

GIG HARBOR CITY COUNCIL MEETING



October 28, 1996

7:00 P.M., CITY HALL COUNCIL CHAMBERS

AGENDA FOR GIG HARBOR CITY COUNCIL MEETING
October 28, 1996 - 7:00 p.m.

PUBLIC HEARING:

1997 General Fund Revenue Sources.

PUBLIC COMMENT/DISCUSSION:

CALL TO ORDER:

APPROVAL OF MINUTES:

CORRESPONDENCE / PROCLAMATIONS:

Association of Washington Cities - Washington State Council on Aging.

OLD BUSINESS:

NEW BUSINESS:

1. Appointment of Design Review Board Members.
2. Interlocal Agreement - Amendments to Pierce County County-Wide Planning Policies.
3. Telecommunications Moratorium.
4. First Reading - 1997 General Fund Revenue Sources Ordinance.
5. Resolution - Setting Fees for Copying of Public Records.
6. Hidden Valley Landfill Permit Extension Request.
7. Liquor License - Change of Class, Gig Pub & Grill.

MAYOR'S REPORT: World of the Fisherman.

COUNCIL COMMENTS:

STAFF REPORTS:

Planning-Building Dept.

ANNOUNCEMENTS OF OTHER MEETINGS:

APPROVAL OF BILLS:

EXECUTIVE SESSION: Potential litigation.

ADJOURN:



City of Gig Harbor. The "Maritime City."

3105 JUDSON STREET
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: TOM ENLOW
DATE: October 21, 1996
SUBJECT: PUBLIC HEARING - 1997 GENERAL FUND REVENUE SOURCES

INTRODUCTION

Chapter 251, Laws of 1995 requires cities to hold a public hearing on revenue sources for the next year's general fund budget. The hearing must include considerations of possible increases in property tax revenues.

Budgeted General Fund Revenue Summary

Revenue Source	1995	1996	1997 (preliminary)
Property Taxes (50% is budgeted in the Street Fund)	\$262,721	\$275,000	\$300,000
Sales Tax	1,200,000	1,470,000	1,500,000
Other Taxes	374,125	466,000	490,000
Licenses and Permits	144,700	135,000	132,300
Intergovernmental Revenues	88,513	78,111	103,771
Fines and Forfeits	100,000	100,000	90,000
Miscellaneous Revenues	80,300	85,000	113,500
Total Revenues	2,250,359	2,609,111	2,729,571
Beginning Cash Balance	700,000	900,000	600,000
Total Resources	\$2,950,359	\$3,509,111	\$3,329,571

This chart includes General Fund revenues only. 50% of property taxes are included. The other 50% is budgeted in the Street Fund.

The "city" portion of property taxes is shared by the City, Fire District and Library District and is limited to \$3.60 per thousand of assessed valuation in total (except for voted "excess levies"). The 1996 rates are: City - \$1.6000; Fire District - \$1.5000; Library District - \$0.5000; Total - \$3.6000. Each year the tax rate is also limited by the 106% limit which prevents taxes on existing property from increasing more than 6% per year. The calculation of assessed valuation and the various limits is performed by the County and results in a reliable estimate of revenue in December or January.

There are no increases in property, sales, or any other tax rates proposed by the City for 1997.

REGULAR GIG HARBOR CITY COUNCIL MEETING OF OCTOBER 14, 1996

PRESENT: Councilmembers Ekberg, Owel, Picinich, and Mayor Wilbert. Councilmembers Markovich and Platt were absent.

PUBLIC COMMENT / DISCUSSION:

John Paglia - 12924 Purdy Dr. NW. Mr. Paglia said that the Mayor and Councilmembers had not upheld their oath of office by not listening to the audio recording of the Hearing Examiner's meeting regarding the Philpott Fuel Dock, and instead, relied only on the staff's word. He added that staff had withheld a portion of the Fire Code that was pertinent to this case, and called the Mayor and Councilmember "mushrooms" who had been fed manure. The Mayor informed him that this was an agenda item and could no longer be discussed during this portion of the meeting.

Jack Bujacich - 3607 Ross Avenue. Mr. Bujacich said he was concerned at the last council meeting that a motion had been made to deny the fuel dock due to public health and safety issues, and that Council been told by Legal Counsel that the permit could not be denied on that basis, and therefore, the permit was approved. Again, Mayor Wilbert announced that this was an agenda item, and could not be addressed during the public comment portion of the meeting.

Jeffrey Robinson, 4700 Pt. Fosdick. Mr. Robinson introduced himself as the attorney for the Rosses, and asked that Councilmembers consider the letter he had forwarded to them which was intended to bring the issues to the forefront.

CALL TO ORDER: 7:30 p.m.

APPROVAL OF MINUTES:

MOTION: Move approval of the minutes of the September 23, 1996 meeting as presented. Picinich/Markovich - unanimously approved.

CORRESPONDENCE / PROCLAMATIONS:

1. Proclamation - Peninsula F.I.S.H. Mayor Wilbert introduced Jan Coen, who started F.I.S.H. twenty years ago.

Mayor Wilbert then introduced Rachael Gallagher, *Miss Washington American Princess*. Rachael gave a brief presentation on making your days count, having fun and utilizing the power of your mind. She thanked Mayor Wilbert for inviting her to speak.

MOTION: Move to authorize the Mayor to sign a proclamation honoring the 20th anniversary of F.I.S.H. Picinich/Owel - unanimously approved.

2. Proclamation - P.C. Commission Against Domestic Violence. Mayor Wilbert introduced this proclamation announcing October as Domestic Violence Awareness Month.

MOTION: Move that we accept the proclamation announcing October as Domestic Violence Awareness Month.
Picinich/Owel - unanimously approved.

OLD BUSINESS:

1. Resolution- Approving SDP 95-06/SPR 95-10 Robert Philpott Fuel Dock. Steve Osguthorpe explained that at the last meeting, Council approved the site plan and shoreline permits for this project, but that the resolution did not include findings reflecting the Council's action and required modifications. He added that these modifications had been made to the resolution and it was being presented again for final action. Mayor Wilbert stated that this was not a public hearing.

Councilmember Picinich stated his concerns about the health and safety issues that had been discussed at the last meeting, and had again been brought up by the letter he had just received. He said he did not think that some of the necessary codes and statutes that related to safety issues had been addressed.

Carol Morris, legal counsel, said two letters had been received by Councilmembers, one from Mr. Robinson and one from Mr. Sloan. She stated that both of these letters were too late to be entered into the hearing and that the decision was closed. She added that the information that had been submitted could be addressed, but that regarding the issues brought up in Mr. Robinson's letter, except the site plan discrepancy, these issues had previously been addressed by the Hearing Examiner. She explained that in order to deny the permit application, based upon public health and safety, the Councilmembers would have to go through all the criteria for each of the permits and that findings would have to be made on the record to demonstrate that the permit cannot be approved because it is inconsistent with the code. She said that Mr. Sloan was wrong in saying that there was any inverse possession issue present.

Ms. Morris said that Council could rescind its decision of the last meeting to approve the development and to vote again on whether to approve the development, but that findings and conclusions, based on each criteria of the code, would have to be made. She added that the second option would be to pass the resolution tonight, and the third option would be to rescind the vote, and then remand the project back to the Hearing Examiner for a public hearing to deal with the possible future code compliance issues brought about by the 50' limitation for open flames. She added that Mr. Philpott would have to show the Hearing Examiner how he could meet that code requirement to ensure the public health and safety.

She explained that the issues in Mr. Robinson's letter had already been addressed by the Hearing Examiner and the project could not be sent back to the Hearing Examiner for

reconsideration on those same issues. She said that the only issue that might be addressed was a new one brought about in Mr. Sloan's letter regarding the 50' proximity. She explained that Council may not be able to condition the application so that the project can conform to the fire code in this matter.

Councilmember Picinich referred to the last meeting where a motion was made to deny the permits on health and safety issues, but had been amended. Ms. Morris reminded him that these issues had been addressed by the Hearing Examiner, and as a result of these concerns regarding unsupervised activity on the dock, the transient moorage had been eliminated as a condition of the approval. She added that Council would not be able to deny the permit or to issue an independent decision stating that the project does not meet the health and safety requirements because these issues had been addressed previously. She said that Council would have to look at the Hearing Examiner's decision and determine that if it was not correct, and that there was not sufficient evidence in the record to support the decisions, then Council would have to state their basis for the denial.

Councilmember Ekberg asked about the site plan discrepancy brought up in the letter from Mr. Robinson. Ray Gilmore explained that the Dept. of Natural Resources would not act upon this dispute of ownership until the City approved the necessary permits. Carol Morris suggested adding a condition to the permit that it would only be effective as long as DNR also approves the permits for the project. She added that if this project were to be remanded back to the Hearing Examiner, this issue would not be addressed unless the applicant raised the ownership issue so it would not have to be dealt with at a later date. Councilmember Ekberg reinforced that if the permit were conditioned, then it would not be necessary to address the possible site plan discrepancy.

MOTION: Move to rescind the vote to approve the permits due to section 52.02.11.5.5 of the Uniform Fire Code in regards to prohibiting smoking or open flames within 50 feet of the proposed marine fueling operation.
Picinich/Owel - unanimously approved.

MOTION: Move to remand that particular decision concerning the health and safety and section 52.02.11.5.5 of the Uniform Fire Code, back to the Hearing Examiner for review.
Owel/Picinich - unanimously approved.

NEW BUSINESS:

1. Anchorage Park Consultant Services Agreement. Mark Hoppen explained that in order to have an Anchorage Park in the Harbor, a survey is required. He added that Thornton Land Surveying had been chosen from the small works roster, but legal counsel and the insurance broker was concerned that this firm did not have errors and omission coverage. He added that no property interests were involved and there were no concerns of consequence related to property or construction. He explained that Thornton Land Surveying has extensive

experience in the harbor, and no law suits in 50 years of business. He added that a survey of Pierce County land surveying firms had been conducted and found that the smaller firms did not carry this coverage due to the prohibitive costs involved. He said that the coverage could be obtained in addition to the cost of the contract. Councilmember Ekberg said he did not agree with paying for the coverage or that the surveyors did not carry the coverage. Mr. Hoppen again reinforced the fact that there would be little or no consequence to this survey, that it was just a formality and that there was a time element involved due to the tides.

MOTION: Move to authorize the Mayor to execute the Consultant Services Contract with Thornton Land Surveying, Inc. in an amount not to exceed \$11,825.
Picinich/Owel - two voting in favor. Councilmember Ekberg voting against.

2. Jerisich Dock Expansion Project. Mark Hoppen introduced this consultant services contract, also with Thornton Land Surveying, explaining that because they would already be doing the survey for the Anchorage Park, there would be a savings. He said that with this contract, there would be property involved, making the decision to require errors and omission coverage more viable.

MOTION: Move to approve execution of the Consultant Service Contract with Thornton Land Surveying, Inc. in an amount not to exceed \$1,425.
Picinich/Owel - two voting in favor. Councilmember Ekberg voting against.

3. Appeal of Hearing Examiner's Decision - CUP 96-06, Doris Grotz. Mayor Wilbert asked if any Councilmembers wished to reveal any ex parte oral or written communications on this matter, or to disclose any potential appearance of fairness issues, or if any member of the audience had any appearance of fairness challenges to any of the Councilmembers or Mayor. There was no response to this query. Steve Osguthorpe introduced this appeal of a condition placed upon a conditional use permit requiring separate metering of utilities for an accessory apartment. He introduced Mr. Barton, the applicant's husband.

Eugene Barton - 9309 Peacock Hill Avenue. Mr. Barton explained that in requesting the conditional use permit to build an accessory apartment, they wanted to provide living quarters for an elderly relative. He added that the additional cost of separating the utilities would make the project prohibitive.

Mr. Osguthorpe explained that the condition to require separate utilities had been added by Ben Yazici, past Public Works Director, in an attempt to determine how many dwellings were located in city limits. Councilmembers suggested that this be reviewed and the ordinance modified to deal with these accessory apartments on an individual basis.

MOTION: Move to approve Resolution No. 482 for approval of Conditional Use Permit to build an accessory apartment at 9309 Peacock Hill Avenue.
Picinich/Owel - unanimously approved.

4. GMA Grant Contract - Dept. of Community Trade and Economic Development. Mr. Gilmore presented this grant contract for \$5,400 from the State Department of Community Trade and Economic Development to assist the city in a Comprehensive Plan update.

MOTION: Move we approve the grant contract with changes as suggested by Legal Counsel.
Owel/Ekberg - unanimously approved.

5. Appointment to the Planning Commission. Mayor Wilbert announced that she had received a letter from Dick Allen stating a willingness to serve on the Planning Commission. She recommended approval of this appointment.

MOTION: Move to appoint Richard B. "Dick" Allen to the Planning Commission.
Picinich/Owel - unanimously approved.

6. Special Occasion Liquor License - North American Gymnastic Boosters. No action taken.
7. Special Occasion Liquor License - North Tacoma Eagles. No action taken.
8. Special Occasion Liquor License - Knights of Columbus. No action taken.
9. Liquor License Renewals - Bayview Grocery; Gig Pub & Grill; and Olympic Village BP. No action taken.

MAYOR'S REPORT:

Incoming, On-going Art. Mayor Wilbert pointed out several pieces of art that had been donated to the city by visiting dignitaries, local artists, and other works that are on loan to the City.

COUNCIL COMMENTS:

Councilmember Ekberg asked about revisiting the sign code. He mentioned that it had been in place for approximately one year, and that it was time to address concerns that had come forward. Councilmember Picinich agreed. Carol Morris mentioned that the issue of persons painting vans with advertising and parking them on private property had risen in Redmond, Edmonds, and Tukwila. She suggested that when staff reviewed the sign code, they might want to consider this in addition.

STAFF REPORT:

Chief Mitch Barker - GHPD. Chief Barker said he had included the statistics for the month of September. He announced that Officer Kevin Entze had been reassigned to a detective position and that he had started a program of contacting people with outstanding warrants.

ANNOUNCEMENT OF OTHER MEETINGS: None.

APPROVAL OF BILLS:

MOTION: Move approval of checks #16638 through #16741 in the amount of \$69,631.14.
Owel/Ekberg - unanimously approved.

APPROVAL OF PAYROLL:

MOTION: Move approval of payroll checks #13141 through #13275 in the amount of \$201,674.52.
Owel/Ekberg - unanimously approved.

EXECUTIVE SESSION: Canceled.

ADJOURN:

MOTION: Move to adjourn at 8:31 p.m.
Picinich/Ekberg- unanimously approved.

Cassette recorder utilized.
Tape 442 - Side A - 242 - end.
Tape 443 Both sides.
Tape 444 - Side A - 000 - 122.

Mayor

City Administrator



ASSOCIATION OF WASHINGTON CITIES

RECEIVED

OCT 15 1996

CITY OF GIG HARBOR

1076 Franklin St. SE
Olympia, WA 98501-1346
(360) 753-4137, FAX 753-4896

October 2, 1996

TO: Elected City Officials
FROM: Stan Finkelstein, AWC Executive Director
SUBJECT: Washington State Council on Aging - City Vacancy

The Washington State Council on Aging currently has one vacancy for an elected city or town official. AWC is soliciting city officials who wish to serve on the State Council on Aging.

A description of member duties is attached. The Council meets every other month (not every month as indicated in the attachment) on the fourth Tuesday in the SeaTac area. Expenses are reimbursed. This position was vacated in mid-term. This term will expire in September, 1998. The selected applicant will be eligible for an additional 3 year appointment.

If you are interested please complete the enclosed form and return it to Jim Justin of the AWC staff by November 12, 1996. The AWC Board of Directors will meet on November 22, when they will select three recommendations for appointment to the State Council on Aging.

Please feel free to contact Jim Justin of the AWC staff at 1-800-562-8981 or (360) 753-4137 if you have any questions regarding this position.

SF/JJ:mll

Enclosures

{1196:aging.mem}



STATE OF WASHINGTON
GOVERNOR'S STATE COUNCIL AND AGING
Olympia, Washington 98504

WASHINGTON STATE COUNCIL ON AGING
DESCRIPTION OF MEMBER DUTIES

The Washington State Council on Aging is an advisory Council to the Governor, the Department of Social and Health Services, and the Aging and Adult Services Administration (AASA). In this advisory capacity they review and help formulate policies that affect older persons.

The State Council on Aging (SCOA), according to RCW 43.20A.680, has the following powers and duties:

1. To serve in an advisory capacity to the Governor, the Secretary of the Department of Social and Health Services, and the State Unit on Aging on all matters pertaining to policies, programs, and services affecting older persons;
2. To create public awareness of the special needs and potentialities of older persons; and
3. To provide for self-advocacy by older citizens of the state through sponsorship of training, legislative and other conferences, workshops, and such other methods as may be deemed appropriate.

Members attend the regular meetings of the SCOA scheduled for the fourth Tuesday of each month (expenses are reimbursed). Members who represent a geographical area usually report on the SCOA meetings to the Area Agency on Aging Advisory Council.

Members are selected and/or volunteer for SCOA committees. Members may also be selected to represent the SCOA or function as a liaison with other groups.

BACKGROUND INFORMATION
State Board, Commission, and Council Vacancies

1. Boards/commissions for which you wish to be considered: _____

2. Name/Title: _____
3. City: _____ 4. Phone: _____
5. How long have you worked for the city? Please list elective offices now or formerly held.

6. Experience relevant to position you are seeking: _____

7. Memberships in professional/civic organizations (include offices held and dates of terms):

8. Have you served on any AWC committees in recent years? If so, please list.

9. Other comments: _____

Please mail or fax this form by November 12 to:

Association of Washington Cities
1076 Franklin Street SE
Olympia, WA 98501-1346
FAX (360) 753-4896



City of Gig Harbor. The "Maritime City."

3105 JUDSON STREET
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: CITY COUNCILMEMBERS
FROM: MAYOR GRETCHEN WILBERT
SUBJECT: APPOINTMENT TO DESIGN REVIEW BOARD
DATE: APRIL 12, 1996

INTRODUCTION

Following passage of the Design Guidelines in July, we moved forward with the next step which was to advertise for qualified volunteers to serve on the Design Review Board. Three people sent in letters of interest. It became obvious that I would need to recruit knowledgeable and qualified citizens from the community.

Former volunteers and recent applicants to the Planning Commission were called.

PROCESS

It was important to try and match skills to the criteria required and to determine who was willing to serve. Suggestions of persons to call were given to me by Councilmembers, Design Technical Committee members, and Planning Staff at my request.

RECOMMENDATION

I recommend appointment of the following five members for the Design Review Board - Paul Kadzik, Lita Dawn Ancich Stanton, Chuck Hunter; Jean Ratcliff Gagliano, and Tyler MacDonald.

FOR IMMEDIATE RELEASE

Mayor Gretchen Wilbert and the Gig Harbor City Council are issuing a call for citizens interested in serving on the Gig Harbor Design Review Board. Applicants should be residents of the City of Gig Harbor or it's surrounding area.

The Design Review Board will review outdoor project design to determine their compliance with the City's newly adopted Design Manual. Members of the Design Review Board should have a demonstrated interest and/or knowledge of matters pertaining to urban design. Meetings of the Design Review Board are conducted each month during the evening. Design Review Board members shall have qualifications, skills or demonstrated interest in one or more of the following 6 categories.

1. A licensed architect or professional designer with demonstrated experience in urban design.
2. A member living in the City with demonstrated interest and knowledge of urban design.
3. A member from the Gig Harbor Planning Commission.
4. A member with a professional background relating to urban design, (e.g., an artist, an engineer, a planner, a contractor) as determined by the City Council.
5. A member with demonstrated interest and knowledge of landscaping, horticulture, arborculture or forestry.
6. One or more members recommended by or associated with one of the following groups: The Gig Harbor Chamber of Commerce; The Peninsula Historical Society; A local neighborhood or homeowner's association.

Persons interested in serving on the Design Review Board should send a letter of interest and resume to the Mayor, City of Gig Harbor, 3105 Judson Street, Gig Harbor, WA 98335 by no later than September 30, 1996 at 5:00 pm. The position is strictly volunteer and is not subject to compensation by the City.



City of Gig Harbor. The "Maritime City."

3105 JUDSON STREET
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: Planning Staff
DATE: October 23, 1996
SUBJ.: Interlocal Agreement - Amendment to the Pierce County County-Wide Planning Policies

Background/Summary

Attached is a proposed amendment to the Pierce County County-Wide Planning Policies (PCCWPP), as recommended by the Pierce County Regional Council. The proposed amendments are required by the Puget Sound Regional Council in order to obtain full certification of the Pierce County County-Wide Planning Policies.

Policy Issues

The proposed amendments to the PCCWPP establish criteria for the designation of "centers" in Pierce County. The policies relating to the establishment of centers is based upon criteria developed by the Puget Sound Regional Council and is a requirement of Chapter 47.80 RCW (RTPO) and the Chapter 36.70A (Growth Management Act). Adoption of these policies does not require member jurisdictions to actually designate an area as a center. In fact, if an area meets the criteria, then the center designation applies. In the case of Gig Harbor, the only planning area potentially meeting this criteria is the Planned Community District (Gig Harbor North).

Fiscal Impact

There is no direct fiscal impact to the city at this time. Should funds become available for future transportation projects, the jurisdictions with planned "centers" would be eligible for planning or project related programs.

Recommendation

Staff recommends approval of the agreement.



Pierce County

Department of Planning and Land Services

2401 South 35th Street
Tacoma, Washington 98409-7460
(206) 591-7200 • FAX (206) 591-3131

RECEIVED

OCT - 4 1996

CITY OF GIG HARBOR

DEBORA A. HYDE
Director

October 3, 1996

TO: Member Jurisdictions of the Pierce County Regional Council

SUBJECT: Interlocal Agreement -- Amendment to the Pierce County County-Wide Planning Policies

The Pierce County Regional Council recommended the enclosed amendments be made to the Pierce County County-Wide Planning Policies. At their September 19th meeting, the PCRC instructed the clerk (Vicky Lampman) to mail out a copy of the interlocal agreement and amendments to each of the cities and towns.

Amendments to the Pierce County County-Wide Planning Policies must be adopted through an interlocal agreement and ratified by the Pierce County Council. It is necessary for 60% of the jurisdictions representing 75% of the population to adopt the interlocal agreement for it to become effective.

Please expedite the passage of this interlocal agreement through your respective legislative bodies. In order to obtain full certification of the Pierce County County-Wide Planning Policies by the Puget Sound Regional Council, they will need the document by December 1, 1996.

After passage, please send a signed copy of the interlocal agreement and a copy of your resolution or ordinance authorizing approval to me at the following address:

Pierce County Planning and Land Services
Attn.: Vicky Lampman
2401 S. 35th Street, Room 228
Tacoma, WA 98409

Thank you for your assistance.

Sincerely,


VICKY L. LAMPMAN
Office Assistant

Enclosures: Explanatory Sheet
County's Resolution
Interlocal Agreement

cc: City/Town Clerks



PIERCE COUNTY REGIONAL COUNCIL
INTERLOCAL AGREEMENT
AMENDMENTS TO THE PIERCE COUNTY
COUNTY-WIDE PLANNING POLICIES (CWPP)

ATTACHED TO THIS COVER SHEET ARE:

- A draft copy of the County's resolution authorizing execution of the interlocal agreement and thereby ratifying the amendments to the Pierce County County-Wide Planning Policies.
- A copy of the interlocal agreement showing the amendments to the CWPP as approved by the PCRC in Attachment.

WHAT YOU HAVE TO DO:

1. Develop a similar resolution or ordinance in whatever form is used by your jurisdiction. It is not necessary for everyone to adopt identical documents.
2. Attach the copy of the interlocal agreement, including the Attachment, to the form of the resolution or ordinance as used by your jurisdiction. It is necessary for everyone to adopt identical interlocal agreements.
3. Have your Council vote on the resolution/ordinance.
4. Have the authorized agents for your jurisdiction sign the interlocal agreement.
5. Submit a copy of your signed resolution/ordinance and interlocal agreement to Vicky Lampman, Pierce County Planning and Land Services, 2401 South 35th Street, Tacoma, WA 98409.

WHAT HAPPENS NEXT:

Once resolutions/ordinances and interlocal agreements are approved by 60% of the jurisdictions representing 75% of the population in the County, the amendments will become effective.

F:\WPFILES\LONG\CTYWIDE\INTERLOC.AMD

1 FILE NO. xxx

PROPOSAL NO. R96-xx

2 Sponsored by: Pierce County Council

3 Requested by: Planning and Land Services

DRAFT

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5
6
7 RESOLUTION NO. R96-xx

8
9
10 A RESOLUTION OF THE PIERCE COUNTY COUNCIL AUTHORIZING THE PIERCE COUNTY
11 EXECUTIVE TO EXECUTE AN INTERLOCAL AGREEMENT WITH CITIES
12 AND TOWNS OF PIERCE COUNTY, THEREBY RATIFYING THE
13 AMENDMENTS TO THE PIERCE COUNTY COUNTY-WIDE PLANNING
POLICIES RECOMMENDED BY THE PIERCE COUNTY REGIONAL
COUNCIL.

14 WHEREAS, on January 31, 1995, the Pierce County Council passed
15 Resolution R95-17 affirming the commitment of the County to continue
16 discussions with other local jurisdictions to resolve implementation of
17 the Growth Management Act ; and

18
19 WHEREAS, certification of consistency between county-wide planning
20 policies and the region's transportation plan is required by Chapter
21 47.80 RCW; and

22
23 WHEREAS, Chapter 47.80 RCW also requires that transportation
24 elements in comprehensive plans and the regional transportation plan be
25 certified for consistency; and

26
27 WHEREAS, the Executive Board of the Puget Sound Regional Council
28 (PSRC) reviewed the consistency of the Pierce County County-Wide

1 Planning policies and VISION 2020; and
2

3 WHEREAS, at their June 15, 1996 meeting, PSRC conditionally
4 certified the Pierce County County-Wide Planning Policies and VISION
5 2020; and
6

7 WHEREAS, conditional certification status reflects that the two
8 sets of policies are consistent on most transportation issues but that
9 the Pierce County County-Wide Planning Policies do not specifically
10 address achieving compact urban development and concentrated growth in
11 centers served by a multi-modal transportation system; and
12

13 WHEREAS, the PSRC will consider full certification of the Pierce
14 County County-Wide Planning Policies and VISION 2020 once Pierce County
15 adopts additional county-wide planning policies to address compact
16 urban development and centers, consistent with VISION 2020; and
17

18 WHEREAS, the Pierce County Regional Council (PCRC) was created in
19 1992 by interlocal agreement among the cities and towns of Pierce
20 County and Pierce County, and charged with responsibilities, including:
21 serving as a local link to the Puget Sound Regional Council, promoting
22 intergovernmental cooperation, facilitating compliance with the
23 coordination and consistency requirements of the Growth Management Act
24 (Chapter 36.70A RCW) and the Regional Transportation Planning
25 Organization (Chapter 47.80 RCW), and developing a consensus among
26 jurisdictions regarding the development and modification of the County-
27 Wide Planning Policies; and
28

1 WHEREAS, the PCRC conducted negotiations in open public meetings
2 during the months of March through September 1996 to address amendments
3 to the Pierce County County-Wide Planning Policies, as needed for full
4 certification by the PSRC; and
5

6 WHEREAS, the Executive Committee of the PCRC subsequently
7 recommended adoption of proposed amendments to the Pierce County
8 County-Wide Planning Policies which address compact urban development
9 and concentrated growth in centers served by a multi-modal
10 transportation system; and
11

12 WHEREAS, amendments to the Pierce County County-Wide Planning
13 Policies must be adopted through amendment of the original interlocal
14 agreement or by a new interlocal agreement ratified by 60 percent of
15 the jurisdictions in Pierce County representing 75 percent of the total
16 population on June 28, 1991; and
17

18 WHEREAS, an Interlocal Agreement entitled Amendments to the Pierce
19 County County-Wide Planning Policies, (Exhibit "A") has been developed
20 for this purpose, and includes the recommended amendments to the Pierce
21 County County-Wide Planning Policies as an attachment; and
22

23 WHEREAS, these additional county-wide planning policies should be
24 incorporated into the next amendment of the Pierce County County-Wide
25 Planning Policies by ordinance of the County Council; and
26

27 WHEREAS, adoption of additional policies by fall of 1996 would
28 enable the PSRC to take final action on full certification by December

1 1996 as required; and
2

3 WHEREAS, the Pierce County Planning Commission, at their _____,
4 1996 regular public hearing, reviewed the proposed amendments to the
5 County-Wide Planning Policies; and
6

7 WHEREAS, at the conclusion of the _____, 1996, public hearing,
8 the Planning Commission, by a vote of _ to _, adopted Findings of Fact
9 and recommended approval of this proposal; and
10

11 WHEREAS, the County Council's Planning and Environment Committee
12 held a public hearing on _____ and made a recommenda-
13 tion of _____ to the full County Council; and
14

15 WHEREAS, the County Council held a public hearing on _____
16 _____ when oral and written testimony was considered;
17 and
18

19 WHEREAS, the County Council finds that it is in the public
20 interest to authorize the Pierce County Executive to execute the
21 interlocal agreement, attached hereto as Exhibit "A"; NOW, THEREFORE,
22

23 BE IT RESOLVED by the Council of Pierce County:
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1 Section 1. The Pierce County Executive is hereby authorized to
2 execute the Interlocal Agreement, attached hereto as Exhibit "A" and by
3 this reference incorporated herein, thereby ratifying the attached
4 amendments to the Pierce County County-Wide Planning Policies as
5 recommended by the Pierce County Regional Council.

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PASSED this _____ day of _____, 1996.

ATTEST:

PIERCE COUNTY COUNCIL
Pierce County, Washington

Clerk of the Council

Council Chair

Approved As To Form Only:

Deputy Prosecuting Attorney

EXHIBIT "A"

INTERLOCAL AGREEMENT

AMENDMENTS TO THE PIERCE COUNTY COUNTY-WIDE PLANNING POLICIES

This agreement is entered into by and among the cities and towns of Pierce County and Pierce County. This agreement is made pursuant to the provisions of the Interlocal Cooperation Act of 1967, Chapter 39.34 RCW. This agreement has been authorized by the legislative body of each jurisdiction pursuant to formal action and evidenced by execution of the signature page of this agreement.

BACKGROUND:

- A. The Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County. The organization is charged with numerous responsibilities, including serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (Chapter 36.70A RCW) and the Regional Transportation Planning Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions regarding the development and modification of the Pierce County County-Wide Planning Policies.
- B. The Pierce County County-Wide Planning Policies provide for amendments to be adopted through amendment of the original interlocal agreement adopting the policies or by a new interlocal agreement. The Pierce County County-Wide Planning Policies may be amended upon the adoption of the amendments by the Pierce County Council and ratification by 60 percent of the jurisdictions in Pierce County (13 of 20) representing 75 percent of the total population on June 28, 1991 (452,850 of 603,800).
- C. On June 15, 1996, the Puget Sound Regional Council's Executive Board conditionally certified the Pierce County County-Wide Planning Policies and VISION 2020, the regional transportation plan, as consistent. Conditional certification reflected that the two sets of policies were consistent on most transportation issues, but that the Pierce County County-Wide Planning Policies did not specifically address achieving compact urban development and concentrated growth in centers served by a multi-modal transportation system. Full certification of the Pierce County County-Wide Planning Policies and VISION 2020 would be considered once Pierce County adopted additional county-wide planning policies to address compact urban development and centers, consistent with VISION 2020.

- D. The PCRC conducted negotiations in open public meetings during the months of March through September 1996. As a result of these meetings, the PCRC Executive Committee recommended amendments to the Pierce County-Wide Planning Policies. The amendments address compact urban development and concentrated growth in centers served by a multi-modal transportation system and are attached and incorporated herein as Attachment.

PURPOSE:

This agreement is entered into by the cities and towns of Pierce County and Pierce County for the purpose of ratifying and approving the attached amendments to the Pierce County County-Wide Planning Policies (Attachment).

DURATION:

This agreement shall become effective upon execution by 60 percent of the jurisdictions in Pierce County, representing 75 percent of the total population on June 28, 1991. This agreement will remain in effect until subsequently amended or repealed as provided by the Pierce County County-Wide Planning Policies.

SEVERABILITY:

If any of the provisions of this agreement are held illegal, invalid or unenforceable, the remaining provisions shall remain in full force and effect.

FILING:

A copy of this agreement shall be filed with the Secretary of State, Washington Department of Community, Trade and Economic Development, the Pierce County Auditor and each city or town clerk.

IN WITNESS WHEREOF, this agreement has been executed by each member jurisdiction as evidenced by the signature page affixed to this agreement.

INTERLOCAL AGREEMENT

**AMENDMENTS TO THE PIERCE COUNTY
COUNTY-WIDE PLANNING POLICIES**

Signature Page

The legislative body of the undersigned jurisdiction has authorized execution of the Interlocal Agreement, Amendments to the Pierce County County-Wide Planning Policies.

IN WITNESS WHEREOF

This agreement has been executed _____
(Name of City/Town/County)

BY: _____
(Mayor/Executive)

DATE: _____

Approved:

BY: _____
(Director/Manager/Chair of the Council)

Approved as to Form:

BY: _____
(City Attorney/Prosecutor)

ATTACHMENT

PROPOSED AMENDMENT TO COUNTY-WIDE PLANNING POLICIES

(Insert in existing County-Wide Planning Policies, Urban Growth Areas section, Page 49, after Principles of Understanding)

Centers

Centers are intended to be areas of concentrated employment and/or housing within urban growth areas which serve as the hubs of transit and transportation systems. They are integral to creating compact urban development that conserves resources and creates additional transportation, housing, and shopping choices. Centers are an important part of the regional strategy (VISION 2020) for urban growth and are required to be addressed in the County-Wide Planning Policies. Centers will become focal points for growth within the county and will be areas where public investment is directed.

Centers are intended to:

- be priority locations for accommodating growth;
- strengthen existing development patterns;
- promote housing opportunities close to employment;
- support development of an extensive transportation system which reduces dependency on automobiles; and
- maximize the benefit of public investment in infrastructure and services.

Vision 2020, the adopted regional growth strategy, identifies numerous different types of Centers as an integral feature, including Urban Centers and Town Centers, which feature a mix of land uses, and Manufacturing Centers, which consist primarily of manufacturing and industrial uses. Pierce County has identified three types of Urban Centers and one Manufacturing/Industrial Center that are applicable and consistent with the adopted regional vision. These centers, as well as possible examples of them, are:

<u>Urban Centers</u>	<u>Example</u>
Metropolitan Center	Tacoma CBD
Urban Center	Lakewood Mall
Town Center	Sumner
 <u>Manufacturing/Industrial Center</u>	
Manufacturing Center	Frederickson

Manufacturing Centers are areas where employee- or land-intensive uses will be located. These centers differ from Urban Centers in that they consist of an extensive land base and the exclusion of non-manufacturing uses are essential features of their character. These areas are characterized by a significant amount of manufacturing, industrial and advanced technology employment uses. Large retail and non-related office uses are discouraged. Other than caretakers' residences, housing is prohibited within Manufacturing Centers. However, these centers should be linked to high density housing areas by an efficient transportation system.

Within Pierce County, a limited number of centers, both urban and manufacturing, will be designated within individual jurisdictions' comprehensive plans. In order to be designated, a center must meet the criteria contained within the County-Wide Planning Policies.

Designated Centers may vary substantially in the number of households and jobs they contain today. The intent of the County-Wide Planning Policies is that Urban Centers grow to become attractive places to live and work, while supporting efficient public services such as transit and being responsive to the local market for jobs and housing.

The County-Wide Planning Policies establish target levels for housing and employment needed to achieve the benefit of an Urban Center. Some Centers will reach these levels over the next twenty years, while for others the criteria set a path for growth over a longer term, providing capacity to accommodate growth beyond the twenty year horizon.

Each jurisdiction which designates an Urban Center shall establish 20-year household and employment growth targets for that Center. The expected range of targets will reflect the diversity of the various centers and allow communities to effectively plan for needed services. The target ranges not only set a policy for the level of growth envisioned for each Center, but also for the timing and funding of infrastructure improvements. Reaching the target ranges will require careful planning of public investment and providing incentives for private investments.

Urban Growth Outside of Centers

A variety of urban land uses and areas of growth will occur outside of designated centers but within the urban growth area. Local land use plans will guide the location, scale, timing and design of development within urban growth areas. The urban growth area will be where the majority of future growth and development will be targeted. Development should be encouraged which complements the desired focus of growth into centers and supports a multimodal transportation system. For example, policies which encourage infill and revitalization of communities would help to achieve the regional and statewide objectives of a compact and concentrated development pattern within urban areas. The County-Wide policies provide guidance for development and the provision of urban services to support development within the urban growth area.

Satellite Cities and Towns

The cities and towns in the rural areas are a significant part of Pierce County's diversity and heritage. They have an important role as local trade and community centers. These cities and towns are the appropriate providers of local rural services for the community. They also contribute to the variety of development patterns and housing choices within the county. As municipalities, these cities and towns provide urban services and are located within designated Urban Growth Areas. The urban services, residential densities and mix of land uses may differ from those of the large, generally western Urban Growth Areas in Pierce County.

(Insert in existing County-Wide Planning Policies, Urban Growth Areas section, Page 63, after Policy 5.6.)

6. The County and each municipality shall adopt within their respective comprehensive plans, policies to ensure that development within the urban growth area uses land efficiently, provides for a wide variety of uses, conserves natural resources, and allows for the connection of communities to an efficient, transit-oriented, multimodal transportation system. Policies shall:
 - 6.1 provide for more choices in housing types and moderate increases in density to achieve at least an average net density of four units per acre;
 - 6.2 support infill and compact development; and
 - 6.3 provide for land uses that encourage travel by foot, bike and transit.
7. The County and each municipality shall provide for conveniently located, appropriately scaled commercial development to serve the immediate local needs of the surrounding community by encouraging revitalization of underused commercial areas before establishing new areas.
8. The County and each municipality shall adopt plans to encourage concentrated development within the urban growth area which will accommodate the twenty year projected population and employment growth.
9. Satellite Cities and Towns are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. These cities and towns may include the core of small to medium sized cities and towns and may also be located in unincorporated areas. Often Satellite Cities and Towns include a strong public presence because they are the location of city hall, main street and other public spaces.
10. Satellite Cities and Towns will be characterized by a compact urban form that includes a moderately dense mix of locally-oriented retail, jobs and housing that promotes walking, transit usage and community activity.
 - 10.1 Satellite Cities and Towns will be developed at a higher density than surrounding urban and rural areas;
 - 10.2 small scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of centers while preserving the neighborhood character.
11. At a minimum, Satellite Cities and Towns will be served by State Routes which connect them to other centers and to the regional high capacity transit system. In some instances, Satellite Cities and Towns may have direct connections to the local public transportation system.

OVERALL POLICIES FOR URBAN CENTERS

Vision

12. Centers shall be locally determined and designated by the County and each municipality based upon the following:
 - 12.1 consistency with specific criteria for Centers adopted in the County-Wide Planning Policies;
 - 12.2 the Center's location in the County and its potential for fostering a logical and desirable county-wide system of Centers;
 - 12.3 the total number of centers in the county that can be reasonably developed based on twenty years projected growth over the next twenty years;
 - 12.4 environmental analysis which shall include demonstration that urban services including an adequate supply of drinking water are available to serve projected growth within the Center and that the jurisdiction is capable of ensuring concurrent urban services to new development;
 - 12.5 if the County or any municipality in the county designates a center, they must also adopt the center's designation and provisions in their comprehensive plans and development regulations to ensure that growth targeted to Centers is achieved and urban services will be provided;
 - 12.6 Centers shall be characterized by all of the following:
 - 12.6.1 clearly defined geographic boundaries;
 - 12.6.2 intensity/density of land uses sufficient to support high capacity transit;
 - 12.6.3 pedestrian-oriented land uses and amenities;
 - 12.6.4 urban design standards which reflect the local community;
 - 12.6.5 provisions to reduce single-occupancy vehicle use especially during peak hours and commute times;
 - 12.6.6 provisions for bicycle use;
 - 12.6.7 sufficient public open spaces and recreational opportunities; and
 - 12.6.8 uses which provide both daytime and nighttime activities.
13. Each jurisdiction which designates a center within its comprehensive plan shall define the type of center and specify the exact geographic boundaries of the center. All Urban Centers shall not exceed one and one-half square miles of land. Infrastructure and services shall be either present and available or planned and financed consistent with the expected rate of growth.
 - 13.1 pedestrian connections shall be provided throughout centers.

Design Features of Urban Centers

14. The County and each jurisdiction that designates a center within its comprehensive plan shall encourage density and development to achieve targeted growth.
 - 14.1 Any of the following may be used:

- 14.1.1 encourage higher residential densities within centers;
 - 14.1.2 avoiding creation of large blocks of single-use zones;
 - 14.1.3 allowing for greater intensity of use within centers;
 - 14.1.4 increase building heights, greater floor/area ratios within centers;
 - 14.1.5 minimize setbacks within centers;
 - 14.1.6 allow buildings to locate close to street to enhance pedestrian accessibility; and
 - 14.1.7 encourage placement of parking to rear of structures.
- 15. In order to provide balance between higher intensity of use within centers, public and/or private open space shall be provided.
 - 16. Streetscape amenities (landscaping, furniture, etc.) shall be provided within centers to create a pedestrian friendly environment.
 - 17. Any of the following regulatory mechanisms shall be used within Centers:
 - 17.1 either use zoning mechanisms which allow residential and commercial uses to intermix or limit the size and extent of single use districts.
 - 17.2 adopt development standards to encourage pedestrian-scaled development such as:
 - 17.2.1 buildings close to streets and sidewalks;
 - 17.2.2 interconnections between buildings and sidewalks;
 - 17.2.3 pedestrian links between residential and non-residential areas;
 - 17.2.4 street trees/furniture; minimize separations between uses.

Transportation, Parking and Circulation

- 18. To encourage transit use within centers, jurisdictions shall establish mechanisms to limit the use of single occupancy vehicles. Such mechanisms could include:
 - 18.1 charges for parking;
 - 18.2 limiting the number of off-street parking spaces;
 - 18.3 establishing minimum and maximum parking requirements;
 - 18.4 commute trip reduction (CTR) measures; and
 - 18.5 develop CTR programs for multiple employers not otherwise affected by law.
- 19. Centers should receive a high priority for the location of high capacity stations and/or transit centers.
- 20. Locate higher densities/intensities of use close to transit stops within centers.
 - 20.1 create a core area to support transit use.
 - 20.2 allow/encourage all types of transit facilities (transit centers, bus pullouts, etc.) within centers.
 - 20.3 establish incentives for developers to provide transit supportive amenities.

21. Allow on-street parking within centers in order to narrow the streetscape, provide a buffer between moving traffic and pedestrians, and provide common parking areas.
22. Provisions for non-motorized transportation shall be provided, including but not limited to:
 - 22.1 bicycle-friendly roadway design;
 - 22.2 wider outside lane or shared parking/bike lanes;
 - 22.3 bike-activated signals;
 - 22.4 covered, secure bicycle parking at all places of employment;
 - 22.5 bicycle racks; and
 - 22.6 pedestrian pathways.

Implementation Strategies

23. Jurisdictions should consider incentives for development within Centers such as:
 - 23.1 streamlined permitting;
 - 23.2 financial incentives; and
 - 23.3 density bonuses or transfer of development rights;
 - 23.4 master EISs to address environmental issues in advance of project proposals; and
 - 23.5 shared mitigation such as stormwater detention and joint parking.
24. Centers shall be given priority consideration for that portion of county-wide and regional funding distribution oriented for urban transportation improvements.

METROPOLITAN CENTER

Vision

25. Metropolitan Centers function as anchors within the region for a high density mix of business, residential, public, cultural and recreational uses, and day and night activity. They are characterized by their historic role as the central business districts and regional center of commerce. Metropolitan centers may also serve national or international roles.

Design

26. Metropolitan Centers shall plan for a development pattern that will provide a successful mix of uses and densities that will efficiently support high capacity transit and shall meet the following criteria:
 - 26.1 a minimum of 50 employees per gross acre of non-residential lands;
 - 26.2 a minimum of 15 households per gross acre;
 - 26.3 a minimum of 30,000 employees; and
 - 26.4 not exceed a maximum of 1-1/2 square miles in size.

Transportation, Parking and Circulation

27. Metropolitan Centers shall be planned to have fast and frequent high capacity transit and other forms of transit.

URBAN CENTER

Vision

28. Urban Centers are locations which include a dense mix of business, commercial, residential and cultural activity within a compact area. Urban Centers are targeted for employment and residential growth, excellent transportation service, including fast, convenient high capacity transit service, as well as investment in major public amenities.

Design

29. Urban Centers will plan for and meet the following criteria:
 - 29.1 a minimum of 25 employees per gross acre of non-residential lands;
 - 29.2 a minimum of 10 households per gross acre;
 - 29.3 a minimum of 15,000 employees; and
 - 29.4 not to exceed a maximum of 1-1/2 square miles in size.

Transportation, Parking and Circulation

30. Urban Centers have fast and frequent high capacity transit, as well as other forms of transit.

TOWN CENTER

Vision

31. Town Centers are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. These centers may include the core of small to medium sized cities and may also be located in unincorporated areas. Often Town Centers include a strong public presence because they are the location of city hall, main street and other public spaces.

Design

32. Town Centers will be characterized by a compact urban form that includes a moderately dense mix of locally-oriented retail, jobs and housing that promotes walking, transit usage and community activity.
 - 32.1 Town Centers will be developed at a higher density than surrounding urban areas to take advantage of connecting transit centers.
 - 32.2 small scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of

centers while preserving neighborhood character.

33. Town Centers shall plan for a development pattern that will provide a successful mix of uses and densities that will efficiently support transit. Each Town Center shall meet the following criteria:
 - 33.1 a minimum of 15 employees per gross acre of non-residential lands;
 - 33.2 a minimum of 7 households per gross acre;
 - 33.3 a minimum of 2,000 employees; and
 - 33.4 not to exceed a maximum of 1-1/2 square miles in size.

Transportation, Parking and Circulation

34. At a minimum, Town Centers will be served by public transit and/or ferries which connect them to other centers and to the regional high capacity transit system. In some instances, Town Centers may have direct connections to high capacity transit.

MANUFACTURING CENTER

Vision

35. Manufacturing centers shall be locally determined and designated based on the following steps:
 - 35.1 consistency with specific criteria for Manufacturing Centers adopted within the County-Wide Planning Policies;
 - 35.2 consideration of the Center's location in the county and region, especially relative to existing and proposed transportation facilities;
 - 35.3 consideration of the total number of Manufacturing Centers in the county that are needed over the next twenty years based on projected need for manufacturing land to satisfy regional projections of demand for manufacturing land uses;
 - 35.4 environmental analysis which shall include demonstration that the jurisdiction is capable of concurrent service to new development;
 - 35.5 adoption within the jurisdiction's comprehensive plan of the center's designation and provisions to ensure that job growth targeted to the Manufacturing Center is achieved.

Design

36. Manufacturing Centers shall be characterized by the following:
 - 36.1 clearly defined geographic boundaries;
 - 36.2 intensity of land uses sufficient to support alternatives to single-occupancy vehicle use;
 - 36.3 direct access to regional highway, rail, air and/or waterway systems for the movement of goods;
 - 36.4 provisions to prohibit housing; and
 - 36.5 identified transportation linkages to high density housing areas.

37. Provisions to achieve targeted employment growth should include:
 - 37.1 preservation and encouragement of the aggregation of vacant land parcels sized for manufacturing uses;
 - 37.2 prohibition of land uses which are not compatible with manufacturing, industrial and advanced technology uses;
 - 37.3 limiting the size and number of offices and retail uses and allowing only as an accessory use to serve the needs of employees within centers; and
 - 37.4 reuse and intensification of the land.

Transportation, Parking and Circulation

38. Transportation network within Manufacturing Centers should provide for the needs of freight movement and employees by ensuring a variety of transportation modes such as transit, rail, and trucking facilities.
39. The transportation system within Manufacturing Centers shall be built to accommodate truck traffic and acceleration. Review of projects should consider the infrastructure enhancements such as:
 - 39.1 turn lanes and turn pockets to allow turning vehicles to move out of through traffic lanes;
 - 39.2 designing turn lanes with a width to allow freight vehicles to turn without interrupting the flow of traffic in other lanes;
 - 39.3 designing the far side of intersections with acceleration lanes for trucking vehicles and heavy loads to facilitate traffic flow;
 - 39.4 constructing climbing lanes where necessary to allow for slow moving vehicles; and,
 - 39.5 providing off-street truck loading facilities to separate goods loading and unloading.
40. To facilitate traffic flow in the communities surrounding Manufacturing Centers, truck delivery hours should be established.

Implementation Strategies

41. All jurisdictions will support transportation capital improvement projects which support access and movement of goods to Manufacturing Centers.
42. Jurisdictions having a designated Manufacturing Center shall:
 - 42.1 plan for and fund capital facility improvement projects which support the movement of goods;
 - 42.2 coordinate with utility providers to ensure that utility facilities are available to serve such centers;
 - 42.3 provide buffers around the Center to reduce conflicts with adjacent land uses;
 - 42.4 facilitate land assembly; and
 - 42.5 assist in recruiting appropriate businesses.



City of Gig Harbor. The "Maritime City."

3105 JUDSON STREET
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: MARK HOPPEN, CITY ADMINISTRATOR *M.H.*
SUBJECT: TELECOMMUNICATIONS MORATORIUM
DATE: SEPTEMBER 24, 1996

INFORMATION/BACKGROUND

The Telecommunications Act of 1996 overhauls laws governing most forms of electronic communication. The principal objective of the Act is to encourage the development of high-technology communications systems through increased competition among communications companies. A secondary purpose of the Act is to ensure universal access to communications technology and to protect children from indecent, violent, or otherwise inappropriate materials. The Act is anticipated to have significant impacts on how communications services are delivered. The essence of these changes is that local telephone companies and cable television companies will all be permitted to provide telephone, data, video, and other communications services. The Act contains numerous provisions which directly affect local taxation, zoning, franchise authority, and public rights-of-way management. In addition, the Act provides for gradual phase-out of cable television rate regulation, but requires cable providers to continue providing public access, educational, and government programming and services (PEG channels). The removal of existing barriers to open communication in the communications industry is anticipated to result in additional demands being placed on local governments for the use of public rights-of-way and other public property.

POLICY CONSIDERATIONS

The City of Gig Harbor needs to review its codes and ordinances in a comprehensive fashion to determine whether its existing regulations are consistent with the Act. Subsequently, the City will need to adopt new regulations. To achieve this end, an immediate moratorium should be imposed barring the acceptance of new applications relating to franchise, use of the public streets by either franchise or right-of-way use permits, building permits and Zoning Code permits (conditional use permits) for facilities for telecommunications services, until the necessary code revisions are complete. **During the term of this moratorium (unless terminated by ordinance), the City will not accept any right-of-way use permit applications or consider any franchise for telecommunications of cable services/ facilities, nor will the City accept any building permit or use permit (Zoning Code) applications for the location, establishment, siting or constructing of any telecommunications facilities in the City.**

Once placing this moratorium in effect, the City will need to hold a public hearing within 60 days of adoption to establish findings of fact relating to the moratorium, and either justify an on-going moratorium or cancel the moratorium.

RECOMMENDATION

Place the moratorium in effect for one year as stated in Section 7. Declaration Emergency.

0008.150.038
CAM:clr
12/22/96

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF GIG HARBOR, WASHINGTON, ADOPTING A IMMEDIATE MORATORIUM ON THE ACCEPTANCE OF APPLICATIONS FOR USE PERMITS, BUILDING PERMITS, RIGHT-OF-WAY USE PERMITS AND FRANCHISES FOR TELECOMMUNICATIONS FACILITIES, TO BE EFFECTIVE FOR A PERIOD OF ONE YEAR, SETTING A DATE FOR A PUBLIC HEARING ON THE MORATORIUM, AND DECLARING AN EMERGENCY.

WHEREAS, the new federal Telecommunications Act of 1996 (Pub. L. No. 104-104, 110 Stat. 56, 31-136, hereinafter the "Act",) was designed to remove regulatory barriers and encourage competition among all types of communications companies; and

WHEREAS, the Act ratifies the authority of local government to regulate telecommunications services and carriers, but also limits certain aspects of local governments' authority; and

WHEREAS, the Act allows the Federal Communications Commission to preempt any local governmental regulation which prohibits, or has the effect of prohibiting the ability of any entity to provide any interstate or intrastate telecommunications services (Public Law No. 104-104, 110 Stat. 70, Section 253(a)); and

WHEREAS, the City needs to review its codes and ordinances in a comprehensive fashion to determine whether its existing regulations are consistent with the Act and to adopt new regulations; and

WHEREAS, the City should impose a moratorium barring the acceptance of new applications relating to franchises, use of the public streets by either franchise or right-of-way use permits, building permits and Zoning Code permits (conditional use permits) for antennas for telecommunications services, until the necessary code revisions are complete; now, therefore,

THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, DO
ORDAIN AS FOLLOWS:

Section 1. Definitions. For the purpose of this ordinance, the following definitions shall apply:

- A. **Cable Service:** for the purpose of this ordinance, cable service shall have the same meaning as provided for in the Cable Act, 47 U.S.C. Sec. 532, et seq., as it now exists or is hereafter amended.
- B. **Overhead Facilities:** means utility poles, utility facilities and telecommunications facilities located above the surface of the ground, including the underground supports and foundations for such facilities.
- C. **Public Street:** means any highway, street, alley or other public right-of-way for motor vehicle/pedestrian/new motorized vehicle travel under the jurisdiction and control of the City, which has been acquired, established, dedicated or devoted to highway purposes not inconsistent with telecommunications facilities.
- D. **Telecommunications Carrier:** means and includes every person that directly or indirectly owns, controls, operates or manages plant, equipment or property within the City, used or to be used for the purpose of offering telecommunications service.
- E. **Telecommunications Facilities:** means the plant, equipment and property, including but not limited to, cables, wires, conduits, ducts, pedestals, antennae, electronics and other appurtenances used or to be used to transmit, receive, distribute, provide or offer telecommunications services.
- F. **Telecommunications Service:** means the providing or offering for rent, sale or lease, or in exchange for other value received, of the transmittal of voice, image, graphic, data and video programming information between or among points by wire, cable, fiber optics, laser, microwave, radio, satellite or similar facilities, with or without benefit of any closed transmission medium.

G. Underground facilities: means utility and telecommunications facilities located under the surface of the ground, excluding the underground foundations or supports for Overhead Facilities.

H. Utility Facilities: means the plant, equipment and property, including but not limited to the poles, pipes, mains, conduits, ducts, cables, wires, plant and equipment located under, on or above the surface of the ground within the streets or rights-of-way of the City, and used or to be used for the purpose of providing utility or Telecommunications Services.

Section 2. Purpose. The purpose of this moratorium is to allow the City adequate time to comprehensively study the new Telecommunications Act, determine whether the City's existing ordinances and codes are consistent with the Act, and develop new ordinances to amend inconsistencies and/or cover situations not addressed by existing regulations.

Section 3. Moratorium Imposed. The City Council hereby imposes a moratorium on the establishment, location, permitting or franchising of new telecommunications carriers/operators/facilities within the City (by telecommunications carriers or cable operators), whether on, through, over or under private or public property or the public streets, through the use of overhead or underground telecommunications (or utility facilities). During the term of this moratorium (unless earlier terminated by the City Council by ordinance), the City will not accept any right-of-way use permit applications or consider any franchise for telecommunications or cable services/facilities, nor will the City accept any building permit or use permit (Zoning Code) applications for the location, establishment, siting or constructing of any telecommunications facilities in the City.

Section 4. Duration of Moratorium. The moratorium imposed by this ordinance shall be in effect for a period of one year, beginning on the date of the adoption of this ordinance. During this period, the Planning Commission is directed to develop a work plan to study the issue as it relates to applications approved under the Zoning Code. Directors of Planning and Public Works are directed to develop a work plan to study the issue as it relates to applications approved under the Building Code (Title 15, GHMC), Right-of-Way Use Permits (Ch. 12.02 GHMC), franchising and use of the public streets by telecommunications carriers and cable providers. Both the Commission and the Directors shall develop recommendations for the City's future action to address the Telecommunications Act of 1996, which may include proposed regulations for telecommunications and cable services or telecommunications facilities in the City. The Commission and the Directors shall return the work plan to the City Council at least two weeks prior to the date of the public hearing scheduled in Section 5 of this Ordinance. In addition, the Commission and the Directors shall return their final recommendations to the City Council within six months of the effective date of this Ordinance.

Section 5. Public Hearing on Moratorium. Pursuant to RCW 36.70A.390, the City Council shall hold a public hearing on this moratorium within 60 days of its adoption, or on _____, 199_. Immediately after the public hearing, the City Council shall adopt findings of fact on the subject of this moratorium, and either justify its continued imposition or cancel the moratorium.

Section 6. 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 7. Declaration of Emergency. The City Council hereby declares that an emergency exists necessitating that this ordinance take effect immediately upon passage by a unanimous vote of the members of the City Council, and that the same not be subject to a referendum. Without an immediate moratorium on the City's acceptance of permit applications under the Building and Zoning Codes, processing of such applications by the City could occur under regulations that are inconsistent with the Telecommunications Act of 1996 and regulations that could possibly be preempted by the Federal Communications Commission. Therefore, the City's moratorium must be imposed immediately to prevent any development rights from vesting and to preserve the City's ability to process applications under valid codes.

Section 7. This ordinance shall be published by an approved summary consisting of the title.

APPROVED:

MAYOR, GRETCHEN A. WILBERT

ATTEST/AUTHENTICATED:

CITY ADMINISTRATOR, MARK HOPPEN

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

BY _____

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

CAM141279.10/90008.130.038/20008.

SUMMARY OF ORDINANCE NO. _____

of the City of Gig Harbor, Washington

On the ____ day of _____, 199__, the City Council of the City of Gig Harbor, passed Ordinance No. _____. A summary of the content of said ordinance, consisting of the title, provides as follows:

AN ORDINANCE OF THE CITY OF GIG HARBOR, WASHINGTON, ADOPTING A IMMEDIATE MORATORIUM ON THE ACCEPTANCE OF APPLICATIONS FOR USE PERMITS, BUILDING PERMITS, RIGHT-OF-WAY USE PERMITS AND FRANCHISES FOR TELECOMMUNICATIONS FACILITIES, TO BE EFFECTIVE FOR A PERIOD OF ONE YEAR, SETTING A DATE FOR A PUBLIC HEARING ON THE MORATORIUM, AND DECLARING AN EMERGENCY.

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

DATED this _____ day of _____, 199_.

CITY ADMINISTRATOR, MARK HOPPEN



City of Gig Harbor. The "Maritime City."

3105 JUDSON STREET
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: TOM ENLOW
DATE: October 21, 1996
SUBJECT: 1997 TAX LEVY ORDINANCE

INTRODUCTION

This is the first reading of an ordinance setting the 1997 property tax levy.

BACKGROUND

The preliminary assessed valuation for 1997 taxes is \$367,291,055. This is a 7% increase over 1996. Our best estimate of taxes available in 1996 is \$600,000 which represents a 9% increase. However, the assessed valuation is subject to significant change before it is final and we don't know how our rate will be affected by the Fire and Library District requests and by the 106% limit.

In order to receive the maximum amount of taxes under the 106% limit without final valuation information, the county assessor's office recommends requesting well over the amount we expect to receive. Therefore, this ordinance is based on a 1997 property tax rate of \$1.906 per thousand raising \$700,000 in taxes. Our 1997 budget will be based on the most accurate information available at the time it is passed, currently \$600,000.

The ordinance also sets excess levy rates for outstanding voted general obligation bonds. Debt service for the 1987 GO Bonds for sewer plant construction is approximately \$140,000 in 1996 or \$0.3911 per thousand.

FINANCIAL

Property taxes are the second largest source of the city's general revenues at approximately 20%.

RECOMMENDATION

Staff recommends adoption of the ordinance at its second reading.

**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, 1997.**

WHEREAS, the City Council of the City of Gig Harbor has considered the city's anticipated financial requirements for 1997, and the amounts necessary and available to be raised by ad valorem taxes on real and personal property, and

WHEREAS, it is the duty of the City Council to certify to the board of county commissioners/council estimates of the amounts to be raised by taxation on the assessed valuation of property in the city,

**THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, DO ORDAIN
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, 1997, shall be levied upon the value of real and personal property which has been set at an estimated assessed valuation of \$367,291,055. Taxes levied upon this value shall be:

Approximately \$1.770 per \$1,000 assessed valuation, producing estimated revenue of \$650,000 for general government, or the maximum allowable by law; and

Section 2. The ad valorem tax excess levies required to raise estimated revenues for the City of Gig Harbor for the ensuing year commencing January 1, 1997, shall be levied upon the value of real and personal property which has been set at an assessed valuation of \$357,979,046. Taxes levied upon this value shall be:

Approximately \$0.3911 per \$1000 assessed valuation, producing an estimated amount of \$140,000 for 1987 sewer construction general obligation.

Section 3. This ordinance shall be certified by the city clerk to the clerk of the board of county commissioners/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 4. 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 ___ day of _____, 1996.

Gretchen A. Wilbert, Mayor

ATTEST:

Mark Hoppen
City Administrator/Clerk

Filed with city clerk: 10/21/96

Passed by the city council:

Date published:

Date effective:



City of Gig Harbor. The "Maritime City."

3105 JUDSON STREET
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: MARK HOPPEN, CITY ADMINISTRATOR *MH*
SUBJECT: UPDATE OF FEES RESOLUTION FOR COPYING OF PUBLIC RECORDS
DATE: OCTOBER 22, 1996

INFORMATION/BACKGROUND

Attached is an updated fee schedule for copying public records. The last resolution passed did not include oversized blueprints or copies of audio tapes.

RECOMMENDATION

Move to approve the attached Resolution and Interim Public Records Index and Fees Schedule.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, SETTING CHARGES AND FEES FOR THE PHOTOCOPYING AND TRANSCRIPTION OF PUBLIC RECORDS.

WHEREAS, the City of Gig Harbor passed Resolution No. 449, which set fees and charges for the provision of photocopies and transcriptions of public records, and

WHEREAS, the City Clerk has prepared a schedule of fees that relates photocopying costs and transcription costs to fees charged to the public,

WHEREAS, copying fees for audio tapes and blueprints should be added, now, therefore,

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

Section 1. The "Interim Public Records Index and Fees Schedule," attached as Exhibit A hereto and incorporated herein by this reference as if set forth in full, is hereby updated and adopted as the official schedule of fees and charges for photocopying and transcription costs of public records for the City of Gig Harbor.

RESOLVED this _____ day of October, 1996.

APPROVED:

GRETCHEN A. WILBERT, MAYOR

ATTEST/AUTHENTICATED:

MARK E. HOPPEN, CITY CLERK

FILED WITH THE CITY CLERK: 10/22/96
PASSED BY THE CITY COUNCIL:
RESOLUTION NO.

Exhibit 'A'

**INTERIM PUBLIC RECORDS INDEX AND FEES SCHEDULE
FOR THE CITY OF GIG HARBOR
October, 1996**

Photocopying of Public Records:	\$.10 per copy
3 cents for paper/supplies/copier cost	
7 cents per copy for staff time	
Blueprints:	4.50 per sheet
Transcription of Recorded Material:	\$35.00 per hour
Copies of Audio Tapes:	
Singular Agenda Item @ \$14.55 per hour or \$.25 per minute	
or	
\$2 per tape for entire meeting	
Mailing of copies:	Actual U.S. Postal rates



City of Gig Harbor. The "Maritime City."

3105 JUDSON STREET
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: CITY COUNCILMEMBERS
FROM: MAYOR GRETCHEN WILBERT
SUBJECT: HIDDEN VALLEY LANDFILL PERMIT
DATE: OCTOBER 28, 1996

INTRODUCTION

Recently, the Mayors of Pierce County's cities and towns met with the County Executive, Doug Sutherland, the Pierce County Solid Waste Manager, Marty Erdahl, and Mary Riveland, the Director of the Washington Department of Ecology to review the options available for solid waste disposal for the residents of Pierce County under the DOE guidelines.

The attached letters summarize the discussion that led to this request for a letter of support to the DOE.

FUTURE CONSIDERATION

This is a short term request and by no means a solution to the solid waste problem for residents of Pierce County and Gig Harbor.

The Hidden Valley Landfill still has some capacity available due *only* to the aggressive recycling program in Pierce County. However, it becomes more obvious each day that recycling and product creation may not be keeping up with the disposal crisis.

Recent news articles have told the story of the options of longhaul to Eastern Washington or finding a new site closer to home.

Pierce County's first choice is to find another landfill site in Pierce County. The search has been unsuccessful so far.

RECOMMENDATION

Authorize the Mayor to send a letter to the Department of Ecology supporting the request of LRI (Land Recovery Inc.), to extend the permitted life of the Hidden Valley Landfill beyond the authorized closure date of October 31, 1996.



Pierce County

Public Works and Utilities

JOHN O. TRENT, P.E.
Director

Environmental Services

Gravelly Lake Plaza
9116 Gravelly Lake Drive S.W.
Tacoma, Washington 98499-3190
(206) 593-4050 • FAX (206) 582-9146

RECEIVED

OCT 18 1996

CITY OF GIG HARBOR

October 16, 1996

Mayor Gretchen S. Wilbert
Mark Hoppen, City Admin.
City of Gig Harbor
3105 Judson Street
Gig Harbor, WA 98335

Re: Application to extend the Hidden Valley Landfill permit

Dear Mayor Wilbert and Mr. Hoppen:

On October 14, 1996, Land Recovery, Inc. (LRI) requested that the Department of Ecology grant a permit to continue operations beyond its October 31, 1997 closure date. Attached is the letter Pierce County Executive Doug Sutherland sent to the Department of Ecology in support of LRI's application. We would appreciate it if you could stand with the County on this issue.

The most important issue at hand is obviously that of environmental protection. We would not be asking Ecology to extend the permit unless we were confident that LRI was properly managing, and the Tacoma-Pierce County Health Department appropriately regulating, the landfill.

The second issue that concerns us is rates. If the landfill must close in 1997, we will discontinue longhaul and rates will drop for about a year. Then, next fall, we would expect to see the disposal fee increase significantly. We think this "roller coaster" effect is bad for the local economy and an impediment to sound disposal practices (i.e. we think it will increase illegal dumping).

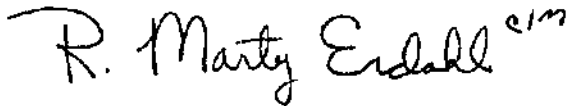
Third, with your help we have built a successful waste collection, recycling, and disposal system that's the envy of the nation. Coordinated programs led to our achievement of a 50 percent recycling rate. And there is still more that we can do to divert waste from disposal and into recycling. That requires education, common purpose and action. Our concern with an early closure of Hidden Valley and subsequent higher rates for waste collection and disposal is that you will be offered contracts from out-of-county collection, recycling, and disposal vendors that might offer substantial short-term savings. As the Executive says in his letter, we're not going to begrudge you to get the best deal possible for your constituents. With an extension of the Hidden Valley operating permit, however, we believe that the County will be able to offer you the best deal and thus hold together our successful system.



Finally, as most of you know, planning takes time. That's as true for solid waste planning as it is for your local land use planning functions. The last solid waste plan took ten years to complete. We are presently working on an update to that plan, and hope to be done by 1998. Extending the life of Hidden Valley to (at least) 1998 would coincide well with completion of the plan, and enable us to begin implementing new disposal policies upon closure.

Again, I ask for your support. I have enclosed a sample letter that you may wish to use as the basis for communicating your support to Ecology. If you are able to send such a letter, could you please send a copy to my office for our files? If you have any questions, please call me at (206) 593-4050. Thank you.

Very Truly Yours,

Handwritten signature of R. Marty Erdaahl in cursive, with a small "e/m" mark to the right.

R. MARTY ERDAHL
Solid Waste Manager

cc: Doug Sutherland, Pierce County Executive
Francea McNair, Deputy Executive
John Trent, Director, Department of Public Works and Utilities
Karen Goon, Deputy Director
Solid Waste Collection Companies

enclosure

S01240.RME



Pierce County

Office of the County Executive

930 Tacoma Avenue South, Room 737
Tacoma, Washington 98402-2100
(206) 591-7477 • FAX (206) 596-6628

DOUG SUTHERLAND
Executive

FRANCEA L. McNAIR
Deputy Executive
Executive Office
of Operations

October 15, 1996

Mary Riveland, Director
Washington Department of Ecology
PO Box 47600
Olympia, WA 98504-7600

Dear Director Riveland:

Pierce County supports the request from Land Recovery, Inc. (LRI) to extend the permitted life of the Hidden Valley Landfill beyond the authorized closure date of October 31, 1997.

The environment is our foremost concern. Hidden Valley should accept waste only as long as it is environmentally sound to do so. If the Department of Ecology demonstrates there are significant environmental risks associated with the landfill, we withdraw our support to extend the permit. On the other hand, if the Department believes that LRI, as monitored by the Tacoma-Pierce County Health Department, can continue to operate Hidden Valley in a safe and secure manner, we want it to remain open because of the other benefits available to Pierce County--rate stability, system integrity, and planning confidence.

Rate Stability: Our local economy is of great concern. A permit extension will help us avoid the "roller coaster" effect caused by a rate decrease in 1996 (to remove longhaul from rates) followed by a large increase in 1997. While this "roller coaster" would be an *accurate* portrayal of the system's economics, we believe that waste generators will react negatively to the large increase in 1997 which would reflect a shift from no longhaul to all longhaul.

System Integrity: Pierce County was the first in Washington to reach the fifty percent recycling goal. How did we achieve that feat? There are many reasons. But the feature we need to focus on here is that Pierce County worked with the Cities and Towns, the public, the landfill, and the private solid waste collection companies to establish a common collection system. Few counties can boast of this commonality of purpose and action or so positive a relationship with its Cities and Towns.

Common programs result in economies of scale that allow us to provide services more cost effectively. If Hidden Valley is required to close before demonstrated environmental concerns dictate closure, cities might find it convenient to contract with one entity for combined recycling, waste collection, and disposal services at rates less expensive than those that LRI and local haulers would have to charge should all County waste be exported under the terms of the current Pierce County - LRI Agreement. While I will not begrudge any City official who is able to get a better deal for his or her constituents, our system would become somewhat disjointed. There might be a variety of different waste reduction and recycling messages, instructions, and rules that would confuse the public, reducing the overall effectiveness of programs.

PATRICK KENNEY
Executive Office
of Administration

CHARLES ROBBINS
Executive Office
of Public Safety

DAISY STALLWORTH
Executive Office
of Community and
Human Services

HUDSON STANSBURY
Executive Counsel

BIL MOSS
Special Assistant
to the Executive

BARBARA GELMAN
Assessor-Treasurer



CATHY PEARSALL-STIPEK
Auditor

**TEMPLATE LETTER TO SEND TO DEPARTMENT OF ECOLOGY EXPRESSING YOUR
SUPPORT FOR THE HIDDEN VALLEY PERMIT EXTENSION**

DATE

Mary Riveland, Director
Washington Department of Ecology
PO Box 47600
Olympia, WA 98504-7600

Dear Director Riveland:

The City/Town of _____ supports the October 14, 1996 request from Land Recovery, Inc. (LRI) to extend the permitted life of the Hidden Valley Landfill beyond the authorized closure date of October 31, 1997.

We received and reviewed the letter of support sent to your office on October 15, 1996 by Pierce County Executive Doug Sutherland. We agree with the County. Extending the permitted life of Hidden Valley is crucial to keeping our rates stable, holding together our County-wide waste management system, and giving us the time needed to adequately plan for our future.

We urge the Department of Ecology to approve this permit extension with the greatest of speed.

Sincerely,

City/Town of ____

cc: R. Marty Erdahl, Pierce County Solid Waste Manager



RETURN TO: WASHINGTON STATE LIQUOR CONTROL BOARD
 License Division - 1025 E. Union, P.O. Box 43075
 Olympia, WA 98504-3075
 (360) 654-0012

TO: CITY OF GIG HARBOR

DATE: 10/09/96

RE: APPLICATION FOR CLASS(ES) H
 IN LIEU OF CURRENT CLASS(ES) A C E F

APPLICANTS:

License: 358890 - 2E County: 27
 Tradename: GIG PUB AND GRILL
 Loc Addr: 3226 HARBORVIEW DR
 GIG HARBOR WA 98332
 Mail Addr: 3226 HARBORVIEW DR
 GIG HARBOR WA 98332-2125
 Phone No.: 206-851-4711 MICHAEL CUZZETTO

CUZZETTO, MICHAEL
 09-23-44 537-40-6987
 CUZZETTO, ROBERTA
 03-07-45 226-64-6302

Classes Applied For:

H Spirituous liquor by individual glass and/or beer and wine on premises

As required by RCW 66.24.010(8), you are notified that application has been made to the Washington State Liquor Control Board for a license to conduct business. If return of this notice is not received in this office within 20 DAYS from the date above, it will be assumed that you have no objection to the issuance of the license. If additional time is required you must submit a written request for an extension of up to 20 days. An extension of more than 20 days will be approved only under extraordinary circumstances.

- | | YES | NO |
|--|--------------------------|--------------------------|
| 1. Do you approve of applicant ? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Do you approve of location ? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. If you disapprove and the Board contemplates issuing a license, do you want a hearing before final action is taken? | <input type="checkbox"/> | <input type="checkbox"/> |

If you have indicated disapproval of the applicant, location or both, please submit a statement of all facts upon which such objections are based.

DATE

SIGNATURE OF MAYOR, CITY MANAGER, COUNTY COMMISSIONERS OR DESIGNEE

MAYOR'S REPORT

October 28, 1996



I was privileged to attend a once-in-a-lifetime experience this past Monday, October 22nd, when Washington State Fisheries opened the South Sound to Commercial fishing for one day, and I was invited to go along for the ride.

Sunday evening, I received a call from Mike Vlahovich of the Maritime Wooden Boat Center on the Thea Foss Waterway extending me (and anyone else I could find on short notice) the opportunity to go on the water and observe our purse seine fleet at work just outside the mouth of the harbor. I had heard the season would open and asked Mike to let me know.

Mike's boat, the Skansie built *Commencement*, was due to slide down the ways from Gig Harbor Marina about 1:30 on Monday. We met him at Jerisich Park about 2:00 p.m. and boarded his beautifully restored, former commercial seiner.

Heavy mist permeated the cool temperatures as we left the harbor to enter into the world of the purse seiners. *Memories, Margaret J. Frisco, Kathy* and *Shenandoah* were among the 8 to 10 seiners we could see. We watched the powerful "net-boats" pull the nets in the circle. Then, as the "purse" commenced, the net-boat was used to control the drift of the fishing boat. We watched as they brought salmon into their hold...*fascinating!*

Mike carefully nudged *Commencement* close to *Kathy* and the skipper handed us a salmon for Mike to take home to his family. Our skipper is well known to the fishermen. Mike has done repair work on many of their boats.

Mike hopes to continue to make a living repairing boats at a Maritime Center and to offer *Commencement* for charter. He anticipates the State will open fishing for another day sometime soon and he will give me a call with an open invitation for other city folk to witness the heritage of this wonderful village we are all privileged to share. I will give Councilmembers and Mark a call when that happens.

Maybe you also will be able to go along for the ride and live for an hour to two in the world of the fisherman. It's a memory I'll cherish forever.

