

## **RESOLUTION NO. 1210**

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, ADOPTING A DESIGN CONCEPT FOR THE COMMERCIAL FISHING HOMEPORT AT ANCICH WATERFRONT PARK.**

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WHEREAS, in 2013, the City passed Resolution 949 to capture the visioning process for Ancich Waterfront Park (Park) and continues to guide the development of the site, even with the Park uplands now open to the public; and

WHEREAS, previous work at the Park has created collaborative and compatible uses within the community, preserved the historic netshed and views of the open waters of Gig Harbor bay, as well as provided boat storage opportunities and public access to the water and shoreline; and

WHEREAS, two over-arching goals of Resolution 949 that remain to be completed include providing a dock for moorage for commercial fishing vessels and water access from a dock dedicated for small, human-powered watercraft; and

WHEREAS, while design and permitting for the human-powered watercraft dock is well underway, the size and configuration of a commercial fishing homeport dock (Homeport) has yet to be established; and

WHEREAS, in 2019 the City gathered Ancich Park stakeholder representatives, including commercial fishing operators, neighbors, the Gig Harbor Canoe and Kayak Race Team, and the general public, for discussions on how to best implement the Homeport; and

WHEREAS, when considering the impacts to all user groups most stakeholders supported a compromise to implement the Homeport; however, the City agreed to have an independent consultant collect additional data to establish an independent conclusion on how to best implement the Homeport; and

WHEREAS, subsequently, in 2020 the City, and Davido Consulting Group (DCG) worked with local fishermen, adjacent property owners, and other Homeport parties to develop and consider commercial fishing moorage needs, impacts, benefits, and various dock layout alternatives that were considered as part of the City's Commercial Fishing Homeport Feasibility Study (Study); and

WHEREAS, the site is intended to provide a connection between land and water for a variety and size of watercraft and user abilities, therefore the primary concern and focus is to provide the safest facility for these users that are sharing the water; and

WHEREAS, the purpose of the Study was to provide economic analysis and community opinions for the layout of the proposed Homeport dock based on current and future demand, including project feasibility relative to proportionate impacts while considering potential mitigation and safety improvements; and

WHEREAS, throughout the study, DCG interviewed members of the local fishing fleet and Park neighbors, held meetings with City Council, evaluated decision criteria for the Homeport, and developed a discussion of possible traffic and parking impacts the Homeport would have on the neighborhood; and

WHEREAS, the Study also included economic information that quantified the direct costs and revenues the Homeport would have for the City; and

WHEREAS, the Study summarized those findings in a concise manner, provided the methodology of our evaluation of the community's comments, recorded stakeholder in-put, and delivered accurate cost estimates and revenues for each dock alternative; and

WHEREAS, permitting agencies at all levels have expressed support for the alternative with the least amount of overwater coverage and requiring the least amount of mitigation while minimizing the potential for conflicts with maneuvering vessels as outlined in Alternative E; and

WHEREAS, the City recognizes the existing available moorage for commercial fishing vessels in Gig Harbor remains unfilled, therefore the assumed demand may not exist; and

WHEREAS, the existing private commercial fishing docks in Gig Harbor continue to be redeveloped and the City may unwittingly be encouraging the sale of existing private commercial fishing docks, which may as a result not increase the moorage opportunities in Gig Harbor for commercial fishing vessels; and

WHEREAS, Alternative E provides the ability to moor up to 13 vessels with rafting at a capital cost of mooring only 8 vessels; and

WHEREAS, Alternative E provides future flexibility to expand and adjust moorage layouts by allowing moorage options as commercial fishing vessels change dimensions and layouts; and

WHEREAS, Alternative E with rafting requires the least amount of maneuvering area and would only take about 40% of the open water in front of the Park below extreme low tide; and

WHEREAS, the Alternative E maneuvering area minimizes the potential for conflicts between commercial fishing vessels and human-powered watercraft users of the Park while maximizing safety for all users; and

WHEREAS, the Study concluded the Homeport layout Alternative E is the recommended layout because of the relatively high conformance to the historic working waterfront, the low net cost, the limited impact to traffic and parking, high moorage capacity, the minimal mitigation impacts, and the high benefit of on-water safety; and

WHEREAS, with further input from City Council at their May 24, 2021 meeting and public comment from commercial fishing operators, the design concept known as Alternative G is being considered as the preferred dock layout due to the ability to moor up to 17 vessels without rafting; and

WHEREAS, due to the additional infrastructure and mitigation required by the preferred design concept of Alternative G, the total project costs for Alternative G will be more expensive than the Study's recommended Alternative E.


NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1.

The City accepts and adopts the Ancich Commercial Homeport dock layout Alternative G, as attached in Exhibit A.

RESOLVED this 14th day of June, 2021.

APPROVED:

  
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KIT KUHN, MAYOR

ATTEST/AUTHENTICATED:

  
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JOSHUA STECKER, INTERIM CITY CLERK

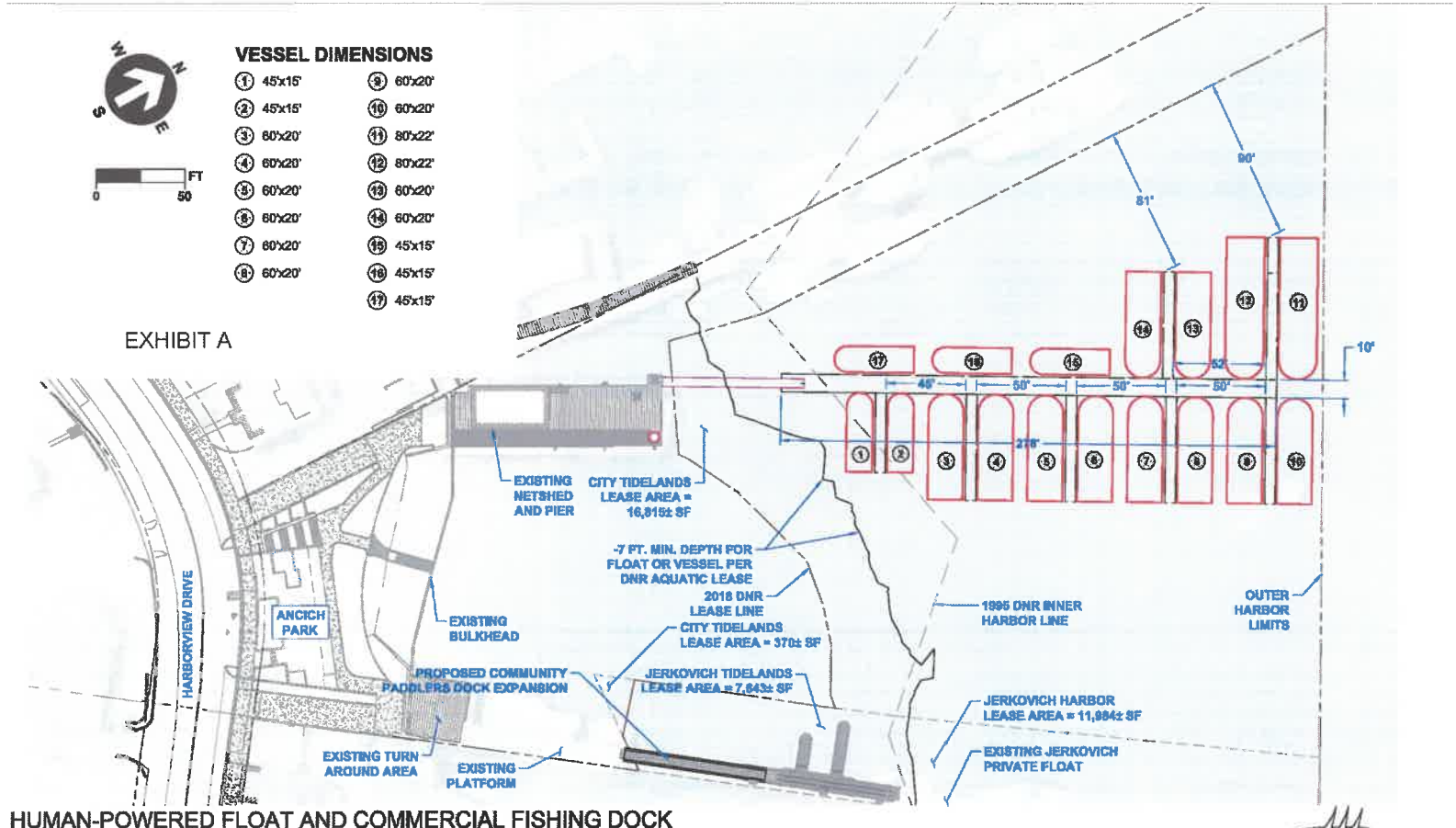


EXHIBIT A

EXHIBIT A

**HUMAN-POWERED FLOAT AND COMMERCIAL FISHING DOCK**

ANCICH WATERFRONT PARK

FLOAT EXHIBIT - ALTERNATIVE 'G'

06/01/2021

