

Gig Harbor City Council Meeting

**November 12, 2002
7:00 p.m.**



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GIG HARBOR CITY COUNCIL MEETING OF OCTOBER 28, 2002

PRESENT: Councilmembers Ekberg, Young, Owel, Picinich, Ruffo and Mayor Wilbert.
Councilmembers Dick and Franich were absent.

CALL TO ORDER: 7:03 p.m.

PLEDGE OF ALLEGIANCE

SPECIAL PRESENTATION:

Brian Sonntag, State Auditor, explained that it was an honor to be present to congratulate the achievements by the City of Gig Harbor. He said that for the past ten years, the audit reports issued from his office have contained no findings, which illustrates the commitment by city staff and the direction of the City Council. He read the letter that was sent to the city in recognition of this significant accomplishment.

Mayor Wilbert thanked Mr. Sonntag for the positive suggestions from the Auditor's staff that allowed the city to make positive corrections.

PUBLIC HEARING:

1. 2002 Budget Amendment – Purchase of the Skansie Property. Mayor Wilbert opened the public hearing on this budget amendment at 7:07 p.m. David Rodenbach, Finance Director, explained that this budget amendment would allow for the purchase of the Skansie Property. He said that the ordinance had been amended to show the entire purchase price of \$2,880,000 to be expended from the Property Acquisition Fund.

No one signed up to speak on this issue, and the Mayor closed the public hearing at 7:09 p.m. and opened the public hearing on the next agenda item.

2. 2003 Revenue Sources. David Rodenbach said that when he started with the city and began working on the 1998 Budget, the total resources for the General Fund were \$4,400,000. The 2003 Budget is at \$8,960,000, which illustrates the amount of growth in the past few years. He continued to say that the projected amount for 2003 shows property taxes with the 1% increase from last year, excluding new construction and improvements. He gave an overview of the projected revenue sources and offered to answer questions.

No one from the public came forward to speak, and the public hearing was closed at 7:13 p.m.

3. Comprehensive Transportation Plan – Mayor Wilbert explained that this public hearing had been rescheduled for the November 12th meeting.

CONSENT AGENDA:

These consent agenda items are considered routine and may be adopted with one motion as per Gig Harbor Ordinance No. 799.

1. Approval of the Minutes of City Council Meeting of October 14, 2002.
2. Correspondence/Proclamations:
 - a) Letter from George & Lavonne Hoivik
 - b) Traffic Impact Fee
 - c) Letter regarding GH Peninsula Communities
 - d) Choral Festival
 - e) Proclamation – Disabled Veterans Month
3. Easement Agreement – Huber Homes, Estates at Gig Harbor.
4. Approval of Payment of Bills for October 28, 2002.
Checks #38179 through #38336 in the amount of \$270,948.04. Checks #38019 and 38089 voided from 10/14/02 Council meeting.

MOTION: Move to approve the consent agenda as presented.
Ruffo/Picinich – unanimously approved.

OLD BUSINESS:

1. Second Reading of Ordinance – 2002 Budget Amendment. David Rodenbach introduced this amendment to the 2002 Budget, which was explained during the public hearing.

MOTION: Move to adopt Ordinance No. 916.
Young/Ekberg – unanimously approved.

2. Second Reading of Ordinance – Comprehensive Transportation Plan (postponed).

NEW BUSINESS:

1. Renewal of an Interlocal Agreement for Fire Inspection Services. John Vodopich, Community Development Director, presented this agreement for the annual commercial inspection program. He explained that this agreement reflects less than a 2% increase in the cost since last year, and a few typographical corrections.

MOTION: Move approval of the renewal of the Interlocal agreement with Pierce County Fire District #5 for fire inspection services for 2003 and authorize the Mayor to sign the agreement.
Ruffo/Picinich – unanimously approved.

2. First Reading of Ordinance – 2002 Property Tax Levy Ordinance. David Rodenbach presented this ordinance for funds collected in 2003. He explained that the total assessed valuation, including new construction improvements is \$858,227,000, a 6% increase from last year. He was asked to explain how the 1% property tax would affect property owners. Dave explained that property taxes would increase if property values went up even without the 1% increase. He said that the 1% increase is based on the city's total levy collected last year, and divided backwards. He said he would return at the next meeting with a clarification on this tax increase.

David explained that the amount of increase is based upon the assessed needs, and other revenue sources that are more difficult to predict.

3. First Reading of Ordinance – Providing for the Issuance and Sale of a Limited Tax General Obligation Bond for Financing the Acquisition of Real Estate. David Rodenbach introduced Kerrin Gibbons, Bank of America, and Cynthia Weed, Preston Gates and Ellis to present information on this ordinance authorization sale of a LTGO bond to purchase the Skansie Property.

Kerrin Gibbons gave an overview of the proposal, explaining that the term was for ten years with a fixed rate of 3.63% interest.

Cynthia Weed explained that the ordinance authorizes the issuance of a long-term financial obligation for funds to be used to purchase property, and represents the written form of the terms of the commitment made by Bank of America. She added that the interest rate is very attractive in today's market and would save the cost of the issuance of public bonds. She recommended that the Council authorize the acceptance of the offer from Bank of America and issuance of the bond.

4. City Hall Bid. Mark Hoppen, City Administrator, explained that one bid had been received for the building on Judson Street in the amount of \$1,110,000 from Donkey Creek Holding, LLC. He said that he would like time to get together with Mr. Perrow and the City Attorney to access some of the conditions attached to the bid to better understand and clarify these conditions. He said that he anticipated bringing this back to Council at the next meeting. Michael Perrow explained that there was no expiration date on the offer, but that he wished to expedite the process.

STAFF REPORTS:

David Rodenbach, Finance Director – Quarterly Report. Mr. Rodenbach gave a brief overview of the report and offered to answer questions.

PUBLIC COMMENT: None.

COUNCIL COMMENTS / MAYOR'S REPORT:

Councilmember Young said that he was planning to attend the Transportation Impact Fee Workshop at the County, and that if anyone had comments that they would like him to share, to let him know.

Mayor Wilbert announced that she would be unable to attend the December 9th Council meeting, as she was scheduled for surgery on the 3rd of December.

ANNOUNCEMENT OF OTHER MEETINGS:

1. City Council Budget Worksessions: Monday, November 4th and Tuesday, November 5th, Civic Center Community Rooms A and B, 6:30 p.m.

2. City Council Meeting – Tuesday, November 12th due to the holiday on Monday the 11th.

EXECUTIVE SESSION: For the purpose of discussing potential litigation per RCW 42.30110(i).

MOTION: Move to adjourn to Executive Session at 7:35 p.m. for approximately five minutes.
Picinich/Ruffo - unanimously approved.

MOTION: Move to return to regular session at 7:40 p.m.
Picinich/Ruffo - unanimously approved.

ADJOURN:

MOTION: Move to adjourn at 7:40 p.m.
Picinich/Ruffo - unanimously approved.

Cassette recorder utilized:
Tape 663 Side B 000 – end.
Tape 664 Side A 000 – 069.

Gretchen A. Wilbert, Mayor

City Clerk



Tacoma/Pierce County DUI Task Force

215 South 36th Street, Tacoma, WA 98418

253.798.6112 fax 253.798.4535

A traffic safety-focused, multi-agency state, county, local and military commitment to prevention, enforcement, adjudication, assessment and intervention aimed at helping to halt the Nation's most frequently committed violent crime -- *Driving Under the Influence (DUI)* of alcohol and/or other drugs

October 25, 2002

OCT 28 2002

CITY OF GIG HARBOR

Mayor Gretchen Wilbert
City of Gig Harbor
3105 Judson St.
Gig Harbor, WA 98335

Dear Mayor Wilbert;

On November 12, 1982, concerned citizens in Pierce County gathered together for the very first meeting of the Tacoma/Pierce County DUI Task Force. Twenty years later, we would like to celebrate the accomplishments of the Task Force and of Pierce County and all its jurisdictions in the DUI and traffic safety arena.


The Tacoma/Pierce County DUI Task Force would like to invite you to our 20th Year Reception on Thursday, November 14th from 4 to 7 p.m. at the Best Western Crown Plaza in Puyallup, across the freeway from the South Hill Mall. Past and present Task Force members, including Chairs and Coordinators, police chiefs, mayors and other local dignitaries are invited.

The DUI Task Force would also be honored if your city would issue a proclamation, either for a day or a week in November, because we realize that without the support of all of the jurisdictions in Pierce County, we would not be where we are today.

I've enclosed a sample proclamation for your use. If you are willing to issue a proclamation, I'd appreciate a copy that we can display at the Reception.

Thank you for all of your support over the years.

Sincerely,


Sheri Badger deMille
Coordinator

PROCLAMATION OF THE MAYOR OF THE CITY OF GIG HARBOR

WHEREAS, alcohol and drugs are one of the leading causes of traffic crashes in the United States; and

WHEREAS, in November of 1982, the Tacoma/Pierce County DUI Task Force was formed by the Pierce County Executive and the City of Tacoma Mayor to benefit all citizens of Pierce County; and

WHEREAS, since 1982, the number of deaths due to impaired drivers has decreased, even as the population of the area has increased; and

WHEREAS, on November 14th, 2002, Pierce County will be celebrating the 20th anniversary of the DUI Task Force and all of the accomplishments in the past two decades related to reduced deaths and injuries on our roadways.

NOW, THEREFORE, BE IT RESOLVED by Gretchen A. Wilbert, Mayor of the City of Gig Harbor, that the 14th day of November be designated as

TACOMA/PIERCE COUNTY DUI TASK FORCE DAY

in Gig Harbor, and that all citizens of Gig Harbor observe the occasion in fitting ways.

In Witness Whereof, I have hereunto set my hand and caused the Seal of the City of Gig Harbor to be affixed this 12th day of November, 2002.

Gretchen A. Wilbert, Mayor

Date

PROCLAMATION OF THE MAYOR OF THE CITY OF GIG HARBOR

A PROCLAMATION ESTABLISHING NOVEMBER 17-23, 2002 AS
AMERICAN EDUCATION WEEK IN OUR COMMUNITY

WHEREAS, public schools are an American tradition; and

WHEREAS, we are proud of the schools in our community and the ways they are changing to meet the needs of every student; and

WHEREAS, we recognize that our schools are only as strong as our community's support and involvement; and

WHEREAS, we understand that the education of our youth depends on more than classroom instruction; and

WHEREAS, we know that the future of our community and of our nation depends on educating each student so that he or she can achieve his or her maximum potential; and

WHEREAS, our nation is celebrating the week of November 17 – 23 as American Education Week with the theme "*Making Public Schools Great for Every Child;*"

WHEREAS, The City of Gig Harbor, supported by our community, is committed to the mission of working with parents to assure that all children reach their full potential under the common banner of children learning and teachers teaching;

NOW THEREFORE, I, Gretchen A. Wilbert, Mayor of the City of Gig Harbor, hereby proclaim that the week of November 17-23, 2002 is

Education Week

in our community, and further encourage community members to support our local schools by participating in school-sponsored activities and by volunteering to help with those activities.

In Witness Whereof, I have hereunto set my hand and caused the Seal of the City of Gig Harbor to be affixed this 12th day of November, 2002.

Gretchen A. Wilbert, Mayor

Date



'THE MARITIME CITY'

COMMUNITY DEVELOPMENT DEPARTMENT
3510 GRANDVIEW STREET
GIG HARBOR, WASHINGTON 98335
(253) 851-6170 • WWW.CITYOFGIGHARBOR.NET

TO: MAYOR WILBERT AND CITY COUNCIL MEMBERS
FROM: JOHN VODOPICH, AICP
COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: RUSHMORE WATERMAIN REPLACEMENT PROJECT
ENGINEERING SERVICES - CONSULTANT SERVICES CONTRACT
DATE: NOVEMBER 12, 2002

INTRODUCTION/BACKGROUND

An identified 2002 Water Operating Objective provides for the design of an 8-inch watermain replacement for the failing and undersized asbestos-cement watermain serving the Rushmore Subdivision.

After reviewing the Consultant Services Roster and based upon their experience in utility design, previous favorable work experience with the City, and their familiarity with the area, the consulting firm of ESM Consulting Engineers LLC, was selected as best qualified to perform the design for the project.

The consultant is able to meet the City's current insurance requirements.

Authorization is requested to execute a Consultant Services Contract in the not-to-exceed amount of \$26,050.20 with ESM Consulting Engineers LLC, for the design of the Rushmore Watermain Replacement project.

FISCAL CONSIDERATIONS

This project is identified in the Water Operating Fund of the 2002 Annual Budget, which provides sufficient funds for this work.

RECOMMENDATION

I recommend that the Council authorize the execution of the Consultant Services Contract with ESM Consulting Engineers LLC, for the design of the Rushmore Watermain Replacement project in an amount not to exceed twenty-six thousand fifty dollars and twenty cents (\$26,050.20).

**CONSULTANT SERVICES CONTRACT
BETWEEN THE CITY OF GIG HARBOR AND
ESM CONSULTING ENGINEERS, LLC**

THIS AGREEMENT is made by and between the City of Gig Harbor, a Washington municipal corporation (hereinafter the "City"), and ESM Consulting Engineers, LLC, a corporation organized under the laws of the State of Washington, located and doing business at 720 South 348th Street, Federal Way, Washington 98003 (hereinafter the "Consultant").

RECITALS

WHEREAS, the City is presently engaged in the design of Rushmore Watermain Replacement project, and desires that the Consultant perform services necessary to provide the following consultation services.

WHEREAS, the Consultant agrees to perform the services more specifically described in the Scope of Work, dated October 24, 2002, including any addenda thereto as of the effective date of this agreement, all of which are attached hereto as **Exhibit A – Scope of Services**, and are incorporated by this reference as if fully set forth herein.

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed by and between the parties as follows:

TERMS

I. Description of Work

The Consultant shall perform all work as described in **Exhibit A**.

II. Payment

A. The City shall pay the Consultant an amount based on time and materials, not to exceed Twenty-Six Thousand Fifty Dollars and twenty cents (\$26,050.20) for the services described in Section I herein. This is the maximum amount to be paid under this Agreement for the work described in **Exhibit A**, and shall not be exceeded without the prior written authorization of the City in the form of a negotiated and executed supplemental agreement. PROVIDED, HOWEVER, the City reserves the right to direct the Consultant's compensated services under the time frame set forth in Section IV herein before reaching the maximum amount. The Consultant's staff and billing rates shall be as described in **Exhibit B – Fee Estimate**. The Consultant shall not bill for Consultant's staff not identified or listed in **Exhibit A** or bill at rates in excess of the hourly rates shown in **Exhibit B**; unless the parties agree to a modification of this Contract, pursuant to Section XVIII herein.

B. The Consultant shall submit monthly invoices to the City after such services have been performed, and a final bill upon completion of all the services described in this Agreement. The City shall pay the full amount of an invoice within forty-five (45) days of receipt. If the City objects to all or any portion of any invoice, it shall so notify the Consultant of the same within fifteen (15) days from the date of receipt and shall pay that portion of the invoice not in dispute, and the parties shall immediately make every effort to settle the disputed portion.

III. Relationship of Parties

The parties intend that an independent contractor-client relationship will be created by this Agreement. As the Consultant is customarily engaged in an independently established trade which encompasses the specific service provided to the City hereunder, no agent, employee, representative or sub-consultant of the Consultant shall be or shall be deemed to be the employee, agent, representative or sub-consultant of the City. In the performance of the work, the Consultant is an independent contractor with the ability to control and direct the performance and details of the work, the City being interested only in the results obtained under this Agreement. None of the benefits provided by the City to its employees, including, but not limited to, compensation, insurance, and unemployment insurance are available from the City to the employees, agents, representatives, or sub-consultants of the Consultant. The Consultant will be solely and entirely responsible for its acts and for the acts of its agents, employees, representatives and sub-consultants during the performance of this Agreement. The City may, during the term of this Agreement, engage other independent contractors to perform the same or similar work that the Consultant performs hereunder.

IV. Duration of Work

The City and the Consultant agree that work will begin on the tasks described in **Exhibit A** immediately upon execution of this Agreement. The parties agree that the work described in **Exhibit A** shall be completed by July 31, 2003; provided however, that additional time shall be granted by the City for excusable days or extra work.

V. Termination

A. Termination of Agreement. The City may terminate this Agreement, for public convenience, the Consultant's default, the Consultant's insolvency or bankruptcy, or the Consultant's assignment for the benefit of creditors, at any time prior to completion of the work described in **Exhibit A**. If delivered to consultant in person, termination shall be effective immediately upon the Consultant's receipt of the City's written notice or such date stated in the City's notice, whichever is later.

B. Rights Upon Termination. In the event of termination, the City shall pay for all services satisfactorily performed by the Consultant to the effective date of termination, as described on a final invoice submitted to the City. Said amount shall not exceed the amount in Section II above. After termination, the City may take possession of all records and data within the Consultant's possession pertaining to this Agreement, which records and data may be used by the

City without restriction. Upon termination, the City may take over the work and prosecute the same to completion, by contract or otherwise. Except in the situation where the Consultant has been terminated for public convenience, the Consultant shall be liable to the City for any additional costs incurred by the City in the completion of the Scope of Services referenced as **Exhibit A** and as modified or amended prior to termination. "Additional Costs" shall mean all reasonable costs incurred by the City beyond the maximum contract price specified in Section II(A), above.

VI. Discrimination

In the hiring of employees for the performance of work under this Agreement or any sub-contract hereunder, the Consultant, its subcontractors, or any person acting on behalf of such Consultant or sub-consultant shall not, by reason of race, religion, color, sex, national origin, or the presence of any sensory, mental, or physical disability, discriminate against any person who is qualified and available to perform the work to which the employment relates.

VII. Indemnification

The Consultant shall defend, indemnify and hold the City, its officers, officials, employees, agents and volunteers harmless from any and all claims, injuries, damages, losses or suits, including all legal costs and attorneys' fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of the City. The City's inspection or acceptance of any of the Consultant's work when completed shall not be grounds to avoid any of these covenants of indemnification.

Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees, agents and volunteers, the Consultant's liability hereunder shall be only to the extent of the Consultant's negligence.

IT IS FURTHER SPECIFICALLY AND EXPRESSLY UNDERSTOOD THAT THE INDEMNIFICATION PROVIDED HEREIN CONSTITUTES THE CONSULTANT'S WAIVER OF IMMUNITY UNDER INDUSTRIAL INSURANCE, TITLE 51 RCW, SOLELY FOR THE PURPOSES OF THIS INDEMNIFICATION. THE PARTIES FURTHER ACKNOWLEDGE THAT THEY HAVE MUTUALLY NEGOTIATED THIS WAIVER. THE CONSULTANT'S WAIVER OF IMMUNITY UNDER THE PROVISIONS OF THIS SECTION DOES NOT INCLUDE, OR EXTEND TO, ANY CLAIMS BY THE CONSULTANT'S EMPLOYEES DIRECTLY AGAINST THE CONSULTANT.

The provisions of this section shall survive the expiration or termination of this Agreement.

VIII. Insurance

A. The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the Consultant's own work including the work of the Consultant's agents, representatives, employees, sub-consultants or sub-contractors.

B. Before beginning work on the project described in this Agreement, the Consultant shall provide evidence, in the form of a Certificate of Insurance, of the following insurance coverage and limits (at a minimum):

1. Business auto coverage for any auto no less than a \$1,000,000 each accident limit, and
2. Commercial General Liability insurance no less than \$1,000,000 per occurrence with a \$2,000,000 aggregate. Coverage shall include, but is not limited to, contractual liability, products and completed operations, property damage, and employers liability, and
3. Professional Liability insurance with no less than \$1,000,000 claims made basis.

C. The Consultant is responsible for the payment of any deductible or self-insured retention that is required by any of the Consultant's insurance. If the City is required to contribute to the deductible under any of the Consultant's insurance policies, the Contractor shall reimburse the City the full amount of the deductible.

D. The City of Gig Harbor shall be named as an additional insured on the Consultant's commercial general liability policy. This additional insured endorsement shall be included with evidence of insurance in the form of a Certificate of Insurance for coverage necessary in Section B. The City reserves the right to receive a certified and complete copy of all of the Consultant's insurance policies.

E. It is the intent of this contract for the Consultant's insurance to be considered primary in the event of a loss, damage or suit. The City's own comprehensive general liability policy will be considered excess coverage in respect to the City. Additionally, the Consultant's commercial general liability policy must provide cross-liability coverage as could be achieved under a standard ISO separation of insured's clause.

F. The Consultant shall request from his insurer a modification of the ACORD certificate to include language that prior written notification will be given to the City of Gig Harbor at least 30-days in advance of any cancellation, suspension or material change in the Consultant's coverage.

IX. Exchange of Information

The City warrants the accuracy of any information supplied by it to the Consultant for the purpose of completion of the work under this Agreement. The parties agree that the Consultant will notify the City of any inaccuracies in the information provided by the City as may be discovered in the process of performing the work, and that the City is entitled to rely upon any information supplied by the Consultant which results as a product of this Agreement.

X. Ownership and Use of Records and Documents

Original documents, drawings, designs and reports developed under this Agreement shall belong to and become the property of the City. All written information submitted by the City to the Consultant in connection with the services performed by the Consultant under this Agreement will be safeguarded by the Consultant to at least the same extent as the Consultant safeguards like information relating to its own business. If such information is publicly available or is already in consultant's possession or known to it, or is rightfully obtained by the Consultant from third parties, the Consultant shall bear no responsibility for its disclosure, inadvertent or otherwise.

XI. City's Right of Inspection

Even though the Consultant is an independent contractor with the authority to control and direct the performance and details of the work authorized under this Agreement, the work must meet the approval of the City and shall be subject to the City's general right of inspection to secure the satisfactory completion thereof. The Consultant agrees to comply with all federal, state, and municipal laws, rules, and regulations that are now effective or become applicable within the terms of this Agreement to the Consultant's business, equipment, and personnel engaged in operations covered by this Agreement or accruing out of the performance of such operations.

XII. Consultant to Maintain Records to Support Independent Contractor Status

On the effective date of this Agreement (or shortly thereafter), the Consultant shall comply with all federal and state laws applicable to independent contractors including, but not limited to the maintenance of a separate set of books and records that reflect all items of income and expenses of the Consultant's business, pursuant to the Revised Code of Washington (RCW) Section 51.08.195, as required to show that the services performed by the Consultant under this Agreement shall not give rise to an employer-employee relationship between the parties which is subject to RCW Title 51, Industrial Insurance.

XIII. Work Performed at the Consultant's Risk

The Consultant shall take all precautions necessary and shall be responsible for the safety of its employees, agents, and sub-consultants in the performance of the work hereunder and shall utilize all protection necessary for that purpose. All work shall be done at the Consultant's own risk, and

the Consultant shall be responsible for any loss of or damage to materials, tools, or other articles used or held by the Consultant for use in connection with the work.

XIV. Non-Waiver of Breach

The failure of the City to insist upon strict performance of any of the covenants and agreements contained herein, or to exercise any option herein conferred in one or more instances shall not be construed to be a waiver or relinquishment of said covenants, agreements, or options, and the same shall be and remain in full force and effect.

XV. Resolution of Disputes and Governing Law

Should any dispute, misunderstanding, or conflict arise as to the terms and conditions contained in this Agreement, the matter shall first be referred to the City Engineer and the City shall determine the term or provision's true intent or meaning. The City Engineer shall also decide all questions which may arise between the parties relative to the actual services provided or to the sufficiency of the performance hereunder.

If any dispute arises between the City and the Consultant under any of the provisions of this Agreement which cannot be resolved by the City Engineer's determination in a reasonable time, or if the Consultant does not agree with the City's decision on the disputed matter, jurisdiction of any resulting litigation shall be filed in Pierce County Superior Court, Pierce County, Washington. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. The non-prevailing party in any action brought to enforce this Agreement shall pay the other parties' expenses and reasonable attorney's fees.

XVI. Written Notice

All communications regarding this Agreement shall be sent to the parties at the addresses listed on the signature page of the agreement, unless notified to the contrary. Unless otherwise specified, any written notice hereunder shall become effective upon the date of mailing by registered or certified mail, and shall be deemed sufficiently given if sent to the addressee at the address stated below:

CONSULTANT
Steve Kitterman, P.E.
ESM Consulting Engineers, LLC
720 South 348th
Federal Way, WA 98003
(253) 838-6113

Stephen Misiurak, P.E.
City Engineer
City of Gig Harbor
3510 Grandview Street
Gig Harbor, Washington 98335
(253) 851-6170

XVII. Assignment

Any assignment of this Agreement by the Consultant without the written consent of the City shall be void. If the City shall give its consent to any assignment, this paragraph shall continue in full force and effect and no further assignment shall be made without the City's consent.

XVIII. Modification

No waiver, alteration, or modification of any of the provisions of this Agreement shall be binding unless in writing and signed by a duly authorized representative of the City and the Consultant.

XIX. Entire Agreement

The written provisions and terms of this Agreement, together with any Exhibits attached hereto, shall supersede all prior verbal statements of any officer or other representative of the City, and such statements shall not be effective or be construed as entering into or forming a part of or altering in any manner whatsoever, this Agreement or the Agreement documents. The entire agreement between the parties with respect to the subject matter hereunder is contained in this Agreement and any Exhibits attached hereto, which may or may not have been executed prior to the execution of this Agreement. All of the above documents are hereby made a part of this Agreement and form the Agreement document as fully as if the same were set forth herein. Should any language in any of the Exhibits to this Agreement conflict with any language contained in this Agreement, then this Agreement shall prevail.

IN WITNESS WHEREOF, the parties have executed this Agreement on this _____ day of _____, 200__.

By: 
 CONSULTANT
 His Principal

By: _____
 CITY OF GIG HARBOR
 Mayor

Notices to be sent to:
 CONSULTANT
 Steven Kitterman, P.E.
 ESM Consulting Engineers, LLC
 720 South 348th
 Federal Way, WA 98003
 (253) 838-6113

Stephen Misiurak, P.E.
 City Engineer
 City of Gig Harbor
 3510 Grandview Street
 Gig Harbor, Washington 98335
 (253) 851-6170

✓

APPROVED AS TO FORM:

City Attorney

ATTEST:

City Clerk

STATE OF WASHINGTON)
) ss.
COUNTY OF _____)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____ of _____ Inc., to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____

(print or type name)
NOTARY PUBLIC in and for the
State of Washington, residing at:

My Commission expires: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Gretchen A. Wilbert is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the Mayor of Gig Harbor to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____

(print or type name)
NOTARY PUBLIC in and for the
State of Washington, residing at:

My Commission expires: _____

✓

Exhibit A

October 24, 2002

Job No. 9998-001-125

Stephen Misiurak, P.E.
Public Works Department
City of Gig Harbor
3510 Grandview Street
Gig Harbor, WA 98335

Re: Proposal – Rushmore Water Main Replacement Project

Dear Mr. Misiurak:

The Public Works Group of ESM Consulting Engineers is excited for the opportunity to present this proposal to provide engineering services for the above referenced project. We are familiar with City of Gig Harbor water project requirements, since we provided design and construction services for the now completed Burnham Drive Water Main Extension.

To provide maximum value to the City, we propose to use the same personnel that were involved with the Burnham Drive Water Main Extension project. I will act as project manager, and Al Wilson will be the design technician responsible for plan preparation.

The project design will be completed using sheet notes and specification requirements incorporated on the plans, thus minimizing the number of special provisions required for construction. We propose to use the same basic contract documents and special provisions that were used on the Burnham Drive project, together with any requested City additions or revisions.

Attached are a proposed Scope of Services and Fee Estimate for the Rushmore Water Main Replacement Project. If these exhibits are acceptable, they can be attached to your standard consultant agreement as part of our contract.

We have enjoyed our previous relationship with the City of Gig Harbor, and look forward to assisting the City see this new project follow through to completion. Please do not hesitate to call if you have any questions or need additional information.

Sincerely,
ESM CONSULTING ENGINEERS, LLC

STEVEN D. KITTERMAN, P.E.
Principal-in-charge of Public Works

Attachments

Exhibit A

Scope of Services For City of Gig Harbor Rushmore Water Main Replacement Project

The Consultant will provide professional services for the preparation of contract plans, contract specifications, and engineers estimate of cost to construct specifications, and engineers estimate of cost to construct, test and place in service new water mains, water services and related appurtenances for the project site generally shown on attached Exhibit C.

TASK DESCRIPTION

- TASK 1. PROJECT ADMINISTRATION – The Consultant will provide project administration and management. Tasks will include preparing progress reports and invoices monthly, attend coordination meetings with the City, monitor and updated progress schedule; and provide quality assurance/control (QA/QC) for budget, schedule and work plans.
- TASK 2. SURVEY – Provide topographical survey of the proposed alignment, and develop 1"=50' base maps for use as plan/profile sheets. Survey datum will be based on benchmark information agreed to by the City. Topographical Survey limits will be approximately 12 feet each side of the existing streets to provide locations of existing features, including water meters to be replaced as part of the project. It is anticipated that the new water mains will be constructed within the existing pavement areas.
- TASK 3. UTILITY/AGENCY COORDINATION – Consultant will coordinate with the utilities in the project area; including: telephone, power, natural gas, and T.V. cable companies that might be in the area. The Consultant will obtain available "as-built" information from these utilities, and request field marking prior to topographic survey, to allow incorporation into project base mapping. Consultant will determine areas to have utilities field marked and order the work. This cost is included in the Fee Estimate.
- TASK 4. PLANS, SPECIFICATIONS AND ESTIMATE – Prepare Plans, Specifications, and Engineers Estimate (PS&E) for the project. Update water main alignment to best fit with existing and future planned utilities and roadway improvements. Plans to show approximate location of property lines, as shown on available assessor maps. Prepare 70% and 95% submittals for City review. For 100% submittal, the Consultant will provide 1 set of reproducible plan sheets in 22" x 34" size, 1 set of

Exhibit A

reproducible plan sheets in 11" x 17" size, and original reproducible copy of special provisions. City will make and distribute all copies of project plans and contract documents.

- A. The plans will include a Consultant prepared title and cover sheet that will include a vicinity map.
- B. The Consultant will prepare sheets presenting and legend, abbreviations, key Map, vicinity map, survey control, general notes, and sheet index.
- C. The Consultant will develop necessary water main details not covered by standard City details, and prepare a details sheets. City standard details will be incorporated into the details sheets in the plans. WSDOT Standard plans will be utilized to the maximum extent possible. Standard plans will be on 8-1/2" x 11" pages attached to the contract specifications and will not be included in the contract plan set.
- D. Proposed water mains and service connections will be shown in plan view and in profile on the project plan sheets at 1"=50' horizontal, 1"=5' vertical. No profiles will be prepared for the service lines or fire hydrant lines.
- E. The Consultant will develop Temporary Erosion and Sedimentation Control plans at 1"=100' scale as part of the project plan set.
- F. The Consultant will determine final quantities and engineer's estimate of cost for the 95 percent and 100 percent submittals.
- G. The Consultant will prepare contract specifications based on 2002 WSDOT/APWA and City Standards. Specifications will be developed for the 95 percent and 100 percent submittals. The City will provide the "Front End" portion of the contract documents, including Division 1, which will be combined with the Consultant provided special provisions.
- H. The Consultant will assemble and submit full-size mylar and half-size bond copies of contract plans at the completion of final design for advertisement. The City will print and distribute all contract documents. Draft submittals of half-size plans (three sets for each review) will be made at the 70 percent and 95 percent levels of design development for City review and comment, along with one

Exhibit A

full size set. An electronic file copy of the project plans (AutoCAD version 2000) will be included as part of the final submittal and specifications (MS Word) will be included as part of the 95 percent and final submittal.

- TASK 5. **BIDDING ASSISTANCE** – The consultant will be available to answer questions during the bidding of the contract. This work will include preparing addenda requested by the City that are changes in the project type or scope, up to the number of hours included in the man-hour estimate for this task. Any additional work beyond the hours estimated will be completed upon approval of a supplemental agreement.

Project Assumptions:

- No SEPA required
- No geotechnical investigation required
- Utility locating and pre-marking costs to be paid directly by the City.
- No construction services included in this proposal
- Plan set reproduction to be done by the City

**Exhibit B
City of Gig Harbor
Rushmore Subdivision
Water Main Replacement
Design Phase**

MANHOOR ESTIMATE											
Work Task	Sr. Proj. Manager	Project Engineer	Design Tech.	Licensed Surveyor	2-Man Crew	Survey Tech.	Clerical	Direct Costs	Task Total		
1	8		8				4	\$500	\$2,512.00	Project Administration	
2	1		2	2	20	16		\$900	\$5,516.00	Topographic Survey & APS	
3	2		6						\$830.00	Utility/Agency Coordination	
4	24		100				8	\$500	\$13,544.00	Plans, Specifications & Estimate	
5	4		8						\$1,280.00	Bidding Assistance	
									\$0.00		
									\$0.00		
									\$0.00		
									\$0.00		
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									\$0.00		
									\$0.00		
									\$0.00		
TOTAL	39	0	124	2	20	16	12	\$1,900	\$23,682		
ESTIMATED FEE											
Labor Cost:											
Sr. Project Manager				39	Hours X	\$130.00	=	\$5,070.00			
Project Engineer				0	Hours X	\$106.00	=	\$0.00			
Design Technician				124	Hours X	\$95.00	=	\$11,780.00			
Licensed Surveyor				2	Hours X	\$116.00	=	\$232.00			
2-man crew				20	Hours X	\$132.00	=	\$2,640.00			
Survey Technician				16	Hours X	\$89.00	=	\$1,424.00			
Clerical				12	Hours X	\$53.00	=	\$636.00			
								Total Labor	=	\$21,782.00	
Direct Expenses:				Direct expenses				=	\$1,900.00		
				Contingency @10%				=	\$2,368.20		
								TOTAL FEE	=	\$26,050.20	

C 080-2

WASHINGTON STATE LIQUOR CONTROL BOARD

DATE:11/04/02

RECEIVED

LICENSED ESTABLISHMENTS IN INCORPORATED AREAS CITY OF GIG HARBOR
(BY ZIP CODE) FOR EXPIRATION DATE OF 20030228

NOV 06 2002

CITY OF GIG HARBOR

LICENSEE	BUSINESS NAME AND ADDRESS	LICENSE NUMBER	PRIVILEGES
1 GLENN JR, NOLAN F GLENN, KYONG SUE	THE GREEN TURTLE 2905 HARBORVIEW DR GIG HARBOR WA 98335 0000	078190	BEER/WINE REST - BEER/WINE
2 WAMBOLD, MARK HENRY WAMBOLD, KYONG MI	MARCO'S RESTAURANT 7707 PIONEER WAY GIG HARBOR WA 98335 1132	074950	BEER/WINE REST - BEER/WINE OFF PREMISES

Attention:

Enclosed is a listing of liquor licensees presently operating establishments in your jurisdiction whose licenses expire on FEBRUARY 28, 2003. Applications for renewal of these licenses for the upcoming year are at this time being forwarded to the current operators.

As provided in law, before the Washington State Liquor Control Board shall issue a license, notice regarding the application must be provided the chief executive officer of the incorporated city or town or the board of county commissioners if the location is outside the boundaries of an incorporated city or town.

Your comments and recommendations regarding the approval or disapproval for the enclosed listed licensees would be appreciated. If no response is received, it will be assumed that you have no objection to the reissuance of the license to the applicants and locations listed. In the event of disapproval of the applicant or the location or both, please identify by location and file number and submit a statement of all facts upon which such objections are based (please see RCW 66.24.010{8}). If you disapprove then the Board shall contemplate issuing said license, let us know if you desire a hearing before final action is taken.

In the event of an administrative hearing, you or your representative will be expected to present evidence in support of your objections to the renewal of the liquor license. The applicant would presumably want to present evidence in opposition to the objections and in support of the application. The final determination whether to grant or deny the license would be made by the Board after reviewing the record of the administrative hearing.

If applications for new licenses are received for persons other than those specified on the enclosed notices, or applications for transfer of licenses are received by the Board between now and FEBRUARY 28, 2003, your office will be notified on an individual case basis.

Your continued assistance and cooperation in these licensing matters is greatly appreciated by the Liquor Control Board.

LORRAINE LEE, Director
Regulatory Services
Enclosures

MAYOR OF GIG HARBOR
3105 JUDSON ST
GIG HARBOR, WA 98335



'THE MARITIME CITY'

3510 GRANDVIEW STREET
GIG HARBOR, WASHINGTON 98335
(253) 851-8136 • WWW.CITYOFGIGHARBOR.NET

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: DAVID RODENBACH, FINANCE DIRECTOR DR
DATE: NOVEMBER 7, 2002
SUBJECT: SECOND READING - 2002 PROPERTY TAX LEVY ORDINANCE

INTRODUCTION

This is the second reading of an ordinance setting the 2002 property tax levy for collection in 2003.

POLICY CONSIDERATIONS

The 2003 preliminary budget uses a 1% property tax increase over the current levy. The 2002 levy is approximately \$64,677 over the 2001 levy.

FINANCIAL

Property taxes are approximately 6% of 2003 General Fund revenue budget and 81% of the Street Fund operating budget.

Total assessed valuation as of September 2002 is \$858,227,346. This is an increase of approximately \$50,000,000 over 2001. \$34,500,000 of this increase is due to new construction and annexed property.

The table on the following page shows the effect of a 1 percent levy increase. A limitation in the calculations is the use of an average assessed valuation increase. This average is 1.9064 percent. Actual increases or decreases in assessed valuation will change calculations in the table.

RECOMMENDATION

Staff recommends adoption of the ordinance upon second reading.

Estimated impact of a 1% property tax levy increase

2001 Assessed Property Value	2001 Property Tax	2002 Property Value	2002 Property Tax	2003 Property Value	2003 Property Tax
\$ 200,000	\$ 303.64	\$ 203,813	\$ 291.42	\$ 306.79	\$ 3.15
250,000	379.55	254,766	364.28	383.49	3.94
300,000	455.46	305,719	437.13	460.19	4.73
350,000	531.37	356,672	509.98	536.89	5.52
400,000	607.28	407,625	582.83	613.59	6.31
500,000	759.10	509,532	728.56	766.98	7.88
550,000	835.01	560,485	801.41	843.68	8.67
600,000	910.92	611,438	874.27	920.38	9.46
700,000	1,062.74	713,345	1,019.99	1,063.27	10.94
800,000	1,214.56	815,251	1,165.69	1,227.17	12.61
\$ 850,000	\$ 1,290.47	\$ 866,204	\$ 1,238.55	\$ 1,303.87	\$ 13.40

CITY OF GIG HARBOR

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF GIG HARBOR, WASHINGTON, LEVYING THE GENERAL PROPERTY TAXES FOR THE CITY OF GIG HARBOR FOR THE FISCAL YEAR BEGINNING JANUARY 1, 2003.

WHEREAS, the City Council of the City of Gig Harbor attests that the City population is 6,540; and

WHEREAS, the City Council of the City of Gig Harbor have properly given notice of the public hearing held October 28, 2002 to consider the City's General Fund revenue sources for the 2003 calendar year, pursuant to RCW 84.55.120; and

WHEREAS, the City Council of the City of Gig Harbor has considered the city's anticipated financial requirements for 2003, and the amounts necessary and available to be raised by ad valorem taxes on real and personal property,

NOW, THEREFORE, the City Council of the City of Gig Harbor, Washington **ORDAINS** as follows:

Section 1. The ad valorem tax general levies required to raise estimated revenues for the City of Gig Harbor for the ensuing year commencing January 1, 2003, shall be levied upon the value of real and personal property which has been set at an assessed valuation of \$858,227,346. Taxes levied upon this value shall be:

The 2002 property tax for collection in 2003 is \$1,291,864 which is an increase of \$64,677 and 1% over the 2001 levy, in addition to that resulting from the addition of new construction and improvements to property and any increase in the value of state-assessed property.

Section 2. This ordinance shall be certified by the city clerk to the clerk of the board of county council and taxes hereby levied shall be collected and paid to the Finance Director of the City of Gig Harbor at the time and in a manner provided by the laws of the state of Washington for the collection of taxes.

Section 3. This ordinance shall be published in the official newspaper of the city, and shall take effect and be in full force five (5) days after the date of its publication.

PASSED by the City Council of the City of Gig Harbor, Washington, and approved by its Mayor at a regular meeting of the council held on this 12th day of November, 2002.

Gretchen A. Wilbert, Mayor

ATTEST:

Molly Towslee
City Clerk

Filed with city clerk:
Passed by the city council:
Date published:
Date effective:



'THE MARITIME CITY'

3510 GRANDVIEW STREET
GIG HARBOR, WASHINGTON 98335
(253) 851-8136 • WWW.CITYOFGIGHARBOR.NET

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: DAVID RODENBACH, FINANCE DIRECTOR DR
DATE: OCTOBER 31, 2002
**SUBJECT: SECOND READING OF ORDINANCE - PROVIDING FOR THE
ISSUANCE AND SALE OF A LIMITED TAX GENERAL OBLIGATION
(LTGO) BOND FOR THE PURPOSE OF FINANCING THE
ACQUISITION OF REAL ESTATE**

BACKGROUND

This is the second reading of an ordinance providing for the issuance and sale of a limited tax general obligation bond in the amount of \$2,080,000. Bank of America has offered to purchase a bond from the City to provide financing for the purchase of the Skansie Property.

FISCAL CONSIDERATIONS

This is a bond with a 10-year maturity and has a fixed interest rate of 3.63%. Semi annual payments under the terms of the bond will be \$118,000. Total payments over the life of the contract are \$2,480,674, resulting in a savings of \$142,000. Annual cash flow savings in years 2 through 9 amount to \$26,000.

The City's remaining LTGO debt capacity, based upon 2002 assessed valuation is approximately \$2,000,000.

RECOMMENDATION

Staff recommends adoption of the ordinance.

CITY OF GIG HARBOR, WASHINGTON

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, AUTHORIZING A LIMITED TAX GENERAL OBLIGATION BOND IN THE PRINCIPAL SUM OF \$2,080,000 FOR THE PURPOSE OF FINANCING THE ACQUISITION OF REAL ESTATE FOR CITY USE; PROVIDING THE TERMS OF THE BOND; AND PROVIDING FOR THE SALE OF THE BOND.

WHEREAS, the City Council (the "Council") of the City of Gig Harbor, Washington (the "City"), has deemed it in the best interest of the City and its citizens that the City acquire certain real estate for City use (the "Project"); and

WHEREAS, the City has received an offer from Bank of America, N.A., Seattle, Washington, to purchase a bond to provide permanent financing for the Project, and the City has determined that it is in the best interest of the City to sell the bond to the Bank;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, DO ORDAIN as follows:

Section 1. Definitions. As used in this ordinance, the following words shall have the following meanings, unless a different meaning clearly appears from the context:

Act means Chapter 39.50 RCW.

Bank means Bank of America, N.A., or its corporate successor.

Bond means the City of Gig Harbor, Washington, Limited Tax General Obligation Bond, 2002 in the principal amount of \$2,080,000, issued pursuant to this ordinance.

Bond Fund means the City's "Limited Tax General Obligation Bond Redemption Fund," as described in Section 5 of this ordinance..

Bond Register means the registration books showing the name, address and tax identification number of each registered owner of the Bond, maintained pursuant to Section 149(a) of the Code.

Bond Registrar means the Treasurer who will register and authenticate the Bond, maintain the Bond Register, effect transfer of ownership of the Bond and pay principal of and interest on the Bond.

City means the City of Gig Harbor, Washington, a municipal corporation duly organized and existing under the laws of the State of Washington.

Code means the federal Internal Revenue Code of 1986, as amended from time to time, and the applicable regulations thereunder.

Council means the duly constituted City Council as the general legislative authority of the City.

Government Obligations means those obligations now or hereafter defined as such in chapter 39.53 RCW.

Private Person means any natural person engaged in a trade or business or any trust, estate, partnership, association, company or corporation.

Private Person Use means the use of property in a trade or business by a Private Person if such use is other than as a member of the general public. Private Person Use includes ownership of the property by the Private Person as well as other arrangements that transfer to the Private Person the actual or beneficial use of the property (such as a lease, management or incentive payment contract or other special arrangement) in such a manner as to set the Private Person apart from the general public. Use of property as a member of the general public includes attendance by the Private Person at municipal meetings or business rental of property to the

Private Person on a day-to-day basis if the rental paid by such Private Person is the same as the rental paid by any Private Person who desires to rent the property. Use of property by nonprofit community groups or community recreational groups is not treated as Private Person Use if such use is incidental to the governmental uses of property, the property is made available for such use by all such community groups on an equal basis and such community groups are charged only a *de minimis* fee to cover custodial expenses.

Project means the acquisition of real estate, situated at 3207 Harborview Drive, Gig Harbor, WA 98335, for City use.

Treasurer means the Finance Director of the City or any successor to the functions of such Treasurer.

Section 2. Authorization of the Bond. The City hereby authorizes the issuance and sale of the Bond in the aggregate principal amount of \$2,080,000 to provide permanent financing for the acquisition of real estate for City use (the "Project") and to pay costs of issuance of the Bond. The Bond shall be a limited tax general obligation of the City; shall be designated the "City of Gig Harbor, Washington, Limited Tax General Obligation Bond, 2002"; shall be dated the date of its delivery to the Bank; shall be fully registered; shall be in the denomination of \$2,080,000; and shall bear interest from its date at the rate of 3.63% per annum calculated on the basis of a 360-day year with 30-day months. Principal and interest on the Bond shall be payable in semiannual installments of \$117,973.01 (including principal and interest) beginning on December 1, 2002 and on each June 1 and December 1 thereafter, with final payments of principal and interest nevertheless payable at maturity on December 1, 2012. Payments shall be applied first to interest and then to principal.

Section 3. Registration and Transfer. The Treasurer shall act as transfer agent, paying agent and registrar for the Bond (collectively, the "Bond Registrar"). Both principal of and interest on the Bond shall be payable in lawful money of the United States of America by check or warrant drawn on the Bond Registrar and mailed to the registered owner of the Bond on each interest and principal payment date. Upon payment of the final principal and interest installment on the Bond, the registered owner shall present and surrender the Bond at the Treasurer's office.

The Bond Register shall be maintained by the Bond Registrar, and shall contain the name and mailing address of the registered owner of the Bond or nominee of such registered owner.

The Bond may be transferred only on the Bond Register maintained by the Bond Registrar for that purpose upon the surrender thereof by the registered owner or nominee or his/her duly authorized agent and only if endorsed in the manner provided thereon and thereupon a new fully registered Bond of like principal amount, maturity and interest rate shall be issued to the transferee in exchange therefor. Such exchange or transfer shall be without cost to the owner or transferee.

Section 4. Prepayment. The City may prepay all or a portion of the principal amount owing on the Bond at any time without notice to the Bank. However, such prepayment may be subject to a prepayment penalty as described in the offer of the Bank attached to this ordinance as Exhibit A.

Section 5. Bond Fund and Provision for Tax Levy Payments. There has previously been established a fund of the City known as the "Limited Tax General Obligation Bond Fund" (the "Bond Fund") which is used to pay debt service on all outstanding limited tax general obligation bonds of the City, including the Bond.

The City hereby irrevocably covenants for as long as any of the Bond is outstanding and unpaid, that each year it will include in its budget and levy an *ad valorem* tax, within and as a part of the tax millage levy permitted to cities without a vote of the people, upon all the property within the City subject to taxation in an amount which will be sufficient, together with all other funds of the City which may legally be used and which the City may apply for such purposes, to pay the principal of and interest on the Bond as the same shall become due. All of such taxes and any of such other money so applied by the City Council shall be paid into the Bond Fund. None of the money in the Bond Fund shall be used for any other purpose than the payment of the principal of and interest on the Bond. Money in the Bond Fund not needed to pay the interest or principal next coming due may temporarily be deposited in such institutions or invested in such obligations as may be lawful for the investment of City money. Any interests or profit from the investment of such money shall be deposited in the Bond Fund.

The City hereby irrevocably pledges that a sufficient portion of each annual levy to be levied and collected by the City prior to the full payment of the principal of and interest on the Bond will be and is hereby irrevocably set aside, pledged and appropriated for the payment of the principal of and interest on the Bond. The full faith, credit and resources of the City are hereby irrevocably pledged for the annual levy and collection of the taxes and for the prompt payment of the principal of and interest on the Bond as the same shall become due.

Section 6. Tax Covenants; Special Designation.

(a) The City covenants that it will not take or permit to be taken on its behalf any action that would adversely affect the exemption from federal income taxation of the interest on the Bond and will take or require to be taken such acts as may reasonably be within its ability and as may from time to time be required under applicable law to continue the exemption from

federal income taxation of the interest on the Bond. Without limiting the generality of the foregoing, the City covenants that it will not take any action or fail to take any action with respect to the investment of the proceeds of the Bond or other funds that would result in constituting the Bond an "arbitrage bond" within the meaning of such term as used in Section 148 of the Code.

(b) *Private Person Use Limitation for the Bonds.* The City covenants that for as long as the Bond is outstanding, it will not permit:

(i) More than 10% of the Net Proceeds of the Bond to be used for any Private Person Use; and

(ii) More than 10% of the principal or interest payments on the Bond (and any bonds issued to refund such Bond) in a year to be (under the terms of this resolution of any underlying arrangement) directly or indirectly: (A) secured by any interest in property used or to be used for any Private Person Use or secured by payments in respect of property used or to be used for any Private Person Use, or (B) derived from payments (whether or not made to the City) in respect of property, or borrowed money, used or to be used for any Private Person Use.

The City further covenants that, if:

(iii) More than five percent of the Net Proceeds of the Bond is to be used for any Private Person Use; and

(iv) More than five percent of the principal or interest payments on the Bond in a year (or any bonds issued to refund the Bond) is (under the terms of this resolution or any underlying arrangement) directly or indirectly: (A) secured by any interest in property used or to be used for any Private Person Use or secured by payments in respect of property used or to be used for any Private Person Use, or (B) derived from payments (whether or not made to the City) in respect of property, or borrowed money, used or to be used for any Private Person Use,

then, (1) any Private Person Use payments described in subsection (iv) hereof that is in excess of the five percent limitations described in such subsections (iii) or (iv) will be for a Private Person Use that is related to the state or local government, and (2) any Private Person Use will not exceed the amount of Net Proceeds of the Bonds used for the state or local governmental use portion of the project to which the Private Person Use of such portion of the projects relates. The City further covenants that it will comply with any limitations on the use of the projects by other than state and local governmental users that are necessary, in the opinion of its bond counsel, to preserve the tax exemption of the interest on the Bond.

(c) *Designation under Section 265(b)(3).* The City hereby designates the Bond as a "qualified tax-exempt obligation" under Section 265(b)(3) of the Code for banks, thrift institutions and other financial institutions.

Section 7. Lost or Stolen Bond. In case the Bond shall be lost, stolen or destroyed, the Bond Registrar may deliver a new Bond of like amount, date, maturity, interest rate, tenor, and effect to the registered owner upon the owner paying the expenses and charges of the City in connection therewith and upon filing with the Bond Registrar evidence satisfactory to the Bond Registrar that such Bond was actually lost, stolen or destroyed and of the ownership thereof, and upon furnishing the City with indemnity satisfactory to both.

Section 8. Form of the Bond. The Bond shall be in substantially the following form:

UNITED STATES OF AMERICA

NO. 1

\$2,080,000

STATE OF WASHINGTON
CITY OF GIG HARBOR
LIMITED TAX GENERAL OBLIGATION BOND, 2002

Registered Owner: Bank of America, N.A.

Interest Rate: 3.63%

Maturity Date: December 1, 2012

Principal Amount: Two Million Eighty Thousand and No/100 Dollars

The City of Gig Harbor, Washington, for value received, hereby promises to pay to the Registered Owner identified above, or registered assigns, on the Maturity Date identified above, the Principal Amount set forth above, unless redeemed prior thereto as provided herein, together with interest on such Principal Amount from the date hereof or the most recent date to which interest has been paid or duly provided for at the Interest Rate set forth above calculated on the basis of a 360-day year with 30-day months. Principal and interest on the Bond shall be payable in semiannual installments (including principal and interest) of \$117,973.01 beginning on December 1, 2002 and on each June 1 and December 1 thereafter, with final payments of principal and interest nevertheless payable on the Maturity Date. Payments shall be applied first to interest and then to principal.

Both principal of and interest on this bond are payable in lawful money of the United States of America. Interest and principal shall be paid by mailing a check or warrant (on the date such interest is due) to the registered owner or assigns at the address shown on the Bond Register. The final principal installment shall be paid to the registered owner hereof upon presentation and surrender of this bond at the office of the Finance Director of the City.

This bond is issued pursuant to Ordinance No. _____ of the City, passed November 12, 2002 (the "Bond Ordinance"), to provide permanent financing for the acquisition of real estate for City use.

The City may prepay all or a portion of the outstanding principal amount of this bond without notice to the Registered Owner. However, such prepayment may be subject to a prepayment penalty as described in the offer of the Bank attached to the Bond Ordinance as Exhibit A.

This bond has been designated as a "qualified tax-exempt obligation" for banks, thrift institutions and other financial institutions.

This bond shall not be valid or become obligatory for any purpose or be entitled to any security or benefit under the Bond Ordinance until the Certificate of Authentication hereon shall have been manually signed by the Bond Registrar.

The City hereby irrevocably covenants and agrees with the owner of this bond that it will include in its annual budget and levy taxes annually, within and as a part of the tax levy permitted to cities without a vote of the electorate, upon all the property subject to taxation in amounts sufficient, together with all other money legally available therefor, to pay the principal of and interest on this bond as the same shall become due. The full faith, credit and resources of the City are hereby irrevocably pledged for the annual levy and collection of such taxes and the prompt payment of such principal and interest.

It is hereby certified and declared that this bond is issued pursuant to and in strict compliance with the Constitution and laws of the State of Washington and ordinances of the City, that all acts, conditions and things required to be done precedent to and in the issuance of this bond have happened, been done and performed, and that this bond does not exceed any constitutional or statutory limitations.

IN WITNESS WHEREOF, the City of Gig Harbor, Washington, has caused this bond to be signed on behalf of the City with the manual signature of the Mayor, to be attested by the manual signature of the Clerk of the City, as of this __ day of November, 2002.

CITY OF GIG HARBOR, WASHINGTON

By _____
Mayor

ATTEST:

City Clerk

CERTIFICATE OF AUTHENTICATION

Date of Authentication: November __, 2002

This bond is the Limited Tax General Obligation Bond, 2002 of the City dated November __, 2002 described in the within-mentioned Bond Ordinance.

FINANCE DIRECTOR of the City, as Bond Registrar

By _____

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned hereby sells, assigns and transfers unto _____

PLEASE INSERT SOCIAL SECURITY OR TAXPAYER IDENTIFICATION NUMBER OF TRANSFEREE

[Empty rectangular box for Social Security or Taxpayer Identification Number]

(Please print or typewrite name and address, including zip code of Transferee)

the within bond and all rights thereunder and does hereby irrevocably constitute and appoint _____ of _____, or its successor, as Agent to transfer said bond on the books kept by the Bond Register for registration thereof, with full power of substitution in the premises.

DATED: _____, _____.

SIGNATURE GUARANTEED:

Signature(s) must be guaranteed pursuant to law.

NOTE: The signature of this Assignment must correspond with the name of the registered owner as it appears upon the face of the within bond in every particular, without alteration or enlargement or any change whatever.

Section 9. Application of Proceeds of Bond. At the time of delivery of the Bond, the proceeds of the Bond shall be deposited into the City's _____ fund and used to pay the costs of the Project and to pay costs of issuing the Bond.

Section 10. Execution and Authentication of the Bond. The Bond shall be signed on behalf of the City by the manual or facsimile signature of the Mayor and attested by the manual or facsimile signature of the City Clerk.

Only such Bond as shall bear thereon a Certificate of Authentication in the form recited above, manually executed by the Bond Registrar, shall be valid or obligatory for any purpose or entitled to the benefits of this ordinance. Such Certificate of Authentication shall be conclusive evidence that the Bond so authenticated has been duly executed, authenticated and delivered hereunder and is entitled to the benefits of this ordinance.

In case either of the officers who shall have executed the Bond shall cease to be an officer or officers of the City before the Bond shall have been authenticated or delivered by the Bond Registrar, or issued by the City, such Bond may nevertheless be authenticated, delivered and issued and upon such authentication, delivery and issuance, shall be as binding upon the City as though those who signed the same had continued to be such officers of the City. The Bond may also be signed and attested on behalf of the City by such persons as at the actual date of execution of the Bond shall be the proper officers of the City although at the original date of the Bond any such person shall not have been such officer of the City.

Section 11. Sale of the Bond. The Bond shall be sold to the Bank pursuant to the terms of this ordinance and its offer which is attached hereto as Exhibit A and incorporated by this reference. The City shall pay the loan fee of \$750 to the Bank on the date of issuance of the

Bond, and shall pay or reimburse the bank for its reasonable legal expenses incurred with regard to purchase of the Bond.

The proper officials of the City are hereby authorized and directed to do all things necessary for the prompt execution and delivery of the Bond and the items required to be delivered to the Bank and for the proper use and application of the proceeds of sale thereof.

Section 12. Severability. If any provision in this ordinance is declared by any court of competent jurisdiction to be contrary to law, then such provision shall be null and void and shall be deemed separable from the remaining provisions of this ordinance and shall in no way affect the validity of the other provisions of this ordinance or of the Bond.

Section 13. General Authorization; Ratification of Prior Acts. The Treasurer and other appropriate officers of the City are authorized to take any actions and to execute documents as in their judgment may be necessary or desirable in order to carry out the terms of, and complete the transactions contemplated by, this ordinance. All acts taken pursuant to the authority of this ordinance but prior to its effective date are hereby ratified.

Section 14. Effective Date. This ordinance shall take effect five days after its passage and publication in the manner provided by law.

PASSED by the City Council at a regular open public meeting on November 12, 2002.

CITY OF GIG HARBOR, WASHINGTON

MAYOR

ATTEST:

CITY CLERK

First Reading: October 28, 2002
Date Adopted: November 12, 2002
Date of Publication: November __, 2002
Effective Date: November __, 2002

CERTIFICATE

I, the undersigned, City Clerk of the City of Gig Harbor, Washington (the "City") and keep of the records of the City Council (the "Council"), DO HEREBY CERTIFY:

1. That the attached ordinance is a true and correct copy of Ordinance No. _____ of the Council (the "Ordinance"), duly passed at a regular meeting thereof held on the 12th day of November, 2002.

2. That said meeting was duly convened and held in all respects in accordance with law, and to the extent required by law, due and proper notice of such meeting was given; that a quorum was present throughout the meeting and a legally sufficient number of members of the Council voted in the proper manner for the passage of the Ordinance; that all other requirements and proceedings incident to the proper passage of the Ordinance have been duly fulfilled, carried out and otherwise observed; and that I am authorized to execute this certificate.

IN WITNESS WHEREOF, I have hereunto set my hand this 12th day of November, 2002.

City Clerk

CITY OF GIG HARBOR, WASHINGTON
LIMITED TAX GENERAL OBLIGATION BOND, 2002

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, AUTHORIZING A LIMITED TAX GENERAL OBLIGATION BOND IN THE PRINCIPAL SUM OF \$2,080,000 FOR THE PURPOSE OF FINANCING THE ACQUISITION OF REAL ESTATE FOR CITY USE; PROVIDING THE TERMS OF THE BOND; AND PROVIDING FOR THE SALE OF THE BOND.

PASSED ON _____, 2002

PREPARED BY:

PRESTON GATES & ELLIS LLP
SEATTLE, WASHINGTON

Bank of America



Bank of America
Public Sector Banking
WA1-501-34-03
800 5th Avenue, 34th Floor
Seattle, WA 98104

Kerrin M. Gibbons
Senior Vice President
Public Sector Banking

September 25, 2002

Dave Rodenbach
Finance Director
City of Gig Harbor
3105 Judson St
Gig Harbor, WA 98335

Dear Dave:

Bank of America ("Bank") is pleased to provide the following proposal for a Bond to finance the City's recent property purchase. This letter is a proposal only and does not commit us to offer credit under these or any other terms or conditions. Please keep the contents of this letter confidential.

Bank of America can offer flexible financing alternatives, which allow the City to choose a lower overall interest cost or lower annual cash outflow. The 10-year Fixed Rate term provides the City with a lower overall interest expense of \$429,541.21 compared to the 15-year Fixed Rate loan, with an interest expense of \$761,127.25. However, the 15-year term provides the City with a lower annual cash outflow of \$175,695.54 compared to \$225,412.84 for the 10-year term. A Fixed Rate loan will provide the City with more certainty, but depending on changes in the interest rate environment, a Variable Rate may provide a lower overall interest expense over time. Also, a Variable Rate provides the City with the flexibility to prepay at any time with no fees. Repayment on the Variable Rate loan will be a fixed principal amount plus accrued interest since the last payment.

Proposed rates and terms are as follows:

Borrower: City of Gig Harbor ("City")

Amount: \$2,050,000

Term: The City has the option to select one of two terms:
Option 1: Final maturity date 10 years from closing
Option 2: Final maturity date 15 years from closing

Loan estimated to close in October 2002.



Official Sponsor 2000-2004
US Olympic Team

Telephone (206) 358-8175 Telefax (206) 358-8818

Recycled Paper

Form of Obligation:

Limited Tax General Obligation Bond
Tax Exempt, Bank Qualified

Interest Rate:

Fixed: 10 years: 3.70%
15 years: 4.30%

Rates are an indication only and are subject to changes in market conditions. Rates can be set upon credit approval and once closing date is known. Interest is calculated on a 30/360-day basis.

Variable: Variable rate is a percentage of Bank's Prime Rate fully floating, calculated on an actual/365day basis. Prime Rate is currently 4.75%.

10 years: 59% of Prime, currently 2.80%
(.0475 x .59 = 2.80%)

15 years: 61% of Prime, currently 2.90%
(.0475 x .61 = 2.90%)

Option to Convert Variable to Fixed:

Bank can offer the City the option to convert the variable rate to a fixed rate at semi annual payment due dates. The City will give the Bank at least two business days' notice of its intent to lock in the rate. The formula for the fixed rate will be the Bank's Fixed Rate Index as in effect two days prior to the date of the conversion, plus 15 basis points.

As an indication, today's fixed rate for a 10-year term loan is 3.70%. These rates are an indication only and may change depending upon changes in market conditions.

Loan Fee:

\$750.00. The City is responsible for bank counsel, and bond counsel fees.

Conversion Fee:

\$750.00. Due at time of conversion.

Repayments: Principal and interest due semi annually every June 1 and December 1 beginning December 1, 2002. See attached debt service schedule.

Prepayment: Allowable any time without penalty and without advance notice on the Variable Rate Option. For the Fixed Rate Option, if principal amounts are prepaid, whether by voluntary prepayment or otherwise, the prepayment shall be accompanied by a prepayment fee. The prepayment fee shall be in an amount sufficient to compensate Bank for any loss, cost or expense incurred by it as a result of the prepayment, including any loss of anticipated profits and any loss or expense arising from the liquidation or reemployment of funds obtained by it to maintain the credit facility or from fees payable to terminate the deposits from which such funds were obtained. The City shall also pay any customary administrative fees charged by Bank in connection with the foregoing. For purposes of calculating the prepayment fee, Bank shall be deemed to have funded the advance by a matching deposit or other borrowing in the applicable interbank market, whether or not the advance was in fact so funded.

This financing is subject to satisfactory receipt and review by Bank of all normal documents to be prepared by the City's bond counsel, including:


1. A legal opinion from the City's bond counsel stating the indebtedness is legal and valid, is a bank qualified transaction, and the interest income is tax-exempt to Bank;
2. A copy of the Ordinance passed by the City Council authorizing the issuance of debt;
3. Receipt of the registered bond at closing;
4. A copy of the IRS form evidencing the interest income as tax-exempt to Bank of America;
5. Updated financial information as may be requested by Bank;
6. Documentation subject to review by Bank counsel.

City of Gig Harbor
September 25, 2002

Dave, it was a pleasure to visit with you the other day and I am available to answer any questions you may have regarding this proposal. Bank of America is pleased to be able to work with the City on this financing.

Again, this letter is a proposal for discussion purposes only and does not constitute a commitment. Any commitment is subject to receipt and further evaluation of the Borrower's financial information, credit history, and such other information as may be requested by the Bank. If the Bank subsequently commits credit, some terms, conditions and covenants may be different from or in addition to those that are stated in this letter.

Sincerely,



Kerrin M. Gibbons

cc Dave Trageser, Banc of America Securities

ORAL AGREEMENTS OR ORAL COMMITMENTS TO LOAN MONEY, TO EXTEND CREDIT, OR TO FORBEAR FROM ENFORCING REPAYMENT OF A DEBT ARE NOT ENFORCEABLE UNDER WASHINGTON LAW.

Bank of America



Bank of America
Public Sector Banking
WA1-501-34-03
800 5th Avenue, 34th Floor
Seattle, WA 98104

Kerrin M. Gibbons
Senior Vice President
Public Sector Banking

October 11, 2002

Dave Rodenbach
Finance Director
City of Gig Harbor
3510 Grandview Street
Gig Harbor, WA 98335

Dear Dave:

Bank of America ("Bank") provided a financing proposal to the City of Gig Harbor ("City") dated September 25, 2002. Since then, we have completed final credit approval for this transaction, and can close, subject to satisfactory receipt and review of all documentation. That proposal is revised as follows:

Amount: \$2,080,000

Term: Final maturity date 10 years from closing


Interest Rate: Fixed: 10 years: 3.63%

Rates are an indication only and are subject to changes in market conditions. Rates can be set once closing date is known. Interest is calculated on a 30/360-day basis. See attached debt service schedule.

All other terms and conditions remain unchanged from the September 25, 2002 proposal letter.

Please give me a call if I can answer any questions. We are pleased to be able to work with the City on this financing.

Sincerely,


Kerrin M. Gibbons

cc Dave Trageser, Banc of America Securities
Cynthia Weed, Preston, Gates & Ellis



Official Sponsor 2002-2004
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Customer Name : **CITY OF GIG HARBOR**
 Loan Amount : **\$2,080,000.00**
 Interest Rate : **3.630%**
 Payment Amount : **\$117,973.01**
 No of Payments : **021**
 Pay Frequency : **Semi-Annually**
 Payment Type : **Fixed Payment/(Prin & Int)**
 Accrual Basis : **30 Day Month/360 Day Year**

Date of Loan : **November 19, 2002**
 Term/No Months : **120**
 1st Due Date : **December 1, 2002**
 Maturity Date : **December 1, 2012**

NOTICE: This amortization schedule is not intended for use in the calculation of exact payoff amounts. It will only provide an approximation of unpaid balances as it assumes that all payments will be made exactly on the stated due dates and in the exact amount of each stated payment. It will not reflect variances caused by any actual payments being made on any dates other than the stated due dates and/or for any amounts other than the stated payment amounts. Furthermore, the calculations used to create this amortization schedule may contain minor rounding differences with the Bank's loan accounting system which may also cause variances to occur.

PAY#	DATE DUE	PAYMENT AMT	INT PORTION	PRIN PORTION	LOAN BALANCE
					Amount of Loan = \$ 2,080,000.00
1	Dec. 1, 2002	\$ 117,973.01	\$ 1,887.60	\$ 116,085.41	1,963,914.59
TOTALS FOR YEAR - 2002		\$ 117,973.01	\$ 1,887.60	\$ 116,085.41	\$ 1,963,914.59
2	June 1, 2003	117,973.01	35,645.05	82,327.96	1,881,586.63
3	Dec. 1, 2003	117,973.01	34,150.80	83,822.21	1,797,764.42
TOTALS FOR YEAR - 2003		\$ 235,946.02	\$ 69,795.85	\$ 166,150.17	\$ 1,797,764.42
4	June 1, 2004	117,973.01	32,629.42	85,343.59	1,712,420.83
5	Dec. 1, 2004	117,973.01	31,080.44	86,892.57	1,625,528.26
TOTALS FOR YEAR - 2004		\$ 235,946.02	\$ 63,709.86	\$ 172,236.16	\$ 1,625,528.26
6	June 1, 2005	117,973.01	29,503.34	88,469.67	1,537,058.59
7	Dec. 1, 2005	117,973.01	27,897.61	90,075.40	1,446,983.19
TOTALS FOR YEAR - 2005		\$ 235,946.02	\$ 57,400.95	\$ 178,545.07	\$ 1,446,983.19
8	June 1, 2006	117,973.01	26,262.74	91,710.27	1,355,272.92
9	Dec. 1, 2006	117,973.01	24,598.20	93,374.81	1,261,898.11
TOTALS FOR YEAR - 2006		\$ 235,946.02	\$ 50,860.94	\$ 185,085.08	\$ 1,261,898.11
10	June 1, 2007	117,973.01	22,903.45	95,069.56	1,166,828.55
11	Dec. 1, 2007	117,973.01	21,177.94	96,795.07	1,070,033.48
TOTALS FOR YEAR - 2007		\$ 235,946.02	\$ 44,081.39	\$ 191,864.63	\$ 1,070,033.48
12	June 1, 2008	117,973.01	19,421.11	98,551.90	971,481.58
13	Dec. 1, 2008	117,973.01	17,632.39	100,340.62	871,140.96
TOTALS FOR YEAR - 2008		\$ 235,946.02	\$ 37,053.50	\$ 198,892.52	\$ 871,140.96
14	June 1, 2009	117,973.01	15,811.21	102,161.80	768,979.16

15	Dec. 1, 2009	117,973.01	13,956.97	104,016.04	664,963.12
TOTALS FOR YEAR - 2009		\$ 235,946.02	\$ 29,768.18	\$ 206,177.84	\$ 664,963.12
16	June 1, 2010	117,973.01	12,069.08	105,903.93	559,059.19
17	Dec. 1, 2010	117,973.01	10,146.92	107,826.09	451,233.10
TOTALS FOR YEAR - 2010		\$ 235,946.02	\$ 22,216.00	\$ 213,730.02	\$ 451,233.10
18	June 1, 2011	117,973.01	8,189.88	109,783.13	341,449.97
19	Dec. 1, 2011	117,973.01	6,197.32	111,775.69	229,674.28
TOTALS FOR YEAR - 2011		\$ 235,946.02	\$ 14,387.20	\$ 221,558.82	\$ 229,674.28
20	June 1, 2012	117,973.01	4,168.59	113,804.42	115,869.86
21	Dec. 1, 2012	117,972.90	2,103.04	115,869.86	0.00
TOTALS FOR YEAR - 2012		\$ 235,945.91	\$ 6,271.63	\$ 229,674.28	\$ 0.00
FINAL TOTALS		\$ 2,477,433.10	\$ 397,433.10	\$ 2,080,000.00	\$ 0.00



'THE MARITIME CITY'

3510 GRANDVIEW STREET
GIG HARBOR, WASHINGTON 98335
(253) 851-8136 • WWW.CITYOFGIGHARBOR.NET

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: DAVID RODENBACH, FINANCE DIRECTOR DR
SUBJECT: FIRST READING - 2003 BUDGET ORDINANCE
DATE: NOVEMBER 6 2002

BACKGROUND

The total budget is \$25,093,913. This is a decrease from the 2002 budget, which was \$30,914,734 after amendments. The 2003 budget has decreased because Civic Center construction activity is complete and the related bond funds have been spent.

The General Fund accounts for 36 percent of total expenditures, while Special Revenue (Streets, Drug Investigation, Hotel - Motel, Property Acquisition, Civic Center Debt Reserve, General Government Capital Assets, General Government Capital Improvement, LID No. 99-1 Project, Impact Fee Trust and Lighthouse Maintenance) and Enterprise Funds are 30 percent and 25 percent of total expenditures. General government debt service payments are 9 percent of 2003 budgeted expenditures.

Five additional positions, Information Systems Assistant, 2 Custodians, Field Supervisor and Laborer are included in this budget.

Changes to the budget resulting from the November 4th and 5th study sessions are attached. The Non-departmental section of the General Fund was adjusted to appropriate a \$130,000 transfer into the Property Acquisition Fund. The Parks budget was increased \$10,000 to include historical signage and a maritime pier goal was added. The Street Fund budget was adjusted to include an objective appropriating \$15,000 for a traffic study at 36th and Point Fosdick.

RECOMMENDATION

Staff recommends adoption of the 2002 budget ordinance upon second reading.

PERSONNEL CHANGES

These proposed changes in personnel are described in greater detail in the departmental and fund narratives.

Additional positions:

~~**Human Resources Manager.** This position plans, organizes and supports a variety of administrative, technical and professional human resources system functions of the city, including compensation and benefits, classification structures, recruitment, employee development, performance management, policy administration and compliance, labor relations, and Civil Service.~~

Information Systems Assistant. This position will assist the Information Systems Manager by performing basic troubleshooting tasks and support for computer related issues pertaining to all departments.

Custodian. Two Custodian positions are requested for 2003. These positions perform maintenance, service and repair activities, and security for the Gig Harbor Civic Center buildings and grounds. The second custodian will be hired at 0.75 fte.

Field Supervisor. This position directs facilities operation, construction, maintenance, and service and repair activities in the Public Works Department. Persons in this position are responsible for supervising and coordinating the field work crew(s) in a wide variety of tasks such as maintenance and repair of water mains, pumps, motors, main line valves, fire hydrants, meters and storage tanks; operating heavy equipment, cleaning ditches, culverts and catch basins; repairing streets, guardrails and sidewalks, traffic control signs, paint striping, brush cutting, snow and ice removal; maintenance of buildings and grounds; upkeep of parks. Increases in workload and maintenance related activities necessitate the addition of an additional Field Supervisor.

~~**Project Engineer.** The addition of a Project Engineer in Engineering will provide needed project management assistance for the City Engineer. This position was unfilled in the 2002 budget year with the addition of the City Engineer position. Since that time, the City Engineer has been fulfilling a dual role as Project Engineer. Primary duties of this position would be to oversee the preparation of plans, specifications, and estimates for all the city's capital improvement projects, conduct bid openings, and construction manage all the detailed phases of the construction projects.~~

Laborer. Demands on staff have increased with the recent addition of new streetscapes (Rosedale, Pt Fosdick, Borgen Blvd.) and park facilities (Finholm View Climb, Borgen Property, Wilkinson Farm and the new Civic Center). Addition of the new laborer position will allow more complete coverage and help maintain the department's service and response capabilities.

Reclassifications:

~~City Attorney.~~ In-house legal counsel will provide Community Development, Police, Administration and elected officials with proximal legal assistance. Currently, contract service does not provide satisfactory problem resolution and, consequently, timely work products, despite the highly accountable efforts of the current City Attorney.

Marketing Director. The Marketing Director position serves as the lead for tourism and visitor-related promotion, media, activities and events within the city and also serves as liaison between local tourism groups and organizations in the greater community. The position is designed to provide a cohesive voice throughout the community through a comprehensive image development plan based on the Tourism Strategic Plan developed in 2001 and implemented through budgetary objectives that are subject to City Council approval each year.

Assistant City Clerk. Under direct supervision of the Community Development Director and indirect supervision of the City Clerk, this position coordinates all grants and compliance activities for the Community Development Department. The position works with the City Clerk's office to ensure proper records maintenance and management, and assumes responsibility for the coordination and quality of all departmental communications.

Changes in salaries

Salary range adjustments

Pursuant to negotiated labor contracts, the city conducts a salary survey of wage rates each year. The cities included in the survey are nearby cities that are viewed as competitors with Gig Harbor in the local labor market. The results of the survey are compared with current salary ranges. If the survey results disclose that the current salary range midpoint for a position is two and one-half percent (2.5%) or more below 100% of the survey range midpoint for that position, then the city adjusts the 2003 salary range midpoint for that position to conform to 100% of the salary survey midpoint. To do this, the city constructs a salary range for this position around the adjusted salary midpoint, consistent with the city's past practice (25% range spread). In this manner, the city maintains a competitive recruitment and retention practice - a stable work force - and avoids future large catch-up salary adjustments.

In accordance with the **Police Officer's Guild** a 2.0% COLA for all police officers and sergeants will take effect January 1, 2002. Salaries for non-represented staff are also presented in the salary schedule with a 2.0% COLA.

The contracts between the city and the Gig Harbor Employees Guild and the Gig Harbor Employees' Guild Supervisory Bargaining Unit expire December 31, 2002, therefore the salary ranges for positions included in these guilds are presented in the salary schedule unchanged from the 2002 budget. The guild positions in the salary schedule are shaded.

DESCRIPTION OF FUNCTION

General government expenditures that are not associated with a specific department are accounted for in the non-departmental department. Transfers of general government resources to other funds represent the largest portion of these expenditures. Also included are payments for property and liability insurance and the annual audit.

NARRATIVE OF OBJECTIVES

1. **Legislative** - The county auditor's office charges the city for voter registration and election services. **Estimated cost is \$25,000.**
2. **Financial** - The annual audit performed by the state auditor's office. **Estimated cost is \$18,000.** Citywide insurance. **Estimated cost is \$250,000.** Miscellaneous claims not covered by insurance. **Estimated cost is \$7,000.**
3. **Employee benefits** - Payments for LEOFF I disability costs, workers' compensation and unemployment benefits for former employees. **Estimated cost is \$30,000.**
4. **General government - Pierce County** - emergency management fees. **Estimated cost is \$30,000.**
5. **Fire code inspections and investigations.** Contract with Pierce County Fire District No. 5 for performance of fire code inspections and Pierce County for investigations. **Estimated cost is \$95,000.**
6. **Operating transfers out** - **\$910,000** will be transferred to Fund 208 for LTGO bond debt service; **\$400,000** will be transferred to the Street Fund, Fund 101; **\$130,000** will be transferred to the Property Acquisition Fund, Fund 109 and **\$1,500,000** will be transferred to the Civic Center Debt Reserve Fund, Fund 110.

2003

NARRATIVE OF OBJECTIVES

Administration

1. **Adjust operational routines to new Civic Center.** Liquidate city hall building. **June.**
2. **Prepare 2004 city budget.** Prepare and submit to the City Council for adoption the 2004 City of Gig Harbor Budget. **December.**
3. **Update personnel handbook.** Update the City of Gig Harbor personnel manual and distribute one copy per employee. **February.**
4. **Improve emergency readiness.** Continue to work with Pierce County DEM, PCFPD#5 and PEP-C in their neighborhood training efforts. Develop the model initiated in the several city neighborhoods for all neighborhoods within the city limits. Neighborhood training efforts will be coordinated throughout the city to assure cohesiveness and follow-through. In addition, staff will attend trainings and monthly meetings to facilitate the update of the regional emergency plan. **\$20,000 - September.**
5. **Fund participation with the Economic Development Board for Tacoma/Pierce County.** Provide funding for participation with the EDB in order to aggressively and proactively target high-wage businesses that could locate in appropriate city commercial and light industrial planning areas within the UGA. Target businesses would be relatively light users of water and sewer. To be effective, this funding commitment would need to continue for an additional three years, although no such objective can bind the budget decisions of future City Councils. **\$20,000 - January.**
6. **Provide guidance to the interlocal agency recreation program.** Assist recreation supervisor, Jeremy Bubnick, so that the Peninsula School District, Pierce County Parks and Recreation and the City of Gig Harbor can develop recreational programs on the Gig Harbor Peninsula for Gig Harbor residents. **\$20,000 - December.**
7. **Foster Bogue Building uses.** Establish suitable city uses for the Bogue Building. **June.**
8. **Develop a youth city council.** Encourage the participation of youth in the conduct of local governance by creating a youth city council that creates a model governance voice for local high school students. **September.**

2003 - 2008
NARRATIVE OF GOALS

1. **Joint Community Planning.** Participate in joint jurisdictional development of a Gig Harbor/Peninsula sports complex in the Gig Harbor North area. Project construction is planned for FY 2004 and may require up to a \$1,400,000 match from the city. The county portion will be debt financed with real estate excise tax. **2004.**
2. **Concurrency and impact fee program.** Implement the city's adopted Concurrency and Impact Fee ordinances in support of the parks, recreation and open space program. **2003 - 2008.**
3. **Grants.** Search and apply for grant funds to complete the design, and construct the Harborview Drive Street End Viewpoint project in conjunction with improvements to Harborview Drive south of Soundview Drive, and to acquire and/or develop park, recreation and open space consistent with the adopted Parks, Recreation and Open Space Plan. **2003 - 2008.**
4. **Parks, Recreation and Open Space Plan.** Update the Parks, Recreation and Open Space Plan on an annual basis, with a major update scheduled at five-year intervals, in conjunction with updates to the city Comprehensive Plan. **2003 - 2008.**
5. **City parks.** Construct improvements at City Park at Crescent Creek, Jerisich Park, Wilkinson Farm, Donkey Creek Park and Grandview Forest Park (See site specific project objectives). **2003 - 2008.**
6. **Gig Harbor Peninsula Historical Society.** Provide support for the current Gig Harbor Peninsula Historical Society use of the McKenzie Building, and develop support for the historical society's new facilities north of Austin Street and east of Harborview Drive. **2003 - 2008.**
7. **Westside pedestrian corridor.** Design and construct a pedestrian corridor utilizing portions of the sanitary sewer easement to connect the west end of 45th Street to Olympic Drive and 56th Street on the north. Improvements to include architectural lighting, landscaping, and benches. **2003 - 2008.**
8. **Westside park acquisition.** Purchase a passive and active recreation park site for a city park. **2003 2004 - 2005.**
9. **Maritime Pier development.** Identify an appropriate location for the development of waterfront access recreation opportunities adjacent to a maritime pier. **2003 - 2006.**

2003
NARRATIVE OF OBJECTIVES

1. **Wilkinson Farm.** Hire a consultant to provide a long-term plan to restore, develop and maintain Wilkinson Farm, and produce passive recreational features consistent with the historical and environmental character of the farm. **\$50,000 - September.**
2. **Harborview Drive Street End Viewpoint.** Gain Council approval for design and apply for IAC grant funding for construction of the Harborview Drive Street End Viewpoint, including storm drainage improvements, and extension of the bulkhead/retaining wall on the south side of the existing wall to protect the embankment, and provide beach access utilizing property purchased in 1999. Viewpoint construction will be contingent on available funding and permits. Construction will be consistent with commitments made to area residents during design review meetings conducted in 1999. **\$25,000 - December.**
3. **Streetscapes.** Install additional street planters and landscape improvements in the Harborview Drive-North Harborview Drive, Borgen Blvd. and Point Fosdick Drive corridors. **\$10,000 - December.**
4. **Pedestrian facilities.** Work with Pierce Transit and Planning for design and construction of additional Gig Harbor transit/pedestrian shelters. **\$5,000 - December.**
5. **Sign repairs.** Sign repairs and/or replacement(s) at the city's parks and gateways. **\$15,000 - December.**
6. **Drinking fountains.** Identify locations and install drinking fountains at various locations along pedestrian pathways and city parks. **\$2,500 - December.**
7. **Harborview Drive ~~winter holiday~~ seasonal decorations.** Decorate streetscape along Harborview Drive with cedar garlands and seasonal banners throughout the winter holiday season. These would be decorated with 4" bows to bring a warm, festive look to the harbor. **\$7,500 - November.**
8. **Continue the Arts Commission Project Support Program.** Continue the Arts Commission Project Support Program to provide funding to nonprofit arts and cultural arts organizations that provide events for the benefit of city residents. The program will also fund non-profit organizations that want to do arts projects that involve city residents, such as community service organizations, civic organizations, or libraries. Projects that benefit city residents are the core focus of the Project Support Program. Project grants can include concerts, theatre productions, visual art exhibits, art festivals, or a broad range of arts-related services. **\$20,000 - December.**
9. **Skate Park.** Install additional landscaping, irrigation and pedestrian facilities and park style fence along Kimball at the Skate Park. **\$25,000 - October.**
10. **Cushman Trailhead.** Construct a Park at the intersection of Hollycroft and Olympic Drive. Includes closing the spur road to Hollycroft, creating parking and reconfiguring the right turn at Hollycroft, and installing an information Kiosk. **\$50,000 - August.**

11. **Donkey Creek Park.** Continue to coordinate the design and construction of the Donkey Creek Park. Provide picnic tables, benches, restroom and shelter center. **\$50,000 - December May.**
12. **Cushman Trail.** Participate with Pierce County Parks and Recreation in the design and construction of the next phase of the trail between Kimball Park and Ride and the Wilkinson Farm. **December.**
13. **Jerisich Park Improvements.** Install time locks on the Jerisich Park restroom doors so they can be closed and open automatically and construct a kayak/canoe float. **\$15,000 - March.**
14. **Westside park acquisition.** Identify a passive and active recreation park site for a city park. **2003.**
15. **Informational Signage.** Coordinate with the Historical Society to provide informational signage and markers at historically significant locations throughout the city. **\$10,000 - December.**
16. **Support design for community center.** Participate in design work for site and facility development of a community center and facility on Pierce County property between Skansie Avenue and the Gig Harbor High School track. Work jointly with Pierce County, the Boys and Girls Clubs of Pierce County and with the Peninsula School District to develop a community center to house youth recreation programs, youth breakfast and latchkey programs, senior activities and Red Cross activities. **\$20,000 - December.**
17. **BMX Track.** Begin construction of a BMX bicycle facility on city property located next to the City Park at Crescent Creek. **\$10,000 - September.**
18. **Joint Community Planning.** Participate in joint community planning for a Gig Harbor/Peninsula sports complex on the Gig Harbor Peninsula, preferably in the Gig Harbor North area. **\$15,000 - December.**

2003
NARRATIVE OF OBJECTIVES

1. **Franklin and Prentice Avenues Pedestrian improvements.** Complete the design of pedestrian street improvements for these streets between Burnham Drive and Fennimore including the intersection with Fuller Street. These improvements will consist of a 4-inch overlay with curb, gutter, sidewalk with landscape strips on at least one side of the street, provisions for future street lighting, and the replacement of the 6 asbestos cement water main with an 8-inch ductile water main and storm drain improvements. **\$30,000 - May.**
2. **Olympic Drive and 56th Street.** Acquire additional right of way necessary for the Olympic Drive and 56th Street Project and acquire the necessary right of way for the 56th Street/Point Fosdick Street Project. **December.**
3. **56th Street/Point Fosdick Drive.** Complete the street design for 56th Street/Point Fosdick Drive from the Olympic intersection to the 56th/Olympic intersection. The improvements include reconstruction of the roadway to provide 3 lanes with bicycle lanes, curb, gutter and sidewalk with landscape planter strip on one side. **\$170,000 - December.**
4. **Annual street rehabilitation and resurfacing.** Consistent with the city's new pavement management system, the city will perform asphalt overlays on various city streets. Major arterials include sections of Point Fosdick Dr., Franklin St., Ross Ave. and Harborview Drive. The city will also chip-seal up to approximately four lane miles of city streets in priority areas throughout the city. **\$150,000 - November.**
5. **Curbs, gutters and sidewalks.** Construct minor curb, gutter, and sidewalk and/or walkway improvements and repairs along arterials and in priority locations as identified in the sidewalk inventory program. **\$10,000 - ongoing.**
6. **Old Burnham Drive Sidewalk.** Construct sidewalk on one side of Burnham Drive from existing city sidewalk at Burnham and Franklin to the intersection of the Burnham Drive minor arterial corridor. **\$40,000 - July.**
7. **Pioneer Way and Harborview Drive streetlights.** Purchase and install architectural streetlights along Pioneer Way, Vernhardson Street (from North Harborview to City Park) and continue the streetlight installations on Harborview Drive. **\$50,000 - September.**
8. **Harborview Drive crosswalk lighting system.** Design, purchase, and install in-pavement pedestrian crosswalk lighting system at Dorotich and Harborview Drive. **\$12,000 - October.**
9. **Concrete Crosswalks.** Construct colored pattern cement concrete crosswalks at the intersection of Harborview Dr. and Rosedale St. and at the 8800 block of North Harborview. **\$20,000 - April.**
10. **Shop improvements.** Install electric garage door openers, security system, above ground fuel tanks with card lock and pallet rack. **\$50,000 - September.**

11. **Pavement Management.** Reevaluate the city's 74 lane-miles to determine an optimal maintenance and rehabilitation program. **\$3,000 - September.**
12. **Pavement Markings.** Install and repaint pavement markings on city streets. **\$20,000 - June.**
13. **Skansie Avenue Pedestrian Street Improvement Project.** Design and construct 70 feet of curb, gutter, sidewalk, and storm drain improvements along the western side between Rosedale Street and the new Henderson Bay Alternative High School. TIB funding assistance, \$57,000, under the Pedestrian Safety & Mobility Program will be requested. The will match with \$38,000. **\$95,000 - July.**
14. **38th Avenue Improvements.** Begin the design of street improvements along 38th Avenue from the City limits near Heron Wood to Hunt Street. These improvements will consist of a 2 to 3 lane section with left turn pockets & bicycle lanes, curbs and gutters on both sides, with a landscaped planter strip, a sidewalk on one side and storm drain improvements. **\$85,000 - August.**
15. **36th/Point Fosdick intersection evaluation.** Conduct a traffic study at this intersection, and develop an intersection improvement plan. **\$15,000 - March.**
16. **Public Works Standards Update.** Update the Streets section of the Public Works Standards. **\$12,000 - February.**
17. **Vernhardson Street pedestrian improvements.** Complete the design and construct approximately 1000 feet of curb, gutter, and sidewalk along the north side of Vernhardson Street from North Harborview Drive to the City Park. **\$140,000 - July.**
18. **Point Fosdick Drive Landscape Median.** Complete the construction of the landscape median strips and street lighting along Point Fosdick Drive from Harbor County Drive to Safeway Parking lot entrance. **\$175,000 - May.**
19. **Stinson/Harborview Roundabout Analysis.** Perform an engineering analysis to verify the feasibility of constructing a roundabout at this intersection. **\$20,000 - September.**
20. **Consultant assistance.** Retain the services of an engineering consultant to assist the City on specific tasks. **\$28,000 \$50,000 - January.** (Streets - \$12,500, Water - \$12,500, Sewer - \$12,500, Storm - \$12,500)

**CITY OF GIG HARBOR
ORDINANCE NO.**

AN ORDINANCE ADOPTING THE BUDGET FOR THE CITY OF GIG HARBOR,
WASHINGTON, FOR THE 2003 FISCAL YEAR.

WHEREAS, the Mayor of the City of Gig Harbor, Washington completed and placed on file with the city clerk a proposed budget and estimate of the amount of the moneys required to meet the public expenses, bond retirement and interest, reserve funds and expenses of government of said city for the 2003 fiscal year, and a notice was published that the Gig Harbor City Council would meet on November 12 and November 25, 2002 at 7:00 p.m., in the Council Chambers in the City Hall for the purpose of making and adopting a budget for 2003 and giving taxpayers an opportunity to be heard on the budget; and

WHEREAS, the said city council did meet at the established time and place and did consider the matter of the 2003 proposed budget; and

WHEREAS, the 2003 proposed budget does not exceed the lawful limit of taxation allowed by law to be levied on the property within the City of Gig Harbor for the purposes set forth in the budget, and the estimated expenditures set forth in the budget being all necessary to carry on the government of Gig Harbor for 2003 and being sufficient to meet the various needs of Gig Harbor during 2003.

NOW, THEREFORE, the City Council of the City of Gig Harbor **DO ORDAIN** as follows:

Section 1. The budget for the City of Gig Harbor, Washington, for the year 2003 is hereby adopted in its final form and content.

Section 2. Estimated resources, including beginning fund balances, for each separate fund of the City of Gig Harbor, and aggregate total for all funds combined, for the year 2003 are set forth in summary form below, and are hereby appropriated for expenditure during the year 2003 as set forth below:

2003 BUDGET APPROPRIATIONS

<u>FUND / DEPARTMENT</u>	<u>AMOUNT</u>
001 GENERAL GOVERNMENT	
01 NON-DEPARTMENTAL	\$3,416,500
02 LEGISLATIVE	55,700
03 MUNICIPAL COURT	317,050
04 ADMINISTRATIVE/FINANCIAL	744,500
06 POLICE	1,746,850
14 PLANNING / BUILDING	939,700
15 PARKS AND RECREATION	761,650
16 BUILDING	236,000
19 ENDING FUND BALANCE	<u>844,027</u>
001 TOTAL GENERAL FUND	9,061,977
101 STREET FUND	3,418,745
105 DRUG INVESTIGATION FUND	3,414
107 HOTEL-MOTEL FUND	368,360
109 PROPERTY ACQUISITION FUND	576,929
110 CIVIC CENTER DEBT RESERVE	1,515,000
208 LTGO BOND REDEMPTION	962,777
209 2000 NOTE REDEMPTION	1,261,625
301 GENERAL GOVT. CAPITAL ASSETS	813,261
305 GENERAL GOVT. CAPITAL IMPROVEMENT	216,405
309 IMPACT FEE TRUST	676,800
401 WATER OPERATING	983,376
402 SEWER OPERATING	1,492,662
407 UTILITY RESERVE	409,843
408 UTILITY BOND REDEMPTION FUND	630,972
410 SEWER CAPITAL CONSTRUCTION	1,431,605
411 STORM SEWER OPERATING	683,612
420 WATER CAPITAL ASSETS	584,829
605 LIGHTHOUSE MAINTENANCE TRUST	<u>1,721</u>
TOTAL ALL FUNDS	<u>\$ 25,093,913</u>

Section 3. Attachment "A" is adopted as the 2003 personnel salary schedule.

Section 4. The city clerk is directed to transmit a certified copy of the 2003 budget hereby adopted to the Division of Municipal Corporations in the Office of the State Auditor and to the Association of Washington Cities.

Section 5. This ordinance shall be in force and take effect five (5) days after its publication according to law.

PASSED by the City Council of the City of Gig Harbor, Washington, and approved by its Mayor at a regular meeting of the council held on this 25th day of November, 2002.

Mayor

ATTEST:

Molly Towslee, City Clerk

Filed with city clerk:
Passed by the city council:
Date published:
Date effective:

ATTACHMENT "A"

2003 Salary Schedule

POSITION	Minimum	Maximum
City Administrator	\$ 6,849	\$ 8,561
Chief of Police	5,592	6,990
Community Development Director	5,576	6,970
Finance Director	5,557	6,946
Police Lieutenant	5,185	6,481
City Engineer	4,625	5,781
Director of Operations	4,625	5,781
Planning/Building Manager	4,625	5,781
Police Sergeant	4,582	5,728
Information Systems Manager	4,316	5,395
City Clerk	4,297	5,371
Fire Marshal/Building Official	4,085	5,106
Sewer Plant Supervisor	4,029	5,036
Senior Planner	3,979	4,974
Marketing Director	3,867	4,834
Associate Engineer	3,862	4,828
Accountant	3,819	4,724
Field Supervisor	3,602	4,503
Police Officer	3,596	4,495
Assistant Building Official	3,569	4,461
Planning Associate	3,563	4,456
Court Administrator	3,383	4,229
Planning / Building Inspector	3,341	4,176
Construction Inspector	3,337	4,171
Engineering Technician	3,305	4,131
Sewer Plant Operator	3,286	4,108
Mechanic	3,213	4,016
Maintenance Worker	3,194	3,993
Assistant City Clerk	3,160	3,950
Information Systems Assistant	3,057	3,821
Community Development Assistant	2,752	3,440
Finance Technician	2,712	3,390
Court Clerk	2,590	3,238
Custodian	2,579	3,224
Laborer	2,579	3,224
Police Services Specialist	2,470	3,088
Community Development Clerk	2,259	2,824
Administrative Receptionist	\$ 2,259	\$ 2,824

The shaded areas show positions currently under contract negotiation. The salary ranges for these positions have not been adjusted from 2002.



'THE MARITIME CITY'

COMMUNITY DEVELOPMENT DEPARTMENT
3510 GRANDVIEW STREET
GIG HARBOR, WASHINGTON 98335
(253) 851-6170 • WWW.CITYOFGIGHARBOR.NET

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: DICK J. BOWER, CBO *DB*
BUILDING OFFICIAL / FIRE MARSHAL
SUBJECT: REVISION OF CHAPTER 15, GHMC TO ADOPT CURRENT STATE
AMENDMENTS TO THE UNIFORM CODES AND THE STATE
ENERGY AND VENTILATION AND AIR QUALITY CODES
DATE: OCTOBER 28, 2002

BACKGROUND

Chapter 15 of the Gig Harbor Municipal Code adopts by reference specific editions of the Uniform Building, Fire, Mechanical, and Plumbing Codes and the Washington State Energy, and Ventilation and Indoor Air Quality Codes as amended by the State of Washington. Periodically these codes are updated by the State with the updated amendments and revised codes becoming the State's adopted codes.

The State adopted the 2000 ed. of the Uniform Plumbing Code, new amendments to the Uniform Building, Fire and Mechanical Codes and revised State Energy, and Ventilation and Indoor Air Quality codes effective July 1, 2002. For the City to remain consistent with the State adopted codes, and the codes enforced by most other municipalities in the state, it is necessary that we amend Chapter 15 to adopt the recent changes in the state codes. This ordinance will do that.

FISCAL IMPACT

The fiscal impact of enactment of this ordinance will be minimal. Direct cost to the City will be in the purchase of copies of the new codes and amendments, which was done to provide reference materials to the Community Development staff during FY 2002. No additional fiscal impacts are anticipated.

RECOMMENDATION

Approval of this ordinance will allow Gig Harbor to remain consistent with the State, Pierce County, and other surrounding jurisdictions with respect to codes regulating buildings and construction. Contractors, developers, and others working in multiple jurisdictions when planning, designing, budgeting and bidding building construction projects rely upon this consistency. I recommend that the City Council move approval of the ordinance amending Title 15 as stated and further authorize the Mayor's signature on said agreement.

**CITY OF GIG HARBOR
ORDINANCE NO. ____**

AN ORDINANCE OF THE CITY OF GIG HARBOR, WASHINGTON, RELATING TO BUILDING AND CONSTRUCTION, ADOPTING THE 2000 STATE-WIDE AMENDMENTS TO THE 1997 UNIFORM BUILDING CODE AND UNIFORM BUILDING CODE STANDARDS, THE 2000 STATE-WIDE AMENDMENTS TO THE 1997 UNIFORM FIRE CODE AND UNIFORM FIRE CODE STANDARDS, THE 2000 EDITION OF THE UNIFORM PLUMBING CODE, THE 2001 STATE-WIDE AMENDMENTS TO THE 2000 UNIFORM PLUMBING CODE, THE 2000 STATE-WIDE AMENDMENTS TO THE UNIFORM MECHANICAL CODE, THE 2000 WASHINGTON STATE VENTILATION AND INDOOR AIR QUALITY CODE AND THE 2001 WASHINGTON STATE ENERGY CODE BY REFERENCE, AMENDING SECTIONS 15.06.010, 15.08.010, 15.10.010, 15.12.015, 15.32.005, 15.32.010 AND REPEALING SECTIONS 15.06.100 AND 15.32.011 OF THE GIG HARBOR MUNICIPAL CODE, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Washington State Legislature adopted the 1997 edition to the Uniform Codes and Standards, such as the Uniform Building, Fire, Plumbing and Mechanical Codes together with the Washington State Ventilation and Indoor Air Quality Code and Energy Code, and various State-wide amendments in the Washington Administrative Code ("WAC"), all of which comprise the Washington State Building Code; and

WHEREAS, the Washington State Building Code, as amended by the Washington State Legislature, became effective in all cities and counties in the State of Washington on July 1, 1998; and

WHEREAS, the City of Gig Harbor adopted and enforces the Washington State Building Code, as required by RCW 19.27.050; and

WHEREAS, the State of Washington has recently adopted the 2000 State-Wide Amendments to the 1997 Uniform Building and Fire Codes and Uniform Building and Fire Code Standards, as set forth in the Washington Administrative Code and in separate publications; and

WHEREAS, the State of Washington has also recently adopted the 2000 State-Wide Amendments to the Uniform Mechanical Code, replaced the Uniform Plumbing Code with the 2000 Edition of the Uniform Plumbing Code and the 2001 State-Wide Amendments to the 2000 Uniform Plumbing Code; and

WHEREAS, the State of Washington has also recently adopted the 2000 Ventilation and Indoor Air Quality and Energy Codes; and

WHEREAS, the Gig Harbor City Council finds that the public interest requires the adoption of all of the aforementioned codes and amendments as part of the City's Building Code; Now, Therefore,

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

Section 1. Section 15.06.010 of the Gig Harbor Municipal Code is hereby amended to read as follows:

15.06.010 Uniform Building Code adopted. The Uniform Building Code, 1997 Edition, as published by the International Conference of Building Officials, including Appendix Chapters 15, 29 and 33, and as amended by the State of Washington in the 2000 State-Wide Amendments to the Uniform Building Code and the Uniform Building Code Standards, 1997 Edition, published by the International Conference of Building Officials, and as amended by the state of Washington and as set forth in Chapter 51-40 WAC, are adopted for use within the City of Gig Harbor.

Section 2. Section 15.06.100 of the Gig Harbor Municipal Code has been repealed.

Section 3. Section 15.08.010 of the Gig Harbor Municipal Code is hereby amended to read as follows:

15.08.010 Provisions Adopted. ~~The Uniform Plumbing Code, 1997 Edition, including Appendix Chapters A, B, D, H and I, published by the International Association of Plumbing and Mechanical Officers~~ The Uniform Plumbing Code, 2000 Edition, adopted at the Seventieth Annual Conference, 1999, by the International Association of Plumbing and Mechanical Officials, and as amended by the Washington State Building Code the 2001 State-Wide Amendments to the 2000 Uniform Plumbing Code, as chapters 51-46 and 51-47 WAC are adopted by reference for use within the City of Gig Harbor.

Section 4. Section 15.10.010 of the Gig Harbor Municipal Code is hereby amended to read as follows:

15.10.010 Provisions adopted. The Uniform Mechanical Code, 1997 Edition, including Appendix A, published by the International Conference of Building Officials, as amended by the 2000 State-Wide Amendments to the 1997 Uniform Mechanical Code ~~the Washington State Building Code Council~~ in chapter 51-42 WAC, is adopted for use within the City of Gig Harbor.

Section 5. Section 15.12.015 of the Gig Harbor Municipal Code is hereby amended to read as follows:

15.12.015 Provisions Adopted. The Uniform Fire Code, 1997 Edition, including Appendix Chapters I-A, II-A, II-C, II-D, II-E, II-F, III-A, III-B, III-C, IV-A and VI-A, and the Uniform Fire Code Standards, published by the International Conference of Building Officials and the Western Fire Chief's Association, as amended by the 2000 State-Wide Amendments to the

1997 Uniform Fire Code and Uniform Fire Code Standards, as amended by the Washington State Building Code Council in chapters 51-44 and 51-45 WAC, ~~with the exception of WAC 51-44-0900 and 51-44-1003.2.4.1;~~ are adopted for use within the City of Gig Harbor.

Section 6. Section 15.06.100 of the Gig Harbor Municipal Code has been repealed.

Section 7. Section 15.32.005 of the Gig Harbor Municipal Code is hereby amended to read as follows:

15.32.005 Ventilation and indoor air quality code adopted. The Washington State Ventilation and Indoor Air Quality Code, 2000 Edition, ~~as adopted by the Washington State Building Code Council (WSBCC);~~ published as Chapter 51-13 WAC, is adopted by reference for use in the City of Gig Harbor.

Section 8. Section 15.32.010 of the Gig Harbor Municipal Code is hereby amended to read as follows:

15.32.010 Energy code adopted. The Washington State Energy Code, 2001 Edition, ~~as adopted by the Washington State Building Code Council (WSBCC);~~ published in chapter 51-11 WAC, is adopted by reference for use within the City of Gig Harbor.

Section 9. Section 15.32.011 of the Gig Harbor Municipal Code is hereby repealed.

Section 10. Adoption by Reference. Pursuant to RCW 35A.12.140, a copy of the 2000 State-Wide Amendments to the 1997 Uniform Building Code and Uniform Building Code Standards, the 2000 Edition of the Uniform Plumbing Code, the 2001 State-Wide Amendments to the 2000 Uniform Plumbing Code, the 2000 State-Wide Amendments to the 1997 Uniform Fire Code and Uniform Fire Code Standards, the 2000 State-Wide Amendments to the 1997 Uniform Mechanical Code, the 2000 Washington State Ventilation and Indoor Air Quality Code, and the 2001 Washington State Energy Code, are on file with the City Clerk for review and examination by the public.

Section 11. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 12. Effective Date - This ordinance shall take effect and be in full force five (5) days after publication of an approved summary consisting of the title.

APPROVED:

Gretchen A. Wilbert, Mayor

ATTEST/AUTHENTICATED:

Molly Towslee, City Clerk

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

BY _____
Carol A. Morris, City Attorney

FILED WITH THE CITY CLERK: 11/06/02
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO. _____

**SUMMARY OF ORDINANCE NO.
of the City of Gig Harbor, Washington**

On _____, 2002 the City Council of the City of Gig Harbor, Washington, approved Ordinance No. _____, the summary of text of which is as follows:

AN ORDINANCE OF THE CITY OF GIG HARBOR, WASHINGTON, RELATING TO BUILDING AND CONSTRUCTION, ADOPTING THE 2000 STATE-WIDE AMENDMENTS TO THE 1997 UNIFORM BUILDING CODE AND UNIFORM BUILDING CODE STANDARDS, THE 2000 STATE-WIDE AMENDMENTS TO THE 1997 UNIFORM FIRE CODE AND UNIFORM FIRE CODE STANDARDS, THE 2000 EDITION OF THE UNIFORM PLUMBING CODE, THE 2001 STATE-WIDE AMENDMENTS TO THE 2000 UNIFORM PLUMBING CODE, THE 2000 STATE-WIDE AMENDMENTS TO THE UNIFORM MECHANICAL CODE, THE 2000 WASHINGTON STATE VENTILATION AND INDOOR AIR QUALITY CODE AND THE 2001 WASHINGTON STATE ENERGY CODE BY REFERENCE, AMENDING SECTIONS 15.06.010, 15.08.010, 15.10.010, 15.12.015, 15.32.005, 15.32.010 AND REPEALING SECTIONS 15.06.100 AND 15.32.011 OF THE GIG HARBOR MUNICIPAL CODE, AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GIG HARBOR:

The full text of this ordinance will be mailed upon request.

APPROVED by the City Council at their regular meeting of _____, 2002.

BY: _____
MOLLY M. TOWSLEE, CITY CLERK



'THE MARITIME CITY'

COMMUNITY DEVELOPMENT DEPARTMENT
3510 GRANDVIEW STREET
GIG HARBOR, WASHINGTON 98335
(253) 851-6170 • WWW.CITYOFGIGHARBOR.NET

TO: MAYOR WILBERT AND CITY COUNCILMEMBERS
FROM: JOHN P. VODOPICH, AICP
COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: PUBLIC HEARING AND FIRST READING OF AN ORDINANCE
REGARDING THE 2001 COMPREHENSIVE PLAN AMENDMENTS
DATE: NOVEMBER 12, 2002

INTRODUCTION/BACKGROUND

In 1994, the City of Gig Harbor adopted a Comprehensive Plan developed in response to the Growth Management Act (GMA), which included required utilities and transportation elements. In order to address growth related impacts on the City's infrastructure, the City retained consulting services to review and update the 1994 Transportation Plan, the 1993 Sewer Plan, the 1987 Storm Water Plan, and the 1993 Water System Plan. The proposed ordinance adopts each of these plan updates individually and further incorporates the plan updates as the required transportation and utility elements of the Comprehensive Land Use Plan.

Each of the three utility plans; the November 2000 City of Gig Harbor Wastewater Comprehensive Plan; the March 2001 Storm Water Comprehensive Plan; and the June 2001 Water System Plan are rather large documents. Complete copies of these Plans have been placed in the Councilmembers' office for review. Enclosed for your review and consideration are copies of each of the executive summaries from the Plans.

A complete copy of the March 2002 City of Gig Harbor Transportation Plan Update has been included with this packet.

In 2001, the public was given the opportunity to propose textual or individual site-specific Comprehensive Plan Amendments. The City Planning Commission considered and forwarded recommendations to the City Council on individual proposed amendments.

Staff, together with the City Attorney, has prepared a staff report dated November 12, 2002, on this 'package' of 2001 Comprehensive Plan Amendments which has been included in this packet for your review and consideration.

Staff is suggesting the following process for consideration of these amendments:

November 12, 2002 – Public hearing and first reading of the Ordinance with regards to the Water System Plan, the Transportation Plan Update, the Storm Water Plan, the Wastewater Plan and the 2001 Comprehensive Plan Amendment, Application #01-10.

Application #01-10 reflects changes made to the City's Urban Growth Area (UGA) with the March 12, 2002 adoption of the Gig Harbor Peninsula Community Plan by Pierce County (Pierce County Ordinance No. 2001-44s2). The City's Comprehensive Plan Land Use Map is inconsistent with the adopted Pierce County designation of the Urban Growth Area. The City is required to conform its map to the UGA designation made by Pierce County; these amendments are merely to make the necessary changes to the City's Comprehensive Land Use map as already amended by Pierce County.

November 25, 2002 – Public hearing and first reading of the Ordinance with regards to the 2001 Comprehensive Plan Amendment Applications #01-01, #01-02, #01-05, #01-06, #01-07, and #01-11.

December 9, 2002 – Second reading of the Ordinance with regards to the complete package of 2001 Comprehensive Plan Amendments.

POLICY CONSIDERATIONS

The City is required by the Washington State Growth Management Act (GMA) to prepare a Comprehensive Plan, which includes required utilities and transportation elements. Further, the City is required to consider suggested changes or amendments to the City's Comprehensive Plan, but may not amend the Comprehensive Plan more than once a year. The City has not amended the Comprehensive Plan in the year 2002.

FISCAL CONSIDERATIONS

The Comprehensive Land Use Plan is utilized for 20-year planning purposes. As such, the adoption amendments to the Plan itself will not have any direct fiscal impacts.

RECOMMENDATION

I recommend that Council move approval of the Ordinance as presented following a second reading on December 9, 2002.

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF GIG HARBOR, WASHINGTON, RELATING TO GROWTH MANAGEMENT AND PLANNING, MAKING THE FOLLOWING AMENDMENTS TO THE CITY'S COMPREHENSIVE LAND USE PLAN: (1) ADOPTING THE JUNE 2001 CITY OF GIG HARBOR WATER SYSTEM COMPREHENSIVE PLAN AND INCORPORATING IT IN THE UTILITIES ELEMENT; (2) ADOPTING THE 2002 GIG HARBOR TRANSPORTION UPDATE AND INCOPORATING IT IN THE TRANSPORTATION ELEMENT; (3) ADOPTING THE NOVEMBER 2000 WASTEWATER COMPREHENSIVE PLAN IN THE UTILITIES ELEMENT; (4) ADOPTING THE MARCH 2001 STORM WATER COMPREHENSIVE PLAN IN THE UTILITIES ELEMENT; (5) CHANGING THE LAND USE DESIGNATIONS ON THE FOLLOWING PARCELS: (A) FROM RESIDENTIAL LOW TO RESIDENTIAL MEDIUM FOR .42 ACRES AT 7201 PIONEER WAY; (B) FROM RESIDENTIAL LOW TO RESIDENTIAL MEDIUM FOR .29 ACRES AT 3519 GRANDVIEW STREET; (C) FROM MIXED USE TO COMMERCIAL/BUSINESS FOR 20 ACRES AT 9600 - 44TH AVENUE N.W.; (D) FROM MIXED USE TO COMMERCIAL/BUSINESS FOR 14 ACRES AT 10421 BURNHAM DRIVE; AND (6) CORRECTING MAPPING ERRORS IN THE COMPREHENSIVE LAND USE PLAN MAP TO BE CONSISTENT WITH PIERCE COUNTY'S DESIGNATION OF THE CITY'S URBAN GROWTH BOUNDARIES.

WHEREAS, the City of Gig Harbor plans under the Growth Management Act (chapter 36.70A RCW); and

WHEREAS, the Act requires the City to adopt a Comprehensive Plan; and

WHEREAS, the Act requires that the Comprehensive Plan include a utilities element, consisting of the general location and capacity of all existing and proposed utilities (RCW 36.70A.070); and

WHEREAS, the Act requires that the Comprehensive Plan include a transportation element with all of the sub elements identified in RCW 36.70A.070(6); and

WHEREAS, the City adopted its GMA Comprehensive Plan in 1986, later updated in 1994 (together with transportation and utilities elements); and

WHEREAS, the City is required to consider suggested changes or amendments to the City's Comprehensive Plan (RCW 36.70A.470), but the City may not amend the Comprehensive Plan more than once a year (RCW 36.70A.130); and

WHEREAS, the City is required to provide public notice and public hearing for any amendments to the Comprehensive Plan and any elements thereto (RCW 36.70A.035, RCW 36.70A.130); and

WHEREAS, the City's SEPA Responsible Official has issued a Determination of Non-Significance with regard to the proposed adoption of the elements to amend the City's Comprehensive Plan, as well as the remaining amendments; and

WHEREAS, the City Community Development Director forwarded a copy of this Ordinance to the Washington State Office of Community Development on November 5, 2002, pursuant to RCW 36.70A.106; and

WHEREAS, the Gig Harbor Planning Commission held a work study session the comprehensive plan amendments to the Land Use Map and the text on May 3, 2001; and

WHEREAS, the Planning Commission held public hearings on the comprehensive plan amendments to the Land Use Map and the text on May 31, 2001 and June 21, 2001; and

WHEREAS, the Planning Commission held a work study session on the comprehensive plan amendments to the Land Use Map and the text to deliberate and formulate a recommendation to City Council on July 25, 2001 and August 8, 2001; and

WHEREAS, on November 12, 2002 and November 25, 2002, the Gig Harbor City Council held public hearings to consider the comprehensive plan amendments; and

WHEREAS, on December 9, 2002, during the regular City Council meeting, the City Council deliberated and voted on the comprehensive plan amendments; Now, Therefore,
THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, ORDAINS AS
FOLLOWS:

Section 1. Water System Plan. The City Council hereby adopts the June 2001 Water System Comprehensive Plan (Exhibit A hereto), by reference, as if the same were fully set forth herein. The City Council hereby adopts the June 2001 Water System Comprehensive Plan (Exhibit A) by reference as part of the utilities element of the City's Comprehensive Plan.

Section 2. Transportation Update. The City Council hereby adopts the 2002 Gig Harbor Transportation Update, (Exhibit B) by reference, as if the same were fully set forth herein. The City Council hereby adopts the 2002 Gig Harbor Transportation Update (Exhibit B) as part of the transportation element of the City's Comprehensive Plan.

Section 3. Storm Water Plan. The City Council hereby adopts the March 2001 City of Gig Harbor Storm Water Comprehensive Plan (Exhibit C hereto) by reference, as if the same were fully set forth herein. The City Council hereby adopts the March 2001 City of Gig Harbor Storm Water Comprehensive Plan (Exhibit C) as part of the utilities element of the City's Comprehensive Plan.

Section 4. Wastewater Plan. The City Council hereby adopts the November 2000 City of Gig Harbor Wastewater Comprehensive Plan (Exhibit D hereto) by reference, as if the same were fully set forth herein. The City Council hereby adopts the November 2000 City of Gig Harbor Wastewater Comprehensive Plan (Exhibit D) as part of the utilities element of the City's Comprehensive Plan.

Section 5. Comprehensive Land Use Map and Plan Text Amendments.

A. **Notice.** The City Clerk confirmed that public notice of the public hearings held by the City Council on the following applications was provided.

B. **Hearing Procedure.** The City Council's consideration of the comprehensive land use map and plan text amendments is a legislative act. The Appearance of Fairness doctrine does not apply.

C. **Testimony.** The following persons testified on the applications:

1. _____
2. _____
3. _____

D. **Applications.**

1. **01-01 Uddenberg Application.** (.42 acres at 7201 Pioneer Way, Gig Harbor)

From the present Residential Low designation to a Residential Medium designation. After consideration of the materials in the file, staff presentation, the City's comprehensive plan, applicable law, and the public testimony, the City Council voted to approve this application. The City Council hereby adopts the Staff Report 2001 Comprehensive Plan Amendments, as it relates to the Uddenberg application No. 01-01, by reference.

2. **01-02 Uddenberg Application** (.29 acres at 3519 Grandview Street, Gig

Harbor) From the present Residential Low designation to a Residential Medium designation. After consideration of the materials in the file, staff presentation, the City's comprehensive plan, applicable law, and the public testimony, the City Council voted to approve this application. The City Council hereby adopts the Staff Report 2001 Comprehensive Plan Amendments, as it relates to the Uddenberg application No. 01-02, by reference.

3. **01-05 Burnham Construction, LLC** (20 acres at 9600 44th Avenue NW, Gig Harbor) From the present Mixed Use designation to an Employment Center designation. After consideration of the materials in the file, staff presentation, the City's comprehensive plan, applicable law, and the public testimony, the City Council voted to approve this application. The City Council hereby adopts the Staff Report 2001 Comprehensive Plan Amendments, as it relates to the Burnham Construction, LLC application No. 01-05, by reference.

4. **01-06 Burnham Construction, LLC** (14 acres at 10421 Burnham Drive, Gig Harbor) From the present Mixed Use designation to an Employment Center designation. After consideration of the materials in the file, staff presentation, the City's comprehensive plan, applicable law, and the public testimony, the City Council voted to approve this application. The City Council hereby adopts the Staff Report 2001 Comprehensive Plan Amendments, as it relates to the Burnham Construction, LLC application No. 01-06, by reference.

5. **01-10 City of Gig Harbor** (Consistency with Pierce County Gig Harbor Peninsula Community Plan). This is an application for changes to be made in the City's Comprehensive Plan to be consistent with the Urban Growth Area as adopted by Pierce County in the Pierce County Gig Harbor Peninsula Community Plan (Pierce County Ordinance No. 2001-44s2), and involves fourteen (14) changes to the City's Comprehensive Plan Map. After consideration of the materials in the file, staff presentation, the City's comprehensive plan, applicable law, and the public testimony, the City Council voted to approve this application. The City Council hereby adopts the Staff Report 2001 Comprehensive Plan Amendments, as it relates to the City of Gig Harbor application No. 01-10, by reference.

Section . Transmittal to State. The City Community Development Director is directed to forward a copy of this Ordinance, together with all of the exhibits, to the Washington State

Office of Community Development within ten days of adoption, pursuant to RCW 36.70A.106.

Section . Severability. If any portion of this Ordinance or its application to any person or circumstances is held by a court of competent jurisdiction to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the remainder of the Ordinance or the application of the remainder to other persons or circumstances.

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

PASSED by the Council and approved by the Mayor of the City of Gig Harbor this
__th day of _____, 2002.

CITY OF GIG HARBOR

GRETCHEN WILBERT, MAYOR

ATTEST/AUTHENTICATED:

By: _____
MOLLY TOWSLEE, CITY CLERK

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.

SUMMARY OF ORDINANCE NO.
of the City of Gig Harbor, Washington

On _____, the City Council of the City of Gig Harbor, Washington, approved Ordinance No., the main points of which are summarized by its title as follows:

AN ORDINANCE OF THE CITY OF GIG HARBOR, WASHINGTON, RELATING TO GROWTH MANAGEMENT AND PLANNING, MAKING THE FOLLOWING AMENDMENTS TO THE CITY'S COMPREHENSIVE LAND USE PLAN: (1) ADOPTING THE JUNE 2001 CITY OF GIG HARBOR WATER SYSTEM COMPREHENSIVE PLAN AND INCORPORATING IT IN THE UTILITIES ELEMENT; (2) ADOPTING THE 2002 GIG HARBOR TRANSPORTION UPDATE AND INCOPORATING IT IN THE TRANSPORTATION ELEMENT; (3) ADOPTING THE NOVEMBER 2000 WASTEWATER COMPREHENSIVE PLAN IN THE UTILITIES ELEMENT; (4) ADOPTING THE MARCH 2001 STORM WATER COMPREHENSIVE PLAN IN THE UTILITIES ELEMENT; (5) CHANGING THE LAND USE DESIGNATIONS ON THE FOLLOWING PARCELS: (A) FROM RESIDENTIAL LOW TO RESIDENTIAL MEDIUM FOR .42 ACRES AT 7201 PIONEER WAY; (B) FROM RESIDENTIAL LOW TO RESIDENTIAL MEDIUM FOR .29 ACRES AT 3519 GRANDVIEW STREET; (C) FROM MIXED USE TO COMMERCIAL/BUSINESS FOR 20 ACRES AT 9600 - 44TH AVENUE N.W.; (D) FROM MIXED USE TO COMMERCIAL/BUSINESS FOR 14 ACRES AT 10421 BURNHAM DRIVE; AND (6) CORRECTING MAPPING ERRORS IN THE COMPREHENSIVE LAND USE PLAN MAP TO BE CONSISTENT WITH PIERCE COUNTY'S DESIGNATION OF THE CITY'S URBAN GROWTH BOUNDARIES.

The full text of this Ordinance will be mailed upon request.

APPROVED by the City Council at their meeting of _____.

MOLLY TOWSLEE, CITY CLERK

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF GIG HARBOR, WASHINGTON, RELATING TO GROWTH MANAGEMENT AND PLANNING, DENYING CERTAIN AMENDMENTS TO THE CITY'S COMPREHENSIVE LAND USE PLAN FOR A CHANGE IN THE LAND USE DESIGNATION OF RESIDENTIAL LOW TO RESIDENTIAL MEDIUM FOR 1.66 ACRES OF PROPERTY AT 5429 - 36TH AVENUE NW AND FOR A TEXT AMENDMENT REQUIRING THE USE OF LOW IMPACT DEVELOPMENT GUIDELINES FOR PROPERTIES CONSTRAINED BY CRITICAL AREAS.

WHEREAS, the City of Gig Harbor plans under the Growth Management Act (chapter 36.70A RCW); and

WHEREAS, the Act requires the City to adopt a Comprehensive Plan; and

WHEREAS, the City is required to consider suggested changes or amendments to the City's Comprehensive Plan (RCW 36.70A.470), but the City may not amend the Comprehensive Plan more than once a year (RCW 36.70A.130); and

WHEREAS, the City is required to provide public notice and public hearing for any amendments to the Comprehensive Plan and any elements thereto (RCW 36.70A.035, RCW 36.70A.130); and

WHEREAS, the City's SEPA Responsible Official has issued a Determination of Non-Significance with regard to the proposed adoption of the applications to amend the City's Comprehensive Plan, as well as the proposed utilities comprehensive plans; and

WHEREAS, the City Community Development Director forwarded a copy of this Ordinance to the Washington State Office of Community Development on November 5, 2002, pursuant to RCW 36.70A.106; and

WHEREAS, the Gig Harbor Planning Commission held a work study session the comprehensive plan amendments to the Land Use Map and the text on May 3, 2001; and

WHEREAS, the Planning Commission held public hearings on the comprehensive plan amendments to the Land Use Map and the text on May 31, 2001 and June 21, 2001; and

WHEREAS, the Planning Commission held a work study session on the comprehensive plan amendments to the Land Use Map and the text to deliberate and formulate a recommendation to City Council on July 25, 2001 and August 8, 2001; and

WHEREAS, on November 12, 2002 and November 25, 2002, the Gig Harbor City Council held public hearings to consider the comprehensive plan amendments; and

WHEREAS, on December 9, 2002, during the regular City Council meeting, the City Council deliberated and voted on the comprehensive plan amendments; Now, Therefore,

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

Section 1. Comprehensive Land Use Map and Plan Text Amendments.

A. **Notice.** The City Clerk confirmed that public notice of the public hearings held by the City Council on the following applications was provided.

B. **Hearing Procedure.** The City Council's consideration of the comprehensive land use map and plan text amendments is a legislative act. The Appearance of Fairness doctrine does not apply.

C. **Testimony.** The following persons testified on the applications:

1. _____
2. _____
3. _____

D. Applications.

1. 01-07 Kaltnick/Baerg (1.66 acres at 5429 36th Avenue NW, Gig Harbor)

From the present Residential Low designation to a Residential Medium designation. After consideration of the materials in the file, staff presentation, the City's comprehensive plan, applicable law, and the public testimony, the City Council voted to deny this application. The City Council hereby adopts the Staff Report 2001 Comprehensive Plan Amendments, as it relates to the Kaltnick/Baerg application No. 01-07, by reference.

2. 01-11 Council Member Owel (Textual Amendment) A proposed a textual

amendment to the Land Use Open Space/Preservation Areas goal requiring the use of 'low impact development' (LID) guidelines and standards for properties constrained by critical areas. After consideration of the materials in the file, staff presentation, the City's comprehensive plan, applicable law, and the public testimony, the City Council voted to deny this application. The City Council hereby adopts the Staff Report 2001 Comprehensive Plan Amendments, as it relates to the Council Member Owel application No. 01-11, by reference.

Section 2. Transmittal to State. The City Community Development Director is directed to forward a copy of this Ordinance, together with all of the exhibits, to the Washington State Office of Community Development within ten days of adoption, pursuant to RCW 36.70A.106.

Section 3. Severability. If any portion of this Ordinance or its application to any person or circumstances is held by a court of competent jurisdiction to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the remainder of the Ordinance or the application of the remainder to other persons or circumstances.

Section 4. Effective Date. This ordinance shall take effect and be in full force five (5) days after passage and publication of an approved summary consisting of the title.

PASSED by the Council and approved by the Mayor of the City of Gig Harbor this
__th day of _____, 2002.

CITY OF GIG HARBOR

GRETCHEN WILBERT, MAYOR

ATTEST/AUTHENTICATED:

By: _____
MOLLY TOWSLEE, CITY CLERK

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.

SUMMARY OF ORDINANCE NO.
of the City of Gig Harbor, Washington

On _____, the City Council of the City of Gig Harbor, Washington, approved Ordinance No., the main points of which are summarized by its title as follows:

AN ORDINANCE OF THE CITY OF GIG HARBOR, WASHINGTON, RELATING TO GROWTH MANAGEMENT AND PLANNING, DENYING CERTAIN AMENDMENTS TO THE CITY'S COMPREHENSIVE LAND USE PLAN FOR A CHANGE IN THE LAND USE DESIGNATION OF RESIDENTIAL LOW TO RESIDENTIAL MEDIUM FOR 1.66 ACRES OF PROPERTY AT 5429 - 36TH AVENUE NW AND FOR A TEXT AMENDMENT REQUIRING THE USE OF LOW IMPACT DEVELOPMENT GUIDELINES FOR PROPERTIES CONSTRAINED BY CRITICAL AREAS.

The full text of this Ordinance will be mailed upon request.

APPROVED by the City Council at their meeting of _____.

MOLLY TOWSLEE, CITY CLERK



"THE MARITIME CITY"

COMMUNITY DEVELOPMENT DEPARTMENT

3510 GRANDVIEW STREET

GIG HARBOR, WASHINGTON 98335

(253) 851-6170 • WWW.CITYOFGIGHARBOR.NET

**STAFF REPORT TO THE CITY COUNCIL
2001 COMPREHENSIVE PLAN AMENDMENTS
NOVEMBER 12, 2002**

I. IDENTIFICATION OF COMPREHENSIVE PLAN AMENDMENTS.

- A. 01-01 Uddenberg Application (.42 acres at 7201 Pioneer Way, Gig Harbor) from Residential Low to Residential Medium;
- B. 01-02 Uddenberg Application (.29 acres at 3519 Grandview, Gig Harbor) from Residential Low to Residential Medium;
- C. 01-05 Burnham Construction, LLC Application (20 acres at 9600 – 44th Avenue N.W., Gig Harbor) from Mixed Use to Employment Center;
- D. 01-06 Burnham Construction, LLC Application (14 acres at 10421 Burnham Drive, Gig Harbor) from Mixed Use to Employment Center;
- E. 01-07 Kaltnic-Baerg Application (1.66 acres at 5429 – 36th Avenue N.W., Gig Harbor) from Residential Low to Residential Medium;
- F. 01-10 Changes to Land Use Plan Map to Correct Urban Growth Area Designations given to property by Pierce County; and
- G. 01-11 Council Member Owel Application, text amendment to Land Use Element, page 14;
- H. Amendment of the Transportation Element of the Comprehensive Land Use Plan to include the 2002 Gig Harbor Transportation Update;
- I. Amendment of the Utilities Element of the Comprehensive Land Use Plan to include the March 2001 City of Gig Harbor Storm Water Comprehensive Plan;
- J. Amendment of the Utilities Element of the Comprehensive Land Use Plan to include the November 2000 City of Gig Harbor Wastewater Comprehensive Plan; and
- K. Amendment of the Utilities Element of the Comprehensive Land Use Plan to include the June 2001 City of Gig Harbor Water System Comprehensive Plan.

II. SEPA REVIEW.

For the comprehensive plan amendments identified in A through G above, the City issued a Determination of Non-Significance on August 29, 2002. On October 16, 2002, the City issued a Mitigated Determination of Non-Significance, which included SEPA review on all of the comprehensive plan amendments listed above. There were no appeals filed.

III. APPLICABLE DEFINITIONS.

A. Residential. The following is the definition for Residential land use designation in the City's Comprehensive Plan:

Provides primarily for residential uses and facilities that would ordinarily be associated with or closely linked to residential uses and neighborhoods. Two density ranges are defined for residential: RL (urban residential low density, 3.0-4.0 dwelling units per acre) and RM (urban residential moderate density, 4.0-12.0 dwelling units per acre).

In residential-medium designations, conditional allowance may be provided for professional offices or businesses which would not significantly impact the character of residential neighborhoods. The intensity of the non-residential use shall be established under the appropriate land use or zoning category of the development regulations and standards.

Use natural buffers or innovative site design as mitigation techniques to minimize operation impacts of non-residential uses and to serve as natural drainage ways.

B. Mixed Use. The following is the definition for the Mixed Use land use designation in the City's Comprehensive Plan:

Mixed Use is an area of commercial/employment, office and multifamily located along principal collector routes which link the downtown area with SR-16. Commercial/employment activity within a Mixed Use area caters to a customer base beyond the immediate surrounding neighborhoods due to its location along the collector routes. The individual commercial/employment activities or developments in these areas are not of a size or character to be considered "major" activity or traffic generating uses. Multi-family and office uses are allowed within the Mixed Use area to provide economic diversity and housing opportunities near transit routes and business activities. The desired allocation of land use within the Mixed Use designation is:

Commercial/Employment	45% maximum
Professional Office	30% maximum
Multifamily	25% minimum

Parcels or developments ten acres or greater in area may use the defined allocation regardless of the underlying zoning code designation of the property. Properties or developments less than ten acres are limited to the uses as defined by the official zoning map of the City. Uses which have been approved by Pierce County prior to the adoption of this plan are considered legitimate conforming uses.

C. Commercial/Business. The following is the definition for Commercial/Business land use designation in the City's Comprehensive Plan:

Provides primarily retail and wholesale facilities, including service and sales. Where appropriate, mixed-use residential with commercial) may be permitted through a planned unit development process. Commercial-business activities consist of the following: Retail sales and services; business and professional offices; mini-warehousing. Commercial areas which border residential designations or uses should use available natural features as boundaries. Natural features should serve as buffers, which may consist of standing timber, streams or drainage swales; a minimum buffer width should be 30 feet; and the density and depth of the buffer should be proportional to the intensity of the use.

D. Employment Center. The following is the definition for the Employment Center land use designation in the City's Comprehensive Plan:

Broadly defines an area that is intended to meet long-term employment needs of the community. Employment centers consist of the following: wholesale distribution facilities; manufacturing and assembly; warehousing/storage; business offices/business complexes; medical facilities/hospitals; telecommunication services; transportation services and facilities. Conditional allowances of commercial facilities which are subordinate to and supportive of employment activities.

IV. INDIVIDUAL APPLICATIONS.

A. 01-01 Uddenberg, from Residential Low to Residential Medium (0.42 acres at 7201 Pioneer Way, Gig Harbor)

Existing Development: single-family home.

Existing Zoning: Single-Family Residential (R-1).

Existing Density: 3.0 to 4.0 dwelling units per acre.

Existing Neighborhood: The site is bounded by properties designated Residential Low to the north and east. A comprehensive plan amendment has also been submitted by Mr. Uddenberg to change the comprehensive plan land use designation of a property located to the east from Residential Low to Residential Medium (#01-02). Property located to the south is designated Commercial /Business and property located to the west is designated Residential Low. Properties to the north, east and west are developed with existing single-family residences. The Gig Harbor Civic Center is located southeast of the subject site. Properties located to the southwest of the subject site are developed with commercial and professional offices.

Proposed Development: The applicant has indicated his intent to pursue a site-specific rezone of this property to a Residential and Business District (RB-1) zone for the purposes of constructing a professional office building on this site. Professional offices are a permitted use in the RB-1 zone.

Proposed Zoning: A site-specific rezone application has not been submitted at this time, but the requested Residential Medium comprehensive plan designation is consistent with the Residential and Business District (RB-1) zone. It is likely that if the comprehensive plan amendment is granted, the applicant will submit a site-specific rezone application to RB-1. In order to re-develop the property with a professional office development, a site-specific rezone would have to be granted. In order for the site-specific rezone to be granted, a finding of consistency with the comprehensive plan must be made. The Residential Medium comprehensive plan designation is consistent with the implementing Residential and Business District (RB-1) zone.

Proposed Density: 3.0 dwelling units per acre (RB-1 Zone).

Proposed Comprehensive Land Use Designation's Effect on City Water: Adequate water supply exists for the proposed change in land use designation.

Proposed Comprehensive Land Use Designation's Effect on City Sewer: Adequate sewer capacity exists for the proposed change in land use designation.

Proposed Comprehensive Land Use Designation's Effect on City Streets:

Undetermined, traffic impacts will be assessed and appropriate mitigation measures, if any, will be imposed at time of development application. The City's SEPA analysis reviewed the traffic impacts of this proposal and more in-depth analysis will be performed at the time another application is submitted for the property, including a site-specific rezone application.

Application is consistent with the following Comprehensive Plan policies: Given the change in the overall character of the general neighborhood, the proposed change from Residential Low to Residential Medium is consistent with the Comprehensive Plan policy 20. Planning Unit Boundaries (Land Use Chapter, page 15) which calls for defining planning units which are based upon like land uses and activities; delineation of planning unit boundaries using natural features, roads or other physical improvements; the identification of critical transition areas or points of conflict with adjacent or incompatible planning units; and resolution of conflict or compatibility issues through a neighborhood planning process and employ transitional uses for consideration in future development reviews.

Rationale for Applicant's Request to Change Comprehensive Land Use Designation:

The character of the existing neighborhood is such that fairly intensive uses exist on the intersection of Pioneer and Grandview. The subject property is located at the intersection of these two streets. The applicant has expressed difficulty renting the existing home at market value because of the noise levels and traffic volumes located at this location. Additionally, with the development of the Gig Harbor Civic Center on a southwesterly parcel, there is increased non-residential activity in the neighborhood.

Staff Analysis: The Comprehensive Plan provides that "the intensity of the non-residential use should be compatible with the adjacent residential area." Here, a property owner is asking for a new land use designation that reflects the fact that the neighborhood is no longer primarily single-family residential. Given that the majority of the adjacent land use designations are non-residential, and that there may be some negative impacts of these non-residential uses on the existing single-family residential use (such as increased non-residential activity in the area), the Staff recommends that the Comprehensive Plan land use designation be changed to Residential Medium. The property has become

transitional in nature and is best suited for a Residential Medium designation, which would conditionally allow for professional offices or businesses that would not significantly affect the character of existing residential neighborhoods. The intended site-specific rezone to RB-1 would allow for all uses permitted in the R-1 district; bed and breakfast establishments; professional offices and personal services; publicly owned parks and playgrounds; temporary buildings for and during construction; uses which complement or facilitate permitted uses such as parking facilities or public plazas; pharmacies solely incidental to medical offices; family day care; and adult family homes.

Planning Commission Recommendation: The Planning Commission recommended that the application be approved, subject to the property owner entering into a development agreement with the City to ensure that adequate buffer areas were provided for the adjoining residential areas. The Planning Commission also recommended a textual amendment to address transitional areas such as these. The Planning Commission recommended the inclusion of the following language in the Land Use Chapter of the Comprehensive Plan, Section 20. Planning Unit Boundaries, page 15:

- Transition areas between established residential neighborhoods and commercial development should be carefully evaluated prior to amending planning unit boundaries (land use designations). Consideration will be given to ensuring compatibility of uses, adequacy of buffering existing residential uses, and provisions for appropriate design, scale, and landscaping.
- Transition areas are intended to serve as a buffer between high intensity commercial and lower density residential uses. Implementing regulations and restrictions will serve to protect and preserve residential uses while permitting business uses characterized principally by professional and consultive services or executive and administrative offices, which are compatible with single-family residential development. To this extent, nonresidential structures should be limited in total gross floor area per lot in order to minimize the impact of bulk and scale to residential neighborhoods.
- The intent of the aforementioned items is to minimize encroachment of commercial development into established residential neighborhoods through the use of development agreements. As such, site-specific applications for amending planning unit boundaries (land use designations) shall be considered on an individual case-by-case basis.

The Comprehensive Plan provides: “use natural buffers or innovative site design as mitigation techniques to minimize operational impacts of non-residential uses and to serve as natural drainage ways.” The City Attorney has noted that this additional language as proposed cannot be considered in the analysis of the Uddenberg amendment application because it is not currently included in the City’s Comprehensive Plan. The Planning Commission’s recommended additional language to address transitional areas will need to be reviewed and processed as a comprehensive plan amendment during a future Comprehensive Plan Amendment cycle.

Staff Recommendation to Council: Staff recommends that the Council adopt this Comprehensive Plan Amendment, without the requirement for a development agreement.

If the Council adopts Comprehensive Plan amendment application No. 01-02, the only property that would possibly benefit from a development agreement requiring a buffer would be the property to the west. At this time, the subject property is developed with a single-family residential home. No buffer is needed between an existing single family home and another existing single-family home. Development agreements must be limited in time. If the City executes a development agreement with Mr. Uddenberg requiring the installation of a buffer, and the term of the agreement passes before Mr. Uddenberg demolishes the existing house and proposes a re-development of the site, the development agreement will accomplish nothing.

If there is no development agreement, the comprehensive plan amendment is approved and the property owner demolishes the existing single-family home on the site, he will have to apply for new development permits in order to develop the property. If the property owner does not apply for a site-specific rezone, and decides to develop the property as residential consistent with the existing zoning, there probably will not be a need for a buffer (because there will not be a need to buffer residential uses from residential uses). If the property owner applies for a site-specific rezone, the City can consider whether the site-specific rezone should include a condition requiring "natural buffers or innovative site design as mitigation techniques to minimize the operational impacts of non-residential uses." If the project includes "innovative site design," no development agreement or natural buffer is required by the comprehensive plan.

B. 01-02 Uddenberg, from Residential Low to Residential Medium (0.29 acres at 3519 Grandview)

Existing Development: single-family home.

Existing Zoning: Single-Family Residential (R-1).

Existing Density: 3.0 to 4.0 dwelling units per acre.

Existing Neighborhood: The site is bounded by properties designated Residential Low to the north and east. A comprehensive plan amendment has also been submitted by Mr. Uddenberg to change the comprehensive plan land use designation of a property located to the west from Residential Low to Residential Medium (#01-01). Property located to the south is designated Commercial /Business and property located to the west is designated Residential Low. Properties to the north, east and west are developed with existing single-family residences. The Gig Harbor Civic Center is located southeast of the subject site. Properties located to the southwest of the subject site are developed with commercial and professional offices.

Proposed Development: The applicant has indicated his intent to pursue a site-specific rezone of this property to a Residential and Business District (RB-1) zone for the purposes of constructing a professional office building on this site. Professional offices are a permitted use in the RB-1 zone.

Proposed Zoning: A site-specific rezone application has not been submitted at this time, but the requested Residential Medium comprehensive plan designation is consistent with the Residential and Business District (RB-1) zone. It is likely that if the comprehensive plan amendment is granted, the applicant will submit a site-specific rezone application to

RB-1. In order to re-develop the property with a professional office development, a site-specific rezone would have to be granted. In order for the site-specific rezone to be granted, a finding of consistency with the comprehensive plan must be made. The Residential Medium comprehensive plan designation is consistent with the implementing Residential and Business District (RB-1) zone.

Proposed Density: 3.0 dwelling units per acre (RB-1 Zone).

Proposed Comprehensive Land Use Designation's Effect on City Water: Adequate water supply exists for the proposed change in land use designation.

Proposed Comprehensive Land Use Designation's Effect on City Sewer: Adequate sewer capacity exists for the proposed change in land use designation.

Proposed Comprehensive Land Use Designation's Effect on City Streets:

Undetermined, traffic impacts will be assessed and appropriate mitigation measures, if any, will be imposed at time of development application. The City's SEPA analysis reviewed the traffic impacts of this proposal and more in-depth analysis will be performed at the time another application is submitted for the property, including a site-specific rezone application.

Application is consistent with the following Comprehensive Plan policies: Given the change in the overall character of the general neighborhood, the proposed change from Residential Low to Residential Medium is consistent with the Comprehensive Plan policy 20. Planning Unit Boundaries (Land Use Chapter, page 15) which calls for defining planning units which are based upon like land uses and activities; delineation of planning unit boundaries using natural features, roads or other physical improvements; the identification of critical transition areas or points of conflict with adjacent or incompatible planning units; and resolution of conflict or compatibility issues through a neighborhood planning process and employ transitional uses for consideration in future development reviews.

Rationale for Applicant's Request to Change Comprehensive Land Use Designation:

The character of the existing neighborhood is such that fairly intensive uses exist on the intersection of Pioneer and Grandview. The subject property is located in close proximity of the intersection these two streets. The applicant has expressed difficulty renting the existing home at market value because of the noise levels and traffic volumes located at this location. Additionally, with the development of the Gig Harbor Civic Center on a southwesterly parcel, there is increased non-residential activity in the neighborhood.

Staff Analysis: The Comprehensive Plan provides that "the intensity of the non-residential use should be compatible with the adjacent residential area." Here, a property owner is asking for a new land use designation that reflects the fact that the neighborhood is no longer primarily single-family residential. Given that the majority of the adjacent land use designations are non-residential, and that there may be some negative impacts of these non-residential uses on the existing single-family residential use (such as increased non-residential activity in the area), the Staff recommends that the Comprehensive Plan land use designation be changed to Residential Medium. The property has become transitional in nature and is best suited for a Residential Medium designation, which would conditionally allow for professional offices or businesses that would not significantly affect the character of existing residential neighborhoods.

Planning Commission Recommendation: The Planning Commission recommended that the application be approved, subject to the property owner entering into a development agreement with the City to ensure that adequate buffer areas were provided for the adjoining residential areas. The Planning Commission also recommended a textual amendment to address transitional areas such as these. The Planning Commission recommended the inclusion of the following language in the Land Use Chapter of the Comprehensive Plan, Section 20. Planning Unit Boundaries, page 15:

- Transition areas between established residential neighborhoods and commercial development should be carefully evaluated prior to amending planning unit boundaries (land use designations). Consideration will be given to ensuring compatibility of uses, adequacy of buffering existing residential uses, and provisions for appropriate design, scale, and landscaping.
- Transition areas are intended to serve as a buffer between high intensity commercial and lower density residential uses. Implementing regulations and restrictions will serve to protect and preserve residential uses while permitting business uses characterized principally by professional and consultive services or executive and administrative offices, which are compatible with single-family residential development. To this extent, nonresidential structures should be limited in total gross floor area per lot in order to minimize the impact of bulk and scale to residential neighborhoods.
- The intent of the aforementioned items is to minimize encroachment of commercial development into established residential neighborhoods through the use of development agreements. As such, site-specific applications for amending planning unit boundaries (land use designations) shall be considered on an individual case-by-case basis.

The Comprehensive Plan provides: “use natural buffers or innovative site design as mitigation techniques to minimize operational impacts of non-residential uses and to serve as natural drainage ways.” The City Attorney has noted that this additional language as proposed cannot be considered in the analysis of the Uddenberg amendment application because it is not currently included in the City’s Comprehensive Plan. The Planning Commission’s recommended additional language to address transitional areas will need to be reviewed and processed as a comprehensive plan amendment during a future Comprehensive Plan Amendment cycle.

Staff Recommendation to Council: Staff recommends that the Council adopt this Comprehensive Plan Amendment, without the requirement for a development agreement. If the Council adopts Comprehensive Plan amendment application No. 01-01, the only property that would possibly benefit from a development agreement requiring a buffer would be the property to the west. At this time, the subject property is developed with a single-family residential home. No buffer is needed between an existing single family home and another existing single-family home. Development agreements must be limited in time. If the City executes a development agreement with Mr. Uddenberg requiring the installation of a buffer, and the term of the agreement passes before Mr.

Uddenberg demolishes the existing house and proposes a re-development of the site, the development agreement will accomplish nothing.

If there is no development agreement, the comprehensive plan amendment is approved and the property owner demolishes the existing single-family home on the site, he will have to apply for new development permits in order to develop the property. If the property owner does not apply for a site-specific rezone, and decides to develop the property as residential consistent with the existing zoning, there probably will not be a need for a buffer (because there will not be a need to buffer residential uses from residential uses). If the property owner applies for a site-specific rezone, the City can consider whether the site-specific rezone should include a condition requiring "natural buffers or innovative site design as mitigation techniques to minimize the operational impacts of non-residential uses." If the project includes "innovative site design," no development agreement or natural buffer is required by the comprehensive plan.

C. 01-05 Burnham Construction, LLC from Mixed Use to Employment Center (20 acres at 9600 – 44th Avenue N.W)

Existing development: Northharbor Business Campus, which includes a mix of tenants with a variety of uses such as Tolt Technologies (manufacturing, processing, shipping/receiving, office and warehouse) and NuHealth (manufacturing, processing, shipping/receiving, office and warehouse). The existing development contains eleven lots on the 20-acre site. Three of the eleven lots have been built upon. The remaining nine vacant lots total approximately 6.2 acres.

Existing zoning: Residential and Business (RB-2) with a Mixed Use Overlay (MUD)

Existing Neighborhood: The site is bounded by property designated Single Family Residential (R-1) with a Mixed Use Overlay (MUD) and Planned Community Development Low Density Residential (PCD-RLD) on the north; by Residential and Business (RB-2) with Mixed Use Overlay (MUD) to the south; Residential and Business (RB-2) and Single-Family Residential (R-1) both with the Mixed Use Overlay District (MUD) on the west; and Single-Family Residential (R-1) on the east.

Proposed Development: No change in uses or existing development proposed.

However, a site-specific rezone to an Employment District (ED) zone would be necessary to fully implement the change in Comprehensive Plan land use designation.

Proposed Zoning: A site-specific rezone application has not been submitted at this time, but the requested Employment Center comprehensive plan designation is consistent with the Employment District (ED) zone. It is likely that if the comprehensive plan amendment is granted, the applicant will submit an application for a rezone to ED for the property. This will allow the applicant to develop the remaining 6.2 acres of undeveloped property with the uses set forth in Gig Harbor Municipal Code section 15.45.020.

Proposed Land Use Designation's Effect on City Water: None, no change in use or intensity of use is proposed.

Proposed Land Use Designation's Effect on City Sewer: None, no change in use or intensity of use is proposed.

Proposed Land Use Designation's Effect on City Streets: None, no change in use or intensity of use is proposed.

Proposed Land Use Designation is Consistent with the Following Comprehensive Plan policies: Given the types of uses existing on the site, the proposed change from Mixed Use to Employment Center is consistent with the Comprehensive Plan policy 9. Generalized Land Uses Categories which indicates that Employment Centers consist of the following: wholesale distribution facilities; manufacturing and assembly; warehousing/storage; business offices/business complexes; medical facilities/hospitals; telecommunication services; transportation services and facilities.

Rationale for Applicant's Request to Change Comprehensive Land Use Designation: The approval and partial construction of the Northharbor Business Campus was completed prior to annexation of the property, following the adoption of the City's 1994 Comprehensive Plan. This request is to correct a mapping inconsistency created by the annexation of the property in that the City's 1994 Comprehensive Plan designated the site as Mixed Use and did not reflect existing development that had already begun to occur on-site.

Staff Recommendation: The existing uses on the property are more in keeping with those described in the Employment Center designation, rather than the Mixed Use designation. For example, there are wholesale distribution facilities, manufacturing and assembly facilities, and warehousing/storage facilities existing on-site, all of which are uses allowed in the Employment Center land use designation.

In contrast, the existing uses on the property are not consistent with the Mixed Use land use designation because there is no commercial/employment; professional offices, nor any multifamily development on-site. The Mixed Use designation requires a 25% minimum multifamily use, and allows a maximum of 45% commercial/employment and 30% of professional office uses.

Planning Commission Recommendation: The Planning Commission recommended approval of this request, in light of the existing development on the property.

Staff Recommendation to Council: Staff recommends that the Council approve the land use designation amendment, given the consistency of the existing development on the property with the types of uses allowed in the Employment Center designation.

D. 01-06 Burnham Construction, LLC from Mixed Use to Employment Center (14 acres at 10421 Burnham Drive)

Existing development: The existing development on-site at the Burnham Drive Commercial Park includes a mix of tenants with a variety of uses such as IES Incorporated (Warehousing, Shipping/Receiving), Swissray Medical (Manufacturing, Warehousing, Shipping/Receiving), Construction NW (Office, Storage), Environmental Chemical Solutions (Wholesale Sales, Shipping/Receiving), ServPro (Office, Storage) A/D Electric (Office, Warehousing, Shipping/Receiving), Hawk International

(Warehousing, Shipping/Receiving), and Wade Perrow Construction (Office, Storage). The property has been fully built out.

Existing Zoning: Residential and Business (RB-2) with a Mixed Use Overlay (MUD)

Existing Neighborhood: The site is bounded by property designated Planned Community Development Business Park (PCD-BP) on the north; by Medium Density Residential (R-2) to the south; Single-Family Residential (R-1) with the Mixed Use Overlay District (MUD) on the east; and Residential and Business (RB-2) with the Mixed Use Overlay (MUD) to the west.

Proposed Development: No change in uses or existing development proposed.

However, a site-specific rezone to an Employment District (ED) zone would be necessary to fully implement the change in Comprehensive Plan land use designation.

Proposed Zoning: A site-specific rezone application has not been submitted at this time, but the requested Employment Center comprehensive plan designation is consistent with the Employment District (ED) zone. It is likely that if the comprehensive plan amendment is granted, the applicant will submit an application for a rezone to ED for the property. This will allow the applicant to re-develop the property with the uses set forth in Gig Harbor Municipal Code section 15.45.020.

Proposed Land Use Designation's Effect on City Water: None, no change in use or intensity of use is proposed.

Proposed Land Use Designation's Effect on City Sewer: None, no change in use or intensity of use is proposed.

Proposed Land Use Designation's Effect on City Streets: None, no change in use or intensity of use is proposed.

Proposed Land Use Designation is Consistent with the Following Comprehensive Plan policies: Given the types of uses existing on the site, the proposed change from Mixed Use to Employment Center is consistent with the Comprehensive Plan policy 9.

Generalized Land Uses Categories which indicates that Employment Centers consist of the following: wholesale distribution facilities; manufacturing and assembly; warehousing/storage; business offices/business complexes; medical facilities/hospitals; telecommunication services; transportation services and facilities.

Rationale for Applicant's Request to Change Comprehensive Land Use Designation:

The approval and partial construction of the Burnham Drive Commercial Park was completed prior to annexation of the property, following the adoption of the City's 1994 Comprehensive Plan. This request is to correct a mapping inconsistency created by the annexation of the property in that the City's 1994 Comprehensive Plan designated the site as Mixed Use and did not reflect existing development that had already begun to occur on-site.

Staff Recommendation: The existing uses on the property are more in keeping with those described in the Employment Center designation, rather than the Mixed Use designation. For example, there are wholesale distribution facilities, manufacturing and assembly facilities, and warehousing/storage facilities existing on-site, all of which are uses allowed in the Employment Center land use designation.

In contrast, the existing uses on the property are not consistent with the Mixed Use land use designation because there is no commercial/employment or any multifamily development on-site. The Mixed Use designation requires a 25% minimum multifamily use, and allows a maximum of 45% commercial/employment and 30% of professional office uses.

Planning Commission Recommendation: The Planning Commission recommended approval of this request, in light of the existing development on the property.

Staff Recommendation to Council: Staff recommends that the Council approve the land use designation amendment, given the consistency of the existing development on the property with the types of uses allowed in the Employment Center designation.

E. 01-07 Kaltnic-Baerg from Residential Low to Residential Medium (1.66 acres at 5429 36th Avenue N.W.)

Existing Development: Vacant.

Existing Zoning: Single Family Residential (R-1).

Existing Density: 3.0 to 4.0 dwellings per acre.

Existing Neighborhood: The adjacent parcels of property are zoned as follows: north (Single Family Residential R-1); south (Single Family Residential R-1); east (Residential and Business RB-2); and west (Reserve 5, unincorporated Pierce County outside of the City of Gig Harbor Urban Growth Area (UGA), allows 1 dwelling unit per 5 acres). Existing single-family residential uses are located to the north, south and west. An existing apartment complex is located to the east of the site.

Proposed Development: The applicant's has indicated their intent to pursue a site-specific rezone of this property to a moderate density zone for the purposes of constructing town homes and flats on this site.

Proposed Zoning: A site-specific rezone application has not been submitted at this time, but the requested Residential Medium comprehensive plan amendment is consistent with the Medium-Density Residential (R-2) zone, allowing the uses described in Gig Harbor Municipal Code section 17.20.020. It is likely that if the comprehensive plan amendment is granted, the applicant will submit and application for a rezone to R-2 for the property. The Residential and Business District (RB-1) zone, allowing the uses described in Gig Harbor Municipal Code section 17.28.020 is also consistent with the Residential Medium comprehensive plan designation.

Proposed Density: 6.0 to 7.8 dwelling units per acre (R-2 Zone).

Proposed Comprehensive Land Use Designation's Effect on City Water: Adequate water supply exists for the proposed change in land use designation.

Proposed Comprehensive Land Use Designation's Effect on City Sewer: Adequate sewer capacity exists for the proposed change in land use designation. However, according to the SEPA DNS (Determination of Non-Significance) issued on August 29, 2002 by the City's SEPA Responsible Official, sewer infrastructure currently does not extend to 38th Avenue N.W. (the street on which the subject site fronts), according to the City's Public Works records. Future extension of sewer infrastructure along 38th Avenue

N.W. is identified on the six-year sewer capital improvement program as a development funded improvement.

Proposed Comprehensive Land Use Designation's Effect on City Streets:

Undetermined, traffic impacts will be assessed and appropriate mitigation measures, if any, will be imposed at time of development application. The applicant has indicated that based on data from the ITE Trip Generation Manual, the a.m. and p.m. peak hour would add one additional trip to the adjacent street system. Any additional transportation impacts that could result from the proposed development will be addressed at the time land use or building permit applications are submitted to the City. The City's SEPA analysis reviewed the traffic impacts of this proposal and more in-depth analysis will be performed at the time another application is submitted for the property, including a site-specific rezone application.

Application is Inconsistent with the following Comprehensive Plan policies: The Comprehensive Plan indicates that higher densities (8.0 to 12.0 units per acre) should be encouraged in developments which provide substantial open space or buffer areas within the development; have natural site characteristics suitable for higher intensity residential development; and would not significantly impact established single-family residential neighborhoods (Policy 13. Residential Densities, page 12).

Rationale for Applicant's Request to Change Comprehensive Land Use Plan

Designation: The applicant has indicated that development options have been evaluated and that the request in change in land use designation from Residential Low to Residential Medium is to allow for future development of the site. The applicant indicates that the change in designation is supported by the Comprehensive Plan goal of identifying and retaining those parcels with the fewest environmental constraints for high density and/or affordable housing development. (Comprehensive Plan, Housing, 1. (e), Page 53).

Staff Analysis: The site in question is bound by single-family residential uses to the north, south and west. The City has previously utilized the Residential Medium designation and corresponding zoning as a buffer between more intense uses and residential neighborhoods. The application of a Residential Medium designation in this location would not be appropriate given the existing residential uses located to the north, south, and west.

Planning Commission Recommendation: The Planning Commission recommended denial of this application and expressed concerns about the inappropriateness of locating medium density residential in an area characterized by existing single-family development.

Staff Recommendation to Council: Staff recommends that Council deny this Comprehensive Plan Amendment given the proximity of established single-family residential development; inconsistencies with adopted Comprehensive Plan policies; and that the City has typically utilized the Residential Medium designation and corresponding zoning as a buffer between more intense uses and residential neighborhoods which has not been demonstrated to be the case in this instance.

F. 01-10 Gig Harbor/Pierce County Gig Harbor Peninsula Community Plan.

Description of Amendment: On March 12, 2002, Pierce County adopted the Gig Harbor Peninsula Community Plan as a component of the Pierce County Comprehensive Plan (Pierce County Ordinance No. 2001-44s2). During the development of the Community Plan, City staff worked closely with Pierce County staff to ensure consistency between the County's Plan and the City's Comprehensive Plan for the Urban Growth Area (UGA). As part of the review internal inconsistencies have been identified between the City Zoning Map and Comprehensive Plan Land Use Map. Additionally, areas have been identified that are heavily constrained by wetland systems and others that involve apparent mapping errors. This action by Pierce County amended the Urban Growth Area boundary for the City. The following is a listing of those changes that were made to the UGA:

1. Change Residential Low comprehensive plan designation to Employment Center comprehensive plan designation. This area is developed with the County road shop, Purdy Topsoil & Gravel and the Peninsula Light shop. It is currently designated as Residential Low and zoned R-1. The Comprehensive Plan designation and zoning is not reflective of the actual land uses in this area. This change would apply to the area shown on Area 1 Map, which includes parcel #'s 0122241048, 0122241018, 0122241002, 0122243084, 0122244086, 0122244062, 0122244017, and 0122244072.
2. Change Residential Low Comprehensive Plan designation to Residential Medium. This area is zoned as R-2. The current Comprehensive Plan designation is not reflective of the actual zoning of the land. This change would apply to the area shown on Area 2 Map, which includes parcel #'s 0122251020, 0122255006, 0122255005, 0122255004, 0122255001, 0122255003, 0122255002, 0122255032, 0122251032, and 0122254062.
3. Change Commercial/Business Comprehensive Pan designation to Residential Medium in the area shown on Area 3 Map. This area is designated as Commercial/Business in the Comprehensive Plan and zoned as Employment District and RB-2. The change would apply to parcel # 01222361065.
4. Expand Employment Center designation that covers the east portion of parcel # 0122253020 to include the entire parcel. (The west portion of the parcel is currently designated Residential Low). This change would avoid the problem of split-zoned parcels (which was an apparent mapping error). Also, expand Employment Center designation and UGA boundary to include parcel #'s 0122253008 & 0122253019. (See Area 4 Map). These parcels are designated within the City's UGA by Pierce County. This change would resolve the inconsistency between the City and County maps.
5. Delete from UGA the area shown on Area 5 Map, which includes the following parcels:

Parcel #'s 3000610220,300061001, 03000610250, 3000610260, 3000610950, 3000610230, 3000610020, 3000610270,3000610240, 3000610280,

3000610290, 3000610030, 3000610050, 3000610040, 3000610060,
3000610300, 3000610200, 3000610190, 3000610210, 3000610070,
3000610180, 3000610310, 3000610080, 3000610170, 3000610320,
3000610150, 3000610140, 3000610160, 3000610090, 3000610330,
3000610110, 3000610120, 3000610130, 3000610100, 3000610340,
3000610470, 3000610350, 3000610410, 3000610390, 3000610460,
3000610400, 3000610160, 3000610090, 3000610330, 3000610110,
3000610120, 3000610130, 3000610100, 3000610340,
3000610470, 3000610350, 3000610410, 3000610390, 3000610460,
3000610400, 3000610420, 3000610370, 3000610450, 3000610430,
3000610440, 3000610360, 3000610960, 3000610380.

The existing UGA boundary splits the Henderson Bay Estates and several parcels located to the South. This correction would create a more logical boundary in light of the existing pattern of land subdivisions (See Area 5 Map).

6. Change Residential Low Comprehensive Plan designation to Employment Center on parcel #'s 0122361006, 0122361008, 0122361009 & 0122361013 (See Area 6 Map).
7. Change Residential Low Comprehensive Plan designation to Residential Medium. This area is zoned as RB-2 (Residential Business). The proposed Comprehensive Plan change would correct the inconsistency between the Comprehensive Plan and Zoning map. This change would apply to parcel #'s 0222312008, 0222313022 & 0222313009 (see Area 7 Map).
8. Change Residential Low Comprehensive Plan designation to Residential Medium. The area is developed with duplexes and is zoned R-2. The proposed change would eliminate the inconsistency between the Comprehensive Plan and zoning designations. The change would apply to parcel #'s 4348000051, 0222327024, 4348000011, 0222327009, and 0222327010 (See Area 8 Map).
9. Delete from the UGA parcel #'s 0121011020, 0121011019, 0121011021 & 0121011022. The area is heavily constrained by wetland systems and is not suitable for urban levels of development. (See Area 9 Map).
10. Delete from the UGA parcel #'s 4348000051, 0222327024, 4348000011, 0222327009, and 0222327010. The area is heavily constrained by wetland systems and is not suitable for urban levels of development (See Area 10 Map).
11. Expand UGA to include the following list of parcels and designate said parcels as Residential Low on the City's Comprehensive Plan map. (See Area 11 Map). The area is developed at urban levels and is experiencing on-site septic system failures and would appropriately be within the UGA.

Parcel #'s 0221181067, 0221181074, 0221185031, 0221185030, 0221185029,
0221185028, 0221185022, 0221185023, 0221181013, 0221185039,
0221185040, 0221181015, 0221185041, 0221185009, 0221185008,
0221181065, 0221185019, 0221185020, 0221185021, 0221185012,
0221185013, 0221185035, 0221185038, 0221185036, 0221185037,
6913000210, 6913000230, 6913000220, 6913000200, 6913000190,

6913000140, 6913000150, 6913000170, 6913000180, 6913000160, 6913000130, 6913000010, 6913000020, 6913000240, 6913000040, 6913000030, 6913000050, 6913000120, 6913000100, 6913000060, 6913000090, 6913000070, 6913000080, 6913000110, 9263000010, 9263000090, 9263000050, 9263000060, 9263000070, 0221181043, 9263000080, 9263000040, 9263000030, 9263000020, 4000450440, 4000450400, 9263000130, 9263000150, 9263000140, 9263000170, 9263000160, 9263000111, 9263000180, 9263000120, 0221181055, 9263000101, 4000450410, 4000450030, 4000450020, 4000450040, 4000450050, 4000450060, 4000450070, 4000450080, 4000450090, 4000450100, 4000450010, 4000450120, 4000450110, 4000450130, 4000450430, 4000450450, 4000450140, 4000450380, 4000450340, 4000450370, 4000450360, 4000450350, 4000450390, 4000450240, 4000450250, 4000450230, 4000450420, 4000450330, 4000450150, 4000450260, 4000450220, 0221185003, 4000450320, 0221185034, 0221185033, 4000450160, 0221185032, 4000450310, 4000450270, 4000450170, 4000450210, 0221185024, 0221185025, 0221185026, 0221185014, 0221185027, 4000450300, 4000450280, 4000450180, 4000450290, 4000450200, 4000450190, 7133000010, 7133000020, 7133000030, 7133000040, 7133000050, 7133000060, 7133000070, 7133000080, 7133000090, 7133000100, 7133000210, 7133000190, 7133000180, 7133000170, 7133000160, 7133000150, 7133000140, 7133000130, 7133000120, 7133000110, and 7133000200.

12. Expand UGA to include the parcels in the following list and designate said parcels as Residential Low on the City's Comprehensive Plan map. (See Area 12 Map). The County-adopted UGA boundary in this area is different than that which is depicted on the 1994 City Comprehensive land Use Map. The proposed change would correct this inconstancy.

Parcel #'s 4001400170, 4001400160, 4001400150, 4001400140, 4001400120, 4001400130, 4001400110, 4001400180, 4001400210, 4001400220, 4001400100, 4001400500, 4001400200, 4001400190, 4001400230, 4001400240, 4001400090, 4001400250, 4001400490, 4001400080, 4001400430, 4001400260, 4001400420, 4001400070, 4001400440, 4001400270, 4001400060, 4001400410, 4001400450, 4001400280, 4001400510, 4001400400, 4001400460, 4001400050, 4001400470, 4001400390, 4001400290, 4001400040, 4001400380, 4001400480, 4001400370, 4001400360, 4001400030, 4001400300, 4001400020, 4001400520, 4001400310, 4001400320, 4001400350, 4001400340, 4001400330, and 4001400010.

13. Expand UGA to include parcel #'s 0221213057, 0221204032, 0221213055, 0221213054 and designate said parcels as Residential Low on the City's Comprehensive Plan map. (See Area 13 Map).

14. Include in the City's UGA parcel #0222192002 and designate as Residential Low. (See Area 14 Map). This property was placed within the City's UGA by Pierce County in 1997 (Amendment U-4, Canterwood Division 12) but has not been

formally included on the City Land Use Map. The change would correct the inconsistency between the City's and the County's UGA maps.

15. Include in the City's UGA parcel #0221204023 and give a Comprehensive Plan land use designation of Residential Low. (See Area 15 Map). Mr. Jay W. Watland, owner of the property, requested this change. The proposal requests a change to the Pierce County comprehensive plan, for property located in Pierce County. The City has no jurisdiction to approve the request for a change to the Pierce County comprehensive plan.
16. Change Comprehensive Plan designation from Residential Low to Commercial/Business. Mr. Paul Cyr is requesting the change in behalf of the property owner, Fred Paulson. The change is proposed in anticipation of the County approving a change from the County's existing Moderate Single Family (MSF) designation to Community Center (CC). The change would include parcel #'s 0122243001, 01222430009 & 0122243045. (See Area 16 Map). The proposal requests a change to the Pierce County comprehensive plan, for property located in Pierce County. The City has no jurisdiction to approve the request for a change to the Pierce County comprehensive plan.

Staff Analysis: The City's Comprehensive Plan Land Use Map is inconsistent with the adopted Pierce County designation of the Urban Growth Area. The City is required to conform its map to the UGA designation made by Pierce County; these amendments are merely to make the necessary changes to the City's Comprehensive Land Use map as already amended by Pierce County. Pierce County did not approve proposals 15 and 16 listed above.

Planning Commission Recommendation: The Planning Commission recommended approval of the correction of the inconsistencies 1 through 14 as listed above.

The Planning Commission recommended denial of requests 15 and 16 as listed above agreeing with Pierce County's action.

Staff Recommendation to Council: Staff recommends that Council approve changes 1 through 14 as listed above. The proposals described in 15 and 16 are requests for changes to the Pierce County comprehensive plan, for property located in Pierce County. The City has no jurisdiction to approve requests for changes to the Pierce County comprehensive plan.

G. 01-11 Council Member Owel - Text Amendment.

Description of Amendment: Gig Harbor Council Member Owel has proposed a text amendment to the Land Use Element, Page 14, second bullet, Goal #17, Critical Areas, Open Space /Preservation Areas. Specifically, the following addition has been proposed:

Restrict of limit development or construction within open space/preservation areas but provide a wide variety of special incentives

and performance standards to allow increased usage or density on suitable property, which may contain these limitations. Require Low Impact Development (LID) guidelines and standards on properties that contain critical areas, designated open space, or those areas identified as environmentally sensitive or most susceptible to impacts from surface water runoff.

Staff Recommendation: When this application was being considered by the Planning Commission, Staff recommended approval of the Council Member Owel Comprehensive Plan Text Amendment #01-11 together with a further recommendation that funds be allocated in the 2002 Department of Planning & Building Services Budget specifically for the purposes of researching and developing Low Impact Development guidelines and necessary Municipal Code amendments for the City of Gig Harbor.

Planning Commission Recommendation: The Planning Commission recommended approval of this request.

Staff Analysis: The City Attorney has reviewed this application and provided the following analysis:

An amendment has been proposed to the City's Comprehensive Plan, requiring that the City adopt Low Impact Development guidelines "on properties that contain critical areas, designated open spaces, or those areas identified as environmentally sensitive or most susceptible to impacts from surface water runoff." There are no proposed Low Impact Development guidelines to accompany this proposed amendment.

The timing of the City's adoption of comprehensive plan amendments is governed by RCW 36.70A.130, which prohibits the City from adopting comprehensive plan amendments more than once a year (with certain listed exceptions). However, that statute also provides that "all proposals shall be considered by the governing body concurrently so that the cumulative effect of the various proposals can be ascertained." RCW 36.70A.130(2)(b). There are a number of new decisions from the Growth Boards interpreting this language, and the Boards have now ruled that proposals requiring both development regulation and comprehensive plan amendments require concurrent consideration to maintain consistency (under the Growth Management Act, specifically, RCW 36.70A.040). See, McVittie v. Snohomish County, (McVittie V), CPSGMHB 00-3-0016, FDO (April 12, 2001), at 7, note 3. Therefore, the City Council should not adopt the proposed text amendment at this time. Low Impact guidelines and standards should first be developed and presented with this text amendment for concurrent consideration.

If the comprehensive plan amendment were adopted now, it also could not be enforced, because there are no accompanying Low Impact Development guidelines or standards. However, it could cause some confusion, given that consistency with the comprehensive plan is a criterion for approval of a number

of applications. If the City adopts the comprehensive plan amendment now, and there are no Low Impact Development guidelines, an applicant will not be able to demonstrate consistency with the comprehensive plan as to this criterion.

In addition, the proposed comprehensive plan amendment relating to the restriction or limitation of development in open space and "preservation areas" should also be delayed until there is sufficient consideration of "a wide variety of special incentives and performance standards to allow increased usage or density on suitable property. Before the City supplements its existing regulations with more restrictions and limitations, definitions must be developed of the type of property to be so restricted. The City's Zoning Code does not have any definitions of "open space" or "preservation areas."

Staff Recommendation to Council: In light of the analysis by the City Attorney, staff recommends that Council deny this Comprehensive Plan Amendment. Low Impact Development (LID) guidelines and standards should first be developed and presented with this text amendment for concurrent consideration during a future Comprehensive Plan Amendment cycle.

H. Amendment of the Transportation Element of the Comprehensive Land Use Plan to include the March 2002 Gig Harbor Transportation Plan Update.

Description of Amendment: The Washington State Growth Management Act (GMA) requires that the Comprehensive Plan include a transportation element that implements, and is consistent with, the land use element.. The City adopted its GMA Comprehensive Plan in 1986, later updated in 1994 (together with a transportation element). The City has recently engaged a consulting firm to aid in the formation of an update to the adopted Transportation Plan.

Staff Recommendation to Council: Staff recommends that the Council adopt the March 2002 Gig Harbor Transportation Plan Update by reference and further adopt the March 2002 Gig Harbor Transportation Plan Update as part of the transportation element of the City's Comprehensive Plan.

I. Amendment of the Utilities Element of the Comprehensive Land Use Plan to include the March 2001 City of Gig Harbor Storm Water Comprehensive Plan.

Description of Amendment: The Washington State Growth Management Act (GMA) requires that the Comprehensive Plan include a utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities. The City adopted its GMA Comprehensive Plan in 1986, later updated in 1994 (together with a utilities element). The City last adopted a Storm Water Master Plan in November 1987 and has recently engaged a consulting firm to aid in the formation of an update to the adopted Storm Water Master Plan.

Staff Recommendation to Council: Staff recommends that the Council adopt the March 2001 City of Gig Harbor Storm Water Comprehensive Plan by reference and further adopt the March 2001 City of Gig Harbor Storm Water Comprehensive Plan as part of the utilities element of the City's Comprehensive Plan.

J. Amendment of the Utilities Element of the Comprehensive Land Use Plan to include the November 2000 City of Gig Harbor Wastewater Comprehensive Plan.

Description of Amendment: The Washington State Growth Management Act (GMA) requires that the Comprehensive Plan include a utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities. The City adopted its GMA Comprehensive Plan in 1986, later updated in 1994 (together with a utilities element). The City last adopted a Comprehensive Sewer Plan in December 1993 (Resolution No. 402) and has recently engaged a consulting firm to aid in the formation of an update to the adopted Comprehensive Sewer Plan.

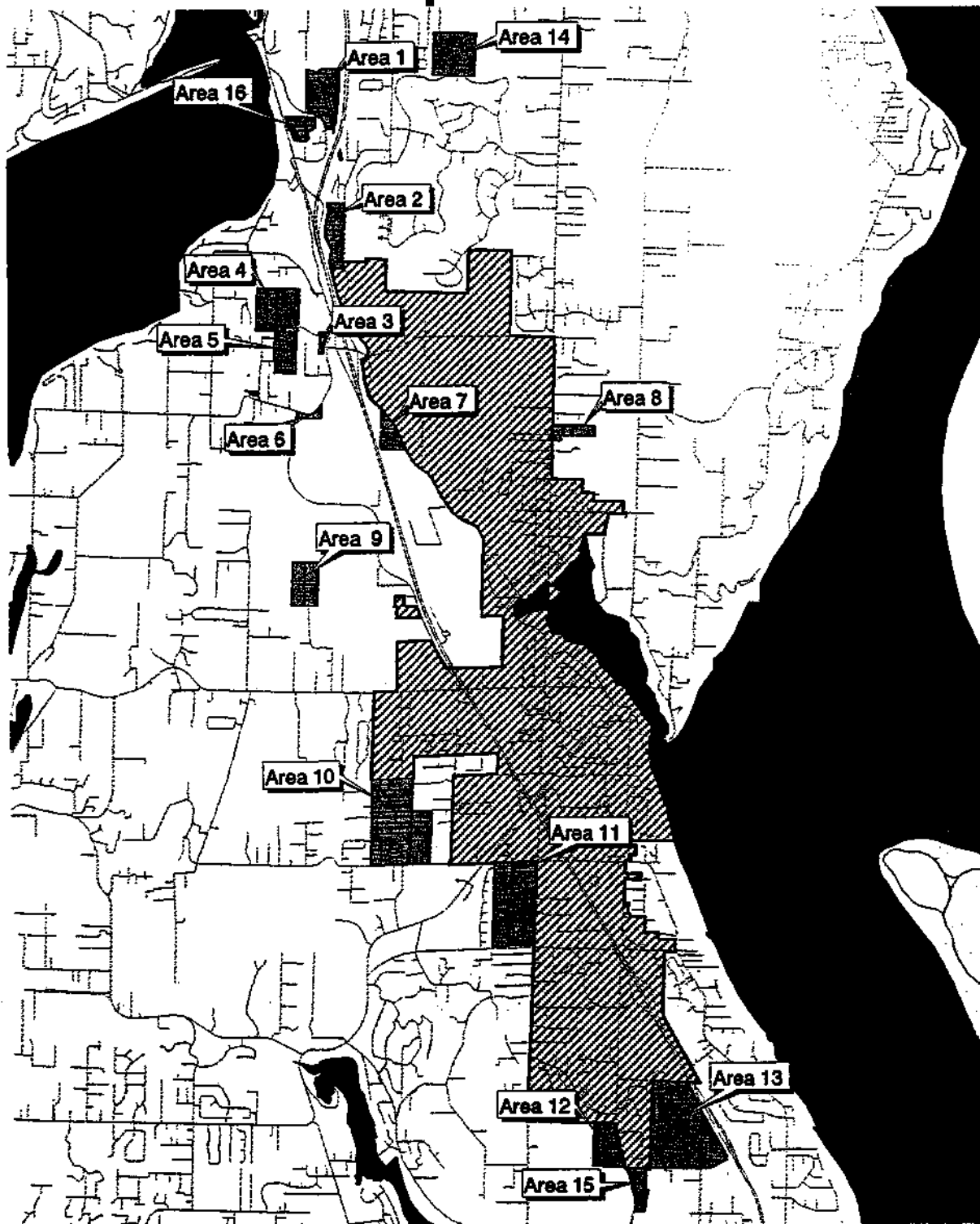
Staff Recommendation to Council: Staff recommends that the Council adopt the November 2000 City of Gig Harbor Waste Water Comprehensive Plan by reference and further adopt the November 2000 City of Gig Harbor Waste Water Comprehensive Plan as part of the utilities element of the City's Comprehensive Plan.

K. Amendment of the Utilities Element of the Comprehensive Land Use Plan to include the June 2001 City of Gig Harbor Water System Comprehensive Plan.

Description of Amendment: The Washington State Growth Management Act (GMA) requires that the Comprehensive Plan include a utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities. The City adopted its GMA Comprehensive Plan in 1986, later updated in 1994 (together with a utilities element). The City last adopted a Comprehensive Water System Plan in December 1993 (Resolution No. 401) and has recently engaged a consulting firm to aid in the formation of an update to the adopted Comprehensive Water System Plan.

Staff Recommendation to Council: Staff recommends that the Council adopt the March 2001 City of Gig Harbor Storm Water Comprehensive Plan by reference and further adopt the June 2001 City of Gig Harbor Water System Comprehensive Plan as part of the utilities element of the City's Comprehensive Plan.

Comprehensive Plan Amendment Map 01-10



**City of Gig Harbor
Planning Department**

WASTEWATER EXECUTIVE SUMMARY

This Wastewater Comprehensive Plan updates the City of Gig Harbor's 1994 *Comprehensive Sanitary Sewer Plan*. This current Plan conforms to the requirements of the Revised Code of Washington (RCW) 90.48, *Water Pollution Control*, and the Washington Administrative Code (WAC) 173-240-050, *General Sewer Plans*, and provides recommendations, cost estimates and other information for use in planning required improvements to the City of Gig Harbor's sewer system and wastewater treatment plant.

SCOPE OF WORK

The scope of work for this planning document was organized into the following chapters:

- **Chapter 1 - Introduction:** This chapter includes the purpose and scope of the report and some background information intended to provide a perspective for the issues discussed in this plan.
- **Chapter 2 - Planning Criteria and Service Area Characteristics:** General planning issues are discussed in Chapter 2; and study area boundaries, physical environment, growth management, land use zoning, and population projections are provided.
- **Chapter 3 - Regulatory Requirements:** This chapter discusses the regulatory issues that are relevant to the planning and implementation of wastewater service improvements.
- **Chapter 4 - Existing Wastewater Facilities:** The existing sewer collection, wastewater treatment systems, and sewer agreements with associated entities are described in Chapter 4
- **Chapter 5 - Wastewater Characteristics and Flows:** Key terms for the discussion of sewage flows are introduced in Chapter 5, and the design criteria for existing and future sewage flows are developed.
- **Chapter 6 - Collection System Expansions:** Alternatives for the expansion of the service area are evaluated in Chapter 6. A recommendation was provided for the alternatives which will best meet future needs.
- **Chapter 7 - Wastewater Collection Systems Hydraulic Model:** Chapter 7 describes the hydraulic model which was calibrated for use in

assessing the capacity of existing facilities and planning future facilities.

- **Chapter 8 – Collection System Improvements:** Chapter 8 provides recommendations for upgrading the existing collection system to accommodate future flows and loadings.
- **Chapter 9 -Wastewater Treatment Plant:** In this chapter, the expansion of the City's existing wastewater treatment plant is explored, including effluent disposal and biosolids management. Recommendations were provided for the alternatives which will best meet future needs of the City.
- **Chapter 10 – Reuse of Plant Effluent:** This chapter evaluates the potential to produce reclaimed water from treatment plant effluent.
- **Chapter 11 - Capital Improvement Plan:** Capital improvement recommendations were identified in Chapters 6 - 10 and an implementation schedule for the improvements was presented.
- **Chapter 12 - Financing Analysis:** Options are presented for the financing of the City's capital improvement projects and operation and maintenance.

WASTEWATER CHARACTERISTICS AND FLOWS

The quantity of wastewater generated in the sewer service area was estimated from treatment plant influent flow meter readings during recent years. Infiltration and inflow (I/I) was estimated as the difference between wet weather flow (i.e., treatment plant flow during the winter) and dry weather flow (i.e., treatment plant flow during the summer). I/I was estimated on an average annual, maximum month and maximum day basis. According to EPA criteria, Gig Harbor has "non-excessive" I/I.

The remainder of the wastewater flow comes from residential, institutional, commercial and industrial sources. The average annual flow (AAF) from each source type was estimated as 85% of metered winter water consumption. Each type of flow was expressed as a unit flow, in gallons per capita per day (residential), gallons per inmate per day (prison), gallons per student per day (school) or gallons per acre per day (commercial).

Population projections were taken from the City's parcel and population database prepared by Beckwith and Associates. Future flows and loadings to the wastewater treatment plant, as shown in Table E-1, were calculated from the unit flows derived in

Chapter 5 of this Plan and the population estimates from the City's database. It was assumed that the sewer area will expand to the UGA boundary within 20 years.

TABLE E-1

Projected Flows and Loadings

Parameter	Present (1999)	5-year (2005)	20-year (2019)	Ultimate Build-out
Projected Flows:				
Avg. Annual Flow (gpd)	886,000	1,463,000	2,798,000	3,412,000
Max. Month Flow (gpd)	1,108,000	1,829,000	3,498,000	4,265,000
Max. Day Flow (gpd)	1,949,000	3,219,000	6,156,000	7,506,000
Peak Hour Factor	3.1	4.7	3.6	3.6
Peak Hour Flow (gpm)	1,900	4,800	7,000	8,600
Projected Loadings:				
Avg. Annual CBOD (lb/day)	2,200	3,700	7,000	8,500
Max. Month CBOD (lb/day)	2,800	4,600	8,800	10,700
Avg. Annual TSS (lb/day)	2,300	3,800	7,200	8,800
Max. Month TSS (lb/day)	2,900	4,700	9,000	11,000

COLLECTION SYSTEM EXPANSIONS

The Gig Harbor sewer system currently serves approximately 40% of the UGA by area. Within the next 20 years, most or all of the UGA will connect to the City's sewer system. Chapter 6 describes a plan to lay out new gravity sewer lines, lift stations and force mains to serve 17 sub-basins within the UGA that do not currently have sewer service. A cost estimate is provided for each sub-basin. Financing for collection system expansions will most likely be generated by developer financing, new connection fees and/or ULIDs.

HYDRAULIC MODEL

A hydraulic model of the current and future Gig Harbor sewer system was developed and used as a tool to assess the capacity and deficiencies of the current system, and to plan and schedule future recommended projects. Inputs for the model included information on the major lines in the current sewer system, the unit residential, prison, school and commercial flows derived in Chapter 5, and the City's population database. Infiltration and inflow were calibrated to historical flow meter data during storm events.

The model predicted that during dry weather, the City's existing sewer system can adequately handle peak hour flows. However, a model of the existing system during a

typical 2-year storm revealed that several gravity sewers, force mains and lift stations are undersized for current flow conditions. The undersized gravity lines include segments on Harborview Drive and Soundview Drive. Lift stations Nos. 2, 3 and 4 are also undersized for current flow conditions during a 2-year storm.

It should be noted that the hydraulic model makes some conservative assumptions in representing the City's sewer system. To date, the City does not have any records of overflowing sewers or pump stations.

The Gig Harbor sewer system was also modeled for 6-year and 20-year projected flows. The undersized components in the 6-year model include sewer pipes on Harborview Drive, Soundview Drive and Rosedale Street, plus Lift Station #2, #3 and #4. In the 20-year model, in addition to the deficiencies listed above, Lift Station No. 1 will need to be upgraded plus sewer pipes on North Harborview Drive, Burnham Drive, and a city-owned easement west of Point Fosdick Drive.

WASTEWATER TREATMENT IMPROVEMENTS

Due to population growth and collection system expansions, the Gig Harbor WWTP will reach 85% of its capacity around the year 2005. It is proposed that the City expand its treatment plant capacity from 1.6 MGD up to 3.5 MGD. A plant layout and cost estimate is provided for expanding the City's treatment plant on the existing site. The WWTP expansion plan includes headworks modifications, an aerated grit chamber, an expanded aeration basin, additional secondary clarifiers, sludge handling modifications and ultraviolet disinfection. The estimated cost for the treatment plant expansion is \$5.1 million. Using the proposed plant layout, the City has the option to expand the plant capacity further with the addition of primary clarifiers and other modifications.

In addition, the City's plan to extend the treatment plant outfall from Gig Harbor to the Tacoma Narrows is addressed. A study has suggested that nutrients from the existing outfall in Gig Harbor may be contributing to algae blooms. The cost of an outfall relocation to the Tacoma Narrows is estimated at \$3.0 million.

REUSE OF PLANT EFFLUENT

An analysis of the potential for the reuse of plant effluent indicated that this is not a financially feasible option at this time.

CAPITAL IMPROVEMENT PLAN

The Capital Improvement Plan summarizes and prioritizes projects identified in previous chapters of this Plan. A summary of capital improvement projects for the next 6 years,

proposed construction dates, and estimated costs (including contingency, administration and overhead) is given in Table E-2.

Table E-2

6- YEAR CAPITAL IMPROVEMENT PLAN

Project Number	Description	Year	Estimated Cost in Year (2000 Dollars)
Gravity Sewer Replacements			
E1	Harborview Dr. from WWTP to Norvak St.	2002	\$ 870,000
E2	Rosedale Street from Highway 16 to Shirley Avenue	2002	\$ 551,000
E3	Harborview Drive from Rosedale St. to Soundview Dr.	2002	\$ 389,000
E4	Soundview Drive from Harborview Dr. to Grandview St.	2003	\$ 459,000
E5	Soundview Drive from Erickson St. to Olympic Dr.	2004	\$ 735,000
Subtotal			\$ 3,004,000
Lift Station and Force Main Improvements			
L3-1	Lift Station No. 3, Phase 1	2000	\$ 573,000
L2	Lift Station No. 2	2001	\$ 351,000
L4	Lift Station No. 4	2004	\$ 710,000
Subtotal			\$ 1,634,000
Treatment Improvements			
	2.5-MGD Treatment Plant Expansion	2005	\$ 5,056,000
	Outfall Relocation	2005	\$ 3,000,000
Subtotal			\$ 8,056,000
Total Capital Improvement Costs (Not Including Collection System Expansions)			
Total			\$12,694,000

The Capital Improvement Program assumes that several outlying areas will connect to the sewer system within the next few years. If these outlying areas connect to the sewer system at a later date than anticipated in this plan, then the timing of other capital improvement projects may be delayed as well.

FINANCIAL ANALYSIS

Financial recommendations for implementation of the capital improvement plan are dependent on the schedule of capital improvements and the magnitude of future growth. While monthly rate and connection charge increases are discussed in conjunction with the capital improvement financing, the final determination of any service charge increases will be dictated by future customer growth rates and the resulting timing of capital improvements. Utilizing an annual growth rate of 8.8%, the capital projects can be funded from future connection charges and a modest (\$4.75 per ERU) rate increases beginning in 2004. At this time, the City is reviewing its connection charges and rate structure.

STORM EXECUTIVE SUMMARY

BACKGROUND AND AUTHORITY

In August 1998, the City of Gig Harbor contracted with Gray & Osborne, Inc. to complete a Stormwater Comprehensive Plan. The 1992 Puget Sound Water Quality Management Plan calls for all 111 jurisdictions in the Puget Sound Basin to adopt a basic stormwater program. Highly urbanized areas in the Puget Sound are to implement additional requirements for comprehensive urban stormwater programs. Densely populated urbanized areas, in accordance with EPA regulations, must also meet the requirements of municipal stormwater NPDES permits. The City of Gig Harbor has committed to meeting both basic and comprehensive stormwater requirements. Based on US Census Bureau population, the City of Gig Harbor will be required to obtain a Phase II NPDES permit for stormwater by the year 2007. The schedule for compliance can be found in the EPA Document Storm Water Phase II Compliance Assistance Guide. However, by fulfilling a comprehensive stormwater program, the City may well be in compliance with the Phase II NPDES requirements before then.

SCOPE OF WORK

The contracted scope of work requires that the following items be completed:

- | | |
|---------|---|
| Task 1. | Study Area Characterization and Description |
| Task 2. | Identify Environmental and Water Quality Problems |
| Task 3. | Specific Basin Analyses |
| Task 4. | Provide Hydrologic/Hydraulic Model |
| Task 5. | Water Quality Management Element |
| Task 6. | Water Quantity Management Element |
| Task 7. | Citizen Involvement |
| Task 8. | Stormwater Comprehensive Plan and Recommendations |

The scope is somewhat limited, in that all information was to be provided from existing sources. Most of the maps were obtained from the Pierce County Comprehensive Drainage Program Maps, with some field verification during the course of the work. Therefore, the inventory for the entire City is based on these maps, which are not entirely correct or complete, as evidenced during the limited field verification.

It should be noted that Task 3, Specific Basin Analyses specifically identified two areas that were required to be studied in detail. These areas, the Downtown Area, and the Donkey Creek Basin are the only areas that have been hydrologically modeled and a Capital Improvement Program recommended. Other problem areas as identified by the

staff were also evaluated and recommendations have been made for those areas. Other portions of the City and the Urban Growth Area were not studied.

It should be noted that the hydrologic/hydraulic model used to analyze the two specific basins has not been calibrated. At some point the model should be calibrated and the model parameters adjusted in order to generate the most accurate results. Since the model was not calibrated, all locations with recommended capital improvement projects were inspected in the field in order to gather as much information as possible prior to making the recommendations.

ORGANIZATION

The report is organized to provide a sequential flow of information regarding the City's storm drainage system culminating in the Capital Improvement Program and the Financial Analysis. The report is arranged to provide a description of the regulations and physical characteristics of the City's storm drainage system, a technical discussion of the modeling exercise, a summary of the model results which have then been used to create a set of capital improvement projects, enhanced maintenance activities and other recommendations. A Stormwater Management Ordinance is included in the Appendices, as well as a SEPA checklist, model data, and other information used in generating the report. Chapter 1 describes the scope of work in detail. Chapter 2 discusses the federal, state, and local regulations that govern storm drainage facilities and land development as it may relate to stormwater. Chapter 3 provides a physical description of the drainage basins, including the current land use. Chapter 4 provides a detailed description of the storm drainage facilities in those basins that were specifically evaluated. Chapter 5 describes the modeling techniques utilized and the results of the model. Chapter 6 describes the aspects of stormwater quality and addresses various methods, both structural and nonstructural, for preventing stormwater pollution and treating stormwater. Chapter 7 identifies the capital improvements, recommendations for an enhanced maintenance program and other various recommendations. Chapter 8 discusses the financial aspects of the City's stormwater program and provides recommendations for funding the improvements recommended herein.

TECHNICAL MANUAL

In lieu of adopting Ecology's technical manual, the City of Gig Harbor has chosen to adopt the *1997 Kitsap County Stormwater Management Design Manual*, produced by Kitsap County Public Works and Utility Department, as the *City of Gig Harbor Stormwater Management Design Manual*.

RECOMMENDED CAPITAL IMPROVEMENT PROGRAM

The recommended Capital Improvement Program, as presented in Chapter 7, can be funded entirely out of the City's Stormwater Management Fund under the current rate structure. Therefore, no increases in the stormwater utility rate are recommended at this time. However, since only a small portion of the City has been evaluated in detail, other improvements may be necessary that may warrant a detailed rate analysis. Four additional studies have been recommended for the major drainage basins in Gig Harbor. At the time when these studies are completed, it is expected that additional capital improvement projects will be needed, but the urgency and cost of these is not known at this time. In addition, it is recommended, and a cost estimate has been provided, that the City survey and map the downtown area's storm drainage system. This will assist City staff in identifying and solving problems in the downtown area, and also provide the framework for mapping the entire storm drainage system in the City. A table of these recommended capital improvements is presented in Chapter 7, and duplicated below. A brief discussion of the information in the table is provided at the end of this section:

TABLE E-1

Recommended Capital Improvements

No.	Project	Priority	Estimated Cost
1.	Reconstruct storm drain system along Stanich Avenue, Stanich Lane and Judson Street to Soundview Drive.	2001	\$257,000
2.	Survey and Map Downtown storm facilities.	2001	\$ 30,000
3.	102nd Street Court NW – Replace 12-inch pipe with 50 feet of 24-inch pipe. (AW1020)	2001	*
4.	Construct rock spill pad on Burnham Drive (AW1000)	2001	*
5.	101st Street Court NW – Reconstruct detention pond.	2002	*
6.	101st Street Court NW – Replace 12-inch pipe with 200 feet of 30-inch pipe. (AW1016)	2002	*
7.	Burnham Drive (DC1012) – Replace 18-inch pipe with 80 feet of 36-inch pipe.	2002	\$ 19,100
8.	Peacock Hill Avenue – Replace 12-inch pipe with 60 feet of 18-inch pipe. (AW1027)	2004	\$ 11,900
9.	Hot Spot	Annually	\$ 25,000
10.	Donkey Creek Fish Enhancement Study		\$ 30,000
11.	Crescent Creek Fish Enhancement Study		\$ 30,000
12.	McCormick Creek Fish Enhancement Study		\$ 30,000
13.	Gooch Creek Fish Enhancement Study		\$ 30,000
	Total =		\$463,000

* Private property – costs to be borne by property owner or developer.

The Donkey Creek basin is relatively undeveloped with most of the development lying along the Peacock Hill Avenue corridor and the southern portions of the basin adjacent to Gig Harbor Bay. The remainder of the basin is forested with many wetlands and steep ravines. Typical runoff events are relatively small and many of the drainage features are privately owned. However, based on field observations, discussions with City staff and citizens, and the model results, the Avalon Woods tributary experiences high peak flow events during larger storm events downstream of the Avalon Woods subdivision. Private parties have taken measures to protect their property; otherwise there have not been any improvements to the storm drainage system in this sub-basin. CIP Project Nos. 3, 4, 5, 6 and 8 all are located within this sub-basin as well as the Donkey Creek Fish Enhancement study. Other portions of the Donkey Creek basin also do not contain modern stormwater facilities (detention and treatment) due to the general lack of development in recent years. One project, No. 7, is identified for the Donkey Creek main stem. The total of all capital improvements identified for the Donkey Creek basin is estimated at \$61,000.

The downtown area was also studied in detail; however, as-built drawings were not available. Therefore, the downtown area was modeled as a new system and the results of the model were compared to the existing pipes that were observed during the field investigations in this area. Only one capital improvement project was identified in the downtown area. Project No. 1 calls for reconstructing the storm drainage system along a portion of Stanich Avenue, Stanich Lane, and Judson Street. Actual costs for this project may vary depending on the size and location of existing storm drain pipes and other utilities in the area. The total estimated cost of this capital improvement is \$257,000.

In addition, \$25,000 per year has been added to the CIP budget to cover unexpected small capital projects or to offset expenses incurred during an emergency ("Hot Spot"). Because the scope of work did not include other areas of the City and did not specifically include fish habitat evaluations, four (4) studies have been included in the CIP budget to study these basins.

In addition to the specific analyses completed for the Donkey Creek and Downtown basins, the City staff identified several water quality and quantity problems that were investigated as part of the scope of work. Although no capital projects were identified for these other problems, recommendations have been provided with regards to enforcement action or maintenance in order to correct these problems.

The City's maintenance activities of the stormwater system were evaluated and some enhanced maintenance activities have been recommended along with the costs associated for this increased level of service. Based on information available in the current public works budget and information provided by the maintenance personnel, the existing costs associated with the operation and maintenance of the storm drainage system is \$123,500. The enhanced level of service, which recommends quadrupling the quantity of ditches to

be cleaned, doubles the street sweeping budget, and accounts for additional systems acquired through annexations, calls for an annual maintenance budget of \$186,480. Also, the administration of the stormwater utility has been set at \$100,000, which represents one full time employee.

Recommendations have been provided which identify additional record keeping, mapping, public education, and enforcement activities of stormwater regulations. A dollar cost is not assigned to these activities since these recommendations can be implemented at various levels over an undefined time period. The City staff may after implementing these measures be able to quantify the exact expenditure required to successfully maintain all aspects of the stormwater program.

RATE ANALYSIS

Because it appears that the City can fund all of the program enhancements and capital projects under the current rate structure, a detailed rate analysis has not been completed. A cash flow summary has been provided in Chapter 8 that illustrates the City's ability to fund all of the recommendations.

WATER EXECUTIVE SUMMARY

The 2000 City of Gig Harbor Water System Comprehensive Plan provides a long term planning strategy for the City's water utility over the six-year and twenty-year planning periods. The Plan was prepared in accordance with Department of Health requirements specified in the Washington Administrative Code (WAC) Chapter 246-290.

Chapter 1 of the Plan provides a history of water system development and growth, an inventory of existing facilities, a discussion of other related planning documents, and a description of existing and unserved service areas, and the City's service area policies. Chapter 2 summarizes the basic planning data involved in the preparation of the Plan which includes existing and projected population, number of services, water consumption and production, and land use data. Chapter 3 provides an analysis of the existing water system standards, facilities, and water quality. System deficiencies are identified through source, storage, and water right evaluations. Chapter 4 presents and discusses the hydraulic modeling software and the results which were obtained for the City system. Available fireflows are presented for various areas of the City and fireflow improvements are discussed for some portions of the City service area. Chapter 5 presents required and recommended conservation measures according to DOH publications. Current City conservation efforts are discussed, and suggestions for additional conservation measures are provided. Chapter 6 presents capital improvements identified in the Plan and by City staff, and includes preliminary cost estimates and project scheduling. Chapter 7 contains a financial analysis of the City water utility, including projected revenues and expenditures, and projected rate impacts due to capital improvements. The City's Operations & Maintenance Program will be completed by the end of 2000 as an addendum to this Plan.

The Plan recommends capital improvement projects for the six-year and twenty-year planning periods. The six-year projects include telemetry improvements; equipping of Well No. 6; asbestos-cement pipe replacement; storage, supply, and fireflow improvements to the 400' pressure zone; and water line construction across SR 16 to Burnham Drive.

The following provides a summary of pertinent recommendations and conclusions identified in the Plan:

- The City of Gig Harbor is in compliance with a majority of the rules and regulations established in WAC 246-290, Public Water Systems.
- Lost and unaccounted for water has averaged 7% over the past three years. This value is less than historical averages for the City and below the amount wherein DOH requires leak detection surveys.

- The City has adequate water rights to supply the existing service area population through the twenty-year planning period. However, population in the unserved portion of the City's service area (Gig Harbor North etc.) is projected to increase rapidly in the next six years and current water rights will be exceeded after 2007. Therefore the City should continue to negotiate the transfer of water rights from the Department of Corrections (DOC) facility in Purdy to supplement the correctional center's increased demands and the growth of the City's water system.
- The source analysis indicates that the City's existing sources are adequate to provide projected peak day demands within the existing service area through 2019. However, if growth in the Gig Harbor North area becomes significant, Well No. 6 must be equipped within ten years to assure adequate source reliability for future water demand.
- Storage calculations indicate that the City has sufficient storage to supply the existing service area through 2019 when storage consolidation or "nesting" is applied. Again, if growth in the Gig Harbor North area is significant, additional storage will be necessary within the next ten years. Growth in the Gig Harbor North area should be monitored over the next several years and the City's needs relating to water rights, storage and source capacity should be reevaluated during the next planning period.
- Because the City is considering an upgrade of their utility billing software, the City should evaluate programs that present each customer's historical water use on each bill. This can serve as an excellent public relations tool and can also contribute to the City's water conservation efforts.
- The City's existing and projected revenues are not adequate to cover projected operations and maintenance expenditures and capital improvement projects through the six-year planning horizon. Financing options available to the City are presented and analyzed in Chapter 7. These alternatives include rate changes, debt financing through low interest loans such as PWTF and DWSRF, and revenue bonds.

Gig Harbor Transportation Plan Update

**City of Gig Harbor
Community Development
Department
Gig Harbor, WA**

March, 2002

City of Gig Harbor
Transportation Plan Update

City of Gig Harbor
Community Development Department
3510 Grandview Street
Gig Harbor, Washington 98335

March, 2002

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CHAPTER 1 . EXISTING CONDITIONS

The City of Gig Harbor is required, under the state Growth Management Act (GMA), to prepare a Transportation Element as part of its Comprehensive Plan. In 1994, the City completed an update of its comprehensive land use plan to comply with GMA requirements and help estimate future traffic growth within the city. Since then, Gig Harbor has annexed portions of unincorporated Pierce County surrounding it. This update reflects changes that have occurred since 1994, using 1998 as existing conditions and 2018 as the planning horizon. **Figure 1-1** shows the Gig Harbor urban growth area.

The specific goal of the GMA, with regard to transportation, is to "encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans." The GMA requires that the local comprehensive plans, including the land use and transportation elements, be consistent and coordinated with required regional programs. In addition, the GMA requires that transportation facility and service improvements be made concurrent with development.

EXISTING TRANSPORTATION SYSTEM

This section of the transportation plan describes the existing transportation system conditions in the study area, including a description of the roadway characteristics, functional classification, traffic volumes, level of service, accidents, and transit service. Planned transportation improvements from the Washington State Department of Transportation (WSDOT) Plan, Pierce County Capital Facilities Element of the Comprehensive Plan, the Pierce County Six-Year Transportation Improvement Program (TIP) and Gig Harbor Six-Year TIP are also described.

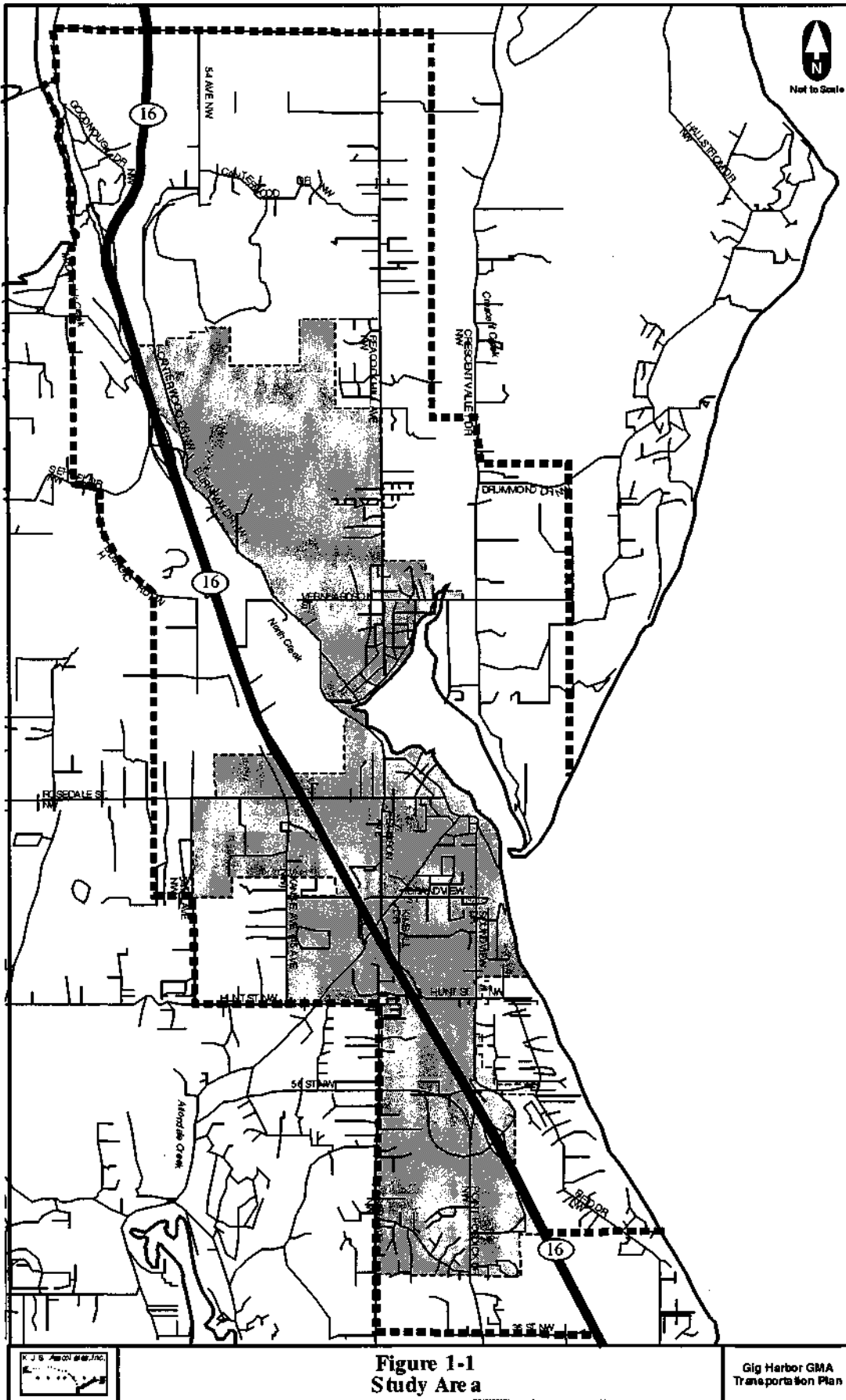


Figure 1-1
Study Area a

Gig Harbor GMA
Transportation Plan

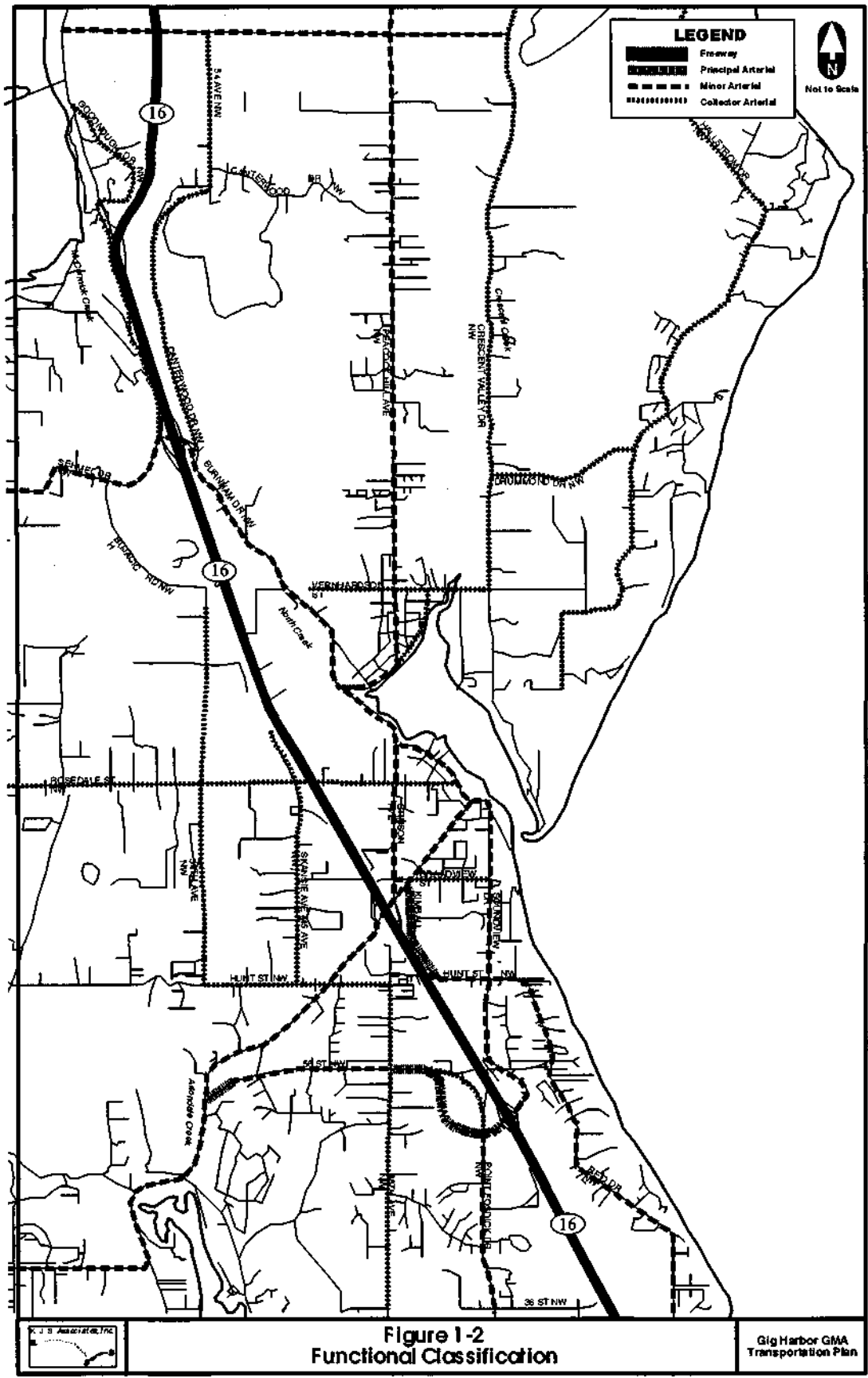
FUNCTIONAL CLASSIFICATION

Figure 1-2 depicts the functional classification of the arterial roadway system serving the study area, and **Figure 1-3** depicts the characteristics of these arterials. The roadway functional classifications were based on the circulation plan for the study area presented in the Gig Harbor Comprehensive Plan. Identification of the roadway functions is the basis for planning roadway improvements and the appropriate standard (right-of-way width, roadway width, design speed) that would apply to each roadway facility. The following definitions serve as a general guide in determining street classifications.

Principal Arterials - *Intercommunity* roadways connecting primary community centers with major facilities. Principal arterials are generally intended to serve through traffic. It is desirable to limit direct access to abutting properties.

Minor Arterials - *Intracommunity* roadways connecting community centers with principal arterials. In general, minor arterials serve trips of moderate length. Access is partially controlled with infrequent access to abutting properties.

Collector Arterials - Streets connecting residential neighborhoods with smaller community centers and facilities as well as access to the minor and principal arterial system. Property access is generally a higher priority for collector arterials; through-traffic movements are served as a lower priority.



State-owned transportation facilities and highways of statewide significance [See also Chapter 5]

In 1998, the Washington State Legislature enacted the "Level of Service Bill" (House Bill 1487) which amended the Growth Management Act (GMA) to include additional detail regarding state-owned transportation facilities in the transportation element of comprehensive plans. Within Gig Harbor, SR 16 has been designated as a Highway of Statewide Significance (HSS) in WSDOT's Highway System Plan (HSP). SR 16 provides the major regional connection between Tacoma, Bremerton, and the Olympic Peninsula. It connects to Interstate 5 in Tacoma and to SR 302 in Purdy. Through Gig Harbor, SR 16 is a full limited access four lane freeway with interchanges at Olympic Drive, Pioneer Way and Burnham Drive. It is classified as an urban principal arterial.

The only other state-owned facility within the planning area is SR 302 which connects SR 16 across the Key Peninsula with SR 3 to Shelton. It is a two-lane state highway with no access control.

Local transportation system

The downtown area of Gig Harbor and surrounding residences are served by the interchange with SR 16 at Pioneer Way. The southern portion of the city is served by the Olympic Drive NW interchange, and north of the existing city limits, access from SR 16 is provided by the Burnham Drive NW interchange.

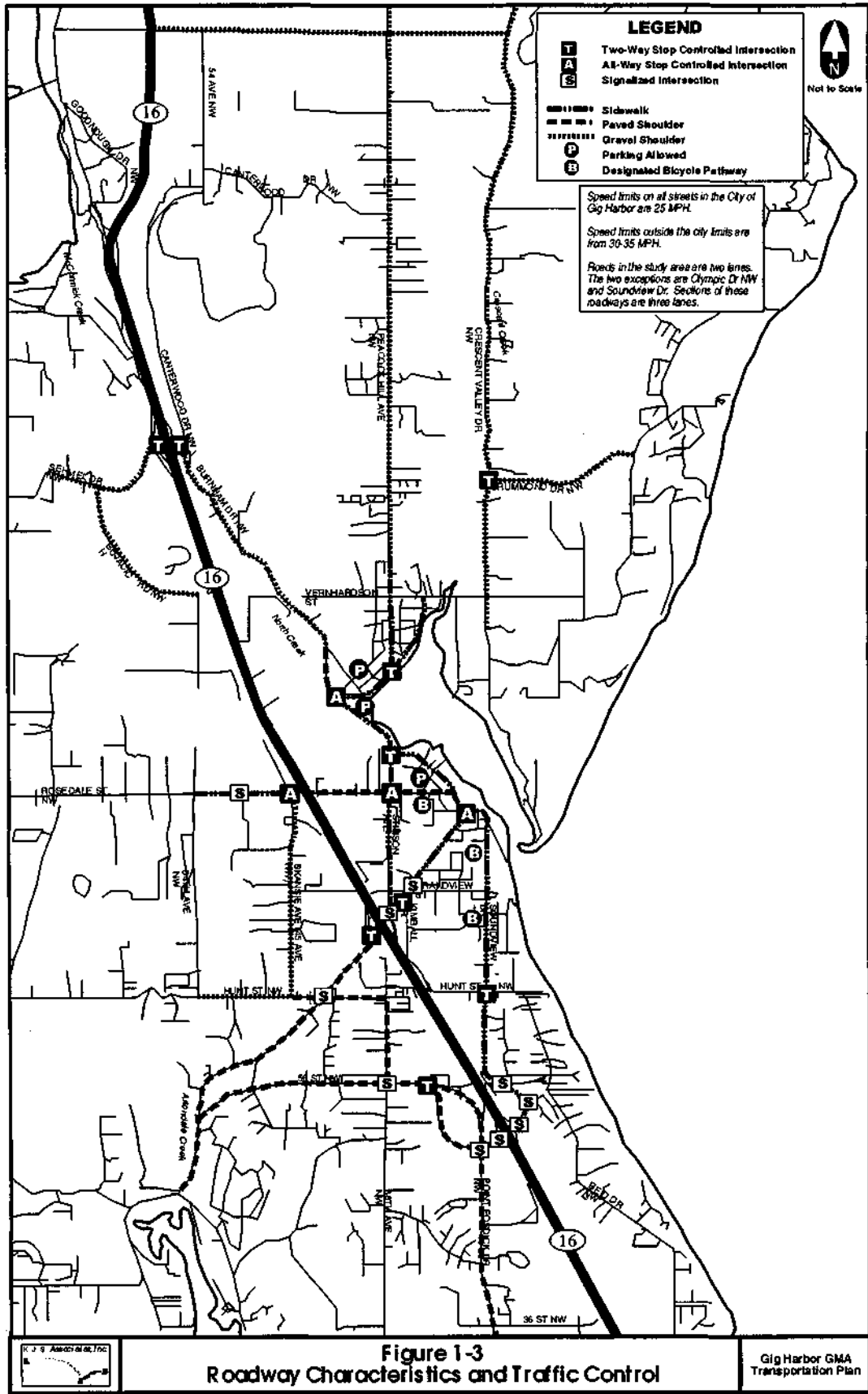
One of the key north-south arterials serving the city and local residences is Soundview Drive, which becomes Harborview Drive through downtown Gig Harbor. Pioneer Way also provides access to residences and downtown Gig Harbor. Access to the unincorporated areas north of the city is provided by Peacock Hill Road, Crescent Valley Drive, and Burnham Drive NW. Outside the city limits to the southwest, Olympic Drive NW and Wollochet Drive NW provide access to residential areas in unincorporated Pierce County.

The roadway characteristics of these arterials in the study area are shown in **Figure 1-3**. The majority of roadways within the city limits are two lanes with a speed limit of 25 mph. The speed is reduced to 20 mph along North Harborview Drive in the downtown area. There are retail shops on both sides of the street in this area, and the reduced speed provides increased safety for pedestrians crossing the street between shops. In addition, Soundview Drive has three lanes (one lane in each direction and a center, two-way, left-turn lane along portions of the roadway). Outside of the city limits, all roadways are also two lanes, with the exception of

Olympic Drive NW (56th Street NE) which has three lanes in some sections, and Point Fosdick Drive which has five lanes from Olympic to 44th Street NW. The speed limit on these roadways varies between 30 and 35 mph.

Pedestrian and bicycle facilities are an integral part of the transportation network, and the provision for these facilities will be incorporated in the transportation improvement program. Currently, sidewalks are provided at least on one side of the roadway on most city arterials. In addition, a separate bicycle lane is provided on Soundview Drive and on portions of Rosedale Street. Parking is allowed in the retail center on Harbor View Drive and North Harborview Drive.

Existing intersection traffic control devices also are indicated on **Figure 1-3**. Within the city, there are signalized intersections at Pioneer Way/Grandview Street, Olympic Drive /Point Fosdick Drive, Wollochet Drive/Hunt Street, Olympic Drive/Holycroft Street, Rosedale Street/Schoolhouse Avenue, and 38th Avenue/56th Street. In addition, the SR 16 northbound and southbound ramps at Olympic Drive, and the SR 16 northbound ramp at Pioneer Way, are signalized. All other major intersections and SR 16 ramp intersections are stop sign controlled.



TRAFFIC VOLUMES

A comprehensive set of street and intersection traffic counts was collected in 1997. Average weekday traffic volumes (AWDT) are summarized in **Figure 2-1** (See Page 20). AWDT volumes represent the number of vehicles traveling a roadway segment over a 24-hour period on an average weekday. P.M. peak hour traffic volumes represent the highest hourly volume of vehicles passing through an intersection during the 4-6 p.m. peak period. Since the p.m. peak period volumes usually represent the highest volumes of the average day, these volumes were used to evaluate the worst case traffic scenario that would occur as a result of the development.

INTERSECTION LEVEL OF SERVICE

The acknowledged method for determining intersection capacity is described in the current edition of the Highway Capacity Manual (*Transportation Research Board [TRB], Special Report 209*). Capacity analyses are described in terms of Level of Service (LOS). LOS is a qualitative term describing the operating conditions a driver will experience while driving on a particular street or highway during a specific time interval. It ranges from LOS A (little or no delay) to LOS F (long delays, congestion).

The methods used to calculate the levels of service are described in the *1994 Highway Capacity Manual* (Special Report 209, Transportation Research Board). The measure of effectiveness for signalized intersections is average stopped delay, which is defined as the total time vehicles are stopped in an intersection approach during a specified time period divided by the number of vehicles departing from the approach in the same time period.

For unsignalized intersections, level of service is based on an estimate of average stopped delay for each movement or approach group. The evaluation procedure is a sequential analysis based on prioritized use of gaps in the major traffic streams for stop controlled and yield controlled movements (i.e., left turns off of the major street); these two movement types at unsignalized intersections will be referred throughout the remainder of this report as "controlled movements". In most jurisdictions in the Puget Sound region, LOS D or better is defined as acceptable, LOS E as tolerable in certain areas, and LOS F as unacceptable.

The City of Gig Harbor has adopted LOS D as a standard, but accepts a level of service of F in the downtown area where capacity improvements would severely impact the character of the area. In this area of the City,

safety, circulation, parking and pedestrian connections rather than increased capacity are the goals.

TRAFFIC ACCIDENTS

Traffic accident records compiled by the Gig Harbor Police Department for the 17-month period from January, 1999, through and including May, 2000, were reviewed. The Police Department accident records included the date and location of each accident, and specified an accident type: "injury," "non-injury," "hit-and-run," "parking lot," or "pedestrian/cyclist."

During the 17-month period analysis period there were 308 accidents on the Gig Harbor street system, of which 72 (23%) were injury accidents. Only two accidents involved pedestrians or bicyclists, though both of these accidents involved injuries.

The streets with the greatest accident experience were Olympic Drive, along which 84 accidents occurred (five per month), and Point Fosdick Drive, along which 69 accidents occurred (four per month). Pioneer Way and Hunt Street each experienced 22 accidents, and Wollochet Drive and Harborview Drive each experienced 18. No other street experienced more than 15 accidents.

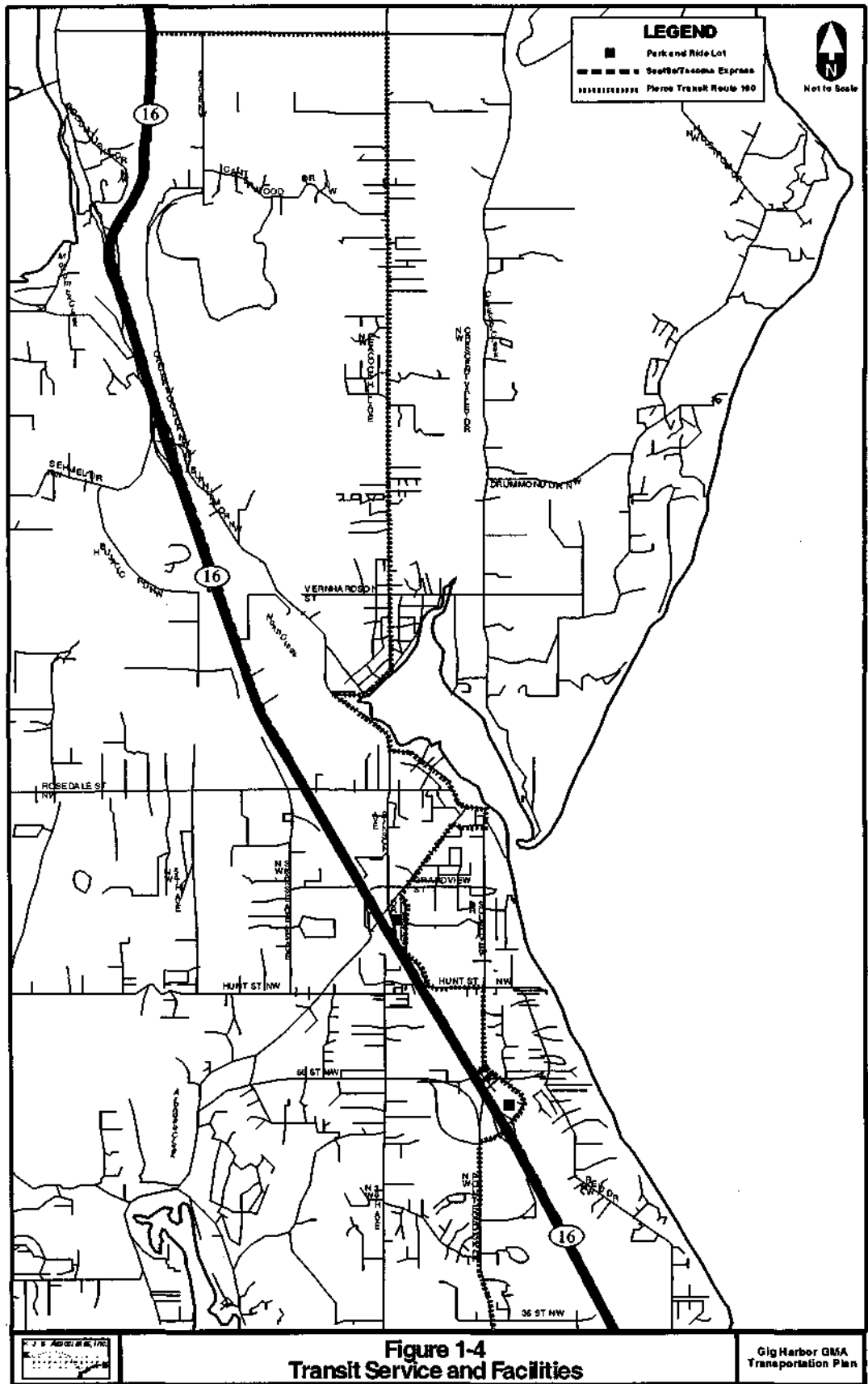
TRANSIT SERVICE AND FACILITIES

The service provider for Gig Harbor is Pierce Transit. The four transit routes that currently serve Gig Harbor are shown in **Figure 1-4**.

Route 100 extends from the Gig Harbor Park and Ride to the Tacoma Community College Transit Center. During weekdays, the route operates on half-hour headways, and on one-hour headways on the weekends. Route 102 provides express bus service from Purdy to Downtown Tacoma via the Gig Harbor Park and Ride. It operates during weekday peak hours only, with service being provided every 30 minutes.

Local bus service in Gig Harbor is provided by Routes 111 and 112. Route 111 runs from the Gig Harbor Park and Ride to the Gig Harbor Library at Point Fosdick. Hourly service from morning to evening is provided on this route seven days a week. Route 112 extends from the Purdy Park and Ride to the Gig Harbor Park and Ride via Peacock Hill Avenue. Transit service for this route also operates on one hour headways, seven days a week. Route 113 from Key Center connects with Routes 100, 102, and 112 at the Purdy Park and Ride.

Pierce Transit continues to look at ways to improve transit service to and from the peninsula area. Possible improvements include expansion of the Gig Harbor Park and Ride (6808 Kimball Drive) in partnership with the City of Gig Harbor as well as the creation of several entirely new park and rides. Based on discussions with Pierce Transit, there is the possibility of extending Route 601 (Olympia Express) to the Gig Harbor Park and Ride from its current terminus at Tacoma Community College. The creation of new transit routes will depend heavily on whether capacity on the Tacoma Narrows Bridge is increased.



PLANNED TRANSPORTATION IMPROVEMENTS

Based on projections by Pierce County, this area of the state, including the study area, will continue to grow. Specifically, it is expected that residential growth will occur on the Gig Harbor peninsula and job growth will occur in the area between the peninsula and Tacoma.

PIERCE COUNTY TRANSPORTATION PLAN

In order to adequately address the existing and future transportation issues, Pierce County completed the Pierce County Transportation Plan in 1992. Within the Plan, project priorities are identified as: Premier Priority, High Priority, Medium Priority, and Low Priority. Conservatively, Pierce County believes they will be able to fund all Premier and High Priority projects and half of the Medium Priority projects. Optimistically, they hope to be able to fund all projects on county roads. The projects that impact the study area are listed below.

Premier Priority

- P29. Wollochet Drive, 40th Street to Gig Harbor City Limits: Widen to four lanes; improve intersections and shoulders.
- P63. 38th Avenue, 36th Street to Gig Harbor City Limits: Improve intersection and shoulders.

The 2000 Gig Harbor Peninsula Community Plan also includes the following transportation project recommendations:

- P28. 56th Street, Wollochet Drive to Point Fosdick Drive: Widen to four lanes; provide pedestrian and drainage improvements.
- P65. 24th Street, Jahn Avenue to 14th Avenue: Improve channelization and traffic control.
- P73. Jahn Ave/32nd Street/22nd Avenue, Stone Drive to 36th Street: Realign and improve shoulders
- P77. Haven of Rest Vicinity Access Relocation: Haven of Rest to Rosedale Street or to Burnham Drive: construct new access road to Haven of Rest Cemetery as part of HOV widening project.
- P78. SR 16/Wollochet Drive: Improve southbound ramps and install traffic signal (This project is planned, but not currently funded).

High Priority

- P19. SR 16/Rosedale Street: Construct new, half-diamond interchange to/from the west. (not included in Statewide Multimodal Transportation Plan)
- P21. SR 16/36th Street and 24th Street: Construct split diamond interchange.
- P30. Point Fosdick Drive, 56th Street to Stone Drive: Provide pedestrian and drainage improvements; improve intersections.

PIERCE COUNTY SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The prioritization process for transportation projects in unincorporated Pierce County is implemented through the Six-Year Road Program and the Annual Road Program. The projects identified that impact the study area for 2001-2006 are summarized below; a complete description of project expenditure plans and funding sources is included in the Technical Appendix.

- Sunrise Beach Drive, Moller Drive to end: Widen and reconstruct to improve roadway.
- Rosedale Street, 66th Avenue to Lombard Drive NW: Reconstruct road to improve vertical alignment.
- Hunt Street, 46th Avenue to Lombard Drive NW: Reconstruct roadway to improve horizontal/vertical alignment.
- Wollochet Drive, 31st Street to 40th Street: Widen and reconstruct existing roadway.
- Swede Hill Roadway, Burnham Dr. NW to Peacock Hill Dr. NW: Construct new arterial roadway along new alignment. Joint project with City of Gig Harbor.

As future funds become available, the improvement projects from the Pierce County Comprehensive Transportation Plan will be added to the most recent six-year road program.

GIG HARBOR SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN (TIP)

The City is required to update its Transportation Improvement Plan (TIP) every year. The TIP is adopted by reference, and a copy of the current plan can be obtained from the City's Public Works Department.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION HIGHWAY IMPROVEMENT PROGRAM

Although there are no Gig Harbor-area projects included in the WSDOT budget for the upcoming 2000-2002 biennium, several major projects are in various stages of planning. Some of these are WSDOT projects included in Pierce County's 2000 Gig Harbor Community Plan:

- (P65) 24th Street, Jahn Avenue to 14th Avenue, improve channelization and traffic control (included in Tacoma Narrows Bridge project).
- (P73) Jahn Ave/32nd Street/22nd Avenue, Stone Drive to 36th Street; realign and improve shoulders (portion of this improvement is included in the Tacoma Narrows Bridge project).
- (P77) Haven of Rest Vicinity Access Relocation (part of HOV widening project)
- (P78) SR 16/Wollochet Drive ramp improvements (this improvement is planned but not funded).
- WSDOT also is planning HOV lanes for SR 16 through the Gig Harbor area.

In addition, WSDOT is developing plans to build a new Tacoma Narrows Bridge to provide significantly increased capacity for the congested crossing on the existing bridge. An integral element of the new bridge project is construction of a split diamond interchange with half at 24th Street and half at 36th Street. The 24th Street improvements (P65 above) are integral to the Tacoma Narrows Bridge project, and a portion of the improvements in P73 will be included in the bridge project. Construction of a new Tacoma Narrows Bridge will significantly increase highway capacity and improve access between the Gig Harbor/Peninsula area and the "mainland" (Tacoma, I-5, etc.). These capacity and access improvements will have a significant effect on long-term growth and development in and around Gig Harbor, and will affect Gig Harbor area travel patterns, traffic volumes, and transportation improvement needs.

Because to date there has been no final official decision to proceed with construction of the new Tacoma Narrows Bridge, the population, employment, travel, and traffic forecasts for the Gig Harbor area – and the entire SR 16 Corridor – have not yet been revised to account for the growth, development, and transportation system effects of the new bridge. This Gig Harbor Transportation Plan Update, which is based on and developed for the current growth forecasts, therefore does not account for the transportation system needs and impacts associated with a new Tacoma Narrows Bridge. At such time as design and construction of a new bridge is officially and legally endorsed and initiated, the Gig Harbor Transportation Plan will need to be revised and updated to address the changed future transportation system needs.

CONCURRENCY ORDINANCE

The City of Gig Harbor requires either a construction or financial commitment for necessary transportation improvements from the private or public sector within six years of a development. Methods for the City to monitor these commitments include:

- Annual monitoring of key transportation facilities within updates to the Six-Year Transportation Improvement Program (TIP);
- Assessing level of service;
- Identifying facility deficiencies;
- Reviewing comprehensive transportation plan and other related studies for necessary improvements;
- Making appropriate revisions to the Six-Year TIP; and
- Complying with HB 1487 and WSDOT for coordinated planning for transportation facilities and services of statewide significance.

CHAPTER 2 . TRAFFIC FORECASTING AND ANALYSIS

Traffic forecasting is a means of estimating future traffic volumes based on the expected growth in population and employment within an area. For the Gig Harbor area, traffic forecasts were prepared using current traffic counts, a travel demand forecasting computer model prepared for the Pierce County Transportation Plan, and estimates of population and employment developed for the City's Comprehensive Land Use Plan. As specified by the Growth Management Act (GMA), a 20 year horizon was used in the process to produce traffic forecasts for 2018.

This is essentially the same process as was followed in the 1994 Comprehensive Plan Transportation Element. **Table 2-1** below summarizes the population and employment growth assumptions that were used for the traffic forecasts.

Table 2-1. Growth Assumptions, 1998 - 2018

Year	Population	Employment
1998	6,900	5,230
2006	14,560	7,700
2018	21,370	10,900

METHODOLOGY

The growth in population and employment in an area provides a basis for estimating the growth in travel. Population growth generally results in more trips produced by residents of homes in the area, and employment growth generally results in more trips attracted to offices, retail shops, schools, and other employment or activity centers. To estimate future traffic volumes resulting from growth, computerized travel demand models are commonly used. In areas where travel corridors are limited, growth factors applied to existing traffic counts can be also an effective approach to traffic forecasting.

A combined approach was used for the City of Gig Harbor. The Pierce County Transportation Plan computer model developed by KJS provided information on area wide growth and was used as a tool in assigning traffic to various roads and intersections. For growth data, the 1998 Draft Gig Harbor Comprehensive Plan Update (prepared by the Beckwith Consulting

Group) was used. Traffic counts taken in 1996 and 1997 provided data on existing travel patterns.

Primary Sources Of Information

The primary sources of information used to forecast travel demand in Gig Harbor and the surrounding Urban Growth Area (UGA) were the Pierce County Transportation Model, the Gig Harbor Comprehensive Plan Update, and the Gig Harbor Travel Demand Model.

Pierce County Transportation Model

KJS Associates developed a 2010 travel demand model for Pierce County as a part of the county's GMA Transportation Planning program (the model has since been updated by Pierce County). The Pierce County transportation model is based on the Puget Sound Regional Council's (PSRC) regional model covering King, Pierce, Snohomish and Kitsap Counties. The model utilizes the standard transportation planning methodology: Trip Generation, Trip Distribution, Modal Choice and Trip Assignment.

For the Pierce County model, a system of traffic analysis zones (TAZs) was developed based on the same boundaries used by the PSRC in the regional model. This enabled KJSA to use the zonal demographic and street network data which PSRC provides, for the regional system, and to refine that information to provide more detail within Pierce County. The model was calibrated to 1990 conditions; 1990 traffic counts were used to calibrate the model's traffic flow patterns, and 1990 demographic/land use data provided the basis for the trip generation, trip distribution, mode choice, and traffic assignment assumptions. All forecasts from the model were based on 2000 and 2010 demographic/land use forecasts from PSRC.

Since the PSRC 20-year demographic forecasts appear to be consistent with the GMA forecasts for the City and IUGA, the PSRC 2010 database was used in the revised Pierce County model as the basis for travel demand forecasts.

Gig Harbor Comprehensive Plan Update

As a part of the Comprehensive Plan Update, the City used the existing and proposed comprehensive land use plans to estimate the residential and employment capacities of various areas of the Gig Harbor Interim Urban Growth Area (IUGA). In doing so, the IUGA was divided into 71 "units", or zones, for analysis purposes.

The existing land uses and an inventory of the number of platted lots within each zone were used to estimate the existing population of each zone. The size of commercial and employment/business areas on the Land Use plan was used to estimate the employment capacities within each zone.

Gig Harbor Travel Demand Model

The 71 land use zones from the Comprehensive Plan were used to create a more detailed traffic analysis zone structure within the Pierce County model. The 1998 population estimates and employment capacities for each of the 71 zones in the Comprehensive Plan Update were used to initially allocate the 1990 population and employment data from PSRC to each TAZ within the IUGA. The 1990 data were used since this is the most recent census which provides complete information for the area outside of the Gig Harbor IUGA. The 1990 data were then factored to 1998 estimates using the Comprehensive Plan information and 1998 traffic counts.

The growth in population and employment within each zone was converted into travel demand by the model. Since the base year was calibrated using 1998 traffic volumes, the 20-year growth in travel demand produced by the model resulted in 2018 travel demand estimates. This is consistent with the requirement of GMA.

Employment growth, unlike population growth, was assumed to occur around existing areas of high employment. Like the allocation of population, employment was allocated to each zone based on the capacities of the zone as calculated by Beckwith in the Comprehensive Plan Update.

To insure that the travel demand calculated by the model resulted in accurate estimates of traffic volumes on the road network, 1998 traffic counts on selected roads were used to calibrate the model. However, the model results are at best only a rough estimate of future traffic volumes. They provided a guide to general traffic trends and flow patterns, rather than exact traffic volumes on specific roadway links.

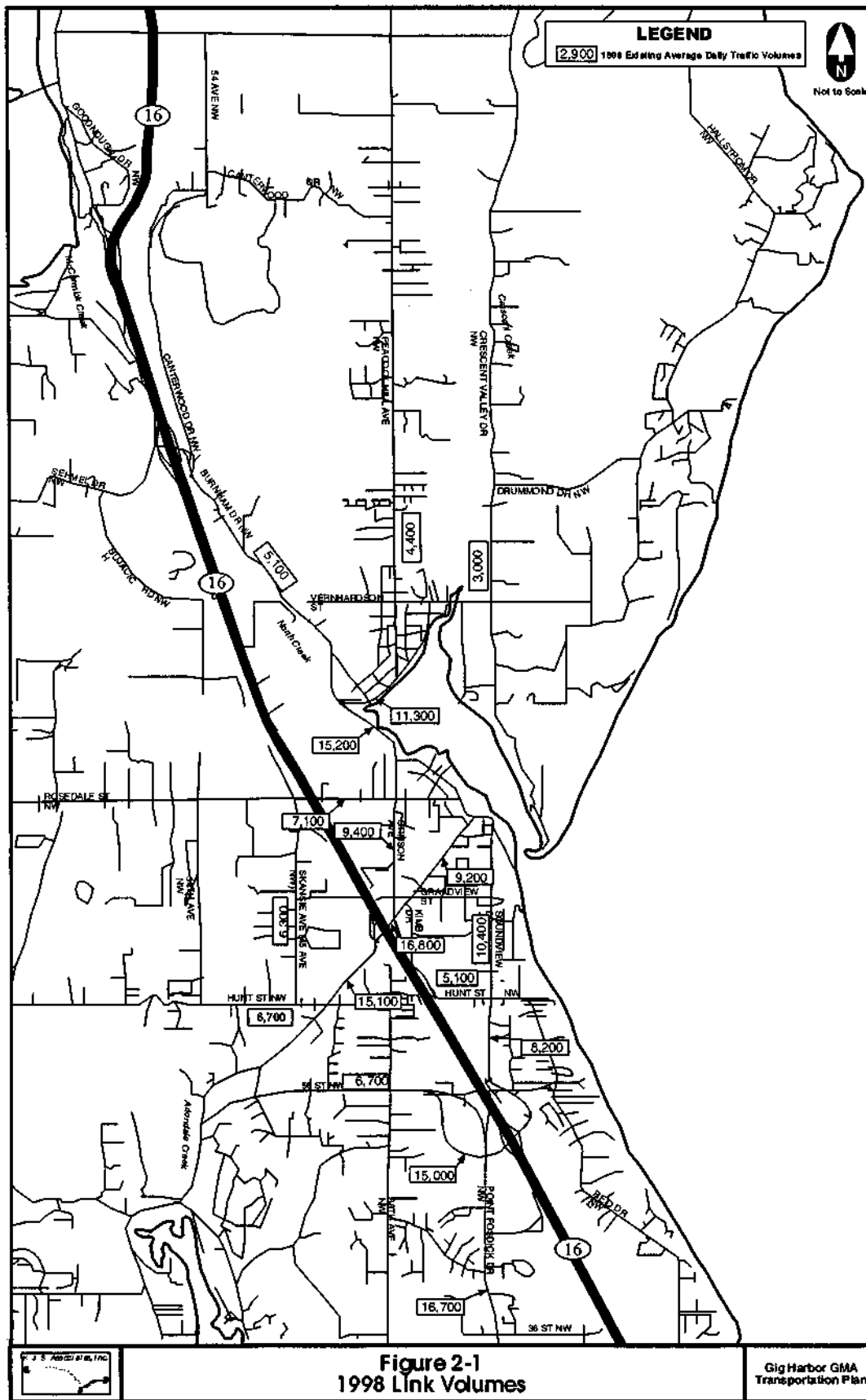
All trips were assigned to the City and County arterial system based on existing trip distribution and traffic assignment patterns. In addition to the population and employment forecast assumptions, specific assumptions were required to determine growth in external traffic volumes. For the Pierce County Peninsula Focus Area, the external connections in the south are the SR 16 highway crossing at the Tacoma Narrows Bridge and north to Kitsap County.

TRAFFIC ANALYSIS – EXISTING CONDITIONS (1998)

Existing (1998) daily traffic volumes on key roadway segments or links, and intersection levels of service are shown in **Figure 2-1**. The existing 1998 p.m. peak hour intersection levels of service are compiled in **Table 2-2**. As shown in **Table 2-3** below, there are significant delays at three stop-sign controlled intersections in 1998.

Table 2:2: 1998 Intersection Levels of Service

SIGNALIZED INTERSECTIONS	1998 LOS
38 th Ave E/56st NW	C
Olympic Dr/SR 16 NB ramps	C
Olympic Dr/SR 16 SB ramps	C
Pioneer Wy/Grandview St	A
Pioneer Wy/SR 16 NB ramps	D
Point Fosdick Dr/Olympic Dr	D
Rosedale/Schoolhouse	A
Wollochet Dr/Hunt St	B
UNSIGNALIZED INTERSECTIONS	1998 LOS
36th Ave/Pt Fosdick Dr	C
Crescent Valley Dr/Drummond Dr	B
Harborview Dr/North Harborview Dr	F
Harborview Dr/Pioneer Way	F
Harborview Dr/Stinson Ave	F
Hunt/Skansie	C
Olympic/Hollycroft	C
Peacock Hill Ave/North Harborview Dr	A
Rosedale St/Skansie Ave	B
Rosedale St/Stinson Ave	C
Soundview Dr/Hunt St	B
SR 16 NB ramps/Burnham Dr	A
SR 16 SB ramps/Burnham Dr	A
SR 16 SB ramps/Wollochet Dr	F



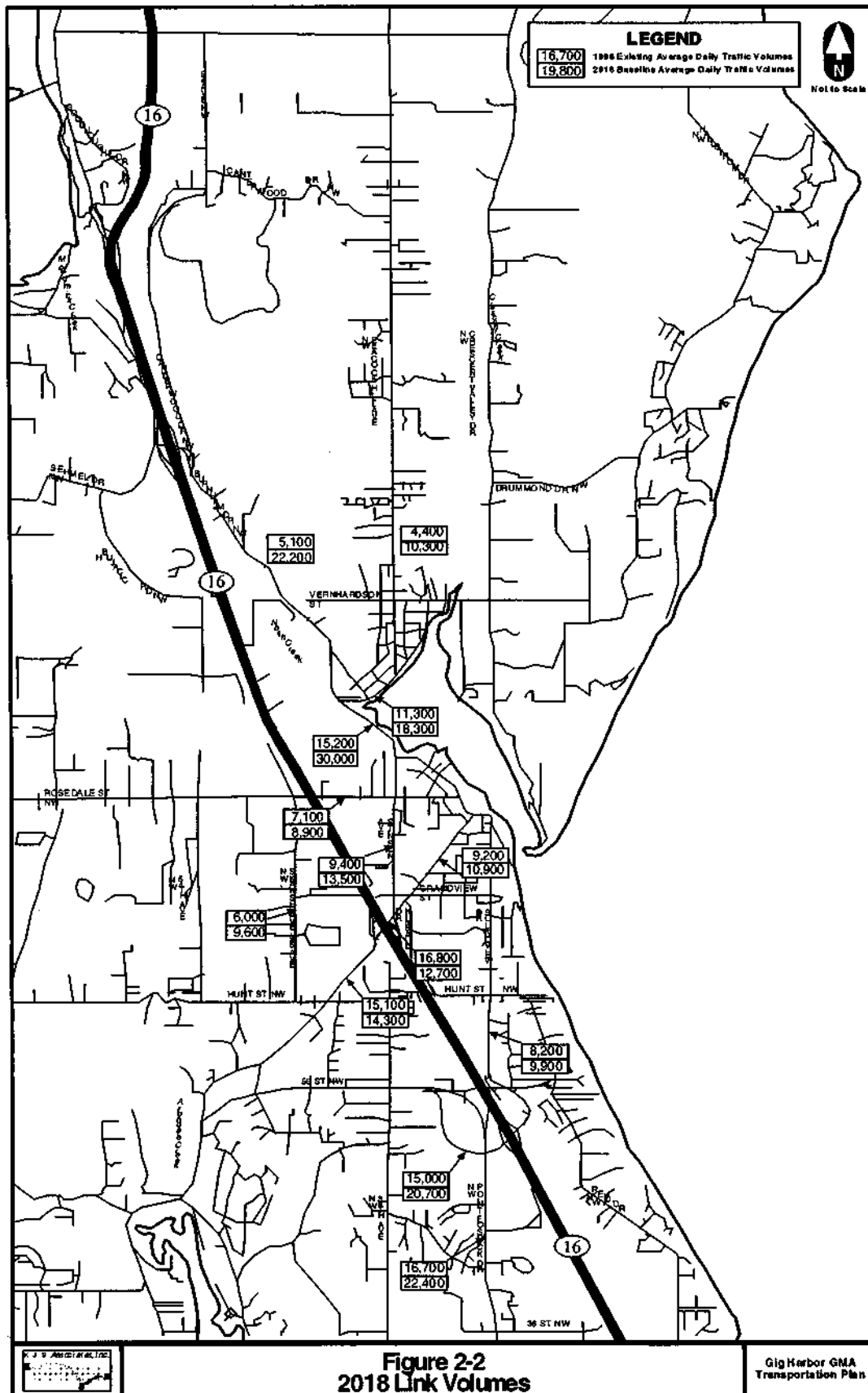
TRAFFIC ANALYSIS - 2018

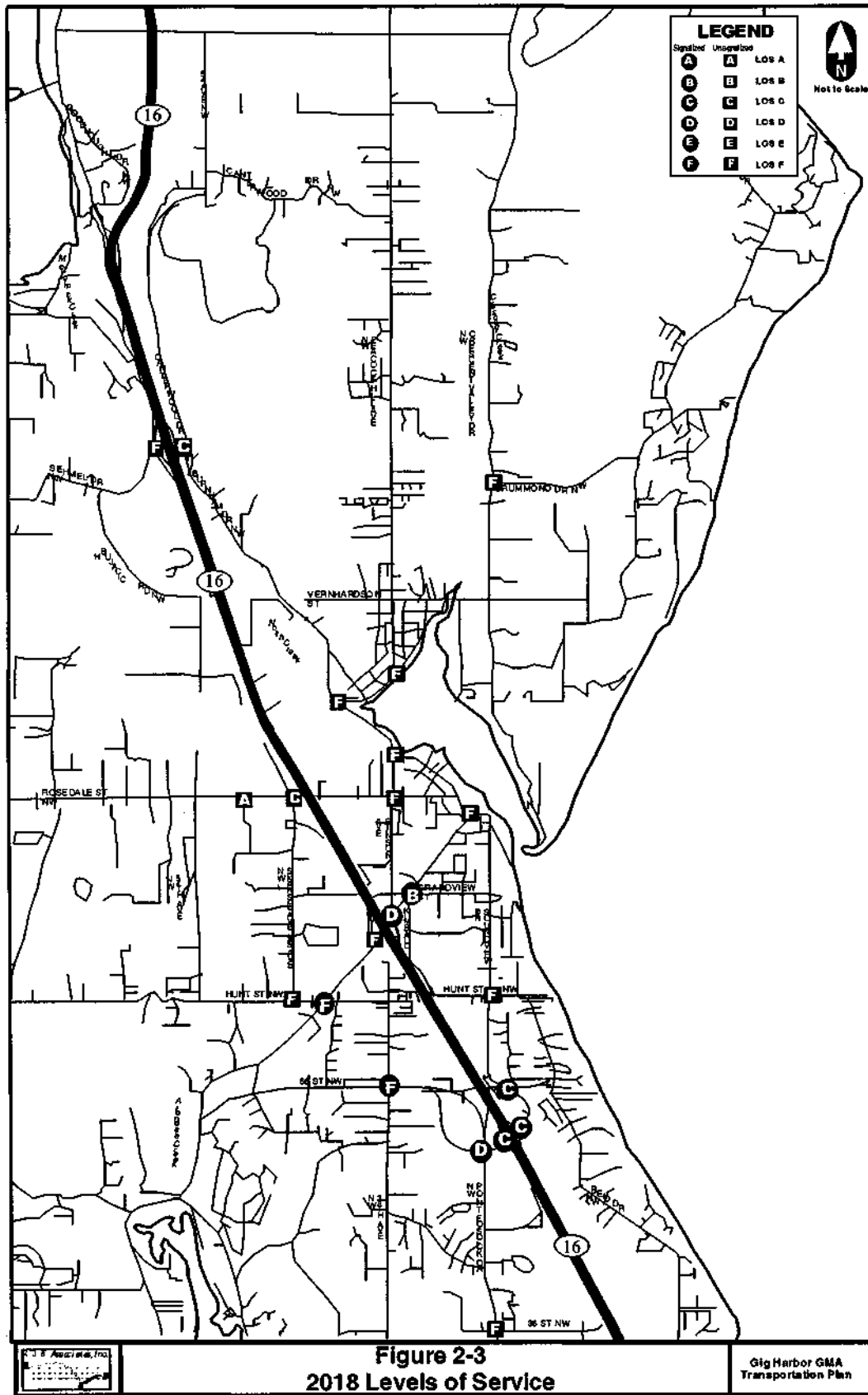
Once the model was calibrated to existing conditions, growth rates were applied to estimate traffic volumes for 2018. **Figure 2-2** shows roadway link volumes for 2018. **Figure 2-3** shows the intersection level of service for 2018, which is also summarized in **Table 2-3** below.

Table 2-3: PM Peak Hour Intersection Levels of Service

SIGNALIZED INTERSECTIONS	2018 LOS
38 th Ave E/56st NW	F
Olympic Dr/SR 16 NB ramps	C
Olympic Dr/SR 16 SB ramps	C
Olympic/Hollycroft	C
Pioneer Wy/Grandview St	B
Pioneer Wy/SR 16 NB ramps	D
Point Fosdick Dr/Olympic Dr	D
Rosedale/Schoolhouse	A
Wollochet Dr/Hunt St	F
UNSIGNALIZED INTERSECTIONS	2018 LOS
36th Ave/ Point Fosdick Dr	F
Crescent Valley Dr/Drummond Dr	F
Harborview Dr/North Harborview Dr	F*
Harborview Dr/Pioneer Wy	F*
Harborview Dr/Stinson Ave	F*
Hunt/Skansie	F
Peacock Hill Ave/North Harborview Dr	B
Rosedale St/Skansie Ave	C
Rosedale St/Stinson Ave	F
Soundview Dr/Hunt St	F
SR 16 NB ramps/Burnham Dr	C
SR 16 SB ramps/Burnham Dr	C
SR 16 SB ramps/Wollochet Dr	F
Stinson Ave/Grandview St	F

*LOS F is recognized as acceptable for the downtown strategy area.





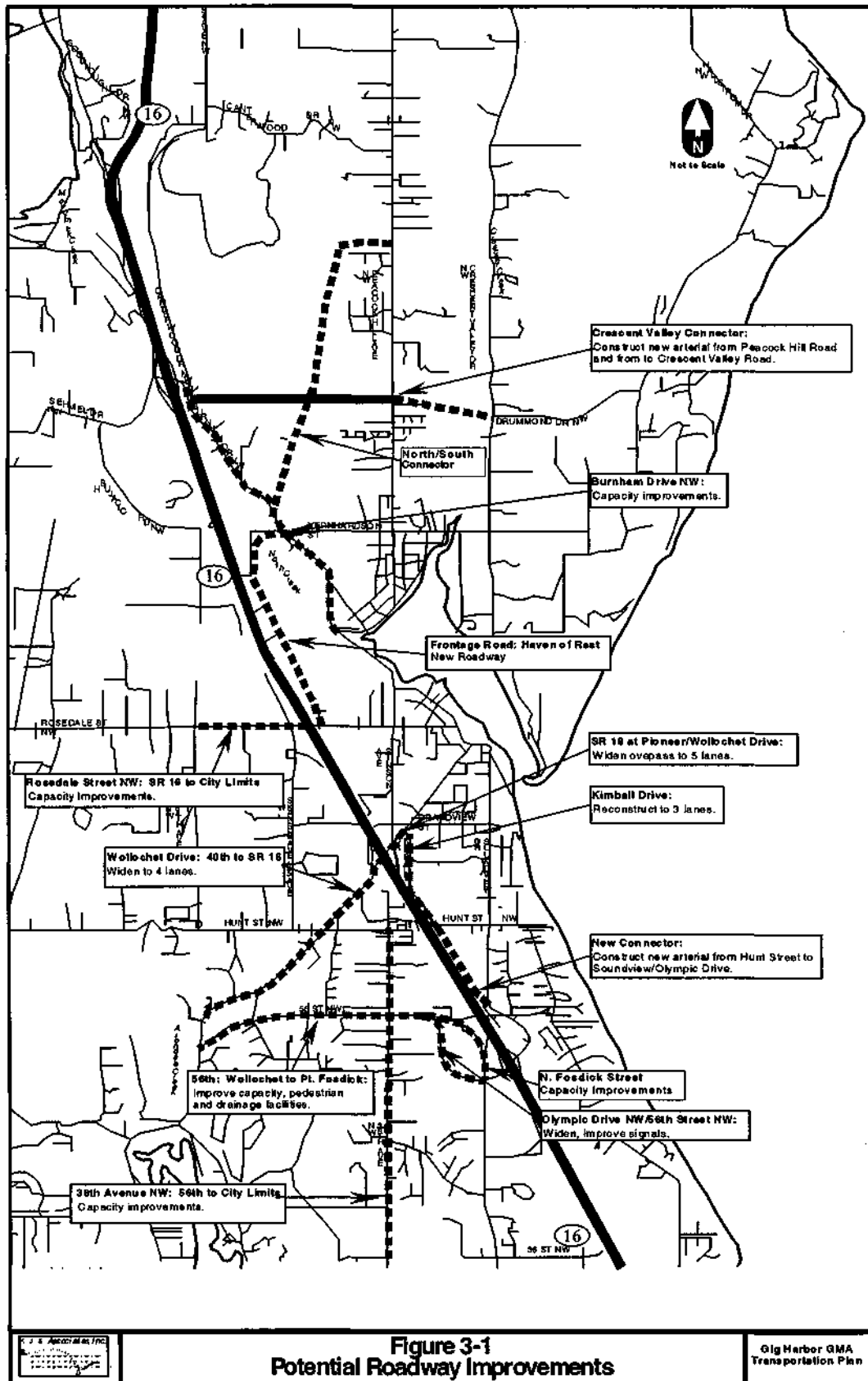
CHAPTER 3 . ALTERNATIVES ANALYSIS

This chapter discusses the major transportation system improvements necessary to address identified deficiencies in the 2018 analysis year.

The potential improvements are organized in three categories: 1) roadway improvements, 2) intersection improvements, and 3) other improvements and transportation strategies.

ROADWAYS

Figure 3-1 shows the potential roadway improvements, which include roadway widening, new arterial links, structures, and freeway and ramp improvements. Projects include a new north-south connector from Burnham Drive to Borgen Blvd. for circulation and access in the Gig Harbor north area, and a new east-west connector from Crescent Valley Road to Peacock Hill Avenue. Other improvements call for widening of several arterials, including Olympic Drive NW, Wollochet Drive, and Rosedale Street NW. Several other projects will take place only if design and construction of the new Tacoma Narrows Bridge is funded and moves forward.



INTERSECTIONS

By 2018, the most significant level of service problems would occur at intersections whose movements are controlled by stop signs rather than traffic signals. Stop signs are efficient under relatively low volume conditions, or where clear preference for through traffic movement is desired.

Most of the high-volume stop sign controlled intersections in Gig Harbor will deteriorate to LOS F for the worst movement by 2018. Typically, installation of traffic signals will resolve such conditions. However, in the downtown and other strategy areas, where capacity improvements such as widening or signalization would severely impact the character of quality of the area, a LOS F has been adopted. At such intersections, it is recommended that improvements for pedestrian safety and/or convenience be made in lieu of signalization.

Tables 3-1 and 3-2 summarize the options examined at each signalized and unsignalized intersection, and the recommended improvement is noted for each intersection. Additional discussion is contained in Chapter 6 under recommendations.

Table 3-1: Evaluation of Improvements at Signalized Intersections

SIGNALIZED INTERSECTIONS	2018 LOS	Discussion	Recommendations
Wollochet Drive/Hunt Street	B	No improvement needed	
Pioneer Way/SR 16 NB ramps	LOS F (high volumes on fwy overxing)	Widening overcrossing per WSDOT plans and constructing east/west road will improve LOS	Implement WSDOT plans for this interchange
Pioneer Way/Grandview Street	B	No improvement needed.	

Table 3-2: Evaluation of Improvements at Unsignalized Intersections

UNSIGNALIZED INTERSECTIONS	2018 LOS	Discussion	Recommendation
Harborview Dr/North Harborview	F*	The pedestrian character of the area, coupled with relatively low speeds in downtown, makes signalization of this intersection not advisable.	Improve pedestrian crossings, ensure adequate sight distances and maintain stop-sign control.
Harborview Drive/Stinson	F*	Same as above.	Save as above.
Rosedale/Skansie (46th)	F	Industrial area traffic along Skansie and growth west of SR 16 will create volumes too high for stop-sign control to handle.	Monitor and install traffic signal when warranted.
Harborview Drive/Pioneer Way	F*	The pedestrian character of the area, coupled with relatively low speeds in downtown, makes signalization of this intersection not advisable.	Improve pedestrian crossings, ensure adequate sight distances and maintain stop-sign control.
SR 16 SB ramps/Wollochet	F	These ramps would be signalized with WSDOT planned improvement.	Implement intersection improvement per WSDOT plans.
Soundview/Hunt Street	D	Kimball connector will improve conditions at this intersection	Monitor and install stop sign all way control when warranted
SR 16 SB ramps/Bumham Drive	F	Future high traffic volumes will require signalization of the ramp terminal intersection	Monitor and signalize when required.
Stinson/ Grandview	C	No deficiency	none
Stinson/ Rosedale	F	East/west road will reduce volumes sufficiently to level accommodated by stop-sign control	Maintain stop-sign control at this location.
Peacock Hill/North Harborview	E	East/west road will reduce volumes sufficiently to level accommodated by stop-sign control	Maintain stop-sign control at this intersection.
Hunt/Skansie	F	High volumes and increased left turns from Skansie require signal control and turn lanes	Monitor and signalize when required.

*These intersections are within the Downtown Strategy Area where LOS F is the adopted standard.

OTHER IMPROVEMENTS AND STRATEGIES

Over the next two decades, the City of Gig Harbor will experience a 40 percent increase in population and a 70 percent in employment within the City and its surrounding Urban Growth Area (UGA). This growth will also result in an increase in traffic volumes to, from, through and within the city. Transportation strategies must be implemented to accommodate this growth, including:

- Transportation Demand Management strategies such as: Commute Trip Reduction, High Occupancy Vehicles (HOV such as van pools, car pools, etc.), telecommuting and flexible work hours.
- Transportation System Management strategies such as integrated policies and planning, Intelligent Vehicle Highway Systems (IVHS), signal coordination, etc.
- Modal shift from private vehicles to transit and carpooling.
- Enhancements of non-motorized travel to encourage alternate modes of transportation such as walking, cycling and elimination of trips altogether through commute trip reduction.
- Upgrading of existing motorized facilities.
- Construction of new motorized facilities.

The above strategies will require close coordination of efforts with the Washington State Department of Transportation, Pierce Transit, Pierce County and Kitsap County. The development of TSM and TDM policies and procedures should be consistent with other surrounding jurisdictions programs and will require public involvement.

Transportation Demand Management goals should be integrated with the development review process and should be a part of any traffic impact assessment and mitigation program.

The City Council, Planning Commission and the residents of Gig Harbor value a balance between motorized and non-motorized alternatives to help solve transportation issues in Gig Harbor.

Specific Projects for Transportation Demand Management include:

- Comply with state commute trip reduction program for major employers.
- Develop a comprehensive transit information program with Pierce Transit.
- Work with Pierce Transit to develop a vanpooling and ridematch service.
- Work with the WSDOT to implement the High Occupancy Vehicle lanes on SR 16 and on and off ramps where applicable.
- Work with the WSDOT to integrate the SR 16 queue by-pass on ramps with City streets.
- Develop a comprehensive parking management strategy to integrate parking availability and pricing with any transportation demand management strategy.

Specific projects for Transportation Systems Management would include:

- Work with the WSDOT to coordinate the SR 16 HOV project, local-state signal coordination, driver information and Intelligent Vehicle Highway Systems with the local street network.
- Develop a signal re-timing and coordination project to reduce delay and congestion at the City's signalized intersections.

The recommendations for transportation improvements for the City of Gig Harbor address these concerns. The motorized improvements focus on intersections and roadways, while the recommendations for non-motorized travel consist primarily of ways to expand the bicycle facilities, complete the sidewalk network and evaluate other options. Recommendations for transit are mainly directed to Pierce Transit, which serves the City of Gig Harbor.

CHAPTER 4 . RECOMMENDED TRANSPORTATION PLAN

The Growth Management Act requires an assessment of how well a recommended transportation plan meets the requirements of the Act and how well the level of service goals are met. The City has a level of service goal of LOS D for intersections and arterials, except in the downtown core. The recommended improvements are summarized in **Table 4-1**.

Table 4-1 Recommended Transportation Plan

<i>Roadway Facility</i>	<i>Limits</i>	<i>Description</i>	<i>Lead Agency</i>	<i>Trigger Year</i>
Franklin Avenue	Burnham–Peacock Hill	pedestrian, drainage	Gig Harbor	2002
38th Avenue	56th St – city limits	reconstruct to 2/3 lanes	Gig Harbor	2003
Olympic Drive–56th Street	38th – Point Fosdick	widen to 5 lanes; add signal at 50th St	Gig Harbor	2003
Prentice Street	Burnham – Fenimore	minor widening, drainage	Gig Harbor	2002
Briarwood Lane	38th Ave – Pt Fosdick	pedestrian, drainage	Gig Harbor	2003
Vernhardson Street	Peacock Hill – city limit	minor widening, replacement	Gig Harbor	2004
Rosedale Street	SR 16 – city limit	widen to 2 thru lanes	Gig Harbor	2005
Grandview Street	Stinson – Soundview	minor widening, drainage	Gig Harbor	2002
56th Street–Point Fosdick Drive	Olympic – Olympic	reconstruct to 3 lanes	Gig Harbor	2003
Rosedale Street	SR 16 – Shirley	widen to 2 thru lanes	Gig Harbor	2006
Crescent Valley Connector	Peacock – Crescent Valley	new roadway	Pierce County	2006
North-South Connector	Borgen – Peacock Hill	corridor preservation	Gig Harbor	2006
Kimball Connector	Hunt – Soundview	new roadway	Gig Harbor	2006
Burnham Drive	Borgen – Harborview	reconstruct to 2/3 lanes	Gig Harbor	2007
Wollochet Drive	40 th St – SR 16	widen to 4 lanes	Pierce County	
<i>Intersection</i>	<i>Limits</i>	<i>Description</i>	<i>Lead Agency</i>	<i>Trigger Year</i>
38th Avenue	Hunt St - 36th St	improve intersection	Gig Harbor	2004
56th Street	Wollochet-Pt Fosdick	widen, ped & drainage	Gig Harbor	2004
Hunt/Skansie	intersection	install signal	Gig Harbor	2006
SR 16	at Wollochet Drive	widen Wollochet to 5 lanes	WSDOT/Pierce	2004
SR 16	at Burnham Drive	install signals at ramps	WSDOT/Pierce	2006
<i>Other Improvements</i>				
Pedestrian improvements	Downtown	Sidewalks & paths	Gig Harbor	2002
Pedestrian improvements	Major arterials	Sidewalk on one side, min	Gig Harbor	2002
Bike path improvements	City wide	On street & bike paths	Gig Harbor	2002
Safety improvements	City wide	Traffic safety improvements	Gig Harbor	2002
Enhance downtown parking	Downtown area	Locate parking sites	Gig Harbor	2006
Additional park & ride site	SR 16/Olympic Drive	New site	Pierce Transit	2006
Additional park & ride site	SR 16/Burnham Drive	New site	Pierce Transit	2004
Harborview / N Harborview Dr	intersection	pedestrian improvements*	Gig Harbor	2004
Harborview Dr / Stinson Ave	intersection	pedestrian improvements*	Gig Harbor	2004
Harborview Dr / Pioneer Wy	intersection	pedestrian improvements*	Gig Harbor	2005

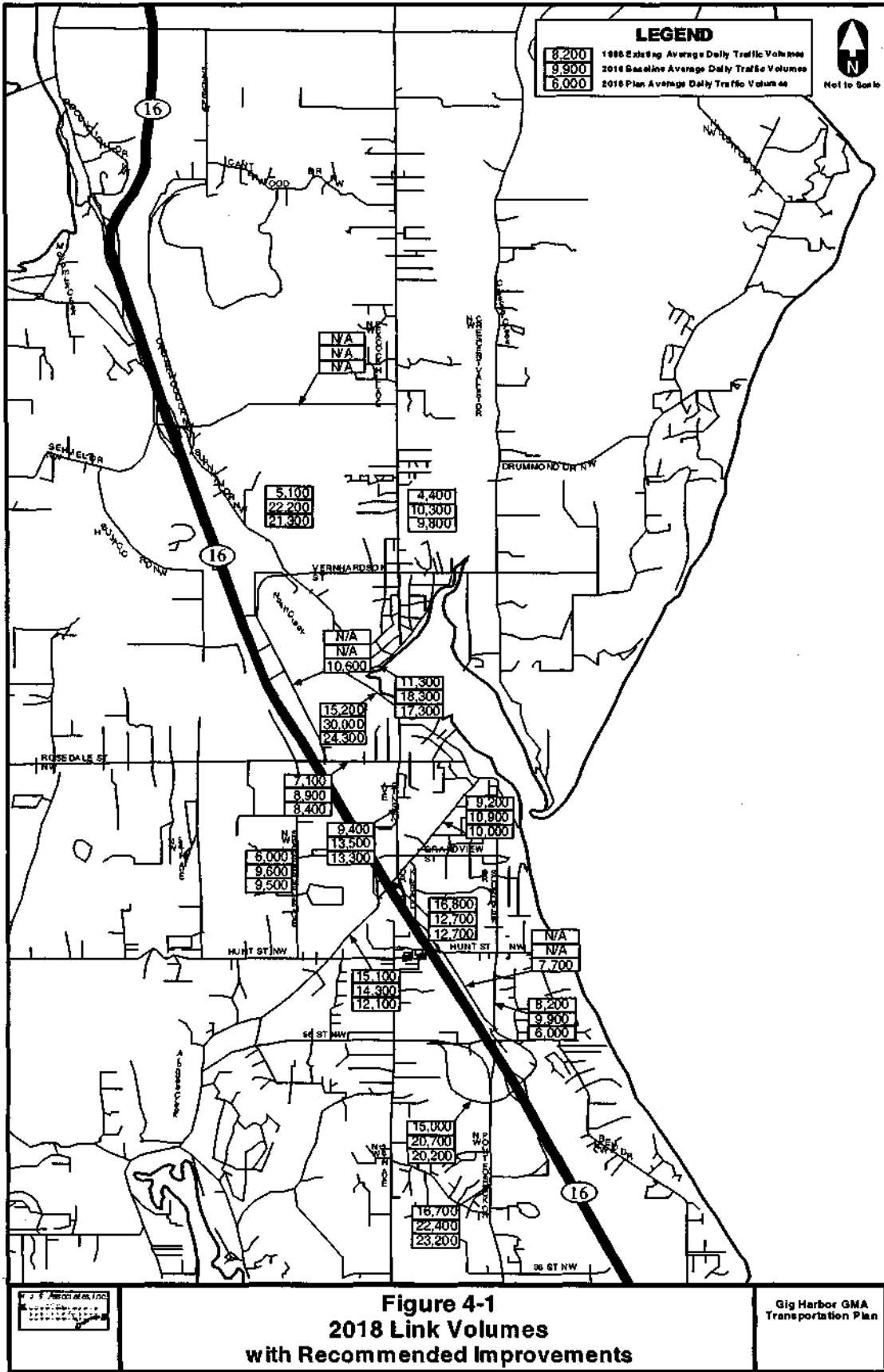
Figure 4-1 shows the estimated 2018 daily traffic volumes on selected links with the improvements listed in the recommend transportation plan.

ROADWAY IMPROVEMENTS

Due to the proposed Tacoma Narrows bridge project which is anticipated for construction in the near future, many transportation improvements may be required to either be modified or constructed. The City has included many of these projected improvements in an effort to identify costs and other constraints related to these major projects. All of the identified improvements have a major impact to the City and the underlying transportation infrastructure.

Because the Tacoma Narrows bridge project is not fully implemented, the City has decided to exclude those major projects related to the bridge and only include the projects directly related to the City's existing and projected growth and infrastructure needs. The projects that have been excluded from the revenue obligation requirements include:

- 1) Hunt Street Overcrossing
- 2) Crescent Valley Connector
- 3) Hunt/Kimball Connector
- 4) North-South Connector



INTERSECTION IMPROVEMENTS

The 2018 levels of service at key intersections with the improvements in the Recommended Plan are shown in **Table 4-2**.

Table 4-2: 2018 Plan Intersection Levels of Service

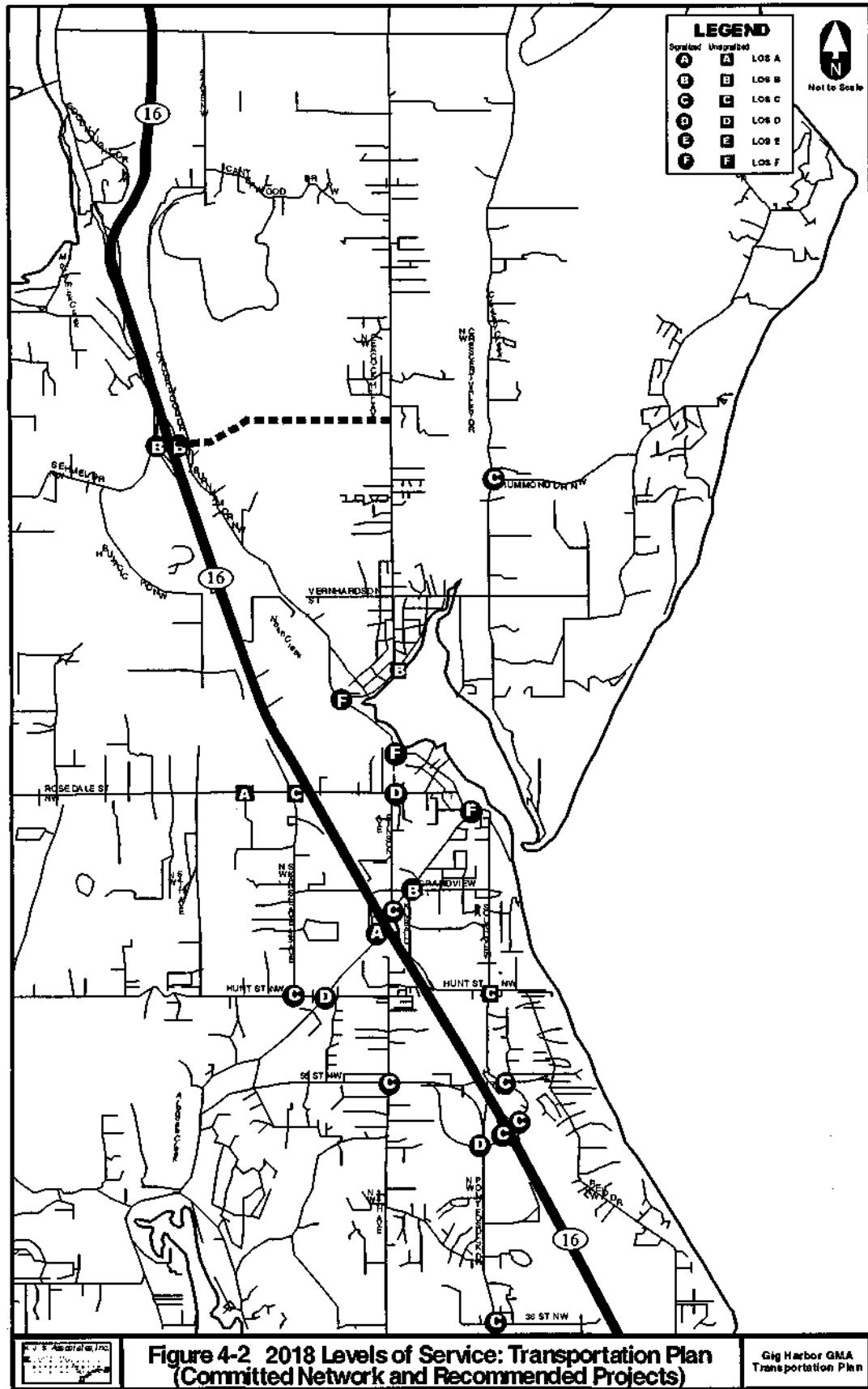
INTERSECTION	No Improvements	With Recommended Improvements
36th St/Point Fosdick Dr ⁽¹⁾	F	C
Crescent Valley Dr/Drummond Dr	F	C
Harborview Dr/North Harborview Dr ⁽²⁾	F*	F*
Harborview Dr/Pioneer Wy ⁽²⁾	F*	F*
Harborview Dr/Stinson Ave ⁽²⁾	F*	F*
Hunt/Skansie	F	C
North Harborview Dr/Peacock Hill Ave	F	B
Olympic Dr/Hollycroft	C	C
Olympic Dr/SR 16 NB ramps	C	C
Olympic Dr/SR 16 SB ramps	C	C
Pioneer Wy/Grandview St	B	B
Pioneer Wy/SR 16 NB ramps	D	C
Point Fosdick Rd/Olympic Dr	D	D
Rosedale St/Skansie Ave ⁽¹⁾	C	C
Rosedale St/Stinson Ave	F	D
Soundview Dr/Hunt St	F	C
SR 16 SB ramps/Burnham Drive ⁽¹⁾	F	B
SR 16 SB ramps/Wollochet Dr ⁽¹⁾	F	A
Wollochet Dr/Hunt St	F	D

* recognized as acceptable in the downtown strategy area.

⁽¹⁾ Improvement includes signalization.

⁽²⁾ Downtown strategy Area – signalization not recommended.

Figure 4-2 shows the 2018 Plan intersection levels of service. The levels of service are based on traffic volumes generated by growth in the area and implementation of the improvements listed in the Recommended Plan. The capacity analysis shows that most of the City's intersections will be able to meet the LOS D goal. The goal has been met, for the most part, by upgrading unsignalized intersections to signalized operation – or by making other improvements to increase capacity.



OTHER IMPROVEMENTS AND STRATEGIES

Transit

Gig Harbor participates with the local transit agency, Pierce Transit in a variety of projects. This cooperation has been in the planning and capital improvement projects. Pierce Transit has a System Plan to the year 2020. Long term improvement plans for the Peninsula area include:

- Construct the North Gig Harbor Transit Center and add bus routes to serve it.
- Establish more direct regional transit services to major destinations in the Tacoma, Bremerton, Olympia and Seattle areas.
- Increased paratransit services.
- Increase ridesharing (carpool and vanpool) programs.
- Construct capital projects listed in the 6-year Capital Improvement Plan.

Marine Transportation

The waterfront and harbor of Gig Harbor are a primary focus area for many of the City's activities including commercial, retail, industrial, tourism and recreation activities. These activities create generate traffic and parking demand which is concentrated around Harborview and North Harborview arterials.

There is demand for marine improvements in Gig Harbor. Access for public or private marine services should be provided at a central dock location near the downtown area. Continued upgrading and enhancement of the Jerisich Park dock area should be emphasized. The increased use of marine services would also place demands on downtown parking.

Possibilities of provision of recreational passenger ferry services should be coordinated with private providers. Some discussions have taken place regarding private ferry services to Gig Harbor, and the City should continue to pursue these opportunities. Due to the high costs and parking impacts associated with commuter ferry services, it is not recommended that the city pursue passenger-only ferry services with Washington State Ferries.

Coordinating Transportation And Land Use Planning To Support Transit And Pedestrian Oriented Land Use Patterns

To ensure that this plan is consistent with evolving land use patterns, and to guide land use and new development with respect to transportation that promotes transportation-related goals, the City will work towards:

- Reducing vehicle trips and vehicle miles traveled during peak periods to minimize the demand for constructing costly road improvements;
- Providing effective public transportation services to help reduce car dependence in the region and serve the needs of people who rely on public transportation;
- Encouraging bicycle and pedestrian travel by providing inviting, safe, convenient and connected routes, education and incentive programs, and support services such as bike racks, showers and lockers;
- Maintaining and improving a network of highways, streets and roads that moves people, goods and services safely and efficiently, minimizes social and environmental impacts, and supports various modes of travel.
- Providing adequate connections and access among all transportation modes.

Non Motorized Travel

The residential character of Gig Harbor makes non-motorized travel an important aspect of the Transportation Element. A complete pedestrian and bicycle network would link neighborhoods with schools, parks, and retail activity, allowing residents and visitors to walk or bicycle to these areas rather than drive.

Outside of the downtown retail core, sidewalks have been constructed sporadically, resulting in an discontinuous system of walkways for pedestrians. There are even fewer facilities for bicyclists within Gig Harbor; bicyclists must share the traveled lane with motorists. While there are no facilities for equestrians within Gig Harbor, there is generally little demand for equestrian travel.

Recommended improvements for non motorized uses are shown in **Figure 4-3**. The plan outlines pedestrian, bicycle path, and marine service improvements.

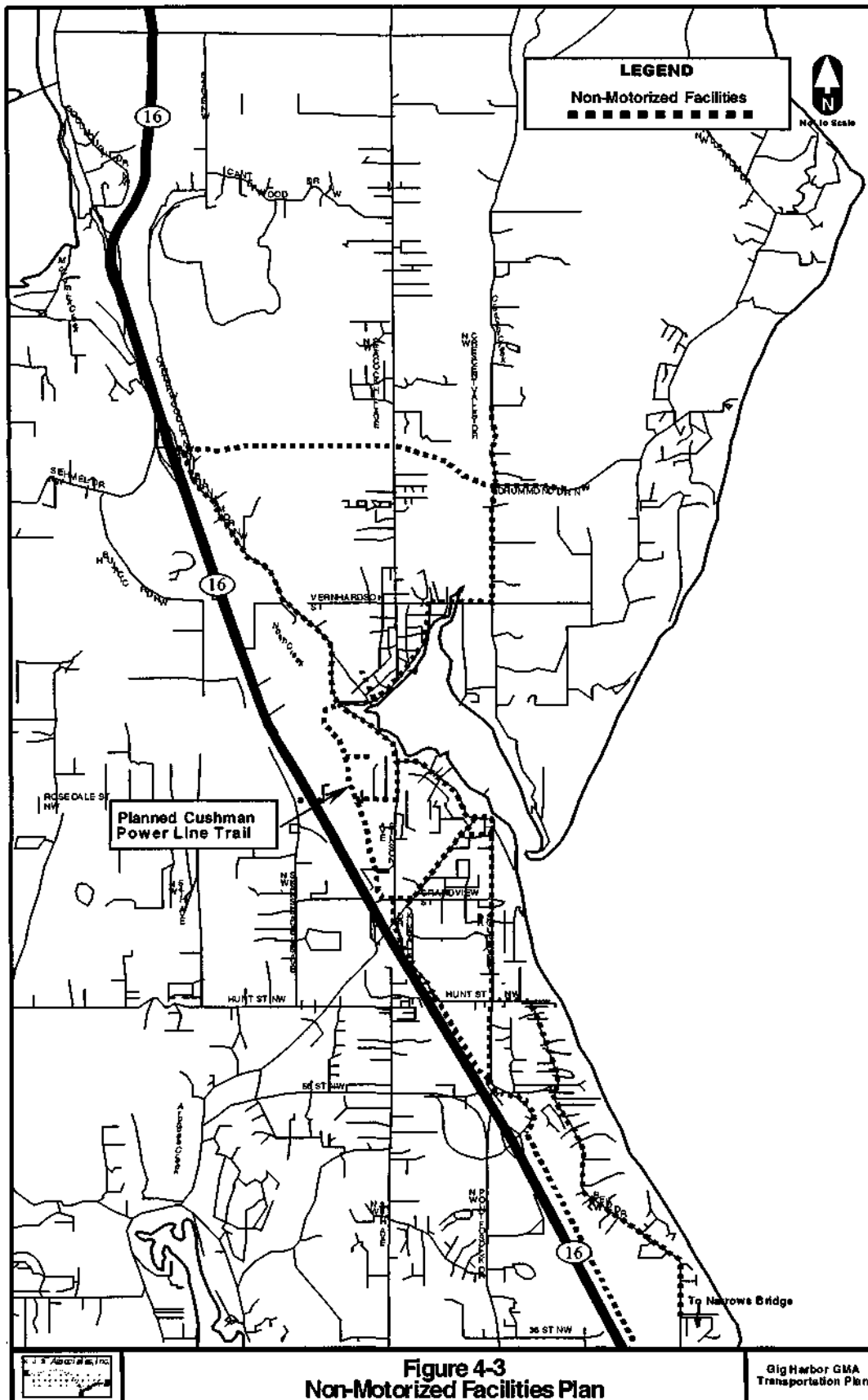
Downtown Strategy Area

Much of Gig Harbor's commercial, tourist and recreational facilities are located along the waterfront, creating congestion in the downtown area and generating demand for pedestrian amenities and additional parking. Any roadway or intersection capacity improvements here would destroy the unique character of the downtown.

Through public involvement with citizens and business owners within the downtown area, the City has created a downtown strategy area that will insure the preservation of the pedestrian character of the area. Within the downtown strategy area, the City has reclassified an acceptable LOS of F and restricted any transportation projects within this area to be oriented towards improved pedestrian safety and convenience.

The specific intersections that will be impacted by this new LOS classification are:

- Harborview Drive/North Harborview Drive
- Harborview Drive/Pioneer Way
- Harborview Drive/Stinson Avenue



CHAPTER 5 . HOUSE BILL 1487 COMPLIANCE

The 1998 legislation House Bill 1487 known as the “Level of Service” Bill, amended the Growth Management Act; Priority Programming for Highways; Statewide Transportation Planning, and Regional Planning Organizations. The combined amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, “transportation facilities and services of statewide significance (TFSSS)” HB 1487 recognizes the importance of these transportation facilities from a state planning and programming perspective. It requires that local jurisdictions reflect these facilities and services within their comprehensive plan.

To assist in local compliance with HB 1487, the Washington State Department of Transportation (WSDOT), Transportation Planning Office and the Washington State Department of Community Trade and Development, Growth Management Program, (now Office of Community Development [OCD]) promulgated implementation guidelines in the form of a publication entitled “Coordinating Transportation and Growth Management Planning”.

Together with these entities, the City of Gig Harbor has worked to compile the best available information to include in the comprehensive plan amendment process.

- Inventory of state-owned transportation facilities within Gig Harbor: SR 16 provides the major regional connection between Tacoma, Bremerton and the Olympic Peninsula. It connects to Interstate 5 in Tacoma and to SR 302 in Purdy. SR 302 is the only other state-owned transportation facility within the planning area, connecting SR 16 with SR 3 to Shelton.
- Estimates of traffic impacts to state facilities resulting from local land use assumptions: **Figure 5-1** provides 20-year traffic volumes for SR-16, which is the only state facility within Gig Harbor. The volumes were generated by Pierce County model, which includes land use assumptions for 2018 for Gig Harbor.
- Transportation facilities and services of statewide significance (TFSSS) within Gig Harbor: SR 16 is included on the proposed list of TFSSS.
- Highways of statewide significance within Gig Harbor: The Transportation Commission List of Highways of Statewide

Significance lists SR 16 as an HSS within the City of Gig Harbor and its growth area.

The City of Gig Harbor asserts that proposed improvements to state-owned facilities will be consistent with the Regional Transportation Plan (RTP) and the State Highway System Plan within Washington's Transportation Plan (WTP).

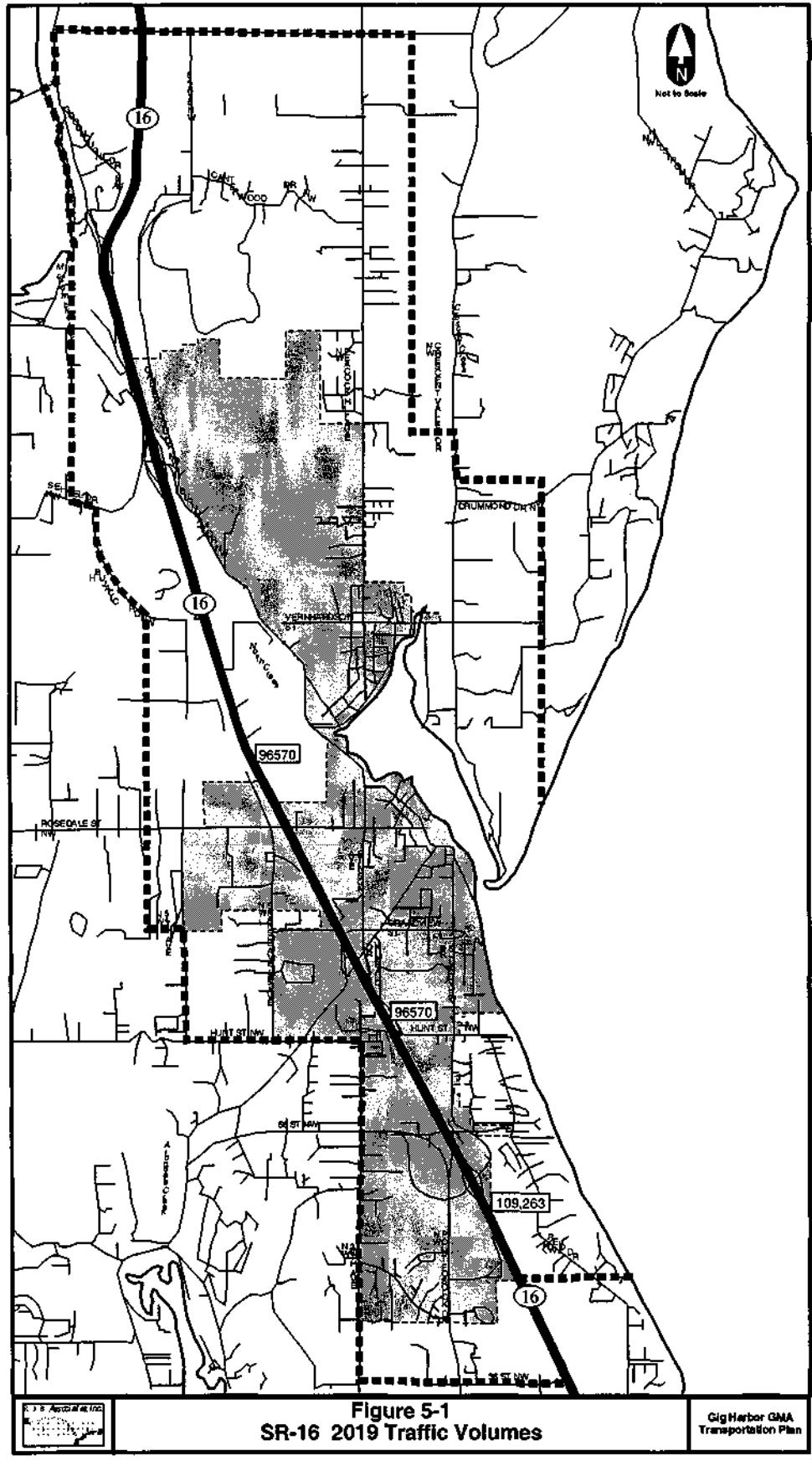
The City of Gig Harbor affirms the establishment of LOS C/D mitigated for Highways of Statewide Significance.

The City of Gig Harbor acknowledges that the concurrency requirement does not apply to transportation facilities and services of statewide significance in Pierce County.

WSDOT has several improvements planned in conjunction with the new Tacoma Narrows Bridge project, including a new interchange at 24th Street and 36th Street and SR16/Wollochet Drive ramp improvements. The increased capacity and access caused by the bridge construction will affect the Gig Harbor area transportation improvement needs and long-term growth and development in the area. Several major transportation improvements will be required within the City of Gig Harbor if the Tacoma Narrows Bridge project is implemented. These include:

- Hunt Street Overcrossing
- Crescent Valley Connector
- Hunt/Kimball Connector
- North-South Connector

Many other transportation improvements may either be modified or unconstructed if the proposed bridge project becomes a reality.



CHAPTER 6 . FINANCIAL ANALYSIS AND CONCURRENCY

The State of Washington's Growth Management Act (GMA) requires that a jurisdiction's transportation plan contain a funding analysis of the transportation projects it recommends. The analysis should cover funding needs, funding resources, and it should include a multi-year financing plan. The purpose of this requirement is to insure that each jurisdiction's transportation plan is affordable and achievable. If a funding analysis reveals that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed.

FEDERAL REVENUE SOURCES

The 1991 federal Intermodal Surface Transportation Efficiency Act (ISTEA) reshaped transportation funding by integrating what had been a hodgepodge of mode- and category-specific programs into a more flexible system of multi-modal transportation financing. For highways, ISTEA combined the former four-part Federal Aid highway system (Interstate, Primary, Secondary, and Urban) into a two-part system consisting of the National Highway System (NHS) and the Interstate System. The National Highway System includes all roadways not functionally classified as local or rural minor collector. The Interstate System, while a component of the NHS, receives funding separate from the NHS funds.

In 1998, the Transportation Efficiently Act for the 21st Century (TEA-21) continued this integrated approach, although specific grants for operating subsidies for transit systems were reduced.

National Highway System funds are the most likely source of federal funding support available for projects in Gig Harbor. **Table 6-1**, taken from the Highway Users Federation of the Automotive Safety Foundation pamphlet *The Intermodal Surface Transportation Efficiency Act of 1991*, describes the types of projects that qualify for funding under NHS (the categories and definitions were virtually unchanged in TEA-21).

To receive TEA21 funds, cities must submit competing projects to their designated Regional Transportation Planning Organization (RTPO) or to the state DOT. Projects which best meet the specified criteria are most likely to receive funds. Projects which fund improvements for two or more transportation modes receive the highest priority for funding. (e.g., arterial improvements which includes transit facilities and reduces transit running times, and constructs pedestrian and bicycle facilities where none existed before).

Table 6-1. Projects Eligible for National Highway System Funding

-
- Construction, reconstruction, resurfacing, restoration and rehabilitation and operational improvements to NHS segments
 - Construction and operation improvements to non-NHS highway and transit projects in the same corridor if the improvement will improve service to the NHS, and if non-NHS improvements are more cost-effective than improving the NHS segment.
 - Safety improvements
 - Transportation planning
 - Highway research and planning
 - Highway-related technology transfer
 - Start-up funding for traffic management and control (up to two years)
 - Fringe and corridor parking facilities
 - Carpool and vanpool projects
 - Bicycle transportation and pedestrian walkways
 - Development and establishment of management systems
 - Wetland mitigation efforts
-

HISTORICAL TRANSPORTATION REVENUE SOURCES

The City of Gig Harbor historically has used three sources of funds for street improvements:

- Income from Taxes
 - Motor Vehicle Excise Tax (MVET)
 - Motor Vehicle Fuel Tax (MVFT)
- Income from Intergovernmental Sources:
 - HUD Block Grants
 - Federal Aid (FAUS, FAS, ISTEPA, etc.)
 - Urban Arterial Board
 - TIB and STP Grants
- Miscellaneous Income:
 - Interest Earnings
 - Miscellaneous Income
 - Developer Contributions
 - Impact Fees (begun in 1996)

In the past, motor vehicle excise tax (MVET) and motor vehicle fuel tax (MVFT) allocations from the state have been the major sources of continuing funding for transportation capital improvements. Initiative 695, passed by the voters in 1999, removed MVET as a significant funding source, so the MVFT ("gas tax") funding appear to be the only reliable source of transportation funds for the future. MVET and MVFT also provided funds for state and federal grants which are awarded competitively on a project-by-project basis and from developer contributions which are also usually targeted towards the developer's share of specific road improvements.

REVENUE FORECAST

The projected revenues for Gig Harbor's recommended transportation capital improvements are shown in **Table 6-2**. According to these forecasts, approximately 32% of funding for transportation capital improvements for the next 20 years will come from LIDs, general funds and economic grants. Project-specific SEPA mitigation fees and City traffic impact fees will provide 32% of road capital funds. Additionally, approximately 36% will come from project-specific state and federal funding grants and taxes.

Table 6-2. Gig Harbor Transportation Revenue Forecast, 2000 to 2018

Funding Source	Six-year 2001-2006	Percent	Twenty-year 2000-2018	Percent
MVFT ("gas tax")	\$400,000	8.7%	\$2,000,000	15.7%
State and federal grants	\$500,000*	10.80%	\$2,600,000*	20.5%
SEPA mitigation and Developer Contribution	\$2,000,000	43.5%	\$3,400,000	26.8%
City Traffic Impact Fees	\$100,000	2.2%	\$700,000	5.5%
Other funds (LIDs, general funds, economic grants, etc)	\$1,600,000	34.8%	\$4,000,000	31.5%
Totals	\$4,600,000	100.0%	\$12,700,000	100.00%

*Includes projected grants for projects whose completion would likely extend beyond 2006.

CAPITAL COSTS FOR RECOMMENDED IMPROVEMENTS

As discussed in Chapter 4, there are several capacity-related improvements within the Gig Harbor UGA needed to achieve adequate levels of service by 2018.

The capacity-related improvements listed in **Table 6-3** will be necessary to meet GMA level of service standards in 2018. Most of these projects have already been included in the City's current *Six-Year Transportation*

Improvement Program, along with project-specific identified funding sources.

Table 6-3. Capacity-related improvement costs, 2000 to 2018

Facility	Description	Estimated Cost	Predictable (non-grant) Funding
Borgen (East-West) Road	Phase II of new roadway	\$1,500,000	\$1,500,000
38th Avenue	reconstruct to 2/3 lanes	\$ 900,000	\$380,000
Olympic Drive-56th Street	widen to 5 lanes;		
Prentice Street	add signal at 50th St	\$1,400,000	\$780,000
Burnham Drive	minor widening, drainage	\$ 200,000	\$200,000
Vernhardson Street	reconstruct to 2/3 lanes	\$ 300,000*	\$300,000
Rosedale Street, Phase 2	minor widening, replacement	\$ 200,000	\$200,000
Grandview Street	widen to 2 thru lanes	\$ 600,000	\$300,000
56th Street-Point Fosdick Drive	minor widening, drainage	\$ 400,000	\$400,000
Rosedale Street, Phase 3	reconstruct to 3 lanes	\$1,200,000	\$400,000
Crescent Valley Connector	widen to 2 thru lanes	\$1,000,000	\$1,000,000
North-South Connector	new roadway	\$**	\$
Hunt Street	corridor preservation		
Kimball Connector	new SR 16 under crossing	\$**	\$
Harborview / N Harborview Dr	new roadway	\$**	\$
Harborview Dr / Stinson Ave	pedestrian improvement	\$200,000	\$200,000
Rosedale St / Skansie Ave	pedestrian improvement	\$200,000	\$200,000
Harborview Dr / Pioneer Wy	pedestrian improvement	\$200,000	\$200,000
Wollochet Drive	pedestrian improvement	\$200,000	\$200,000
38th Avenue/Hunt	widen to 4 lanes	\$4,000,000	\$1,140,000
	signal or other improvement	\$200,000	\$200,000
Total Costs		\$12,700,000	\$7,600,000

*engineering and studies only.

**Major transportation projects directly related to the Tacoma Narrows Bridge project. (These projects have been removed from the total costs because of the uncertainty of the Bridge project.)

SUMMARY OF COSTS AND REVENUES

Based on the revenues and costs listed above, the proposed capacity-related transportation element improvements are affordable within the City's expected revenues for transportation capital costs. **Table 6-4** summarizes costs and revenues for the six and twenty year periods analyzed in the transportation element.

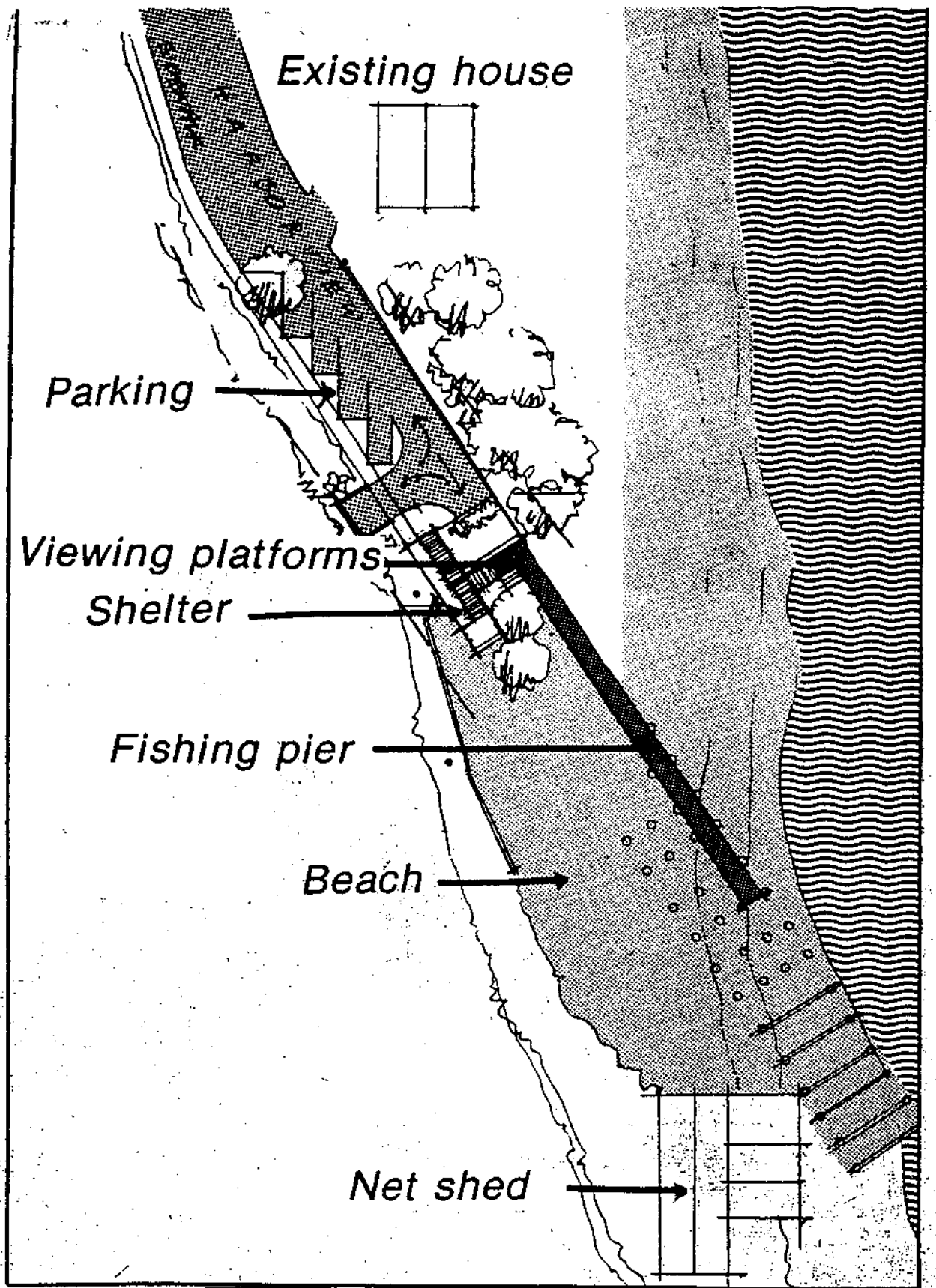
As shown in **Table 6-4**, the City expects to obtain a proportion of anticipated revenues from grants or other discretionary sources. The revenue estimate indicates the City will be able to pay for its share of the recommended improvements, however, none of the assumptions about existing sources are guaranteed. The proposed projects include several that could receive matching funds from state and federal grant programs, for which there is considerable competition and limited grant funding. Should the necessary grant funds not be available, the City has several other strategies it can employ to balance revenues and public facility needs. These strategies, listed below, range from the development of other funding sources to the revision of City land use and growth policies:

- Obtain funds from other sources (e.g., loans)
- Revise land use policy
- Pursue cost-sharing opportunities with other agencies (e.g., WSDOT or Pierce County) and/or the private sector

The proposed improvements over the next 20 years total \$12,700,000. Because the Tacoma Narrows Bridge project is not fully implemented, the City has excluded the major projects related to the bridge from its revenue obligations. By excluding these projects, the City can obtain a more accurate representation of the financing needs for the transportation projects that will be funded. Proposed improvements and expected revenues are therefore balanced as shown in the **Table 6-4** below. The projects that have been excluded from the revenue obligation requirements are the Hunt Street overcrossing, the Crescent Valley connector, the Hunt/Kimball connector and the North-South Connector.

Table 6-4. Summary of capacity-related project capital costs and revenues

Category	Six-year 2000-2005	Percent of Revenues	Twenty-year 2000-2018	Percent of Revenues
<u>Projected Revenues</u>	<u>\$4,600,000</u>	<u>100.0%</u>	<u>\$12,700,000</u>	<u>100%</u>
predictable sources	\$4,100,000	89%	\$7,600,000	60%
grant sources	\$500,000	11%	\$5,100,000	40%
Projected Expenditures	\$4,600,000	100%	\$12,700,000	100%
Net	\$-0-	0%	\$-0-	0%



Project hearing

A HEARING on Gig Harbor's proposed waterfront street ends planning project will be held by the city's planning commission next Tuesday at 7:30 p.m. The commission is soliciting comment on a preliminary draft of the project. This is an architect's drawing of how the end of Harborview

Ferry landing plans are unveiled

Viewpoint design
as developed by
a design committee

Brian K. Miller
design staff

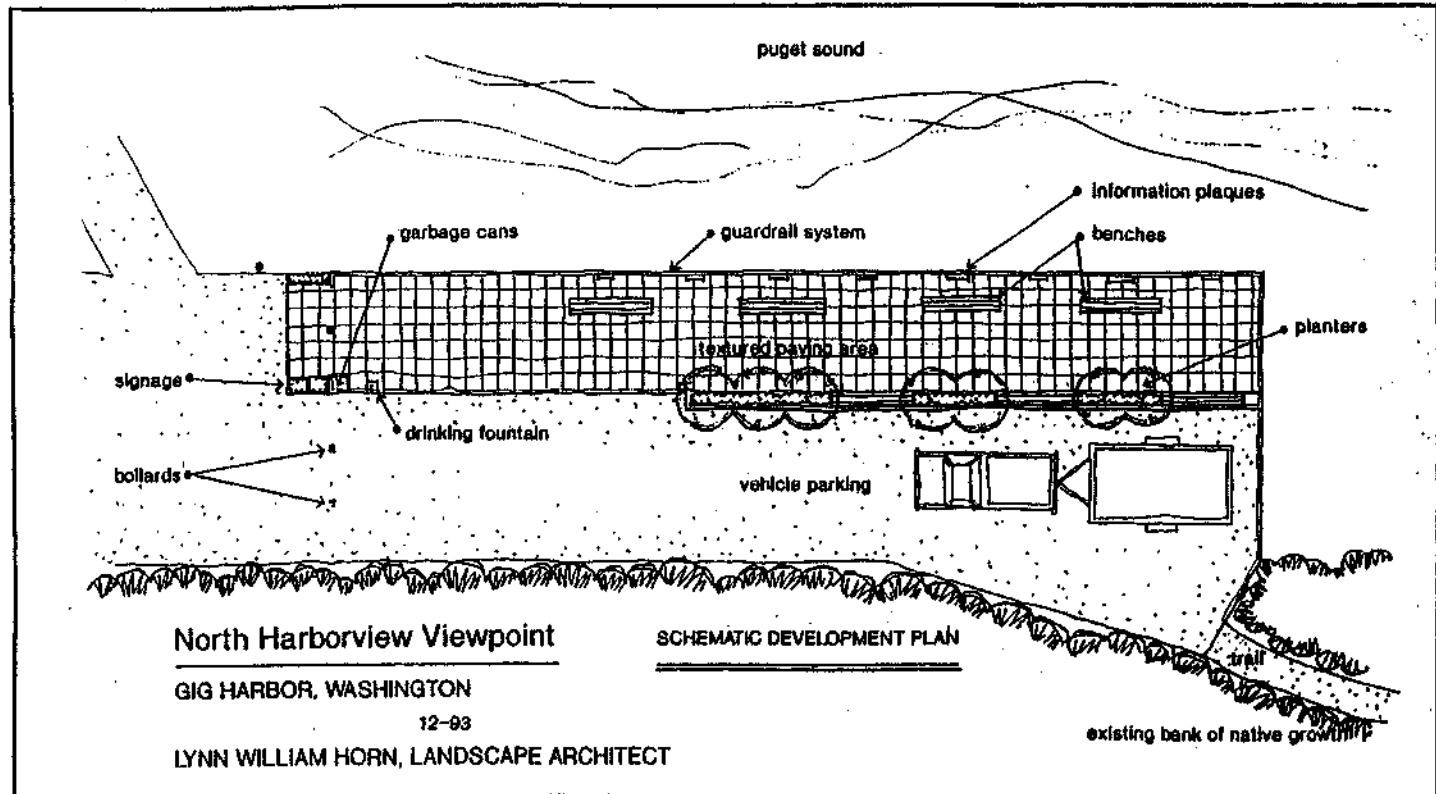
The final drawings for \$400,000 to \$600,000 in proposed improvements to the last few blocks of Harborview Drive leading to the old ferry landing were to be presented to the public last night in City Hall.

At the north end, near Gabe's Italian Cafe and Ristorante and Peninsula Yacht Sales Ltd., plans indicate 20 angle parking spots are parallel parking for 13 currently exists.

Sidewalks would lead viewing pedestrians down the road to the old ferry landing. A 15-foot to 120-foot strip along the water's edge of the landing would be delineated by brick work, benches and information plaques.

The other half of the street end would be vehicle access for beach house residents. No general parking would be allowed on the land anymore.

The design was created by a six-member committee made up of



This drawing, provided by the City of Gig Harbor, shows what is supposed to go where at the proposed viewpoint at the old ferry landing, located at the end of Harborview Drive.

street-end residents and beach house owners. They've met four times over the past four months to share ideas on what could be done to improve the street-end without

disrupting their lives on the relatively quiet dead-end street.

Several of the residents along that final section of Harborview Drive have voiced concern about the potential impacts such an improvement could bring.

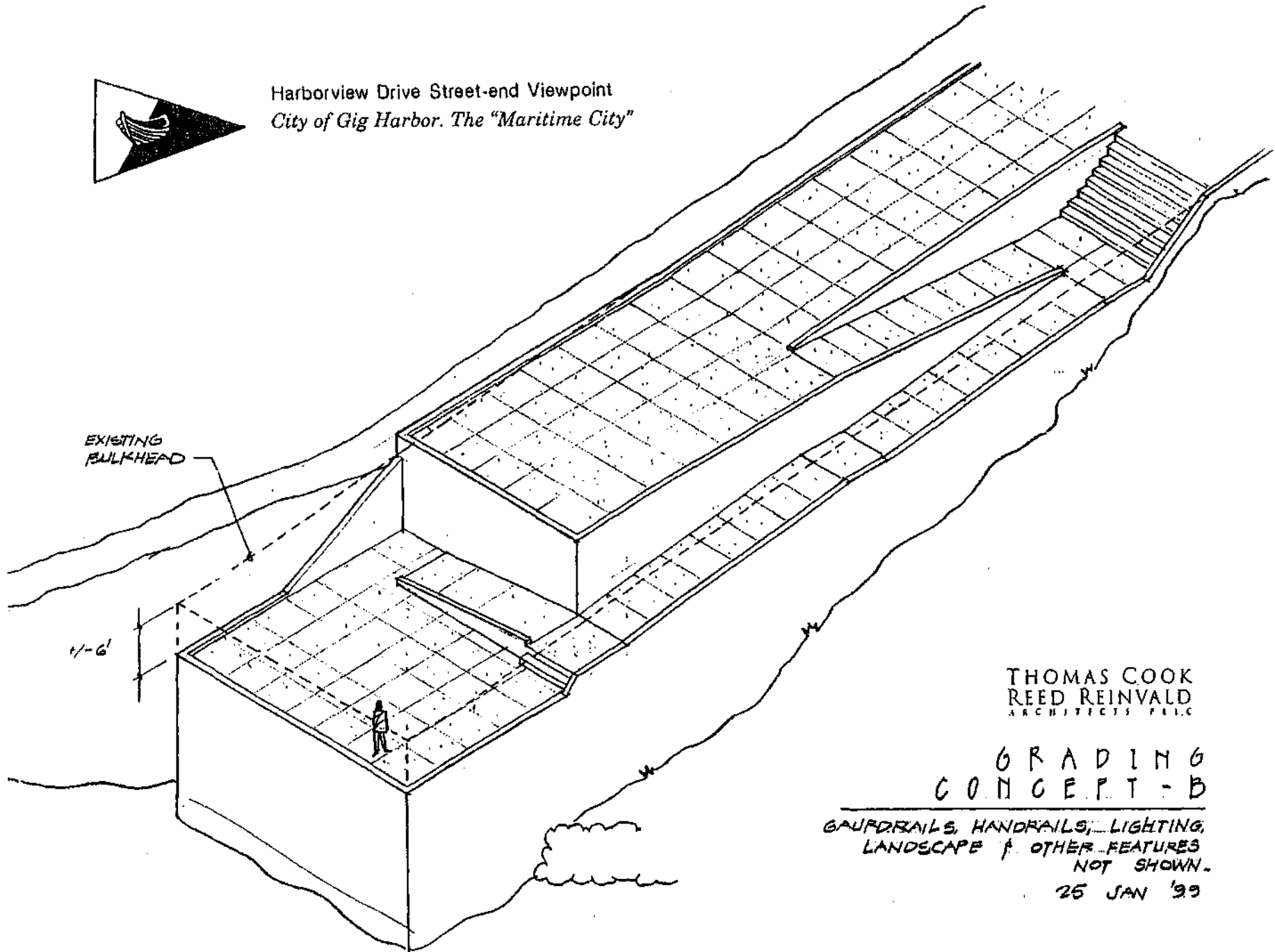
Residents say they already have a problem with litter and with cars

pulling into their driveways and damaging property.

Increased night-time pedestrian traffic, associated security problems, and the impact roadway widening could have on people's yards, the hillside and on-street parking are also concerns.



Harborview Drive Street-end Viewpoint
City of Gig Harbor. The "Maritime City"



EXISTING
BULKHEAD

1'-6"

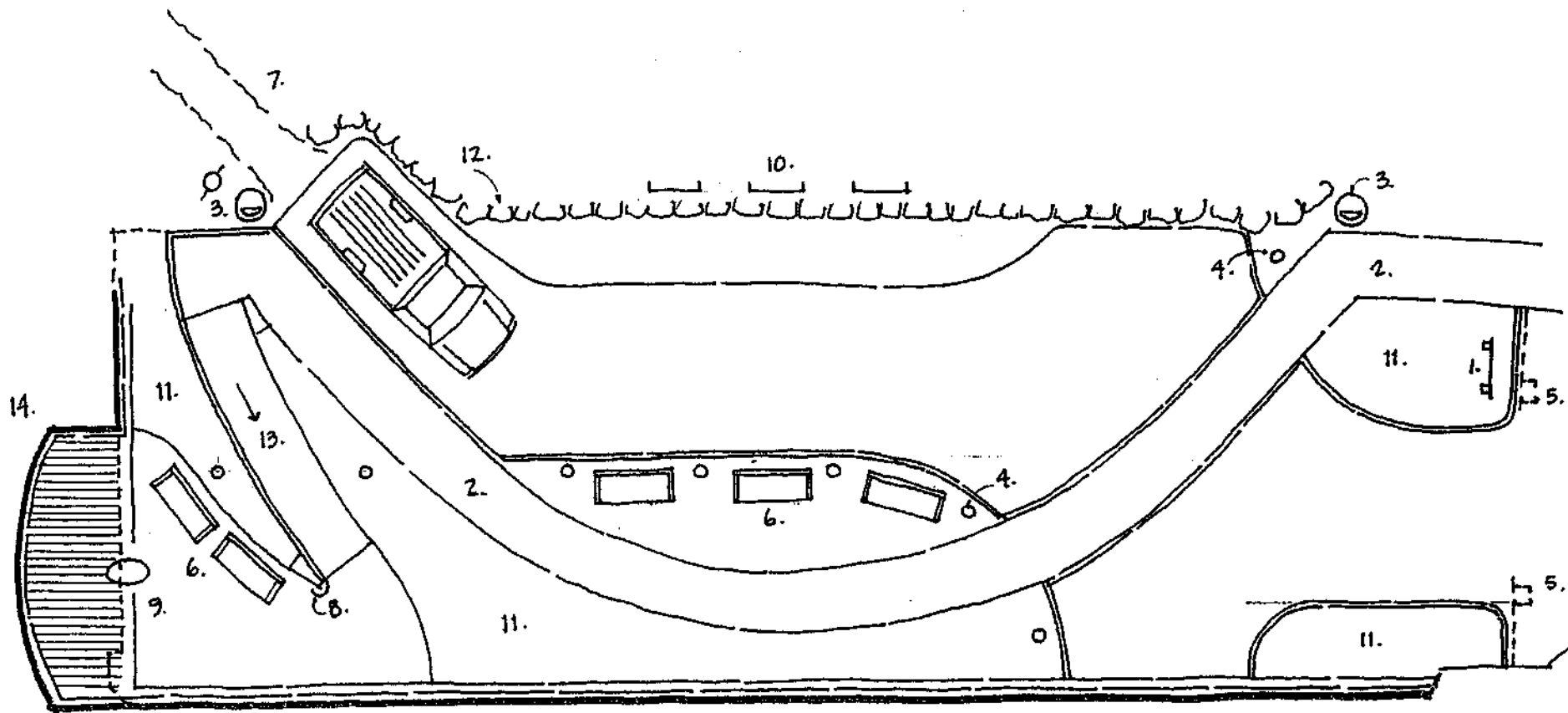
THOMAS COOK
REED REINVALD
ARCHITECTS P.L.L.C.

GRADING
CONCEPT - B

GAUDDRAILS, HANDRAILS, LIGHTING,
LANDSCAPE & OTHER FEATURES
NOT SHOWN.

25 JAN '99

W



City of Gig Harbor. The "Maritime City."

FERRY
LANDING
VIEWPOINT

THOMAS COOK
REED REINVALD
ARCHITECTS PLLC

- | | |
|-----------------------------|--------------------------------------|
| 1. Sign | 8. Handrail |
| 2. Sidewalk | 9. Sculpture- "Farewell" |
| 3. Trash Can | 10. Ferry Landing History |
| 4. Light Bollard | 11. Low ground cover plants / shrubs |
| 5. Existing traffic barrier | 12. Rockery retaining wall |
| 6. Benches | 13. Ramp down |
| 7. Private Trail | 14. Balcony |

25 MAR '99

NORTH →



4

Backdoor
Gallery

Lita Dawn
Charcoals

3100 B Harborview
Gig Harbor,
Washington 98335
253-858-8686
fax: 253-265-6358

February 4, 1999

City of Gig Harbor
 Attn: Wes Hill
 Re: Old Ferry Landing Viewpoint

I attended last week's meeting, saw the design concept and heard the comments from local residents living near the site.

I personally have fond memories of the Old Ferry Landing. Most notably the traditional summer race to the landing for a final wave good-bye as my father rounded the spit in his fishing boat headed North to Alaska. This memory is shared by countless other fishing families here and the landing is nearly the same now as it was then.

Its current use by joggers, lunchtime visitors and bikers is compatible with the neighborhood and the environment. The city of Gig Harbor has the unique opportunity to preserve that. I don't think it needs to be enlarged.

It's my opinion that several small manageable pockets of open space is far more effective than large sweeping parks that bring unwanted vehicular and pedestrian congestion.

The existing rails are historic and functional. Rather than change the site and disturb its fragile historic fabric, I ask that the City consider *enhancements* as its only consideration for limited improvements.

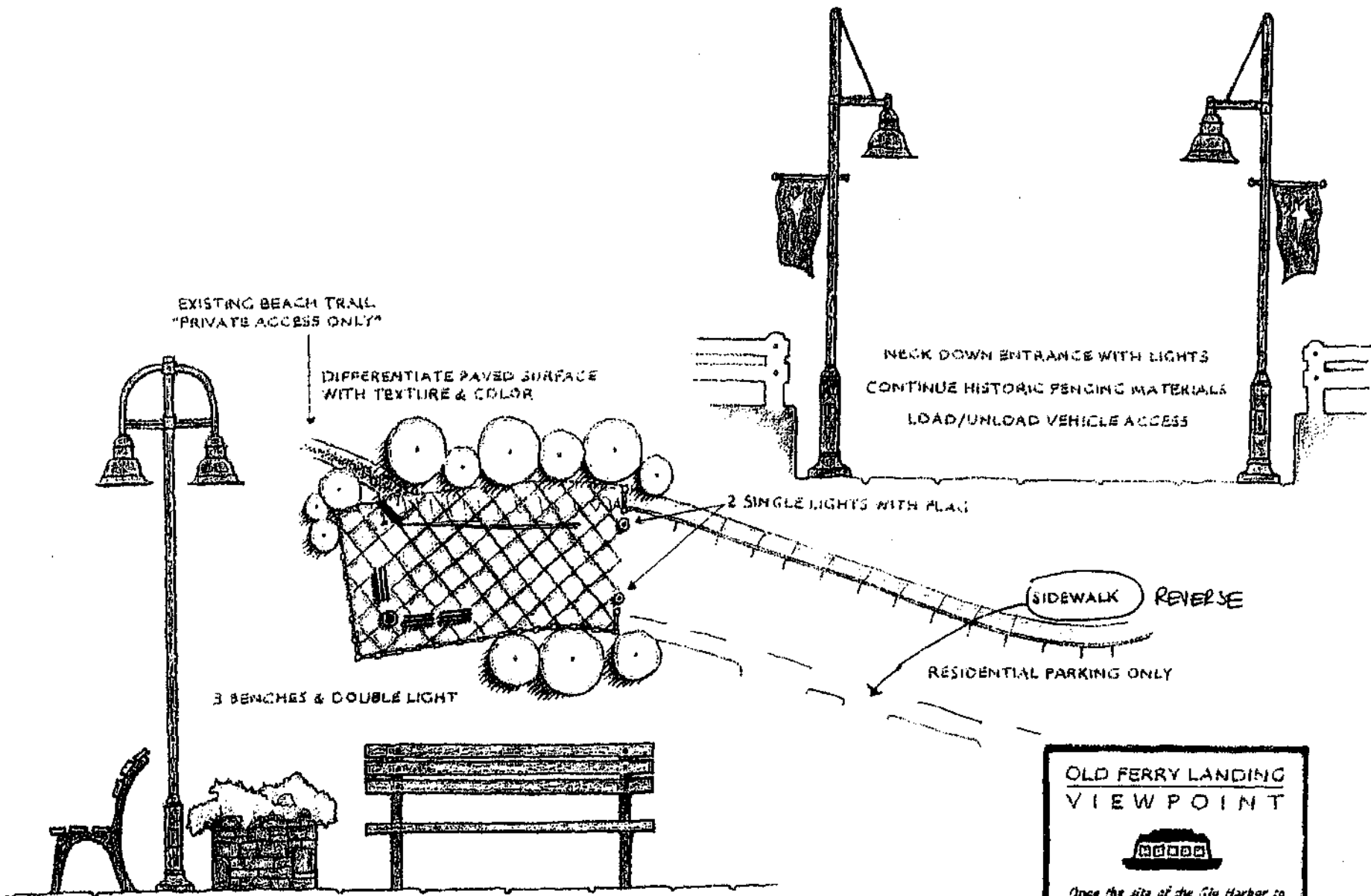
I would suggest:

1. textured, scored or colored paving within the pedestrian area
2. 3 permanent benches
3. pedestrian lighting at the entrance (2 singles) and near the benches (1 double)
4. incorporate a visual entrance and
5. construct a neckdown that matches the existing fencing material
6. allow for loading/unloading area at the trialhead
7. establish residential parking stickers for beach cabin owners
8. post "reserved" parking areas for them
9. post landmark signage within the site
10. bring the existing street up to current standards (paving, sidewalks, etc.)

I also ask that the City recognize the value of its name: *Old Ferry Landing*. It's a simple and recognizable piece of history worth preserving.

Enclosed please find my vision for the proposed viewpoint.

Thank you,



THOMAS G. MORRIS

CONSULTANT

P.O. BOX 409
GIG HARBOR, WA 98335
(206) 857-2200
EVENINGS 858-3850

RECEIVED

MAY 25 1993

CITY OF GIG HARBOR

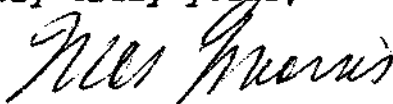
May 24, 1993

Gretchen Wilbert, Mayor
City of Gig Harbor
3105 Judson
Gig Harbor, WA 98335

Dear Gretchen:

This is just to inform you that I am very much against the City's proposal for a park at the end of Harborview Drive even though it would only be used by pedestrians. I would wish you and the Council to fully waive any request for a park in this location because of its isolation or other services that may be needed if it were used as a park. As I have stated to you personally, it is my firm belief that it will substantially reduce the value of my property if such a park were approved. I am sure that this view is shared by all of us who reside on Harborview.

Very truly yours,



Thos. G. Morris

TGM/eh

RECEIVED

JUL - 6 1993

CITY OF GIG HARBOR

June 30 1993

Mayor Gretchen Wilbert
City of Gig Harbor Town Hall
Gig Harbor, WA 98335

Dear Mayor Wilbert:

We, the undersigned, are writing in regard to the possible establishment of a park or public facility at the southern termination of Harborview Avenue.

We are all property owners, taxpayers and residents of the City of Gig Harbor, some full time residents, others part time residents on Harborview Beach. For many of us our homes have been owned by us and/or our families for as long as 70+ years. We consider ourselves citizens of Gig Harbor, patronize local businesses and are interested in the general welfare of this beautiful city.

Our homes are reached by footpath from Harborview Avenue. With the establishment of a park at or in the vicinity of the termination of Harborview Avenue and the installation of the necessary amenities to accommodate a park or public facility, our rights of privacy and the peaceful enjoyment of our homes and property will be severely impacted if not destroyed. Because of the unique nature of the location of our properties, we would be greatly affected by increased vehicular and foot traffic, parking and the encroachment of the general public onto private properties.

We hereby protest the establishment of a facility at this location and strongly urge that the project not be considered.

Respectfully submitted,

Robert K. Crowell
Dana M. Crowell
John & Katherine Braden
Charles E. Eberth
Michael A. Johnson
V. H. & Nancy E. Johnson
Audrey R. Kuehn
James P. Reeves

Margaret M. Reeves
Kathy D. Jenkins
Allan B. Jenkins
Laroune & George Hain
Mary Jo Bunge
Lawrence H. McKelvie
Catherine A. Bunge
John C. Bunge

Miss Helen Rowney

Mr + Mrs Mel Othe

Rebe Belligan

Boyd A. Kelly

Narciss G. Logan

Leahy M. G. Bell

Miss L. Corbett

Norman Logan

August 9, 1993

Notes From Meeting of Harborview Street End Meeting:

- This meeting took place at the request of Gretchen Wilbert, Mayor, City of Gig Harbor, August 4, 1993 at the Gig Harbor City Hall starting at 7:00 p.m.
- Gretchen Wilbert, Mayor introduced Mark Hoppen, City Administrator; Ben Yazici, Director of the Public Works Department; and Lynn Horne, Landscape Architect and Consultant to the City of Gig Harbor.
- In attendance were probably 30 to 40 people, mostly residents of the Harborview Street that extends from the Tides Tavern to the old ferry dock at the mouth of the harbor.
- Lynn Horne led off the presentation to the residents of this street of a plan to answer some of their long standing concerns, and to follow the City Council's direction to the staff to plan for public use of the city owned street ends, especially those that end on the water and afford an opportunity for the tax paying public to have access to at least water view.
- Lynn talked about changing parking across from the Tides, by taking it from parallel parking to angle parking, which would add seven parking spaces. He noted that the right-of-way ranges from 60ft to 80ft along the road. He talked about signage, cobble stones, curbs and sidewalks, and turn-a-rounds for cars. He mentioned several times that the tax payers have a right to use the public street and to have access to the street ends. He also acknowledged that the residents of that street also had rights to access and privacy. This plan does not include public access to the beach, I think.
- The City Council budgeted the study for this in the 1993 Year with possible phase in construction starting in late 1994.
- The plan presented included all the bells and whistles, including curbs all the way down the street, paver brick sidewalks, much signage, improved access to drive-ways, improved to-code railings around the street end concrete landing, a wooden shelter with picnic area, security gates for the neighbors that live further down the beach, and a pier going out from the concrete street end over the beach and over the water for public observation.
- After Lynn's presentation the audience, which had become increasingly restless and eager to comment, had its opportunity. The first hour of the public part of the meeting was taken up with very negative comments from the residents of this area concerning the proposed plan. Most speakers saw it as something that would increase the problems that they are already experiencing, namely more traffic, more tourists, more late night rowdiness, more trash in

their yards, more intrusions on their life. Most agreed that signage alone would not keep out people and cars.

- There were comments that there was very slow response from the Police Department to their calls on nights and weekends. There's concern that the Tides Tavern will take all additional parking.
- There were comments that this was only being done to increase tourism in town.
- Ben Yazici stressed that the City would pass strict ordinances concerning that street. But we all understood that enforcement was the real key and problem.
- There was a suggestion to put a security gate at the first turn-a-round. This would seem to solve all problems and concerns of both the City and the neighbors, but that is not an option on a public street.
- Several people expressed thanks to the City for including public feedback in the process.
- Several people did speak up in favor not of the whole plan, but of a concept that there probably were several compromises possible that would satisfy both the City's ^{desire} to develop the street end and the neighbor's and resident's desire to answer some of their long standing concerns.

- It was agreed at the meeting not to call it a park but to call it a scenic viewpoint.
- It was agreed at the meeting to not have the wooden shelter.
- It was agreed at the meeting not to build the pier over the water.

- It was agreed at the meeting to set up a citizens committee of 5 to 8 people to discuss what happened at the meeting and to present some plans to the city which would reflect the concerns and suggestions from this meeting. Peter Stanley was appointed to that committee to represent business interests in the immediate area. City of Gig Harbor will contact our sub-committee and we will then arrange some meeting dates.
- The City pointed out to the residents that Police now cannot write tickets on that street because there is no curb.
- The first part of the project will concern itself with the part of Harborview that goes from the Tides Tavern to first turn-a-round.
- The City would like to do it in phases, mostly for funding reasons, and only after developing the entire plan.
- Peter Stanley mentioned that lighting should be addressed in this and could play a very important part in the plan.

City wants a bit of the beach

BY JENNIFER LAURICH
of The Peninsula Gateway

Sue Chouinard's small waterfront cabin in Gig Harbor has been in her family for 56 years. It is a summer cottage that doesn't even have electricity, she said.

What it does have is the beach and the quiet of tidelands. Chouinard said she is worried about how long those assets will last if the city of Gig Harbor buys a small plot of land near her cabin.

"You can't put a fence around a beach, people are going to wander if they are invited to," she said. "But you can't get out of some areas when the tide is in unless you swim."

The 6,000-square-foot property the city wants is located under the Harborview Drive ferry landing. Once developed, it would allow pedestrians access to a beach according to Mark Hoppen, City Administrator.

The Gig Harbor City Council Monday considered whether to purchase the land for \$36,500.

Not all council members were convinced that buying the land was a good idea. Derek Young said he

didn't understand why it was necessary.

"I don't see the use for it and can see how the property owners could get a little bit angry," he said.

But Mayor Gretchen Wilbert defended the purchase. There is simply no other place for people to go down and touch Gig Harbor Bay, she said.

Only Cathy Binger, who owns a summer home near the parcel, spoke for the community. She said most beach residents are not in favor of the idea.

Such criticism has come just recently of the plan, Hoppen said. "It is a legitimate worry for some property owners," he said. "It isn't legitimate for people to walk across those tidelands without permission."

Hopefully, the small beach park will be contained to prevent that from happening, Hoppen added. The design of the park hasn't been completed.

In fact, the city doesn't even have the money to develop the property right now, he said. The beach access would be part of a redesign of the old ferry landing and the road which leads up to it. That pro-

ject will need grant money to go any further, according to Hoppen.

Two grant applications have already been denied, he said, but the city will apply again this year.

The ferry landing redesign itself is fine with Chouinard. She said the spot has already become a hot spot for people to eat lunch and play music because it boasts one of the best views in town.

"People are always down there anyway, it's become a party spot," Chouinard said. "Maybe if the city invests some money in it, they will maintain and patrol it better."

For third generation Gig Harbor resident Nick Tarabochia, the landing is fine the way it is. Any further development would create a strain on property owners and endanger the commercial fishing industry.

"If the city gets hold of it, we are sunk. They are going to mandate that area with people," he said. "The whole thing has been argued for six or seven years — the city wants to expand but the residents don't."

Tarabochia's dock is currently needed by commercial fishermen for loading and unloading of equipment, Tarabochia wrote in a letter

to the city. Although the Shoreline Management Plan encourages commercial fishing, he said the city is ignoring that goal in favor of park space.

"Some people would just prefer to leave it the way it is. It's simplistic and it works," he said. "You don't have to spend money to make it work."

The Gig Harbor Fishermen's Club agrees. The organization sent a letter to the city saying that the park would be detrimental to commercial fishing and go against the city's own Shoreline Management plan.

President Gregg Lovrovich could not be reached for comment by press time.

But above all, Tarabochia said the area could be dangerous. Mudslides and high tides can be dangerous for unsuspecting hikers.

Binger, whose family has owned a cabin on that beach for almost 50 years, shared his concern. The path to her summer cabin is usually closed during the winter because of mudslides.

"I think the city is throwing money away for land that is slide-prone," she said.

9810
Corres.

✓ c. Bill Reed



City of Gig Harbor. The "Maritime City"

3105 JUDSON STREET
GIG HARBOR, WASHINGTON 98335
(253) 851-8136

Harborview Drive Street-End Viewpoint

RECEIVED

FEB 6 1999

CITY OF GIG HARBOR
PUBLIC WORKS DEPT.



Public Meeting 1/28/99

COMMENT SHEET

We are interested in your thoughts and suggestions for this project. Please list any comments, suggestions, concerns, and questions below:

Old grounds being revisited as noted in attached clipping. The basic stumbling block still exists - PARKING.

Believe every plan is way to panic: This is a historic area - and an excellent spot to keep it like it was - a ferry landing.

Access needs improvement - road and sidewalk/walkway.

JOHN & FRANCES CARR
2821 Harborview Dr.

Other comments or concerns? Please call the Gig Harbor Public Works Department at 851-8145

Gig Harbor Fishermen's

Civic Club

President Gregg Lovrovich
Vice President Andy Babich

Treasurer Nick Babich
Secretary John Malich

September 24, 1999

To: Mayor and Council of the City of Gig Harbor

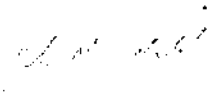
Re: Waterfront Property Purchase- Blevins Parcel # 02 21 08 1072

The Gig Harbor Fishermen's Civic Club is against the purchase of this property as it is not in keeping with goals outlined in the Shoreline Master Program. The revised program clearly states that:

1. The Commercial Fishing Industry is the backbone of the Gig Harbor Community and waterfront environment.
2. Preservation of the fishing character is a primary consideration of a shoreline proposal.
3. Minimize pressure to convert waterfront property to non-commercial fishing uses.

Purchase of this land and conversion to a park is detrimental to our organization, livelihood and the community.

Sincerely,



John M. Malich
Secretary, GHFCC

To: Harborview Streetend And Gig Harbor Beach Property Owners
From: Scott Wagner And Nick Tarabochia
Date: March 26, 2002
RE: Old Ferry Landing And South Beach Trail

As many of you are aware, the Mayor and several members of City Council are pushing staff to proceed with the **Old Ferry Landing** park improvement and the **South Beach Trail** system. The purpose of this memo is to alert each of you that the City intends to move ahead with this project. I've included excerpts from several documents that I recently reviewed at the City.

It seems that the City has completely disregarded the fact that on numerous occasions, over the last several years, the public has strongly opposed this idea. In my review of city documents, I found no one (outside city representatives) who has spoken in favor of the project, yet it continues to be a priority.

There are many reasons, that this project is a bad idea:

1. Local property owners will have their property infringed upon.
2. Parking is insufficient.
3. The existing operation of the commercial net shed will be impaired.
4. Security of the Gig Harbor Beach cabins will be compromised.
5. The public will do damage to the beach, stripping shellfish and other wildlife.
6. Tides will put the public at risk, cutting off return access.
7. It will encourage vandalism.

My bigger concern is that now that the City has condemned and purchased the Rodman property they may look for ways to "acquire" our properties "for the good of the community".

The City puts allot of credence in their "100-person telephone interview" that they say indicates citizens support this type of amenity. As we all know, phone polls can be extremely misleading. It is my belief that the only way to see that this project is not forced through over all of our objections, is to organize and ask Council to take this

language out of the **City Budget**, out of the **City Park Plan**, and out of the **City Comprehensive Plan** until there is consensus within the community. The City should appoint a committee that includes representation from the

Harborview Streetend Homeowners, the Commercial Net Shed Owner, and the Gig Harbor Beach Cabin Owners. This committee would develop a plan that reflects the needs and uses specific to the area and its residents and will not include things that will never work.

Below, please find excerpts from public records found at the City. If after seeing this memo, any of you wish to help preserve our unique area, please contact Nick Tarabochia at home 851-5721 or by Email tara@harbormet.net.

1996 City Of Gig Harbor Park, Recreation And Open Space Plan

Page 172, item 3, calls for a stair climb from the Old Ferry Landing to the Beach.

Page 189 shows the South Beach Trail from the Old Ferry Landing to the Narrows Bridge.

Page 191 shows the South Beach Trail from the Old Ferry Landing to the Narrows Bridge.

2002 Annual Budget, 2002 - 2007 Narrative Of Goals

Page 78, Item 10, indicates that in 2003, the City will design and apply for IAC grant funding for construction of the Harborview Drive Street End Viewpoint, including beach access. To be consistent with commitments made to area residents during design review meetings conducted in 1999.

Draft, 2001 City Of Gig Harbor Park, Recreation And Open Space Plan

Page 71 shows a WA DNR map of holdings along the South Beach Trail route.

Page 75 indicates a shoreline trail system could extend south from the Old Ferry Landing to the Tacoma Narrows Bridge.

Page 180 indicates that a system of shoreline trails may be designated on an informal basis across public and some private tidelands (subject to property owner permission).

Page 180 calls out the South Beach Trail from the Old Ferry Landing stair climb, south across an extended string of public tidelands.

Page 180 indicates the trails will also cross over numerous private tidelands (if property owners are agreeable) located between the public holdings.

April 23, 2001, Gig Harbor City Council Meeting

Public Hearing on 2001 Draft Parks Plan

Nick Tarabochia stated concerns about a picnic area, public access for the South Beach Trail, and how development of the Old Ferry Landing will hamper his ability to conduct his commercial fishing business. He also voiced liability concerns of people becoming stranded on the South Beach.

Paul Cyr made general comments on the plan.

Melinda Stuart indicated that she was concerned with increased traffic and illegal activities that a covered picnic area might bring. She expressed her desire to see simple, basic improvements made to the street and sidewalk.

Kathy Bunger again spoke against the South Beach Trail project. She is concerned about liability resulting from stranded trail visitors entering her property.

May 14, 2001, Gig Harbor City Council Meeting

Public Hearing on 2001 Draft Parks Plan

Nick Tarabochia stated concerns about a picnic area, public access for the South Beach Trail, and how development of the Old Ferry Landing will hamper his ability to conduct his commercial fishing business. He also voiced liability concerns of people becoming stranded on the South Beach.

Bruce Rogers stated he supported simple improvements to the street end but opposed public access to beach trails because of safety and privacy issues.

George Hoivik stated that something should be done to protect the access to the beach owner's properties, to provide these owners with parking, and to allow public access to just the viewpoint.