the Lessor that the Lessee's intended use of the Premises does not involve the use, production, disposal or bringing onto the Premises of any hazardous waste or materials. As used herein, the term "hazardous waste or materials" includes any substance, waste or material defined or designated as hazardous, toxic or dangerous (or any similar term) by any federal, state or local statute, regulation, rule or ordinance now or hereafter in effect.

- 22.2 THE LESSEE AGREES** to indemnify and hold harmless the Lessor against any and all losses, liabilities, suits, obligations, fines, damages, judgments, penalties, claims, charges, cleanup costs, remedial actions, costs and expenses (including, without limitation, legal fees and disbursements) which may be imposed against the Lessor or the Premises by reason of, or in connection with (i) any misrepresentation, breach of warranty or other default by the Lessee under this Lease, or (ii) the acts or omissions of the Lessee, or other person for whom the Lessee would be liable, resulting in the release of any hazardous waste or materials brought onto the Premises during the Lease term.

XXIII. COSTS AND ATTORNEYS' FEES

- 23.1 IF, BY REASON OF ANY DEFAULT** or breach on the part of either party in the performance of any of the provisions of this Lease, a legal action is instituted, the losing party agrees to pay all reasonable costs and attorney's fees in connection therewith. It is agreed that the venue of any legal action brought under the terms of this Lease shall be exclusively Pierce County.

XXIV. NON-WAIVER OF BREACH

- 24.1 THE FAILURE OF EITHER PARTY** to insist upon strict performance of any covenant or condition hereof, or to exercise any option herein contained, shall not be construed as a waiver of such covenant, condition or option in any other instance. Consent by Lessor in any one instance shall not dispense with the necessity of consent by Lessor in any other instance.

XXV. NOTICES

- 25.1 ALL NOTICES TO BE GIVEN** to the Lessor shall be provided in writing, by certified mail, return receipt requested, by depositing the same in the United States mail, postage prepaid, and addressed to the Lessor at the address set forth below:

Tacoma Screw Products, Inc.
Attn: John Wolfe
2001 Center Street
Tacoma, WA 98409

- 25.2 ANY NOTICES OF DEFAULT** to the Lessee shall be provided in writing, by certified mail, return receipt requested, by depositing the same in the United States mail, postage prepaid, and addressed to the Lessee at the address set forth below:

Executive Director
Peninsula Metropolitan Park District
10123 – 78th Ave. N.W.
Gig Harbor, WA 98332

- 25.3 IN THE EVENT OF ANY BREACH** of this Lease by the Lessee, the Lessor shall send the Lessee a written notice, as indicated in paragraph 25.2 above, designating with particularity the nature of such breach and the Lessee shall have that amount of time specified in paragraph 20.1 to cure said breach.

XXVI. RESERVED

XXVII. RESERVED

XXVIII. ENTIRE AGREEMENT

- 28.1 IT IS EXPRESSLY UNDERSTOOD** and agreed by the Lessor and the Lessee that there are no promises, agreements, conditions, understandings, inducements, warranties or representations oral or written, expressed or implied, between them other than as herein set forth, and this Lease shall not be modified in any manner except by an instrument in writing and executed by the parties.

XXIX. SURRENDER OF POSSESSION

- 29.1 THE LESSEE SHALL**, upon the termination of this Lease or of the Lessee's right to possession, remove from the Premises all of the Lessee's trade fixtures, or furniture, and other unattached personal property, and such alterations, additions or improvements required by the Lessor to be removed pursuant to paragraph 10 above, and shall repair or pay for all damage to the Premises caused by such removal. All such property remaining and every interest of the Lessee in the same shall be conclusively presumed to have been conveyed by the Lessee to the Lessor under this Lease as a bill of sale, without compensation, allowance, or credit to the Lessee. The Lessee shall, upon termination of this lease or of the Lessee's right of possession, deliver all keys to the Lessor and peacefully quit and surrender the Premises, neat and clean. Provided, however, Lessee shall not be responsible for performing any necessary maintenance or repair work.

XXX. SUBORDINATION

- 30.1 THIS LEASE** and the interest of the Lessee hereunder shall be at all times subject to any and all now effective or hereafter executed mortgages and/or deeds of trust which may now or hereafter affect the Lessor's estate in the real property of which the Premises form a part and to all renewals, modifications, replacements or extensions thereof. The Lessee shall promptly execute any instruments which may be required to evidence such subordination.

XXXI. RESERVED

XXXII. TIME OF ESSENCE

32.1 TIME IS OF THE ESSENCE in performance of any obligation or term herein.

IN WITNESS WHEREOF, the parties hereto have executed this Lease the day and year first above written.

LESSEE PENINSULA METROPOLITAN PARK DISTRICT


 _____ date: December 5, 2013.
Terry Lee, Executive Director

LESSOR TACOMA SCREW PRODUCTS, INC.



 _____ date: December 5, 2013.
Eric Niesz, Chief Executive Officer

STATE OF WASHINGTON)
)ss.
 COUNTY OF PIERCE)

On this ____ day of December 2013, before me personally appeared Eric Niesz, to me known to be the Chief Executive Officer of TACOMA SCREW PRODUCTS, INC., a Washington corporation, that executed the foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that S/he was authorized to execute said instrument.

GIVEN under my hand and official seal this 5th day of December 2013.





 NOTARY PUBLIC in and for the State of
 Washington, residing at TACOMA

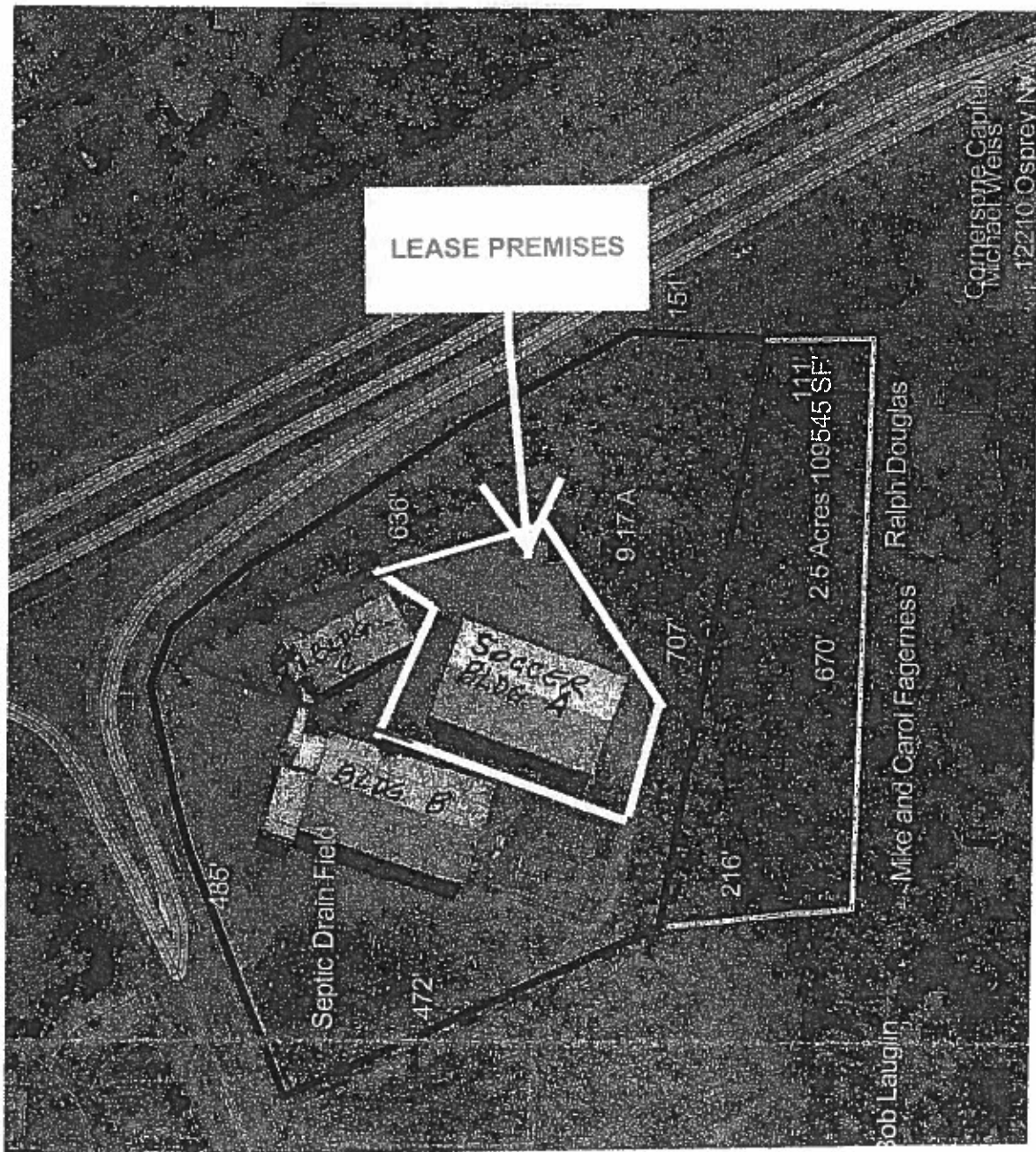
My commission expires: 12-29-16

Printed Name: JENNIFER JOHNSON

EXHIBIT A
Depiction of the Premises

ABBREVIATED LEGAL

Portion of Lot 8, ABANDONED MILITARY RESERVE US NO. 23 IN SECTION 21, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M., also known as a portion of Lot 2 of Pierce County Short Plat Recording No. 9701290542, and also a portion of Lot 15, ABANDONED MILITARY RESERVE US NO. 23 IN SECTION 21, TOWNSHIP 21 NORTH, RANGE 2 EAST OF THE W.M.



Stefanie Herzstein

From: Severson, Dale <SeversD@wsdot.wa.gov>
Sent: Thursday, May 9, 2019 11:38 AM
To: 'Jeff Kidston'; Bart Brynestad
Cc: Stefanie Herzstein
Subject: SR 16 Tacoma Screw Driveway

Follow Up Flag: Follow up
Flag Status: Flagged

Hi all,

My thoughts are we WSDOT built that 36th Street channelization there, and if you're not changing anything, other than maybe making the existing driveway a little wider, then we are probably OK with it. As for gate setbacks the key there is the gate on WSDOT right-of-way or not? If not we have no say. If it is then you are effectively closing off a portion of public WSDOT right-of-way and that would have to be a lease with payment.

However, looking at the right-of-way sheet there was the Temporary Construction Easement area, so I would suspect your gate would be in that area which WSDOT does not own. However, a concern we would have is with the westbound to southbound left turn into your site or any gate close traffic entering the site for that matter, if the gate is shut will there be a turnaround area, or some kind of hammerhead design so if a vehicle, especially a large truck, turns into the driveway can they turn around safely without impacting 36th Street and of course biggest somehow causing backups into SR 16? By having a separate westbound to southbound left turn lane that presents the opportunity for vehicles not familiar with the area or the site thinking it's maybe a public road or other access and could possibly be sucked into a dead end gate close setting.

Thanks

Dale Severson, P.E.
Development Services Engineer - WSDOT Olympic Region
(360) 357-2736 | dale.severson@wsdot.wa.gov



Figure 2 Preliminary Site Plan

LIMITED ACCESS ESTABLISHED BY ASSISTANT
SECRETARY OF ENVIRONMENTAL AND
ENGINEERING SERVICE CENTER FINDINGS
AND ORDER ADOPTED SEPTEMBER 22, 2000

FOR ACCESS HEARING PLAN SEE PLAN OF
SAME TITLE, APPROVED MAY 19, 2000

SR 16
JACKSON AVE. VIC. TO
36TH ST. NW VIC.
PIERCE COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
FULL AND MODIFIED CONTROL
STATION 36+EB 79+00.00 TO STATION 36TH 12+90
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON

If the approach is within the jurisdiction of WSDOT and they are going to regulate it I would defer development requirements to WSDOT, including the gate setback issues.

From: Bart Brynestad <bbrynestad@AHBL.com>
Sent: Tuesday, May 7, 2019 8:34 AM
To: Jeff Kidston <jeff.kidston@piercecounitywa.gov>; Dale Severson <SeversD@wsdot.wa.gov>
Cc: Stefanie Herzstein <stefanie.herzstein@transpogroup.com>
Subject: RE: Tacoma Screw Driveway

If Dale confirms this, then do the county's requirements for driveway width and Entering Sight Distance not apply?

3

From: Jeff Kidston [<mailto:jeff.kidston@piercecountywa.gov>]
Sent: Tuesday, May 07, 2019 7:54 AM
To: Bart Brynestad; Dale Severson
Subject: RE: Tacoma Screw Driveway

Bart,

My review of the attached shows the approach to the proposed Tacoma Screw Products site is controlled by WSDOT.

Dale, could you please confirm this, based on the attached map.

If it is concluded access is controlled by WSDOT please work directly with Dale and provide me with a copy of an executed access agreement for the new facility.

Please let me know if anyone has any questions.

Jeff Kidston
253-798-2106 | jeff.kidston@piercecountywa.gov

From: Bart Brynestad <bbrynestad@AHBL.com>
Sent: Friday, April 26, 2019 9:44 AM
To: Jeff Kidston <jeff.kidston@piercecountywa.gov>
Subject: Tacoma Screw Driveway

Hi Jeff,

Following up on my voicemail, we would like to determine if the ROW along the project is WSDOT's or Pierce County's and who controls access. Attached is WSDOT's ROW map which shows the driveway on WSDOT's side of the turnback line. This makes me think that WSDOT controls access unless there is an access agreement with the County. Are you able to confirm this?

Bart Brynestad, PE | Senior Engineer
AHBL, Inc. | **TACOMA** • SEATTLE • SPOKANE • TRI-CITIES
253.383.2422 **TEL** | 253.284.0228 **DIRECT** | bbrynestad@ahbl.com **EMAIL**

Civil Engineers • Structural Engineers • Landscape Architects • Community Planners • Land Surveyors
Visit us at www.ahbl.com. | Follow us on [LinkedIn](#) and [Facebook](#). | Send us a [file](#).

SimTraffic Performance Report
 Future (2024) With-Project Weekday PM Peak Hour

Attachment 4: SimTraffic
 Tacoma Screw Products - Gig Harbor
 Future (2024) With-Project Weekday PM Peak Hour

1: Driveway/20th Ave NW & 36th St NW Performance by lane

Lane	EB	EB	EB	WB	NB	NB	SB	SB	All
Movements Served	L	T	TR	TR	LT	R	LT	R	
Denied Del/Veh (s)									0.3
Total Del/Veh (s)	2.9	0.1	0.1	0.1	4.1	2.7	7.1	3.4	0.7
Vehicles Entered	0	108	9	209	3	60	5	6	399
Vehicles Exited	10	97	10	208	3	60	5	6	399
Hourly Exit Rate	10	97	10	208	3	60	5	6	399

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	0.9
Vehicles Entered	399
Vehicles Exited	398
Hourly Exit Rate	398
Input Volume	830
% of Volume	48

Queuing and Blocking Report
Future (2024) With-Project Weekday PM Peak Hour

Attachment 4: SimTraffic
Tacoma Screw Products - Gig Harbor
Future (2024) With-Project Weekday PM Peak Hour

Intersection: 1: Driveway/20th Ave NW & 36th St NW

Movement	EB	NB	NB	SB	SB
Directions Served	L	LT	R	LT	R
Maximum Queue (ft)	26	32	74	26	23
Average Queue (ft)	2	3	37	4	5
95th Queue (ft)	13	16	72	19	24
Link Distance (ft)		258	258	178	178
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	200				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 0
