

GIG HARBOR CITY COUNCIL MEETING

APRIL 26, 1993

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

**AGENDA FOR GIG HARBOR CITY COUNCIL MEETING
APRIL 26, 1993**

PUBLIC COMMENT/DISCUSSION:

CALL TO ORDER:

APPROVAL OF MINUTES:

CORRESPONDENCE:

Letter to Wade Perrow.

PUBLIC HEARING:

Legal Representation.

OLD BUSINESS:

1. Second Reading - Budget Amendment.
2. Second Reading - Ordinance to Revise Construction Inspection Fees.
3. Resolution Upholding HEX Denial of VAR93-01 - Lovrovich.
4. Purchase of Diesel Generators.
5. Intersection at Stinson/Grandview - Stop Sign Analysis.
6. Presentation - Legal Representation.

NEW BUSINESS:

1. Appeal of HEX Decision - VAR92-14 - Richardson.
2. Contribution to the Emergency Communication System.
3. Resolution from the Building Commission Advisory Board - Member's Appointment.
4. Dorotich Street Improvements.
5. Special Occassion Liquor License - Gig Harbor Elks.

DEPARTMENT DIRECTORS' REPORTS:

Tom Enlow, Finance Director - Quarterly Report.

MAYOR'S REPORT:

Community Historical Interest.

ANNOUNCEMENT OF OTHER MEETINGS:

APPROVAL OF BILLS:

EXECUTIVE SESSION: None scheduled.

ADJOURN:

REGULAR GIG HARBOR CITY COUNCIL MEETING OF APRIL 12, 1993

PRESENT: Councilmembers Platt, Stevens-Taylor, Frisbie, Markovich, and Mayor Wilbert.
Councilman English was absent.

PUBLIC COMMENT: None.

CALL TO ORDER: 7:09 p.m.

APPROVAL OF MINUTES:

MOTION: To approve the minutes of the meeting of March 22, 1993.
Platt/Stevens-Taylor - unanimously approved.

CORRESPONDENCE:

1. Port of Seattle SEATAC Survey Results. Mayor Wilbert presented the letter from the Port of Seattle with the survey results regarding aviation and marine issues.

OLD BUSINESS:

1. Approval of Employee Job Descriptions. Mark Hoppen presented the final draft for the employee job descriptions.

MOTION: To approve job descriptions as written.
Markovich/Platt - unanimously passed.

NEW BUSINESS:

1. Presentation by WSDOT - Reversible Lane/HOV Lanes on Highway 16. Paula Hammond, and Vic Bishop from WSDOT, along with Heidi Stem, Pacific Rim, gave a presentation regarding the options being studied to help ease congestion on Highway 16. They answered questions and addressed concerns from Council and staff, asked for the community leaders' support for the reversible lane project.
2. Resolution - Seaview Place Final Plat - John Jaquith. Ray Gilmore presented the final plat for Seaview Place and introduced Sean Comfort, the representative from PacTech Engineers. Mr. Comfort thanked staff for working with them toward completion of the project and offered to answer questions.

MOTION: Move for approval of Resolution #376 as presented.
Frisbie/Stevens-Taylor - unanimously passed.

3. Resolution - Harbor Summit PUD Final - Gordon Rush. Mr. Gilmore presented the final plat and landscape plan for this project and explained that the improvements required by the zoning ordinance for PUD's had been installed and approved, and added

that the project is progressing per plan.

MOTION: Move for approval of Resolution #377 as presented.
Frisbie/Markovich - unanimously passed.

4. Request for Time Extension - SPR 89-13 Gig Harbor Hotel - Dennis Davenport.

It should be noted that Councilman Markovich removed himself from Council Chambers for matters of appearance of fairness as he represented one of the sellers of the property.

Associate Planner, Steve Osguthorpe explained that the proposal for an office park to be located at this location had been formally withdrawn, and Mr. Davenport wished to pursue his original plan to build a hotel on that site. He presented the request for an additional 90 days extension period for his approved site plan, which was due to expire April 26, 1993. Mr. Osguthorpe added that some changes in the code affecting setbacks, buffers areas and parking had occurred since the original site plan approval, but that those changes had occurred in the code previously to the extension granted to Mr. Davenport last year. Mr. Davenport introduced himself and answered council's questions. After discussion, the Mayor called for a motion.

MOTION: None made. No action taken.

Councilman Markovich returned to council chambers.

5. Appeal of Hearing Examiner Decision - VAR 93-01 Lovrovich. Steve Osguthorpe gave a brief history of this appeal of the Hearing Examiner's decision to deny variance from curbs, gutters and sidewalk requirements.

Jack Bujacich - Spoke in favor of the appeal and voiced opinion that the ordinance governing this should be redone. He said that citizen's taxes paid for sidewalks on Soundview, so sidewalks should be supplied for everyone.

Gary Lovrovich - Asked council to consider that fact that his grandmother donated 10' of property for public utilities. He named other developments in the city where these amenities had not been required, and pointed out that Dolphin Reach had installed curbs, gutters and sidewalks that now stand alone, as the city built the new sidewalks on the opposite side of the street.

MOTION: Move to overturn decision of the Hearing Examiner and approve the variance.
Markovich/ no second.

Discussion between staff, councilmembers and legal counsel occurred. Due to the pending lawsuit regarding the overturn of a recent HEX decision, the following motions

were made, and a workshop to determine alternatives and to bring recommendation forth for a resolution was scheduled.

MOTION: Move to uphold the Hearing Examiner's decision for denial of the variance.

Platt/Frisbie - Three voted in favor, Councilman Markovich voting against.

ADDITIONAL MOTION: Move that staff prepare a resolution to be presented at the first meeting in June supporting discussion.
Frisbie/Stevens-Taylor - unanimously passed.

6. Contract Award - Construction of Retaining Wall. Ben Yazici presented this contract and recommendation to allow the Public Works' Crew to construct a rock retaining wall along the south side of Hunt Street for a total of \$9,463.

MOTION: Move to approve the Public Works Director's recommendation to build a rock retaining wall along Hunt Street for a figure not to exceed \$9,463.
Frisbie/Stevens-Taylor - unanimously passed.

7. First Reading - Ordinance to Revise Construction Inspection Fees. Ben Yazici presented this first reading of an ordinance and explained the fees were needed to help recover costs. Councilman Frisbie suggested that the \$25 fee charged for a submittal that is brought back the third time be raised to \$50, and an eight hour minimum be stipulated. He asked if staff could research actual fees and add in associated overhead costs to come up with an appropriate figure. Councilman Markovich voiced concerns over applicants for single family residence having to pay additional fees, and asked if there was a threshold for fees. Mr. Yazici suggested adding language which would exempt the single family residence from these inspection fees, and added that it would simplify his job. He also suggested adding language enabling adjustment of fees by resolution. Mr. Yazici agreed to make these changes and bring them back for the second reading.
8. First Reading - Budget Amendment Ordinance. Tom Enlow explained the need for the budget amendment due to the street and sidewalk improvements on the north side of Dorotich. He added that Mr. Robert Ellsworth would be contributing \$15,000 to complete these improvements. Similar street improvements are being made to the south side of Dorotich, and this would be the best time to improve both sides of the street. He added these costs were not included in the original budget as they were not anticipated. To be brought back for second reading at the next council meeting.
9. Liquor License Application - Gig Harbor Texaco. Councilmember Stevens-Taylor voiced concerns that someone could buy liquor and gas at the same location with the DWI problems. Further concerns from councilmembers that the close proximity of the station to a schoolyard led to the following motion.

MOTION: Move that the Mayor and staff contact the Washington State Liquor Control Board and recommend that this license not be granted on the grounds that it's too close to the school.
Frisbie/Stevens-Taylor - three voted in favor. Councilman Markovich voting against.

DEPARTMENT MANAGERS' REPORTS:

1. Chief Richards - GHPD. Chief Richards introduced the new police car and gave answered questions regarding the old and new cars. He complimented his staff on their efforts to keep the older vehicles in good shape. He also talked about the car confiscated that will be used as a DARE vehicle.
2. Ben Yazici - Public Works. Mr. Yazici spoke about the final channelization plans for the Olympic Interchange. Construction is planned to begin January 1994, with an excellent funding plan with no cost to the city. Discussion came from council regarding the general dissatisfaction in the Olympic Village parking situation.

Councilman Platt then voiced his opinion that the stop sign at the corner of Grandview and Stinson, by the Hunter Office Complex, was unnecessary. It was noted that the stop sign remained at the Mayor's request.

MOTION: Move that we move the stop signs at the top of the hill on Stinson at the intersection at Grandview.
Platt/Stevens-Taylor - no vote at this time.

Legal counsel suggested that a technical report was needed before the decision was made. It was decided to table the issue until the next council meeting, and the motion was withdrawn.

Councilmember Stevens-Taylor asked if the "Olympic Village Next Right" sign be moved further towards the main opening to save confusion. Mr. Yazici explained it's placement was meant to direct traffic into the rear opening of the mall off Hollycroft to ease congestions the main intersection. It was suggested then that further directional signs be added for people not familiar with the area to avoid confusion.

Mr. Yazici announced he'd been told by P.C. Council and Puget Sound Regional Council that there was about 4.23 million in funds available for road projects, and he submitted the North Harborview Drive Project in which he requested \$770,000. The bid opening would have to be August 1, 1993, leaving a short time to finalize the project and complete specifications.

MAYOR'S REPORT: Mayor Wilbert announced that Mike Cooley and Airyand Pak of the P. C. Community Development Planning Department and Linda Clifford, a commissioner on the Tacoma/P.C. Landmarks Commission would be giving a presentation to the community regarding preserving Gig Harbor's rich cultural heritage on Wednesday, April 14th. Staff

member, Steve Osguthorpe, has been designated by the city to assist in the draft document to update this element in our comprehensive plan. Councilmember Stevens-Taylor suggested an effort be made to see that a balance of representatives in an Ad Hoc committee to ensure a broad base of ideas.

ANNOUNCEMENTS OF OTHER MEETINGS:

Worksession on short plat requirements. - May 12th at 7:00 p.m.

APPROVAL OF BILLS:

MOTION: To approve warrants #10329 through #10456, less #'s 10335, 10336, and 10451 in the amount of \$579,619.78.
Platt/Frisbie - unanimously approved.

MOTION: To approve payroll warrants #8240 through #8349 less #8269 and #8315 in the amount of \$153,422.02.
Platt/Frisbie - unanimously approved.

EXECUTIVE SESSION:

MOTION: Move to go into Executive Session at 9:30 p.m. to discuss a legal matter for approximately ten minutes.
Stevens-Taylor/Frisbie - unanimously passed

MOTION: To return to regular session.
Frisbie/Markovich - unanimously passed.

MOTION: Move we authorize city to sign the stipulation on order on the Drolshagen case.
Stevens-Taylor/Frisbie - unanimously passed.

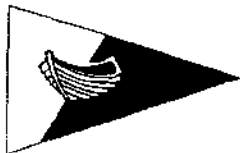
ADJOURN:

MOTION: To adjourn at 9:40 p.m.
Stevens-Taylor/Platt- unanimously approved.

Cassette recorder utilized.
Tape 305 Side A: 401 - end.
Tape 305 Side B: Not used.
Tape 306 Side A: 000 - end.
Tape 306 Side B: 000 - end.
Tape 307 Side A: 000 - end.
Tape 307 Side B: 000 - 160.

Mayor

City Administrator



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3105 JUDSON STREET • P.O. BOX 145

GIG HARBOR, WASHINGTON 98335

(206) 851-8136

April 15, 1993

Mr. Wade Perrow
P.O. Box 1728
Gig Harbor, WA 98335

Re: VAR 92-08

Dear Wade:

I have discussed with John Wallace, the City's attorney, your request to remove the restrictions on fences and shrubbery along the Vermette's property line as it relates to your variance approval. It is Mr. Wallace's opinion that such request should be received within the standard ten day period for requesting reconsideration of Council action.

The Council approved your variance on January 25, 1993 and your request was received on February 19, 1993. Because your request was not received within the allotted 10 day period, any amendments would have to be reviewed by the Hearing Examiner. However, if you are simply asking for the Council's interpretation of the requirement (e.g., did the Council intend to apply the restriction only if you develop near the Vermette's property line?) then you may ask the Council directly for interpretation. Bear in mind, however, that the Council may only clarify their intent and may not amend their decision.

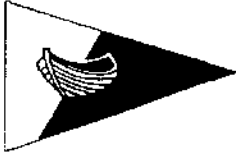
If you would like to ask for the Council's interpretation of their decision, please submit a new request which states this specifically. If, however, you would like to amend your variance approval and would like to schedule this for the Hearing Examiner's review, please contact me so that we can get you scheduled as soon as possible. In either event, we will need to notify all parties of record of any action on this item.

If you have additional questions, please do not hesitate to contact me at this office.

Sincerely,

Steve Osguthorpe
Associate Planner

CC: Mayor Gretchen Wilbert and City Council Members
Mark Hoppen, City Administrator
Ray Gilmore, Planning Director



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GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: Mayor Wilbert and City Council

FROM: Tom Enlow

DATE: April 15, 1993

SUBJECT: 1993 Budget Amendment

This is the second reading of an ordinance to amend the 1993 Budget.

The amendment is necessary due to unanticipated expenditures and revenues relating to a February 1992 agreement with Robert Ellsworth. Under the agreement, the city will make street and sidewalk improvements on the north side of Dorotich Street for approximately \$15,000. \$15,000 will also be collected from Mr. Ellsworth.

A contractor is currently preparing to make similar improvements to the south side of Dorotich. It would be expedient to make our improvements now rather than waiting for a new budget year.

CITY OF GIG HARBOR

ORDINANCE NO. ____

AN ORDINANCE AMENDING THE 1993 BUDGET FOR THE CITY OF GIG HARBOR, WASHINGTON.

WHEREAS, adjustments to the 1993 annual appropriations are necessary to conduct city business not anticipated in the adopted budget,

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

Section 1. The annual appropriations for revenues and expenditures in Fund 101, Street Operating Fund, shall be increased by \$15,000 from \$800,464 to \$815,464.

Section 2. 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 26th day of April, 1993.

APPROVED:

Gretchen A. Wilbert, Mayor

ATTEST:

Mark Hoppen
City Administrator/Clerk

Filed with city clerk: April 7, 1993
Passed by the city council:
Date published:
Date effective:



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GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: BEN YAZICI, DIRECTOR OF PUBLIC WORKS *BY*
RE: ENGINEERING REVIEW AND CONSTRUCTION
INSPECTION FEES
DATE: APRIL 21, 1993

At the April 12, 1993, meeting of the City Council, an Ordinance establishing a fee schedule for engineering plan review and construction inspection fees was presented. A copy of my memorandum to the Mayor and City Council in support of this ordinance is attached with this packet.

On April 12, 1993, the Council approved first reading of the ordinance, with the following revisions.

- 1) The Council directed the ordinance be revised to establish engineering review and construction fees by resolution.
- 2) The Council directed that the fees would not apply to a single family residence. The fees would apply to all other projects, including multi-family residences (duplex, triplex, etc).
- 3) The Council approved the proposed fee structure with one exception: The charge for engineering plan review for a third submittal (resubmittal) was increased from \$25/hour with no minimum, to \$50/hour with an eight hour minimum charge.

In addition, after review by the City's legal counsel, sections on Severability and Effective Date were added to the ordinance.

RECOMMENDATION

It is recommended that the City Council adopt the Ordinance establishing Public Works Department Engineering Review and Construction Inspection Fees, as revised, and that the attached Resolution establishing such fees be approved.

ATTACHMENTS

- 1) Ordinance to Establish Engineering Plan Review and Inspection Fees for Land Use Development Applications and Permits.
- 2) Summary of Ordinance for publication
- 3) Resolution Establishing New Engineering Plan Review and and Inspection Fees for Land Use Development Application and Permits.
- 4) Memorandum to Mayor and City Council dated April 7, 1993

CITY OF GIG HARBOR

ORDINANCE NO.

**AN ORDINANCE OF THE CITY OF GIG HARBOR, WASHINGTON,
AMENDING CHAPTER 3.40 OF THE GIG HARBOR MUNICIPAL CODE TO
ESTABLISH ENGINEERING PLAN REVIEW AND INSPECTION FEES FOR
LAND USE DEVELOPMENT APPLICATIONS AND PERMITS.**

WHEREAS, the City of Gig Harbor has adopted application fees for various land use development permits and building inspection fees necessary to insure adherence to municipal and state regulations, and

WHEREAS, no fees are currently in effect for engineering reviews in conjunction with land use applications including annexations, encroachment permits, rezones, conditional uses, variances, subdivisions, short plats, shoreline management permits, and utility extension requests, and

WHEREAS, it is necessary to establish fees for engineering review for the purpose of defraying the costs incidental to the proceedings, and

WHEREAS, in order to insure uniformity in charges, and to be more administratively efficient, a flat fee for construction inspections will be imposed; such fees will be based on certain parameters relating to the size of the project,

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

Section 1. Section 3.40.020 of the Gig Harbor Municipal Code entitled Advertising is herein recodified as Section 3.40.030.

Section 2. A new Section 3.40.020 is hereby added to the Gig Harbor Municipal Code to read as follows:

Section 3.40.020 Engineering Review/Construction Inspection Fees.
The City Council shall establish by resolution engineering review and construction inspection fees and may adjust such fees from time to time by resolution.

Section 3. 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 4. Effective Date. This ordinance shall take effect and be in full force five (5) days after publication of the attached summary which is hereby approved.

APPROVED:

Gretchen Wilbert, Mayor

ATTEST/AUTHENTICATED:

Mark Hoppen, City Administrator/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 _____ day of _____, 1993, 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, AMENDING CHAPTER 3.40 OF THE GIG HARBOR MUNICIPAL CODE TO ESTABLISH ENGINEERING PLAN REVIEW AND INSPECTION FEES FOR LAND USE DEVELOPMENT APPLICATIONS AND PERMITS.

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

DATED this _____ day of _____, 1993.

Mark Hoppen, City Administrator

RESOLUTION NO.

A RESOLUTION OF THE CITY OF GIG HARBOR, WASHINGTON, WHICH ESTABLISHES NEW ENGINEERING PLAN REVIEW AND INSPECTION FEES FOR LAND USE DEVELOPMENT APPLICATIONS AND PERMITS.

WHEREAS, the City of Gig Harbor desires to establish such fees by Resolution.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GIG HARBOR, AS FOLLOWS:

SECTION 1. The Engineering Plan Review and Construction Inspection Fees for various land use development applications and permits are established as follows:

ENGINEERING PLAN REVIEW

Water	\$100/1st 150' + \$.19/LF thereafter
Sewer	\$100/1st 150' + \$.19/LF thereafter
Street or Street w/curb, gutter & sidewalk	\$100/1st 150' + \$.25/LF thereafter
Curb, gutter & sidewalk only	\$100/1st 150' + \$.25/LF thereafter
Storm	\$75 1st/CB + \$10/Add CB
Retention & Detention Facilities	\$100
Lighting	\$80 + \$5/pole
Signals	\$340/Intersection
Right-Of-Way Access	\$25
Resubmittal	<u>\$50/Hour</u> for 3rd submittal <u>(8 hr/min)</u>

INSPECTION

Water	\$180/1st 150' + \$1.00/LF thereafter
Sewer	\$180/1st 150' + \$1.00/LF thereafter
Sewer - Step System (Residence)	\$130/unit
Street	\$180/1st 150' + \$.75/LF thereafter
Curb, Gutter & Sidewalk	\$180/1st 150' + \$.75/LF thereafter
Storm	\$90 ea/retn-detn area + \$.38/LF pipe
Lighting	\$90 + \$10/pole
Signals	\$700/intersection
Right-of-Way Access	
Overhead	\$200/1st 150' + \$.05/LF thereafter

Underground

\$200/1st 150' + \$.10/LF thereafter

SECTION 2. Engineering Plan Review and Construction Inspection Fees hereby adopted shall not apply to the engineering review and/or inspection of single family residences.

PASSED this ____ day of _____, 1993

EFFECTIVE _____, 1993

Gretchen A. Wilbert, Mayor

ATTEST:

Mark E. Hoppen
City Clerk

Filed with City Clerk:
Passed by City Council:



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GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: BEN YAZICI, DIRECTOR OF PUBLIC WORKS *BY*
RE: ENGINEERING REVIEW AND CONSTRUCTION
INSPECTION FEES
DATE: APRIL 7, 1993

Before you is a proposed Ordinance establishing a fee schedule for engineering plan review and construction inspection of various projects.

Engineering Plan Review

The Public Works Department currently reviews the engineering detail relating to road construction, sanitary and storm sewers, sidewalks, curbs and gutters, etc. for development projects within and outside the city. This review is done at no charge to the applicant. It is standard practice for municipalities throughout the State of Washington to charge for these reviews to help defray the expense to the city. In addition, since there is currently no fee associated with these reviews, there are many occasions when plans that have been reviewed and approved by city staff, are resubmitted with minor changes for further review by the Public Works Department. A flat fee schedule will help to alleviate this waste of staff time.

Construction Inspection Fees

The city currently charges construction inspection fees based on an hourly rate of \$25.00. The total number of hours required for each project is estimated at the beginning of the job and the developer or contractor is required to put that amount on deposit with the City. It is necessary to review the project status and the amount of time required by our inspector, on a monthly basis. Sometimes it is necessary to have additional funds deposited. After completion of the project, a reconciliation is done against actual time spent on the project and the city refunds any money remaining from the initial deposit.

This system takes an incredible amount of administrative time in the analysis of each project to insure the city is protected with adequate funds on deposit. There have been times when ten or eleven projects were in progress at the same

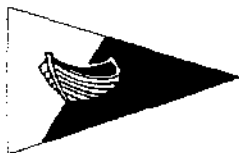
time.

We feel that a flat fee which is based on the actual details of the project, as set forth in the proposed ordinance, (1) would be more administratively efficient, (2) enables more uniformity in applying inspection fees to various projects based on objective criteria, and (3) eliminates the potential for disputes relating to deposit refunds at project completion.

Susan Matthew, the Public Works Department Office Assistant, researched the fee schedules of other municipalities. The fees proposed are in line with the charges of other municipalities. In addition, the proposed fee schedule was tested for accuracy against city projects that were previously completed. Our comparison showed that the proposed fees are enough to cover our expenses.

Recommendation


I recommend the City Council adopt the Ordinance which establishes Public Works Department Engineering Review and Construction Inspection Fees.



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(206) 851-8136

TO: Mayor Wilbert and City Council

FROM:  Ray Gilmore

DATE: April 20, 1993

SUBJ.: Resolution for Adoption of Hearing Examiner Findings and
Conclusions on an Appeal of a Variance Denial.

Attached for your consideration is a resolution which adopts the Hearing Examiner's findings and conclusions on the denial of a variance request submitted by George and Pauline Lovrovich. The Council considered the appeal at the last regular meeting and following presentation by staff and the appellants the Council voted 3 in favor, 1 against, to deny the appeal and uphold the decision of the Hearing Examiner.

CITY OF GIG HARBOR

RESOLUTION NO.

A RESOLUTION OF THE CITY OF GIG HARBOR, WASHINGTON, RELATING TO A REQUEST FOR VARIANCE FROM THE REQUIREMENTS OF SECTION 16.40.130 OF THE GIG HARBOR MUNICIPAL CODE.

WHEREAS, Pauline and George Lovrovich applied for a variance from the requirements of Section 16.40.130, which requires curbs, gutters, and sidewalks for short sub-divisions; and,

WHEREAS, the Gig Harbor Hearing Examiner, in a report dated March 10, 1993, denied the variance request following a public hearing and consideration of facts pertinent to the request; and,

WHEREAS, on March 19, 1993, the applicants notified the City of their intention to appeal the Hearing Examiner's decision to the City Council, requesting the decision be overturned; and,

WHEREAS, at its regular meeting of April 12, 1993, the Gig Harbor City Council considered the appeal based on the record established by the Hearing Examiner; and,

WHEREAS, the City Council acknowledged that, although a general requirement for sidewalks, curbs, and gutters may not be applicable to all streets or developments within the City, the code as currently written prevails in this matter.

NOW THEREFORE BE IT RESOLVED that the Gig Harbor City Council concurs with the findings and conclusions of the Hearing Examiner and the decision of the Hearing Examiner is affirmed.

PASSED this ____ day of _____, 1993

EFFECTIVE _____, 1993

Gretchen A. Wilbert, Mayor

ATTEST:

Mark E. Hoppen
City Clerk

Filed with City Clerk:
Passed by City Council:



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TO: MAYOR WILBERT AND CITY COUNCIL
FROM: BEN YAZICI, PUBLIC WORKS DIRECTOR *BY*
RE: GENERATOR PURCHASE FOR THE SEWER LIFT STATION #7
DATE: APRIL 22, 1993

The City Council allocated \$21,000 in the 1993 Budget to purchase a generator for Lift Station #7. A Call for Bid was published the weeks of April 5 and 12, 1993, with bid opening on April 21, 1993. A summary of the bid results is attached.

The low bid was \$25,596.03, which is \$4,596.03 higher than budgeted. I am recommending that we deny all bids and defer this purchase to the 1994 budget.

As I have shared with you, we are having a very difficult time finding a way of disposing of our sludge. I know that whatever the new solution, it will be much more expensive than our current practice of disposal, which is at the Kitsap County Landfill.

We started our budget cycle with a \$33,000 1992 year-end balance, which was not accounted for during the budget preparation, and we have saved approximately \$7,000 by delaying the hire of a new treatment plant operator until April 1, 1993, instead of January 1, 1993. However, I want to save as much as we can in the Sewer Department until after we know what we are going to do with our sludge disposal.

RECOMMENDATION

I recommend a Council motion to deny all bids and defer the purchase of a 125 K.W. Generator to the end of this year, or to the 1994 budget year.

125 K.W. DIESEL GENERATOR
TO BE USED FOR SEWER LIFT STATION

	<u>BIDS*</u>
1) Pacific Detroit Diesel	\$ 25,596.03
2) Cummings Northwest	26,676.19
3) Whitewater Engineering	27,435.10
4) E. C. Distributing Co.	29,059.65
5) N.C. Machinery Power system	29,176.07
6) Simpower Products, LTD	30,588.25
7) Star Rental & Sales	32,685.39

*Includes Washington State Sales Tax @7.8%



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(206) 851-8136

TO: MAYOR WILBERT AND CITY COUNCIL

FROM: BEN YAZICI, PUBLIC WORKS DIRECTOR *BY*

RE: STINSON AVENUE/GRANDVIEW STREET INTERSECTION
STOP SIGN ANALYSIS

DATE: APRIL 22, 1993

At the last Council meeting, the Public Works Department was directed to perform a stop sign analysis at the Grandview Street and Stinson Avenue intersection. The analysis was completed and our conclusion is that this intersection does not meet 4-way stop sign warrants.

The City is governed by the Manual on Uniform Traffic Control Devices. According to the manual, a multi-way stop sign installation may be warranted under the following conditions:

- 1) Where traffic signals are warranted and urgently needed, the multi-way stop sign is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.
- 2) An accident problem over a twelve month period, as indicated by five or more reported accidents of a type susceptible to correction by a multi-way stop sign.
- 3) Minimum traffic volumes.
 - a) The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day, and
 - b) The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but
 - c) When the 85th percentile approach speed of the major street traffic

exceeds 40 mph, the minimum vehicular volume warrant is 70% of the above requirements.

We borrowed traffic counters and measured the traffic volume. According to the count, the intersection does not meet requirement #3.

We have reviewed the accident history of the intersection. The accident history does not meet requirements #2.

I have reviewed the traffic signal warrant analysis. The intersection does not warrant a traffic light installation; therefore, the location does not meet requirement #1.

A pedestrian count was done at this intersection approximately two years ago. We observed only two pedestrian crossings at this intersection in an 8-hour period between 8:30 a.m. and 4:30 p.m. Since there has not been any land use change and/or new development in the vicinity of the intersection that would generate higher pedestrian activity, we assume this old pedestrian count is still valid.

I believe that the existing traffic light, 300 feet south of this intersection, would be a safer pedestrian crossing than the Stinson Avenue/Grandview intersection, with or without a stop sign.

We also checked to find out if there is any stopping sight distance problem which may require stop signs. According to our analysis, there is sufficient stopping sight distance at this intersection for all approaches.

HISTORY

Stinson Avenue was a dead-end street with a cul-de-sac approximately 200 feet south of the Grandview intersection. The City and DOT spent \$220,000 to make this street a through street for the purpose of easing the traffic congestion on Pioneer Way. The City completed the improvements two years ago and, consistent with the City's consultant engineer recommendation, there were no stop signs installed on Stinson Avenue at the Grandview intersection. The multi-way stop signs were installed contrary to the Consultant's recommendation.

RECOMMENDATION

Stop signs are not intended to control speeding. If there is a speeding problem at the Grandview Street/Stinson Avenue intersection, it is an enforcement issue and should be addressed with increased enforcement activity. Therefore, from the Traffic Engineering standpoint, the stop signs at the intersection of Stinson Avenue and Grandview are not necessary and should be removed.

Mayor Wilbert and Council
April 22, 1993

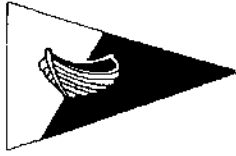
STINSON AVENUE/GRANDVIEW INTERESESECTION

ACCIDENT HISTORY

1

YEAR	DATE	NUMBER OF ACCIDENTS
1989	01-21-81	1
1990	01-17-90 02-21-90	2
1991	11-19-91	1
1992	02-01-92 08-31-92 11-22-92	3

1



City of Gig Harbor. The "Maritime City."

3105 JUDSON STREET • P.O. BOX 145
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: COUNCILMEMBERS AND MARK HOPPEN
FROM: MAYOR GRETCHEN WILBERT *GW*
DATE: April 21, 1993
SUBJ: STINSON/GRANDVIEW/PIONEER INTERSECTION REVIEW

Upon the opening of the new Stinson access to Pioneer and Wollochet Drive, I requested the existing 4-way stop at Stinson and Grandview remain in place for a trial period for safety reasons.

Five daycares and a pre-school are all within two blocks of the intersection. The spring and summer months bring opportunities for caregivers, teachers and children to experience the great outdoors with walks to the playfield across Pioneer. One of the most important lessons taught to young children is how to cross a street and pedestrian safety in general. Four of the daycare / preschool access onto Stinson. Two of them access directly at Stinson and Grandview with attendant pick up and deliveries by parents. The steady stream of cars north and southbound on Stinson may pose a safety hazard if the Stinson stop signs are removed. Parents may be put in a position of "peeling out" at Grandview in order to access Stinson at peak traffic times when most of the pick up and deliveries occur. A real and imminent danger to the children and drivers, in my opinion.

However, we have a problem. The regulation within the Uniform Traffic Manual suggests we remove the stop signs on Stinson because of unequal traffic counts. It's too bad when the regulations which are supposed to help create a safe environment actually create a hazard if we adhere to the letter of the law.

The stop on Stinson for commuters leading north may seem unnecessary to the commuters, but it clearly gives motorists the opportunity to give "pause" before entering a high density, residential neighborhood with significant pedestrian traffic, a steep hill, and sight distance problems.

I have observed no traffic backup caused by the 4-way stop. The northbound traffic flows rather well as it does at Stinson & Rosedale. The friendly characteristic of a 4-way stop lets the drivers have eye contact, share, and take turns as they move through the intersection.

There is a problem for southbound traffic heading toward Tacoma. The main problem is not with the 4-way stop at Stinson & Grandview, but with the blocking

of the right turn lane for a large majority of the A.M. traffic trying to turn west onto Wollochet Drive. One car wanting to go through the light and head toward Bremerton can hold up a whole line of Tacoma commuters.

My goal is to continue to create pedestrian friendly neighborhoods and shopping areas, combined with free-flowing traffic. One of those safe areas exists now at Stinson & Grandview. It was Will Rogers who said "If it works, don't fix it." I think it would be a mistake to change the 4-way stop at Stinson & Grandview.

Two recommendations are proposed for your consideration:

- 1) To encourage the continuation of an emphasis within the city on safe pedestrian access by retaining the 4-way stop at Stinson & Grandview.
- 2) Request the DOT to remove the THRU arrow from the right lane at Stinson & Pioneer and paint the THRU arrow in the left lane.

STATION: 000607
 LOCATION: ON STINSON S/O GRANDVIEW
 LEG: SO CHANNEL: B
 DIRECTION: NORTHBOUND

by Jim Smith

VOLUME SUMMARY

WEEK 1

HOUR BEGINS	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	WEEKDAY AVERAGE	SATURDAY 17	SUNDAY 18	7 DAY AVERAGE
AM TOTALS	*	*	*	*	*	*	1953	960	*
PM TOTALS	*	*	*	*	2528*	*	2576	2282	*
DAILY TOTALS	*	*	*	*	2528*	*	3529	3242	*
AM PEAK HOUR VOLUME	*	*	*	*	*	*	11:00 234	10:30 262	
PM PEAK HOUR VOLUME	*	*	*	*	5:15* 390	*	3:45 296	4:00 264	

WEEK 2

HOUR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	WEEKDAY AVERAGE	SATURDAY 24	SUNDAY 25	7 DAY AVERAGE
AM TOTALS	1275	1281	1155	661	*	1032	*	*	*
PM TOTALS	3254	3394	3305	*	*	3350	*	*	*
DAILY TOTALS	4529	4675	4460	661*	*	4382	*	*	*
AM PEAK HOUR VOLUME	7:15 249	7:30 270	7:15 268	7:15 256	*	*	*	*	
PM PEAK HOUR VOLUME	4:45 484	5:15 501	5:15 496	11:15* 1	*	*	*	*	

* indicates incomplete or no data for this.

STATION: 000607
LOCATION: ON STINGON S/O GRANDVIEW
LEG: 50 CHANNEL: B
DIRECTION: NORTHBOUND

HR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY			
BEGINS	19	20	21	22	23	24	25			
12:00 PM	61	56	65	0	*	*	*			
12:15	77	79	67	*	*	*	*			
12:30	56	62	60	*	*	*	*			
12:45	72	265	57	253	56	251	*	*	*	*
1:00	52	76	48	*	*	*	*	*	*	*
1:15	69	50	50	*	*	*	*	*	*	*
1:30	57	80	63	*	*	*	*	*	*	*
1:45	57	234	62	268	79	336	*	*	*	*
2:00	64	55	64	*	*	*	*	*	*	*
2:15	54	70	64	*	*	*	*	*	*	*
2:30	72	64	60	*	*	*	*	*	*	*
2:45	67	257	78	267	53	261	*	*	*	*
3:00	82	80	86	*	*	*	*	*	*	*
3:15	100	92	105	*	*	*	*	*	*	*
3:30	109	107	92	*	*	*	*	*	*	*
3:45	112	403	95	374	106	389	*	*	*	*
4:00	111	109	107	*	*	*	*	*	*	*
4:15	102	98	87	*	*	*	*	*	*	*
4:30	109	120	104	*	*	*	*	*	*	*
4:45	109	431	105	432	90	388	*	*	*	*
5:00	120	108	112	*	*	*	*	*	*	*
5:15	128	117	120	*	*	*	*	*	*	*
5:30	127	122	143	*	*	*	*	*	*	*
5:45	96	471	122	469	100	483	*	*	*	*
6:00	101	140	125	*	*	*	*	*	*	*
6:15	102	96	110	*	*	*	*	*	*	*
6:30	101	80	114	*	*	*	*	*	*	*
6:45	90	394	95	411	84	433	*	*	*	*
7:00	80	101	103	*	*	*	*	*	*	*
7:15	68	68	54	*	*	*	*	*	*	*
7:30	67	59	50	*	*	*	*	*	*	*
7:45	57	272	49	277	51	258	*	*	*	*
8:00	51	46	56	*	*	*	*	*	*	*
8:15	51	51	59	*	*	*	*	*	*	*
8:30	53	70	60	*	*	*	*	*	*	*
8:45	33	188	55	222	61	236	*	*	*	*
9:00	46	51	54	*	*	*	*	*	*	*
9:15	49	43	40	*	*	*	*	*	*	*
9:30	42	59	51	*	*	*	*	*	*	*
9:45	46	182	57	210	38	195	*	*	*	*
10:00	25	57	42	*	*	*	*	*	*	*
10:15	22	27	35	*	*	*	*	*	*	*
10:30	25	27	21	*	*	*	*	*	*	*
10:45	16	90	24	135	23	121	*	*	*	*
11:00	20	16	16	*	*	*	*	*	*	*
11:15	17	26	12	*	*	*	*	*	*	*
11:30	11	19	13	*	*	*	*	*	*	*
11:45	18	66	15	76	10	54	*	*	*	*
PM TOTALS	3254	3394	3305	*	*	*	*	*	*	*
WEEKDAY AVERAGE:	3350	7 DAY AVERAGE:	*	*	*	*	*	*	*	*
PEAK HOUR BEGINS	4:45	5:15	5:15	11:15*	*	*	*	*	*	*
VOLUME	484	501	496	1	*	*	*	*	*	*

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
12:00 AM	6	11	9	15	*	*	*
12:15	8	12	12	9	*	*	*
12:30	6	8	6	7	*	*	*
1:00	3	4	4	3	*	*	*
1:15	3	3	3	3	*	*	*
1:30	6	7	5	4	*	*	*
1:45	1	14	2	18	19	*	*
2:00	5	4	6	3	*	*	*
2:15	3	4	3	6	*	*	*
2:30	2	1	2	5	15	*	*
2:45	2	12	1	2	13	*	*
3:00	2	2	2	2	3	*	*
3:15	2	3	2	2	0	*	*
3:30	2	0	0	2	2	*	*
3:45	2	8	2	4	6	*	*
4:00	0	2	0	0	4	*	*
4:15	1	1	1	2	2	*	*
4:30	2	1	1	0	0	*	*
4:45	1	4	3	5	7	*	*
5:00	2	4	2	1	1	*	*
5:15	1	0	5	3	2	*	*
5:30	4	7	6	2	10	16	*
5:45	10	17	18	6	19	*	*
6:00	9	5	5	7	7	*	*
6:15	9	12	14	13	13	*	*
6:30	17	24	20	26	26	*	*
6:45	29	63	32	32	32	78	*
7:00	39	33	32	31	31	*	*
7:15	54	65	63	60	60	*	*
7:30	71	72	69	66	66	241	*
7:45	68	232	80	76	76	*	*
8:00	56	62	56	46	46	*	*
8:15	49	67	28	47	47	*	*
8:30	36	41	50	53	53	193	*
8:45	69	61	64	47	47	*	*
9:00	64	50	47	48	48	*	*
9:15	57	52	40	2	2	*	*
9:30	58	53	37	0	0	*	*
9:45	65	57	39	163	48	*	*
10:00	49	47	49	0	0	*	*
10:15	51	56	39	0	0	*	*
10:30	39	38	22	0	0	*	*
10:45	65	40	50	170	0	*	*
11:00	57	54	42	0	0	*	*
11:15	59	49	50	1	1	*	*
11:30	53	79	51	0	0	*	*
11:45	76	245	59	202	1	*	*

12:00 AM

12:15

12:30

1:00

1:15

1:30

1:45

5:00

5:15

5:30

5:45

6:00

6:15

6:30

6:45

7:00

7:15

7:30

7:45

AM TOTALS

1275

1281

1155

661

WEEKDAY AVERAGE: 1032

7 DAY AVERAGE: 715

270

256

PEAK HOUR BEGINS

7:15

7:30

7:15

VOLUME

249

249

270

256

11:45

11:30

11:15

11:00

10:45

10:30

10:15

10:00

9:45

9:30

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2:45

2:30

2:15

2:00

1:45

1:30

1:15

1:00

12:45

12:30

12:15

12:00 AM

Planning, Research, and Public Transportation
Volume Report

STATION: 000607

LOCATION: ON STINSON S/O GRANDVIEW

LEG: SO CHANNEL: B

DIRECTION: NORTHSOUND

PAGE 2 OF 5

FILENAME: g1g1

FRIDAY APR 16, 1993

HOUR BEGINS	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	SATURDAY 17	SUNDAY 18			
12:00 PM	*	*	*	*	*	48	50			
12:15	*	*	*	*	*	64	43			
12:30	*	*	*	*	*	68	55			
12:45	*	*	*	*	*	72	252	77	225	
1:00	*	*	*	*	*	50	71			
1:15	*	*	*	*	*	60	45			
1:30	*	*	*	*	*	72	62			
1:45	*	*	*	*	*	47	228	52	250	
2:00	*	*	*	*	*	54	53			
2:15	*	*	*	*	*	45	68			
2:30	*	*	*	*	*	68	58			
2:45	*	*	*	*	*	62	228	53	232	
3:00	*	*	*	*	81	74	58			
3:15	*	*	*	*	97	73	45			
3:30	*	*	*	*	93	58	61			
3:45	*	*	*	*	89	360	79	284	52	216
4:00	*	*	*	*	94	67	59			
4:15	*	*	*	*	78	78	69			
4:30	*	*	*	*	96	66	69			
4:45	*	*	*	*	91	359	74	283	69	266
5:00	*	*	*	*	78	62	59			
5:15	*	*	*	*	100	86	63			
5:30	*	*	*	*	90	55	72			
5:45	*	*	*	*	97	365	56	257	64	258
6:00	*	*	*	*	103	62	63			
6:15	*	*	*	*	87	47	64			
6:30	*	*	*	*	87	57	57			
6:45	*	*	*	*	86	363	63	229	33	217
7:00	*	*	*	*	86	57	53			
7:15	*	*	*	*	72	47	43			
7:30	*	*	*	*	97	48	46			
7:45	*	*	*	*	86	341	38	190	45	187
8:00	*	*	*	*	63	36	51			
8:15	*	*	*	*	50	48	42			
8:30	*	*	*	*	43	40	54			
8:45	*	*	*	*	62	219	25	149	57	204
9:00	*	*	*	*	52	48	33			
9:15	*	*	*	*	50	43	26			
9:30	*	*	*	*	53	53	24			
9:45	*	*	*	*	59	224	39	183	32	115
10:00	*	*	*	*	42	44	16			
10:15	*	*	*	*	37	32	21			
10:30	*	*	*	*	46	37	16			
10:45	*	*	*	*	31	156	41	154	21	74
11:00	*	*	*	*	38	33	18			
11:15	*	*	*	*	34	32	13			
11:30	*	*	*	*	24	42	16			
11:45	*	*	*	*	45	141	26	133	11	58
PM TOTALS	*	*	*	*	2528*		2576		2282	
WEEKDAY AVERAGE:	*		7 DAY AVERAGE:	*						
PEAK HOUR BEGINS	*	*	*	*	5:15*		3:45		4:00	
VOLUME	*	*	*	*	390		290		266	

Washington State Department of Transportation
 Planning, Research, and Public Transportation
 Volume Report

STATION: 000607
 LOCATION: ON STINSON S/D GRANDVIEW
 LEG# 50
 CHANNEL: 8
 DIRECTION: NORTHBOUND

PAGE 1 OF 5
 FILENAME: 9191
 FRIDAY APR 16, 1993

HOURLY BEGINS	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	SATURDAY 17	SUNDAY 18
12:00 AM	1	1	2	1	1	19	18
12:15	1	1	1	1	1	14	24
12:30	1	1	1	1	1	120	20
12:45	1	1	1	1	1	16	69
1:00	1	1	1	1	1	7	8
1:15	1	1	1	1	1	4	12
1:30	1	1	1	1	1	8	11
1:45	1	1	1	1	1	13	13
2:00	1	1	1	1	1	10	8
2:15	1	1	1	1	1	10	11
2:30	1	1	1	1	1	6	6
2:45	1	1	1	1	1	7	6
3:00	1	1	1	1	1	7	31
3:15	1	1	1	1	1	2	4
3:30	1	1	1	1	1	4	5
3:45	1	1	1	1	1	6	2
4:00	1	1	1	1	1	2	4
4:15	1	1	1	1	1	0	1
4:30	1	1	1	1	1	2	0
4:45	1	1	1	1	1	1	5
5:00	1	1	1	1	1	1	3
5:15	1	1	1	1	1	2	2
5:30	1	1	1	1	1	2	2
5:45	1	1	1	1	1	3	2
6:00	1	1	1	1	1	7	1
6:15	1	1	1	1	1	14	7
6:30	1	1	1	1	1	5	3
6:45	1	1	1	1	1	5	3
7:00	1	1	1	1	1	5	3
7:15	1	1	1	1	1	5	3
7:30	1	1	1	1	1	14	6
7:45	1	1	1	1	1	10	6
8:00	1	1	1	1	1	26	16
8:15	1	1	1	1	1	55	13
8:30	1	1	1	1	1	21	41
8:45	1	1	1	1	1	23	25
9:00	1	1	1	1	1	57	57
9:15	1	1	1	1	1	35	36
9:30	1	1	1	1	1	35	36
9:45	1	1	1	1	1	114	65
10:00	1	1	1	1	1	30	49
10:15	1	1	1	1	1	32	25
10:30	1	1	1	1	1	34	40
10:45	1	1	1	1	1	49	49
11:00	1	1	1	1	1	64	28
11:15	1	1	1	1	1	53	34
11:30	1	1	1	1	1	54	33
11:45	1	1	1	1	1	47	33
11:50	1	1	1	1	1	57	49
11:55	1	1	1	1	1	57	63
12:00	1	1	1	1	1	50	45
12:05	1	1	1	1	1	57	37
12:10	1	1	1	1	1	70	36
12:15	1	1	1	1	1	234	181

AM TOTALS	953	960
WEEKDAY AVERAGE:	1	1
PEAK HOUR BEGINS	1	1
VOLUME	234	262
7 DAY AVERAGE:	1	1
11:00	234	262
10:30		

STATION: 000607
LOCATION: ON STINSON S/D GRANDVIEW
LEG: SO CHANNEL: A
DIRECTION: SOUTHBOUND

VOLUME SUMMARY

WEEK 1									
HOUR BEGINS	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	WEEKDAY AVERAGE	SATURDAY 17	SUNDAY 18	7 DAY AVERAGE
AM TOTALS	*	*	*	*	*	*	1356	1027	*
PM TOTALS	*	*	*	*	1731*	*	2359	2234	*
DAILY TOTALS	*	*	*	*	1731*	*	3715	3261	*
AM PEAK HOUR VOLUME	*	*	*	*	*	*	11:00 297	10:00 251	*
PM PEAK HOUR VOLUME	*	*	*	*	4:45* 348	*	11:35 300	11:45 392	*

WEEK 2									
HOUR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	WEEKDAY AVERAGE	SATURDAY 24	SUNDAY 25	7 DAY AVERAGE
AM TOTALS	2230	2228	2205	1434	*	1956	*	*	*
PM TOTALS	2486	2623	2505	*	*	2564	*	*	*
DAILY TOTALS	4716	4851	4710	1434*	*	4520	*	*	*
AM PEAK HOUR VOLUME	6:45 494	7:00 476	6:45 485	7:15 465	*	*	*	*	*
PM PEAK HOUR VOLUME	4:45 382	4:30 430	4:30 374	*	*	*	*	*	*

* indicates incomplete or no data for this.

Washington State Department of Transportation
 Planning, Research, and Public Transportation
 Volume Report

STATION: 000607

LOCATION: ON STINSON S/D GRANDVIEW

LEG: SO CHANNEL: A

DIRECTION: SOUTHBOUND

PAGE 4 OF 5

FILENAME: qig1

FRIDAY APR 23, 1993

HOUR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	SATURDAY 24	SUNDAY 25
12:00 PM	75	63	57	0	*	*	*
12:15	52	64	62	*	*	*	*
12:30	60	51	58	*	*	*	*
12:45	67 262	67 245	61 238	*	0*	*	*
1:00	58	75	52	*	*	*	*
1:15	75	67	56	*	*	*	*
1:30	57	58	64	*	*	*	*
1:45	58 248	79 279	59 231	*	*	*	*
2:00	64	66	64	*	*	*	*
2:15	63	77	80	*	*	*	*
2:30	76	91	69	*	*	*	*
2:45	78 281	67 301	68 281	*	*	*	*
3:00	65	73	72	*	*	*	*
3:15	69	75	69	*	*	*	*
3:30	73	71	77	*	*	*	*
3:45	83 290	64 283	71 289	*	*	*	*
4:00	95	75	82	*	*	*	*
4:15	86	82	80	*	*	*	*
4:30	79	95	81	*	*	*	*
4:45	74 334	87 339	80 323	*	*	*	*
5:00	113	143	115	*	*	*	*
5:15	112	105	98	*	*	*	*
5:30	83	79	74	*	*	*	*
5:45	72 380	72 399	63 350	*	*	*	*
6:00	71	76	88	*	*	*	*
6:15	53	77	68	*	*	*	*
6:30	51	82	54	*	*	*	*
6:45	50 225	49 284	62 272	*	*	*	*
7:00	41	41	65	*	*	*	*
7:15	45	34	40	*	*	*	*
7:30	47	38	35	*	*	*	*
7:45	45 178	33 146	44 184	*	*	*	*
8:00	30	30	28	*	*	*	*
8:15	43	20	38	*	*	*	*
8:30	22	21	33	*	*	*	*
8:45	17 112	33 104	35 134	*	*	*	*
9:00	23	30	34	*	*	*	*
9:15	28	31	46	*	*	*	*
9:30	14	25	12	*	*	*	*
9:45	18 79	39 125	12 104	*	*	*	*
10:00	18	28	22	*	*	*	*
10:15	16	16	17	*	*	*	*
10:30	22	18	25	*	*	*	*
10:45	12 68	14 76	12 76	*	*	*	*
11:00	9	13	10	*	*	*	*
11:15	9	10	3	*	*	*	*
11:30	7	6	5	*	*	*	*
11:45	4 29	13 42	5 23	*	*	*	*
PM TOTALS	2486	2623	2505	*	*	*	*
WEEKDAY AVERAGE:	2564	7 DAY AVERAGE:		*	*	*	*
PEAK HOUR BEGINS	4:45	4:30	4:30	*	*	*	*
VOLUME	382	430	374	*	*	*	*

STATION: 000607
LOCATION: ON STINSON S/D BRANDVIEW
LEG: S0 CHANNEL: A
DIRECTION: SOUTHBOUND

HOUR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	SATURDAY 24	SUNDAY 25					
12:00 AM	3	3	7	5	*	*	*					
12:15	4	2	2	1	*	*	*					
12:30	2	3	5	3	*	*	*					
12:45	3	12	3	11	2	16	2	11	*	*	*	*
1:00	3	0	1	2	*	*	*	*				
1:15	1	2	4	1	*	*	*	*				
1:30	0	1	1	1	*	*	*	*				
1:45	1	5	1	4	0	6	3	7	*	*	*	*
2:00	2	0	3	5	*	*	*	*				
2:15	5	3	1	0	*	*	*	*				
2:30	3	3	0	0	*	*	*	*				
2:45	0	10	1	7	0	4	2	7	*	*	*	*
3:00	1	2	1	3	*	*	*	*				
3:15	4	2	2	1	*	*	*	*				
3:30	4	4	0	4	*	*	*	*				
3:45	4	13	5	13	0	8	4	12	*	*	*	*
4:00	1	3	4	3	*	*	*	*				
4:15	6	4	0	4	*	*	*	*				
4:30	4	2	4	3	*	*	*	*				
4:45	8	19	11	20	17	28	11	21	*	*	*	*
5:00	15	17	10	14	*	*	*	*				
5:15	20	16	23	14	*	*	*	*				
5:30	26	34	34	37	*	*	*	*				
5:45	49	110	50	117	48	114	42	107	*	*	*	*
6:00	56	51	60	47	*	*	*	*				
6:15	87	86	75	76	*	*	*	*				
6:30	100	127	116	116	*	*	*	*				
6:45	102	345	108	372	106	355	105	344	*	*	*	*
7:00	118	111	114	99	*	*	*	*				
7:15	137	121	139	130	*	*	*	*				
7:30	137	128	126	117	*	*	*	*				
7:45	102	494	116	476	94	473	102	448	*	*	*	*
8:00	109	109	99	116	*	*	*	*				
8:15	107	85	120	103	*	*	*	*				
8:30	90	108	85	92	*	*	*	*				
8:45	93	399	89	391	66	393	116	427	*	*	*	*
9:00	78	96	87	50	*	*	*	*				
9:15	79	68	77	0	*	*	*	*				
9:30	71	67	91	0	*	*	*	*				
9:45	70	298	84	315	57	312	0	50	*	*	*	*
10:00	76	51	59	0	*	*	*	*				
10:15	68	65	62	0	*	*	*	*				
10:30	58	54	67	0	*	*	*	*				
10:45	61	263	60	230	56	244	0	0	*	*	*	*
11:00	60	59	68	0	*	*	*	*				
11:15	55	67	59	0	*	*	*	*				
11:30	62	72	57	0	*	*	*	*				
11:45	85	262	74	272	68	252	0	0	*	*	*	*
AM TOTALS	2230	2228	2205	1434	*	*	*	*				
WEEKDAY AVERAGE:	1956	7 DAY AVERAGE:	*	*	*	*	*					
PEAK HOUR BEGINS	6:45	7:00	6:45	7:15	*	*	*					
VOLUME	494	476	485	465	*	*	*					

Washington State Department of Transportation
 Planning, Research, and Public Transportation
 Volume Report

STATION: 000607
 LOCATION: ON STINSON S/O GRANDVIEW
 LEG: SO CHANNEL: A
 DIRECTION: SOUTHBOUND

PAGE 2 OF 5
 FILENAME: g1g1
 FRIDAY APR 16, 1993

HOUR BEGINS	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	SATURDAY 17	SUNDAY 18			
12:00 PM	*	*	*	*	*	70	87			
12:15	*	*	*	*	*	68	138			
12:30	*	*	*	*	*	76	90			
12:45	*	*	*	*	*	71	285	54	369	
1:00	*	*	*	*	*	65	79			
1:15	*	*	*	*	*	64	68			
1:30	*	*	*	*	*	76	61			
1:45	*	*	*	*	*	70	295	52	260	
2:00	*	*	*	*	*	60	58			
2:15	*	*	*	*	*	47	56			
2:30	*	*	*	*	*	52	62			
2:45	*	*	*	*	*	78	237	70	246	
3:00	*	*	*	*	81	63	61			
3:15	*	*	*	*	66	40	65			
3:30	*	*	*	*	68	51	60			
3:45	*	*	*	*	82	297	75	229	51	237
4:00	*	*	*	*	85	57	55			
4:15	*	*	*	*	74	61	53			
4:30	*	*	*	*	68	72	52			
4:45	*	*	*	*	83	310	48	238	66	226
5:00	*	*	*	*	104	54	59			
5:15	*	*	*	*	84	66	75			
5:30	*	*	*	*	77	72	57			
5:45	*	*	*	*	81	346	57	249	62	253
6:00	*	*	*	*	62	53	54			
6:15	*	*	*	*	64	58	43			
6:30	*	*	*	*	74	81	42			
6:45	*	*	*	*	54	254	50	242	45	184
7:00	*	*	*	*	52	54	41			
7:15	*	*	*	*	44	48	36			
7:30	*	*	*	*	45	51	45			
7:45	*	*	*	*	31	172	38	191	39	161
8:00	*	*	*	*	28	29	37			
8:15	*	*	*	*	31	22	35			
8:30	*	*	*	*	28	39	27			
8:45	*	*	*	*	18	105	25	115	30	129
9:00	*	*	*	*	33	36	24			
9:15	*	*	*	*	34	28	27			
9:30	*	*	*	*	24	22	11			
9:45	*	*	*	*	16	107	31	117	23	85
10:00	*	*	*	*	30	27	9			
10:15	*	*	*	*	19	27	19			
10:30	*	*	*	*	21	25	16			
10:45	*	*	*	*	25	95	12	91	14	58
11:00	*	*	*	*	12	20	11			
11:15	*	*	*	*	19	19	3			
11:30	*	*	*	*	10	14	9			
11:45	*	*	*	*	4	45	17	70	3	26
PM TOTALS	*	*	*	*	1731*	2359	2234			
WEEKDAY AVERAGE:	*	7 DAY AVERAGE:			*					
PEAK HOUR BEGINS	*	*	*	*	4:45*	11:15	11:45			
VOLUME	*	*	*	*	348	300	392			

Planning, Research, and Public Transportation
Volume Report

STATION: 000607
LOCATION: DN STINSON S/O GRANDVIEW
LEG: 50 CHANNEL: A
DIRECTION: SOUTHBOUND

PAGE 1 OF 5
FILENAME: g1g1
FRIDAY APR 16, 1993

HOUR BEGINS	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	SATURDAY 17	SUNDAY 18		
12:00 AM	*	*	*	*	*	13	12		
12:15	*	*	*	*	*	11	5		
12:30	*	*	*	*	*	9	7		
12:45	*	*	*	*	*	11	44	6	50
1:00	*	*	*	*	*	7	4		
1:15	*	*	*	*	*	6	9		
1:30	*	*	*	*	*	3	7		
1:45	*	*	*	*	*	6	22	6	26
2:00	*	*	*	*	*	4	4		
2:15	*	*	*	*	*	9	7		
2:30	*	*	*	*	*	5	1		
2:45	*	*	*	*	*	4	22	3	15
3:00	*	*	*	*	*	2	4		
3:15	*	*	*	*	*	6	0		
3:30	*	*	*	*	*	0	3		
3:45	*	*	*	*	*	1	9	0	7
4:00	*	*	*	*	*	3	1		
4:15	*	*	*	*	*	1	0		
4:30	*	*	*	*	*	1	2		
4:45	*	*	*	*	*	5	10	3	6
5:00	*	*	*	*	*	1	7		
5:15	*	*	*	*	*	6	6		
5:30	*	*	*	*	*	3	4		
5:45	*	*	*	*	*	12	22	6	23
6:00	*	*	*	*	*	7	9		
6:15	*	*	*	*	*	18	16		
6:30	*	*	*	*	*	17	15		
6:45	*	*	*	*	*	23	70	22	62
7:00	*	*	*	*	*	21	13		
7:15	*	*	*	*	*	25	11		
7:30	*	*	*	*	*	38	16		
7:45	*	*	*	*	*	38	120	23	63
8:00	*	*	*	*	*	54	19		
8:15	*	*	*	*	*	53	28		
8:30	*	*	*	*	*	60	26		
8:45	*	*	*	*	*	42	209	38	197
9:00	*	*	*	*	*	54	42		
9:15	*	*	*	*	*	77	50		
9:30	*	*	*	*	*	50	59		
9:45	*	*	*	*	*	66	242	58	239
10:00	*	*	*	*	*	76	57		
10:15	*	*	*	*	*	67	71		
10:30	*	*	*	*	*	87	59		
10:45	*	*	*	*	*	59	269	64	251
11:00	*	*	*	*	*	67	52		
11:15	*	*	*	*	*	74	49		
11:30	*	*	*	*	*	79	50		
11:45	*	*	*	*	*	77	297	77	228
AM TOTALS	*	*	*	*	*	1356	1027		
WEEKDAY AVERAGE:	*	*	7 DAY AVERAGE:	*	*				
PEAK HOUR BEGINS:	*	*	*	*	*	11:00	10:00		
VOLUME	*	*	*	*	*	297	251		

Washington State Department of Transportation
Planning, Research, and Public Transportation
Volume Report

STATION: 000605

LOCATION: ON STINSON N/O GRANDVIEW

LEG: NO

CHANNEL: A

DIRECTION: BDTNWAYS

PAGE 2 OF 5

FILENAME: 6165

FRIDAY APR 16, 1993

HOUR BEGINS	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	SATURDAY 17	SUNDAY 18
12:00 PM	*	*	*	*	*	159	162
12:15	*	*	*	*	*	164	216
12:30	*	*	*	*	*	177	164
12:45	*	*	*	*	*	198	698 163 705
1:00	*	*	*	*	*	167	177
1:15	*	*	*	*	*	170	130
1:30	*	*	*	*	*	177	152
1:45	*	*	*	*	*	146	660 126 585
2:00	*	*	*	*	*	121	132
2:15	*	*	*	*	*	131	139
2:30	*	*	*	*	154	145	150
2:45	*	*	*	*	166 328*	125	583 166 587
3:00	*	*	*	*	174	180	153
3:15	*	*	*	*	185	133	127
3:30	*	*	*	*	187	139	148
3:45	*	*	*	*	193 759	190	642 131 559
4:00	*	*	*	*	194	148	149
4:15	*	*	*	*	181	175	159
4:30	*	*	*	*	192	172	138
4:45	*	*	*	*	199 766	157	652 143 589
5:00	*	*	*	*	202	136	146
5:15	*	*	*	*	191	174	172
5:30	*	*	*	*	210	156	147
5:45	*	*	*	*	194 797	138	604 157 622
6:00	*	*	*	*	198	142	134
6:15	*	*	*	*	170	137	132
6:30	*	*	*	*	184	163	108
6:45	*	*	*	*	161 713	134	576 89 463
7:00	*	*	*	*	147	134	120
7:15	*	*	*	*	144	111	98
7:30	*	*	*	*	160	120	118
7:45	*	*	*	*	140 591	92	457 108 444
8:00	*	*	*	*	109	79	105
8:15	*	*	*	*	87	84	102
8:30	*	*	*	*	89	93	109
8:45	*	*	*	*	91 376	61	317 106 422
9:00	*	*	*	*	103	93	81
9:15	*	*	*	*	97	76	60
9:30	*	*	*	*	87	84	41
9:45	*	*	*	*	79 366	67	320 66 248
10:00	*	*	*	*	80	76	33
10:15	*	*	*	*	60	76	45
10:30	*	*	*	*	68	69	45
10:45	*	*	*	*	57 265	61	282 41 164
11:00	*	*	*	*	57	67	31
11:15	*	*	*	*	58	56	22
11:30	*	*	*	*	39	64	26
11:45	*	*	*	*	54 208	45	232 16 95
PM TOTALS	*	*	*	*	5161*	6023	5483

Washington State Department of Transportation
Planning, Research, and Public Transportation
Volume Report

STATION: 000605
LOCATION: ON STINSON N/O GRANDVIEW
LEG: NO CHANNEL: A
DIRECTION: BOTHWAYS

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FILENAME: 6165
FRIDAY APR 23, 1993

HOUR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	SATURDAY 24	SUNDAY 25					
12:00 AM	15	17	21	20	*	*	*					
12:15	14	17	15	12	*	*	*					
12:30	9	13	12	10	*	*	*					
12:45	6	44	8	55	10	58	8	50	*	*	*	*
1:00	7	6	10	7	*	*	*	*				
1:15	5	5	10	5	*	*	*	*				
1:30	5	8	7	7	*	*	*	*				
1:45	5	22	3	22	3	30	11	30	*	*	*	*
2:00	7	5	10	7	*	*	*	*				
2:15	11	7	3	9	*	*	*	*				
2:30	7	5	2	6	*	*	*	*				
2:45	2	27	3	20	2	17	4	26	*	*	*	*
3:00	5	4	4	6	*	*	*	*				
3:15	6	6	5	1	*	*	*	*				
3:30	7	4	2	6	*	*	*	*				
3:45	5	23	8	22	7	18	5	18	*	*	*	*
4:00	4	6	5	8	*	*	*	*				
4:15	9	7	4	6	*	*	*	*				
4:30	6	5	5	4	*	*	*	*				
4:45	14	33	17	35	22	36	15	33	*	*	*	*
5:00	20	27	15	19	*	*	*	*				
5:15	29	21	33	24	*	*	*	*				
5:30	58	50	48	48	*	*	*	*				
5:45	68	175	60	158	56	152	61	152	*	*	*	*
6:00	92	69	80	63	*	*	*	*				
6:15	131	112	105	105	*	*	*	*				
6:30	194	162	144	158	*	*	*	*				
6:45	209	625	153	496	153	482	150	476	*	*	*	*
7:00	281	167	166	151	*	*	*	*				
7:15	284	209	222	218	*	*	*	*				
7:30	293	220	212	189	*	*	*	*				
7:45	183	1041	208	804	191	791	203	761	*	*	*	*
8:00	143	207	178	189	*	*	*	*				
8:15	81	170	190	179	*	*	*	*				
8:30	100	166	146	163	*	*	*	*				
8:45	106	430	177	720	186	700	185	715	*	*	*	*
9:00	155	161	155	12	*	*	*	*				
9:15	149	126	132	1	*	*	*	*				
9:30	154	142	150	0	*	*	*	*				
9:45	158	616	163	592	129	566	0	13	*	*	*	*
10:00	169	136	136	0	*	*	*	*				
10:15	147	136	125	0	*	*	*	*				
10:30	120	134	123	0	*	*	*	*				
10:45	147	583	128	534	129	513	0	0	*	*	*	*
11:00	134	123	128	0	*	*	*	*				
11:15	151	130	125	1	*	*	*	*				
11:30	144	167	134	1	*	*	*	*				
11:45	179	609	164	584	152	539	0	2	*	*	*	*
AM TOTAL	4007	4000	3900	2974	*	*	*	*				

Washington State Department of Transportation
 Planning, Research, and Public Transportation
 Volume Report

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 FILENAME: 6165
 FRIDAY APR 23, 1993

STATION: 000605
 LOCATION: ON STINSON N/O GRANDVIEW
 CHANNEL: A
 DIRECTION: BOTHWAYS

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
BEGINS	19	20	21	22	23	24	25

PM TOTALS	6676	7016	6936	18	1	1	1
12:00 PM	157	151	154	1	1	1	1
12:15	134	168	150	1	1	1	1
12:30	138	148	147	1	1	1	1
12:45	167	150	143	18	1	1	1
1:00	141	166	125	1	1	1	1
1:15	149	138	118	1	1	1	1
1:30	140	153	150	1	1	1	1
1:45	155	170	161	5	1	1	1
2:00	144	138	160	1	1	1	1
2:15	146	162	160	1	1	1	1
2:30	168	173	168	1	1	1	1
2:45	163	176	164	452	1	1	1
3:00	185	186	189	1	1	1	1
3:15	195	210	189	1	1	1	1
3:30	219	206	197	1	1	1	1
3:45	221	200	195	770	1	1	1
4:00	243	196	206	1	1	1	1
4:15	215	224	201	1	1	1	1
4:30	219	246	219	1	1	1	1
4:45	203	224	214	860	1	1	1
5:00	276	277	260	1	1	1	1
5:15	253	243	250	1	1	1	1
5:30	253	249	260	1	1	1	1
5:45	206	228	213	983	1	1	1
6:00	199	225	238	1	1	1	1
6:15	174	193	219	1	1	1	1
6:30	167	194	221	1	1	1	1
6:45	165	181	201	879	1	1	1
7:00	139	163	168	1	1	1	1
7:15	135	119	112	1	1	1	1
7:30	136	118	102	1	1	1	1
7:45	122	97	117	519	1	1	1
8:00	97	94	104	1	1	1	1
8:15	112	101	119	1	1	1	1
8:30	90	106	116	1	1	1	1
8:45	63	106	111	452	1	1	1
9:00	80	87	106	1	1	1	1
9:15	92	88	89	1	1	1	1
9:30	65	95	79	1	1	1	1
9:45	67	107	62	345	1	1	1
10:00	52	90	78	1	1	1	1
10:15	41	49	58	1	1	1	1
10:30	50	51	51	1	1	1	1
10:45	32	37	40	227	1	1	1
11:00	31	38	30	1	1	1	1
11:15	28	36	17	1	1	1	1
11:30	23	27	19	1	1	1	1
11:45	25	30	25	91	1	1	1

PEAK HOUR BEGINS 5:00 5:00 4:45 11:15 * * * * *
 VOLUME 988 997 984 3 * * * * *

Washington State Department of Transportation
 Planning, Research, and Public Transportation
 Volume Report

STATION: 000605
 LOCATION: DN STINSON N/D GRANDVIEW
 LEG: NO CHANNEL: A
 DIRECTION: BOTHWAYS

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 FILENAME: 6165
 FRIDAY APR 16, 1993

VOLUME SUMMARY

WEEK 1

HOUR BEGINS	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	WEEKDAY AVERAGE	SATURDAY 17	SUNDAY 18	7 DAY AVERAGE
AM TOTALS	*	*	*	*	*	*	2889	2354	*
PM TOTALS	*	*	*	*	5161*	*	6023	5483	*
DAILY TOTALS	*	*	*	*	5161*	*	8912	7837	*
AM PEAK HOUR VOLUME	*	*	*	*	*	*	11:00 669	10:30 605	*
PM PEAK HOUR VOLUME	*	*	*	*	4:45* 802	*	12:30 712	12:15 720	*

WEEK 2

HOUR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	WEEKDAY AVERAGE	SATURDAY 24	SUNDAY 25	7 DAY AVERAGE
AM TOTALS	4227	4042	3902	2276	*	3407	*	*	*
PM TOTALS	6676	7016	6936	1*	*	6976	*	*	*
DAILY TOTALS	10903	11058	10838	2277*	*	10383	*	*	*
AM PEAK HOUR VOLUME	6:45 1066	7:15 844	7:15 803	7:15 799	*	*	*	*	*
PM PEAK HOUR VOLUME	5:00 988	5:00 997	4:45 984	11:15* 3	*	*	*	*	*

* indicates incomplete or no data for this.

Washington State Department of Transportation
 Planning, Research, and Public Transportation
 Volume Report

STATION: 000605
 LOCATION: ON STINSON N/O GRANDVIEW
 LEG: NO CHANNEL: B
 DIRECTION: NORTHBOUND

PAGE 1 OF 5
 FILENAME: G165
 FRIDAY APR 16, 1993

HOUR BEGINS	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	SATURDAY 17	SUNDAY 18	
12:00 AM	*	*	*	*	*	0	23	
12:15	*	*	*	*	*	0	25	
12:30	*	*	*	*	*	0	20	
12:45	*	*	*	*	*	0	0	9 72
1:00	*	*	*	*	*	0	14	
1:15	*	*	*	*	*	0	13	
1:30	*	*	*	*	*	0	12	
1:45	*	*	*	*	*	0	0	13 52
2:00	*	*	*	*	*	0	10	
2:15	*	*	*	*	*	0	10	
2:30	*	*	*	*	*	0	6	
2:45	*	*	*	*	*	0	0	6 35
3:00	*	*	*	*	*	0	4	
3:15	*	*	*	*	*	0	5	
3:30	*	*	*	*	*	0	4	
3:45	*	*	*	*	*	0	1	4 17
4:00	*	*	*	*	*	0	1	
4:15	*	*	*	*	*	0	0	
4:30	*	*	*	*	*	0	3	
4:45	*	*	*	*	*	0	0	3 7
5:00	*	*	*	*	*	0	3	
5:15	*	*	*	*	*	0	3	
5:30	*	*	*	*	*	0	2	
5:45	*	*	*	*	*	0	0	2 10
6:00	*	*	*	*	*	0	5	
6:15	*	*	*	*	*	0	3	
6:30	*	*	*	*	*	0	4	
6:45	*	*	*	*	*	0	0	4 16
7:00	*	*	*	*	*	0	6	
7:15	*	*	*	*	*	0	7	
7:30	*	*	*	*	*	0	17	
7:45	*	*	*	*	*	0	0	16 46
8:00	*	*	*	*	*	0	20	
8:15	*	*	*	*	*	0	72	
8:30	*	*	*	*	*	0	44	
8:45	*	*	*	*	*	0	0	64 208
9:00	*	*	*	*	*	0	47	
9:15	*	*	*	*	*	0	25	
9:30	*	*	*	*	*	0	47	
9:45	*	*	*	*	*	0	0	31 150
10:00	*	*	*	*	*	0	36	
10:15	*	*	*	*	*	0	33	
10:30	*	*	*	*	*	0	60	
10:45	*	*	*	*	*	0	0	126 255
11:00	*	*	*	*	*	0	76	
11:15	*	*	*	*	*	0	51	
11:30	*	*	*	*	*	0	44	
11:45	*	*	*	*	*	0	0	47 218

STATION: 000605
 LOCATION: ON STINSON N/O GRANDVIEW
 LEB: NO
 CHANNEL: B
 DIRECTION: NORTHBOUND

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
 PLANNING, RESEARCH, AND PUBLIC TRANSPORTATION
 VOLUME REPORT

WEEKDAY AVERAGE: 11:15
 PEAK HOUR BEGINS: 10:30
 VOLUME: 313

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 FILENAME: 6165
 FRIDAY APR 16, 1993

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
12:00 PM	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*
1:00	*	*	*	*	*	*	*
1:15	*	*	*	*	*	*	*
1:30	*	*	*	*	*	*	*
1:45	*	*	*	*	*	*	*
2:00	*	*	*	*	*	*	*
2:15	*	*	*	*	*	*	*
2:30	*	*	*	*	*	*	*
2:45	*	*	*	*	*	*	*
3:00	*	*	*	*	*	*	*
3:15	*	*	*	*	*	*	*
3:30	*	*	*	*	*	*	*
3:45	*	*	*	*	*	*	*
4:00	*	*	*	*	*	*	*
4:15	*	*	*	*	*	*	*
4:30	*	*	*	*	*	*	*
4:45	*	*	*	*	*	*	*
5:00	*	*	*	*	*	*	*
5:15	*	*	*	*	*	*	*
5:30	*	*	*	*	*	*	*
5:45	*	*	*	*	*	*	*
6:00	*	*	*	*	*	*	*
6:15	*	*	*	*	*	*	*
6:30	*	*	*	*	*	*	*
6:45	*	*	*	*	*	*	*
7:00	*	*	*	*	*	*	*
7:15	*	*	*	*	*	*	*
7:30	*	*	*	*	*	*	*
7:45	*	*	*	*	*	*	*
8:00	*	*	*	*	*	*	*
8:15	*	*	*	*	*	*	*
8:30	*	*	*	*	*	*	*
8:45	*	*	*	*	*	*	*
9:00	*	*	*	*	*	*	*
9:15	*	*	*	*	*	*	*
9:30	*	*	*	*	*	*	*
9:45	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*

7 DAY AVERAGE: 11:15
 PEAK HOUR BEGINS: 10:30
 VOLUME: 313

Washington State Department of Transportation
 Planning, Research, and Public Transportation
 Volume Report

STATION: 000605
 LOCATION: ON STINSON N/O GRANDVIEW
 LEG: NO CHANNEL: B
 DIRECTION: NORTHBOUND

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 FILENAME: GIG5
 FRIDAY APR 23, 1993

HOUR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	SATURDAY 24	SUNDAY 25
12:00 AM	7	0	3	0	*	*	*
12:15	7	0	10	0	*	*	*
12:30	7	0	0	0	*	*	*
12:45	2	23	0	8	42	0	0
1:00	4	0	0	0	*	*	*
1:15	3	0	6	0	*	*	*
1:30	5	0	5	0	*	*	*
1:45	3	15	0	0	0	*	*
2:00	5	0	0	0	*	*	*
2:15	4	0	2	0	*	*	*
2:30	2	0	2	0	*	*	*
2:45	2	13	0	0	2	14	0
3:00	2	0	3	0	*	*	*
3:15	2	0	3	0	*	*	*
3:30	2	0	0	0	*	*	*
3:45	2	8	0	0	4	10	0
4:00	1	0	0	0	*	*	*
4:15	1	0	1	0	*	*	*
4:30	2	0	1	0	*	*	*
4:45	1	5	0	0	3	5	0
5:00	2	0	0	0	*	*	*
5:15	3	0	7	0	*	*	*
5:30	7	0	7	0	*	*	*
5:45	11	23	0	0	6	23	0
6:00	6	0	5	0	*	*	*
6:15	6	0	16	0	*	*	*
6:30	20	0	25	0	*	*	*
6:45	23	57	0	0	32	76	0
7:00	48	0	32	0	*	*	*
7:15	55	0	70	0	*	*	*
7:30	91	0	72	0	*	*	*
7:45	74	268	0	0	75	249	0
8:00	57	0	57	0	*	*	*
8:15	44	7	4	0	*	*	*
8:30	47	3	0	0	*	*	*
8:45	65	213	0	10	0	61	0
9:00	67	0	10	5	*	*	*
9:15	68	0	0	2	*	*	*
9:30	64	1	0	0	*	*	*
9:45	74	273	0	1	0	0	7
10:00	62	0	0	0	*	*	*
10:15	64	0	0	0	*	*	*
10:30	55	0	0	0	*	*	*
10:45	72	253	0	0	0	0	0
11:00	59	2	2	0	*	*	*
11:15	84	0	0	0	*	*	*
11:30	69	0	54	1	*	*	*
11:45	82	294	0	2	75	131	0

AM TOTALS	1445	13	633	8	*	*	*
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PEAK HOUR BEGINS 11:00 11:15 7:15 9:30 * * *
 VOLUME 294 95 274 7 * *

Washington State Department of Transportation
 Planning, Research, and Public Transportation
 Volume Report

STATION: 000605
 LOCATION: ON STINSON N/O GRANDVIEW
 LEG: NO CHANNEL: B
 DIRECTION: NORTHBOUND

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 FILENAME: G165
 FRIDAY APR 23, 1993

HOUR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	SATURDAY 24	SUNDAY 25
12:00 PM	72	0	96	1	*	*	*
12:15	72	0	86	*	*	*	*
12:30	62	0	79	*	*	*	*
12:45	85	291	0	73	334	*	*
1:00	71	0	58	*	*	*	*
1:15	72	0	55	*	*	*	*
1:30	64	0	80	*	*	*	*
1:45	70	277	0	85	278	*	*
2:00	74	0	81	*	*	*	*
2:15	71	7	65	*	*	*	*
2:30	70	1	76	*	*	*	*
2:45	11	226	0	74	296	*	*
3:00	2	0	108	*	*	*	*
3:15	3	0	115	*	*	*	*
3:30	1	0	108	*	*	*	*
3:45	1	7	1	118	449	*	*
4:00	0	0	128	*	*	*	*
4:15	5	0	108	*	*	*	*
4:30	0	0	124	*	*	*	*
4:45	0	5	0	132	492	*	*
5:00	2	0	53	*	*	*	*
5:15	0	0	152	*	*	*	*
5:30	0	0	172	*	*	*	*
5:45	1	3	0	133	510	*	*
6:00	2	0	149	*	*	*	*
6:15	0	0	135	*	*	*	*
6:30	0	0	108	*	*	*	*
6:45	0	2	0	392	*	*	*
7:00	0	62	0	*	*	*	*
7:15	1	77	0	*	*	*	*
7:30	0	69	0	*	*	*	*
7:45	0	1	60	268	0	*	*
8:00	0	62	0	*	*	*	*
8:15	0	72	0	*	*	*	*
8:30	0	80	0	*	*	*	*
8:45	0	0	63	277	0	*	*
9:00	0	57	0	*	*	*	*
9:15	0	47	0	*	*	*	*
9:30	0	67	0	*	*	*	*
9:45	0	0	64	235	0	*	*
10:00	0	58	0	*	*	*	*
10:15	0	32	0	*	*	*	*
10:30	0	30	0	*	*	*	*
10:45	0	0	25	145	0	*	*
11:00	0	19	0	*	*	*	*
11:15	0	26	0	*	*	*	*
11:30	0	19	0	*	*	*	*
11:45	0	0	15	79	0	*	*
RV TOTAL	510	1617	2751	14	*	*	*

Washington State Department of Transportation
 Planning, Research, and Public Transportation
 Volume Report

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 FILENAME: B165
 FRIDAY APR 16, 1993

STATION: 000605
 LOCATION: ON STINSON N/O GRANDVIEW
 LEG: NO CHANNEL: B
 DIRECTION: NORTHBOUND

VOLUME SUMMARY

WEEK 1

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	WEEKDAY	SATURDAY	SUNDAY	7 DAY
BEGINS	12	13	14	15	16	AVERAGE	17	18	AVERAGE
AM TOTALS	†	†	†	†	†	†	†	1091	†
PM TOTALS	†	†	†	†	1624†	†	2177	2735	†
DAILY TOTALS	†	†	†	†	1624†	†	2178	3826	†
AM PEAK HOUR	†	†	†	†	†	†	11:15	10:30	†
VOLUME	†	†	†	†	†	†	165	313	†
PM PEAK HOUR	†	†	†	†	5:15†	†	2:30	4:00	†
VOLUME	†	†	†	†	462	†	369	314	†

WEEK 2

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	WEEKDAY	SATURDAY	SUNDAY	7 DAY
BEGINS	19	20	21	22	23	AVERAGE	24	25	AVERAGE
AM TOTALS	1445	13	637	8	†	210	†	†	†
PM TOTALS	812	1013	2751	1†	†	1882	†	†	†
DAILY TOTALS	2257	1026	338†	9†	†	2100	†	†	†
AM PEAK HOUR	11:00	11:15	7:15	8:30	†	†	†	†	†
VOLUME	294	95	274	7	†	†	†	†	†
PM PEAK HOUR	11:15	8:00	5:15	11:15†	†	†	†	†	†
VOLUME	307	277	606	2	†	†	†	†	†

† indicates incomplete or no data for this.

Volume Report

W. K. ...

STATION: 009606
 LOCATION: ON GRANVILLE WEST OF STINSON
 LEG: W
 CHANNEL: A
 DIRECTION: EASTBOUND

PAGE 1 OF 5
 FILENAME: 8164
 FRIDAY APR 16, 1993

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
12:00 AM	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0
AM TOTALS	0	0	0	0	0	0	0

FILENAME: 8164
 FRIDAY APR 16, 1993

Washington State Department of Transportation
 Planning, Research, and Public Information
 Volume Report

PAGE 2 OF 5
 FILENAME: 0184
 PRINTED APR 15, 1992

STATION: 000606
 LOCATION: ON SANDWICH WEST OF STUSSON
 LEG: 4
 CHANNEL: A
 DIRECTION: EASTBOUND

TIME	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
12:00 PM	1	1	1	1	1	2	5
12:15	1	1	1	1	1	4	20
12:30	1	1	1	1	1	1	18
12:45	1	1	1	1	1	1	12
1:00	1	1	1	1	1	1	7
1:15	1	1	1	1	1	1	5
1:30	1	1	1	1	1	1	1
1:45	1	1	1	1	1	1	1
2:00	1	1	1	1	1	4	4
2:15	1	1	1	1	1	1	1
2:30	1	1	1	1	1	2	2
2:45	1	1	1	1	1	1	1
3:00	1	1	1	1	1	1	1
3:15	1	1	1	1	1	2	2
3:30	1	1	1	1	1	1	1
3:45	1	1	1	1	1	1	1
4:00	1	1	1	1	1	5	8
4:15	1	1	1	1	1	1	1
4:30	1	1	1	1	1	1	1
4:45	1	1	1	1	1	7	15
5:00	1	1	1	1	1	7	15
5:15	1	1	1	1	1	1	1
5:30	1	1	1	1	1	1	1
5:45	1	1	1	1	1	2	11
6:00	1	1	1	1	1	1	1
6:15	1	1	1	1	1	4	4
6:30	1	1	1	1	1	0	0
6:45	1	1	1	1	1	0	0
7:00	1	1	1	1	1	1	4
7:15	1	1	1	1	1	0	1
7:30	1	1	1	1	1	0	1
7:45	1	1	1	1	1	0	1
8:00	1	1	1	1	1	0	1
8:15	1	1	1	1	1	3	3
8:30	1	1	1	1	1	2	2
8:45	1	1	1	1	1	0	0
9:00	1	1	1	1	1	2	5
9:15	1	1	1	1	1	2	5
9:30	1	1	1	1	1	0	2
9:45	1	1	1	1	1	0	2
10:00	1	1	1	1	1	1	5
10:15	1	1	1	1	1	1	2
10:30	1	1	1	1	1	1	0
10:45	1	1	1	1	1	0	1
11:00	1	1	1	1	1	0	0
11:15	1	1	1	1	1	2	0
11:30	1	1	1	1	1	0	0
11:45	1	1	1	1	1	0	0

PM TOTALS 2472 97 132
 WEEKDAY AVERAGE 7:28 AM WEEKDAY

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 Planning, Research, and Public Transportation
 Volume Report

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 FILENAME: 6184
 FRIDAY APR 23, 1993

STATION: 000606
 LOCATION: ON GRANDVIEW WEST OF STINSON
 LEG: M
 CHANNEL: A
 DIRECTION: EASTBOUND

HOUR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	SATURDAY 24	SUNDAY 25
12:00 AM	0	0	0	0	*	*	*
12:15	0	0	0	0	*	*	*
12:30	0	0	0	1	*	*	*
12:45	0	0	0	0	1	*	*
1:00	0	1	0	*	*	*	*
1:15	0	0	1	0	*	*	*
1:30	0	0	0	0	*	*	*
1:45	0	0	1	2	2*	*	*
2:00	0	0	0	0	*	*	*
2:15	0	0	0	0	*	*	*
2:30	1	0	0	0	*	*	*
2:45	0	1	1	0	0	*	*
3:00	0	0	0	0	0	*	*
3:15	0	0	0	0	0	*	*
3:30	0	0	0	0	0	*	*
3:45	0	0	0	0	0	*	*
4:00	0	0	0	0	0	*	*
4:15	0	0	0	0	0	*	*
4:30	0	0	0	0	0	*	*
4:45	0	0	0	0	0	*	*
5:00	0	0	0	0	0	*	*
5:15	0	0	0	0	0	*	*
5:30	0	0	0	0	0	*	*
5:45	0	0	1	1	0	*	*
6:00	5	1	2	1	*	*	*
6:15	1	1	4	3	*	*	*
6:30	5	12	3	2	*	*	*
6:45	5	17	2	4	12	*	*
7:00	1	7	9	5	*	*	*
7:15	9	13	7	3	*	*	*
7:30	11	15	17	12	*	*	*
7:45	12	33	17	42	35	*	*
8:00	12	3	14	10	*	*	*
8:15	10	13	6	9	*	*	*
8:30	14	17	15	10	*	*	*
8:45	8	44	13	53	41	*	*
9:00	20	14	8	7	*	*	*
9:15	7	13	8	0	*	*	*
9:30	8	5	14	0	*	*	*
9:45	5	40	10	40	7	*	*
10:00	5	4	3	0	*	*	*
10:15	6	8	9	0	*	*	*
10:30	9	9	9	0	*	*	*
10:45	6	26	3	24	0	*	*
11:00	9	3	16	0	*	*	*
11:15	11	16	5	*	*	*	*
11:30	5	14	7	0	*	*	*
11:45	8	33	4	37	0	*	*

AM TOTALS	194	217	208	98*
PERCENT MESSAGE				
PERCENT MESSAGE				

STATION: 000606

LOCATION: ON GRANDVIEW WEST OF STINSON

LEG: A

CHANNEL: A

DIRECTION: EASTBOUND

Washington State Department of Transportation
Planning, Research, and Public Transportation
Volume Report

Page 4 of 5
CHANNEL: 6104
FRIDAY APR 23, 1993

HOURS BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	SATURDAY 24	SUNDAY 25
12:00 PM	9	5	8	0	1	2	2
12:15	7	10	3	1	2	1	2
12:30	10	7	6	1	1	1	2
12:45	22	48	10	22	24	4	4
1:00	4	9	1	2	1	2	1
1:15	10	6	14	1	1	1	1
1:30	11	7	8	1	1	1	1
1:45	12	37	7	32	1	1	1
2:00	18	8	13	1	2	1	1
2:15	13	12	9	1	1	1	1
2:30	6	10	17	1	1	1	1
2:45	11	48	7	37	1	1	1
3:00	12	5	11	1	1	1	1
3:15	12	8	12	1	1	1	1
3:30	7	8	11	1	1	1	1
3:45	3	74	4	25	1	1	1
4:00	15	9	11	1	1	1	1
4:15	13	12	7	1	1	1	1
4:30	20	16	11	1	1	1	1
4:45	21	67	14	51	1	1	1
5:00	11	20	11	1	1	1	1
5:15	30	10	23	1	1	1	1
5:30	17	15	12	1	1	1	1
5:45	12	76	16	62	1	1	1
6:00	18	18	23	1	1	1	1
6:15	8	10	11	1	1	1	1
6:30	4	9	15	1	1	1	1
6:45	8	38	0	42	1	1	1
7:00	4	1	3	1	1	1	1
7:15	0	2	2	1	1	1	1
7:30	3	1	1	1	1	1	1
7:45	2	9	1	5	1	1	1
8:00	1	0	1	1	1	1	1
8:15	2	0	1	1	1	1	1
8:30	2	0	1	1	1	1	1
8:45	0	3	1	0	1	1	1
9:00	1	2	0	1	1	1	1
9:15	2	2	1	1	1	1	1
9:30	0	4	1	1	1	1	1
9:45	3	2	0	7	1	1	1
10:00	1	1	0	1	1	1	1
10:15	0	4	0	1	1	1	1
10:30	1	0	0	1	1	1	1
10:45	0	2	0	3	1	1	1
11:00	0	0	0	1	1	1	1
11:15	0	0	0	1	1	1	1
11:30	0	0	0	1	1	1	1
11:45	0	0	0	1	1	1	1
12:00 PM	0	0	0	1	1	1	1
PM TOTALS	364	297	381	1	1	1	1

Department of Transportation
 and Public Transportation
 Volume Report

PAGE 5 OF 5
 FILENAME: 6164
 FRIDAY APR 16, 1993

SECTION: 01
 COUNTY: 01
 CHANNEL: A
 DIRECTION: EASTBOUND

VOLUME SUMMARY

WEEK 1

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	WEEKDAY	SATURDAY	SUNDAY	7 DAY
BEGINS	12	13	14	15	16	AVERAGE	17	18	AVERAGE
AM TOTALS	*	*	*	*	*	*	67	25*	*
PM TOTALS	*	*	*	*	247*	*	97	132	*
DAILY TOTALS	*	*	*	*	247*	*	164	157*	*
AM PEAK HOUR	*	*	*	*	*		11:15	11:15	
VOLUME	*	*	*	*	*		112	42	
PM PEAK HOUR	*	*	*	*	5:30*		11:15	12:00	
VOLUME	*	*	*	*	73		24	50	

WEEK 2

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	WEEKDAY	SATURDAY	SUNDAY	7 DAY
BEGINS	19	20	21	22	23	AVERAGE	24	25	AVERAGE
AM TOTALS	174	217	200	98*	*	213	*	*	*
PM TOTALS	344	297	381	*	*	339	*	*	*
DAILY TOTALS	568	514	589	98*	*	552	*	*	*
AM PEAK HOUR	9:15	11:15	7:45	7:30*	*		*	*	
VOLUME	52	60	51	46	*		*	*	
PM PEAK HOUR	4:30	5:15	5:15	*	*		*	*	
VOLUME	82	65	83	*	*		*	*	

* indicates incomplete or no data for this.

Washington State Department of Transportation
Planning, Research, and Public Information
Volume Report

STATION: 600606
LOCATION: ON GRANVILLE WEST OF STINSON
LEGS: N
DIRECTION: WESTBOUND
CHANNEL: 5

PAGE: 1 OF 5
FILENAME: 6104
FRIDAY APR 15, 1993

HR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
BEGINS	12	13	14	15	16	17	18
12:00 AM	3	3	3	3	3	1	0
12:15	3	3	3	3	3	0	1
12:30	3	3	3	3	3	0	0
12:45	3	3	3	3	3	3	4
1:00	3	3	3	3	3	2	0
1:15	3	3	3	3	3	0	0
1:30	3	3	3	3	3	0	1
1:45	3	3	3	3	3	3	2
2:00	3	3	3	3	3	0	0
2:15	3	3	3	3	3	0	1
2:30	3	3	3	3	3	0	0
2:45	3	3	3	3	3	0	1
3:00	3	3	3	3	3	0	0
3:15	3	3	3	3	3	0	0
3:30	3	3	3	3	3	0	0
3:45	3	3	3	3	3	0	0
4:00	3	3	3	3	3	0	0
4:15	3	3	3	3	3	0	0
4:30	3	3	3	3	3	0	2
4:45	3	3	3	3	3	0	0
5:00	3	3	3	3	3	0	0
5:15	3	3	3	3	3	1	0
5:30	3	3	3	3	3	0	0
5:45	3	3	3	3	3	0	0
6:00	3	3	3	3	3	0	0
6:15	3	3	3	3	3	1	0
6:30	3	3	3	3	3	1	1
6:45	3	3	3	3	3	0	0
7:00	3	3	3	3	3	0	0
7:15	3	3	3	3	3	0	1
7:30	3	3	3	3	3	0	0
7:45	3	3	3	3	3	2	1
8:00	3	3	3	3	3	1	0
8:15	3	3	3	3	3	1	0
8:30	3	3	3	3	3	0	0
8:45	3	3	3	3	3	1	3
9:00	3	3	3	3	3	2	7
9:15	3	3	3	3	3	2	11
9:30	3	3	3	3	3	3	3
9:45	3	3	3	3	3	5	23
10:00	3	3	3	3	3	0	5
10:15	3	3	3	3	3	2	8
10:30	3	3	3	3	3	4	9
10:45	3	3	3	3	3	2	17
11:00	3	3	3	3	3	0	0
11:15	3	3	3	3	3	7	1
11:30	3	3	3	3	3	5	3
11:45	3	3	3	3	3	3	4

AM TOTALS 36 61

PEAK HOUR BEGINS 7:45 8:45
 VOLUME 20 24

Washington State Department of Transportation
 Planning, Research, and Public Transportation
 Volume Report

STATION: 000506
 LOCATION: ON GRANVIER WEST OF STINSON
 LEB: 4
 DIRECTION: WESTBOUND
 CHANNEL: B
 PAGE 2 OF 5
 FILENAME: 6184
 FRIDAY APR 14, 1993

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
BESTS	12	13	14	15	16	17	18
12:00 PM	4	4	4	4	4	4	7
12:15	4	4	4	4	4	2	1
12:30	4	4	4	4	4	1	3
12:45	4	4	4	4	4	1	3
1:00	4	4	4	4	4	0	1
1:15	4	4	4	4	4	3	1
1:30	4	4	4	4	4	10	3
1:45	4	4	4	4	4	2	2
2:00	4	4	4	4	4	1	0
2:15	4	4	4	4	4	1	2
2:30	4	4	4	4	4	2	1
2:45	4	4	4	4	4	2	3
3:00	4	4	4	4	4	2	2
3:15	4	4	4	4	4	0	2
3:30	4	4	4	4	4	1	1
3:45	4	4	4	4	4	5	1
4:00	4	4	4	4	4	4	0
4:15	4	4	4	4	4	3	2
4:30	4	4	4	4	4	4	5
4:45	4	4	4	4	4	3	2
5:00	4	4	4	4	4	5	3
5:15	4	4	4	4	4	1	4
5:30	4	4	4	4	4	1	2
5:45	4	4	4	4	4	2	9
6:00	4	4	4	4	4	1	6
6:15	4	4	4	4	4	1	0
6:30	4	4	4	4	4	0	2
6:45	4	4	4	4	4	1	3
7:00	4	4	4	4	4	4	3
7:15	4	4	4	4	4	1	2
7:30	4	4	4	4	4	3	2
7:45	4	4	4	4	4	1	9
8:00	4	4	4	4	4	1	2
8:15	4	4	4	4	4	2	0
8:30	4	4	4	4	4	0	0
8:45	4	4	4	4	4	0	2
9:00	4	4	4	4	4	0	0
9:15	4	4	4	4	4	1	1
9:30	4	4	4	4	4	0	3
9:45	4	4	4	4	4	1	2
10:00	4	4	4	4	4	0	0
10:15	4	4	4	4	4	0	0
10:30	4	4	4	4	4	1	1
10:45	4	4	4	4	4	0	0
11:00	4	4	4	4	4	0	0
11:15	4	4	4	4	4	0	0
11:30	4	4	4	4	4	0	0
11:45	4	4	4	4	4	0	0

PW TOTALS 1594 77 86

STATION: 00060
LOCATION: ON GRANVIEW WEST OF 81STDN
CHANNEL: D
DIRECTION: WESTBOUND

TIME	20	21	22	23	24	25
12:00 AM	0	0	0	0	0	0
12:15	0	0	0	0	0	0
12:30	0	0	0	0	0	0
12:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	1	1	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	2	0	0	0	0
4:45	0	0	0	0	0	0
5:00	2	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	1	1	1	1	1	1
6:00	5	4	2	4	4	4
6:15	7	4	5	7	6	4
6:30	4	6	5	7	6	4
6:45	5	4	6	20	3	4
7:00	3	9	10	9	3	3
7:15	20	17	15	13	10	9
7:30	12	15	12	10	10	8
7:45	15	14	13	13	13	11
8:00	12	14	13	13	12	11
8:15	11	12	8	8	8	8
8:30	8	16	14	10	10	8
8:45	15	15	14	25	10	8
9:00	46	57	42	56	15	15
9:15	16	18	11	9	14	11
9:30	7	14	10	9	14	11
9:45	5	7	4	5	11	8
10:00	5	3	3	3	5	5
10:15	10	3	3	3	5	5
10:30	4	4	5	4	4	4
10:45	4	5	10	7	4	4
11:00	23	15	27	0	4	4
11:15	4	9	3	3	3	3
11:30	4	9	3	3	3	3
11:45	7	4	0	0	0	0

AM TOTALS	203	215	201	132	1	1
12:00 AM	0	0	0	0	0	0
12:15	0	0	0	0	0	0
12:30	0	0	0	0	0	0
12:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0
2:45	1	1	0	0	0	0
3:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0
4:30	0	2	0	0	0	0
4:45	0	0	0	0	0	0
5:00	2	0	0	0	0	0
5:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0
5:45	1	1	1	1	1	1
6:00	5	4	2	4	4	4
6:15	7	4	5	7	6	4
6:30	4	6	5	7	6	4
6:45	5	4	6	20	3	4
7:00	3	9	10	9	3	3
7:15	20	17	15	13	10	9
7:30	12	15	12	10	10	8
7:45	15	14	13	13	13	11
8:00	12	14	13	13	12	11
8:15	11	12	8	8	8	8
8:30	8	16	14	10	10	8
8:45	15	15	14	25	15	15
9:00	46	57	42	56	15	15
9:15	16	18	11	9	14	11
9:30	7	14	10	9	14	11
9:45	5	7	4	5	11	8
10:00	5	3	3	3	5	5
10:15	10	3	3	3	5	5
10:30	4	4	5	4	4	4
10:45	4	5	10	7	4	4
11:00	23	15	27	0	4	4
11:15	4	9	3	3	3	3
11:30	4	9	3	3	3	3
11:45	7	4	0	0	0	0

AM TOTALS

203

215

201

132

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 Planning, Research, and Public Transportation
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PAGE 4 OF 5
 FILENAME: B1G4
 FRIDAY APR 23, 1993

STATION: 000606
 LOCATION: DN GRANDVIER WEST OF STINSON
 LEG: N
 CHANNEL: B
 DIRECTION: WESTBOUND

HOUR BEGINS	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
	19	20	21	22	23	24	25
12:00 PM	3	3	3	0	†	†	†
12:15	10	5	3	†	†	†	†
12:30	6	7	2	†	†	†	†
12:45	9	30	5	8	0†	†	†
1:00	5	7	7	†	†	†	†
1:15	7	4	7	†	†	†	†
1:30	8	7	6	†	†	†	†
1:45	18	38	6	24	†	†	†
2:00	8	8	6	†	†	†	†
2:15	10	6	7	†	†	†	†
2:30	4	4	3	†	†	†	†
2:45	2	24	3	21	†	†	†
3:00	5	7	4	†	†	†	†
3:15	5	6	15	†	†	†	†
3:30	3	5	8	†	†	†	†
3:45	5	19	4	22	†	†	†
4:00	10	11	11	†	†	†	†
4:15	13	9	7	†	†	†	†
4:30	7	11	7	†	†	†	†
4:45	8	38	8	39	†	†	†
5:00	14	9	13	†	†	†	†
5:15	15	15	21	†	†	†	†
5:30	16	10	7	†	†	†	†
5:45	5	50	10	44	†	†	†
6:00	10	12	22	†	†	†	†
6:15	7	3	6	†	†	†	†
6:30	3	3	3	†	†	†	†
6:45	4	24	0	18	†	†	†
7:00	2	1	0	†	†	†	†
7:15	3	1	0	†	†	†	†
7:30	0	1	0	†	†	†	†
7:45	2	6	5	0	†	†	†
8:00	1	0	6	†	†	†	†
8:15	1	0	0	†	†	†	†
8:30	0	0	3	†	†	†	†
8:45	0	2	0	0	†	†	†
9:00	0	1	1	†	†	†	†
9:15	0	1	0	†	†	†	†
9:30	1	1	1	†	†	†	†
9:45	2	3	0	2	†	†	†
10:00	1	1	2	†	†	†	†
10:15	1	2	2	†	†	†	†
10:30	0	0	0	†	†	†	†
10:45	0	2	0	3	†	†	†
11:00	0	0	0	†	†	†	†
11:15	0	1	0	†	†	†	†
11:30	0	0	0	†	†	†	†
11:45	0	0	1	2	†	†	†

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 Planning, Research, and Public Transportation
 Volume Report

PAGE 5 OF 5
 FILENAME: B104
 FRIDAY APR 16, 1993

STATION: 00060A
 LOCATION: ON GRANDVIEW WEST OF STINSON
 LEG: W CHANNEL: 6
 DIRECTION: WESTBOUND

VOLUME SUMMARY

WEEK 1

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	WEEKDAY	SATURDAY	SUNDAY	7 DAY
BEGIN	12	13	14	15	15	AVERAGE	17	10	AVERAGE
AM TOTALS	*	*	*	*	*	*	56	61	*
PM TOTALS	*	*	*	*	159*	*	77	86	*
DAILY TOTALS	*	*	*	*	159*	*	133	147	*
AM PEAK HOUR VOLUME	*	*	*	*	*	*	9145	8145	*
PM PEAK HOUR VOLUME	*	*	*	*	5115*	*	11115	5115	*
	*	*	*	*	54	*	19	22	*

WEEK 2

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	WEEKDAY	SATURDAY	SUNDAY	7 DAY
BEGIN	19	20	21	22	23	AVERAGE	24	25	AVERAGE
AM TOTALS	203	215	201	132	*	183	*	*	*
PM TOTALS	236	203	227	*	*	215	*	*	*
DAILY TOTALS	439	418	428	132*	*	398	*	*	*
AM PEAK HOUR VOLUME	7115	8130	7100	8100	*	*	*	*	*
PM PEAK HOUR VOLUME	60	63	55	56	*	*	*	*	*
	4:45	5:15	5:15	11:15*	*	*	*	*	*
	53	47	64	1	*	*	*	*	*

* indicates incomplete or no data for this.

Washington State Department of Transportation
 Planning, Research, and Public Transportation
 Volume Report

STATION: 000604
 LOCATION: DN GRANDVIEW E/O STINSON
 LEG: E CHANNEL: A
 DIRECTION: WESTBOUND

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 FILENAME: GIB2
 FRIDAY APR 16, 1993

HOUR BEGINS	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	SATURDAY 17	SUNDAY 18		
12:00 PM	*	*	*	*	*	27	15		
12:15	*	*	*	*	*	23	25		
12:30	*	*	*	*	*	23	11		
12:45	*	*	*	*	*	40	113	17	68
1:00	*	*	*	*	*	30	15		
1:15	*	*	*	*	*	30	11		
1:30	*	*	*	*	*	19	17		
1:45	*	*	*	*	*	23	102	11	54
2:00	*	*	*	*	*	9	13		
2:15	*	*	*	*	*	37	9		
2:30	*	*	*	*	*	25	24		
2:45	*	*	*	*	*	36	107	19	55
3:00	*	*	*	*	*	43	24		
3:15	*	*	*	*	*	18	10		
3:30	*	*	*	*	*	17	12		
3:45	*	*	*	*	*	22	70*	12	58
4:00	*	*	*	*	*	14	26		
4:15	*	*	*	*	*	23	16		
4:30	*	*	*	*	*	25	13		
4:45	*	*	*	*	*	21	93	7	62
5:00	*	*	*	*	*	20	19		
5:15	*	*	*	*	*	29	13		
5:30	*	*	*	*	*	19	6		
5:45	*	*	*	*	*	12	71	0	38
6:00	*	*	*	*	*	17	0		
6:15	*	*	*	*	*	15	0		
6:30	*	*	*	*	*	18	0		
6:45	*	*	*	*	*	16	48	0	0
7:00	*	*	*	*	*	11	0		
7:15	*	*	*	*	*	20	0		
7:30	*	*	*	*	*	10	0		
7:45	*	*	*	*	*	17	42	0	0
8:00	*	*	*	*	*	10	0		
8:15	*	*	*	*	*	10	0		
8:30	*	*	*	*	*	11	0		
8:45	*	*	*	*	*	7	38	0	0
9:00	*	*	*	*	*	7	0		
9:15	*	*	*	*	*	7	0		
9:30	*	*	*	*	*	11	0		
9:45	*	*	*	*	*	2	0		
10:00	*	*	*	*	*	1	0		
10:15	*	*	*	*	*	10	0		
10:30	*	*	*	*	*	7	0		
10:45	*	*	*	*	*	5	24	0	0
11:00	*	*	*	*	*	4	0		
11:15	*	*	*	*	*	3	0		
11:30	*	*	*	*	*	5	0		
11:45	*	*	*	*	*	1	13	0	0

TUBE

PM TOTALS	*	*	*	*	571*	774	345
WEEKDAY AVERAGE:	*	7 DAY AVERAGE:			*		
PEAK HOUR BEGINS	*	*	*	*	5:00*	2:15	3:30
PM VOLUME	*	*	*	*	134	141	77

Washington State Department of Transportation
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STATION: 000604
 LOCATION: ON GRANDVIEW E/D STINSON
 LEG: E CHANNEL: A
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 FILENAME: 6162
 FRIDAY APR 23, 1993

HOUR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	SATURDAY 24	SUNDAY 25
12:00 AM	0	2	4	2	*	*	*
12:15	0	0	2	1	*	1	*
12:30	0	3	1	2	*	*	*
12:45	0	0	1	8	0	5	*
1:00	0	0	2	0	*	*	*
1:15	0	1	1	1	*	*	*
1:30	0	0	0	2	*	*	*
1:45	0	0	1	4	1	4	*
2:00	0	1	3	0	*	*	*
2:15	0	0	0	1	*	*	*
2:30	0	1	0	0	*	*	*
2:45	0	0	3	3	1	2	*
3:00	0	0	2	0	*	*	*
3:15	0	0	1	0	*	*	*
3:30	0	0	0	0	*	*	*
3:45	0	0	1	3	0	0	*
4:00	0	0	0	0	*	*	*
4:15	0	0	0	0	*	*	*
4:30	0	0	0	0	*	*	*
4:45	0	0	1	0	1	1	*
5:00	0	1	1	0	*	*	*
5:15	0	1	2	3	*	*	*
5:30	0	1	0	2	*	*	*
5:45	0	0	2	5	4	7	3
6:00	0	1	1	1	*	*	*
6:15	0	8	6	4	*	*	*
6:30	*	5	8	5	*	*	*
6:45	0	0*	5	19	4	19	9
7:00	0	10	8	7	*	*	*
7:15	0	20	19	9	*	*	*
7:30	0	16	15	11	*	*	*
7:45	0	0	17	63	12	54	18
8:00	-2	21	16	16	*	*	*
8:15	0	19	15	19	*	*	*
8:30	0	17	19	17	*	*	*
8:45	0	2*	23	80	18	68	12
9:00	0	16	21	14	*	*	*
9:15	0	21	16	1	*	*	*
9:30	0	12	22	0	*	*	*
9:45	0	0	21	70	30	89	0
10:00	0	21	17	0	*	*	*
10:15	0	21	20	0	*	*	*
10:30	0	19	20	0	*	*	*
10:45	0	0	19	80	20	77	0
11:00	4	18	16	0	*	*	*
11:15	* 32	20	18	*	*	*	*
11:30	23	17	22	0	*	*	*
11:45	24	83	30	85	29	85	0
AM TOTALS	85*	414	417	163*	*	*	*
WEEKDAY AVERAGE:	416	7 DAY AVERAGE:		*	*	*	*
PEAK HOUR BEGINS	11:00*	11:00	9:00	7:45*	*	*	*

Washington State Department of Transportation
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 LOCATION: DN GRANDVIEW E/D STINSON
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 FRIDAY APR 23, 1993

HOUR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	SATURDAY 24	SUNDAY 25			
12:00 PM	21	25	31	*	*	*	*			
12:15	11	25	26	*	*	*	*			
12:30	20	26	23	*	*	*	*			
12:45	19	71	21	97	21	101	*	*	*	*
1:00	25	26	23	*	*	*	*			
1:15	19	16	19	*	*	*	*			
1:30	15	19	25	*	*	*	*			
1:45	25	84	28	89	32	99	*	*	*	*
2:00	30	18	25	*	*	*	*			
2:15	22	28	16	*	*	*	*			
2:30	18	25	27	*	*	*	*			
2:45	17	87	25	96	22	90	*	*	*	*
3:00	28	24	30	*	*	*	*			
3:15	33	45	32	*	*	*	*			
3:30	27	21	24	*	*	*	*			
3:45	28	116	24	114	41	127	*	*	*	*
4:00	45	36	30	*	*	*	*			
4:15	26	37	28	*	*	*	*			
4:30	42	32	33	*	*	*	*			
4:45	39	152	45	150	57	148	*	*	*	*
5:00	49	67	50	*	*	*	*			
5:15	42	46	55	*	*	*	*			
5:30	42	45	37	*	*	*	*			
5:45	34	167	29	187	37	179	*	*	*	*
6:00	30	15	47	*	*	*	*			
6:15	10	26	22	*	*	*	*			
6:30	18	19	39	*	*	*	*			
6:45	14	72	22	82	47	135	*	*	*	*
7:00	15	20	16	*	*	*	*			
7:15	14	12	15	*	*	*	*			
7:30	15	10	14	*	*	*	*			
7:45	15	59	11	53	10	58	*	*	*	*
8:00	9	20	13	*	*	*	*			
8:15	8	17	13	*	*	*	*			
8:30	19	14	20	*	*	*	*			
8:45	3	39	6	57	13	59	*	*	*	*
9:00	9	8	9	*	*	*	*			
9:15	12	8	6	*	*	*	*			
9:30	8	8	14	*	*	*	*			
9:45	5	34	6	30	10	39	*	*	*	*
10:00	7	2	11	*	*	*	*			
10:15	3	8	4	*	*	*	*			
10:30	5	4	6	*	*	*	*			
10:45	1	16	4	18	7	29	*	*	*	*
11:00	1	3	3	*	*	*	*			
11:15	1	1	1	*	*	*	*			
11:30	3	0	1	*	*	*	*			
11:45	3	8	3	7	5	10	*	*	*	*

PM TOTALS	905	980	1093	*	*	*	*
WEEKDAY AVERAGE:	1037	7 DAY AVERAGE:		*	*	*	*
PEAK HOUR BEGINS	4:30	4:45	4:45	*	*	*	*
VOLUME	172	203	199	*	*	*	*

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 LEG: E CHANNEL: A
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 FRIDAY APR 16, 1993

VOLUME SUMMARY

WEEK 1

HR BEGINS	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	WEEKDAY AVERAGE	SATURDAY 17	SUNDAY 18	7 DAY AVERAGE
AM TOTALS	*	*	*	*	*	*	303	192	*
PM TOTALS	*	*	*	*	571*	*	774	345	*
DAILY TOTALS	*	*	*	*	571*	*	1077	537	*
AM PEAK HOUR VOLUME	*	*	*	*	*	*	11:15 107	10:30 65	*
PM PEAK HOUR VOLUME	*	*	*	*	5:00*	*	2:15 141	2:30 77	*

WEEK 2

HR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	WEEKDAY AVERAGE	SATURDAY 24	SUNDAY 25	7 DAY AVERAGE
AM TOTALS	85*	414	417	163*	*	416	*	*	*
PM TOTALS	905	980	1093	*	*	1037	*	*	*
DAILY TOTALS	990*	1394	1510	163*	*	1452	*	*	*
AM PEAK HOUR VOLUME	11:00* 83	11:00 85	9:00 89	7:45* 70	*	*	*	*	*
PM PEAK HOUR VOLUME	4:30 172	4:45 203	4:45 199	*	*	*	*	*	*

* indicates incomplete or no data for this.

AM TOTALS	7 DAY AVERAGE	10:45	16:30
12:00 AM		2	8
12:15		1	0
12:30		2	1
12:45		0	10
1:00		0	1
1:15		3	0
1:30		1	0
1:45		1	0
2:00		0	2
2:15		0	1
2:30		2	1
2:45		1	4
3:00		1	0
3:15		0	0
3:30		0	0
3:45		0	0
4:00		2	0
4:15		0	0
4:30		1	0
4:45		1	1
5:00		0	2
5:15		1	0
5:30		3	3
5:45		3	0
6:00		2	2
6:15		8	2
6:30		7	2
6:45		4	4
7:00		3	3
7:15		9	3
7:30		13	4
7:45		11	7
8:00		11	4
8:15		15	6
8:30		15	11
8:45		22	9
9:00		17	6
9:15		21	14
9:30		21	10
9:45		19	18
10:00		26	16
10:15		22	14
10:30		28	16
10:45		37	20
11:00		26	15
11:15		22	19
11:30		29	14
11:45		32	11

HOUR BEGINS MONDAY 12 TUESDAY 13 WEDNESDAY 14 THURSDAY 15 FRIDAY 16 SATURDAY 17 SUNDAY 18

441 251

10:45 16:30

Washington State Department of Transportation
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STATION: 000604
 LOCATION: ON GRANDVIEW E/O STINSON
 LEG: E CHANNEL: B
 DIRECTION: EASTBOUND

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 FILENAME: 6162
 FRIDAY APR 16, 1993

HOUR BEGINS	MONDAY 12	TUESDAY 13	WEDNESDAY 14	THURSDAY 15	FRIDAY 16	SATURDAY 17	SUNDAY 18		
12:00 PM	*	*	*	*	*	36	17		
12:15	*	*	*	*	*	18	26		
12:30	*	*	*	*	*	21	17		
12:45	*	*	*	*	*	23	98	21	81
1:00	*	*	*	*	*	18	21		
1:15	*	*	*	*	*	20	13		
1:30	*	*	*	*	*	23	11		
1:45	*	*	*	*	*	21	62	23	68
2:00	*	*	*	*	*	9	12		
2:15	*	*	*	*	*	13	18		
2:30	*	*	*	*	*	19	11		
2:45	*	*	*	*	*	14	55	21	62
3:00	*	*	*	*	*	18	17		
3:15	*	*	*	*	*	12	12		
3:30	*	*	*	*	*	16	17		
3:45	*	*	*	*	*	13	59	10	56
4:00	*	*	*	*	*	17	16		
4:15	*	*	*	*	*	22	20		
4:30	*	*	*	*	*	16	14		
4:45	*	*	*	*	*	17	72	8	58
5:00	*	*	*	*	*	10	16		
5:15	*	*	*	*	*	8	22		
5:30	*	*	*	*	*	14	3		
5:45	*	*	*	*	*	16	48	0	41
6:00	*	*	*	*	*	11	0		
6:15	*	*	*	*	*	13	0		
6:30	*	*	*	*	*	17	0		
6:45	*	*	*	*	*	8	49	0	0
7:00	*	*	*	*	*	17	0		
7:15	*	*	*	*	*	8	0		
7:30	*	*	*	*	*	7	0		
7:45	*	*	*	*	*	9	35	0	0
8:00	*	*	*	*	*	8	0		
8:15	*	*	*	*	*	5	0		
8:30	*	*	*	*	*	10	0		
8:45	*	*	*	*	*	9	0		
9:00	*	*	*	*	*	4	24	0	0
9:15	*	*	*	*	*	3	0		
9:30	*	*	*	*	*	3	0		
9:45	*	*	*	*	*	5	0		
10:00	*	*	*	*	*	2	15	0	0
10:15	*	*	*	*	*	3	14	0	0
10:30	*	*	*	*	*	4	0		
10:45	*	*	*	*	*	7	0		
11:00	*	*	*	*	*	8	0		
11:15	*	*	*	*	*	6	25	0	0
11:30	*	*	*	*	*	8	0		
11:45	*	*	*	*	*	2	0		
	*	*	*	*	*	1	0		
	*	*	*	*	*	1	12	0	0
PM TOTALS	*	*	*	*	*	391*	584	366	
WEEKDAY AVERAGE:	*	*	7 DAY AVERAGE:	*	*				
PEAK HOUR BEGINS	*	*	*	*	*	4:00*	11:15	12:15	

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 FILENAME: 0102
 FRIDAY APR 23, 1993

STATION: 000604
 LOCATION: ON GRANDVIEW E/D STINSON
 LEG: E
 CHANNEL: B
 DIRECTION: EASTBOUND

HOVR BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	SATURDAY 24	SUNDAY 25
12:00 AM	0	2	2	1	1	1	1
12:15	0	2	0	1	1	1	1
12:30	0	0	0	0	1	1	1
12:45	0	0	4	2	2	1	1
1:00	0	3	1	0	1	1	1
1:15	0	0	0	1	1	1	1
1:30	0	0	1	0	1	1	1
1:45	0	0	3	2	1	1	1
2:00	0	0	0	0	0	1	1
2:15	0	0	0	1	1	1	1
2:30	0	1	0	0	0	1	1
2:45	0	0	1	1	2	1	1
3:00	0	0	0	0	0	1	1
3:15	0	1	0	0	0	1	1
3:30	0	0	0	0	0	1	1
3:45	0	0	1	0	0	1	1
4:00	0	1	0	1	1	1	1
4:15	0	0	0	0	0	1	1
4:30	0	3	0	0	0	1	1
4:45	0	4	2	3	4	1	1
5:00	0	4	0	4	4	1	1
5:15	0	4	3	3	3	1	1
5:30	0	8	4	7	7	1	1
5:45	0	0	2	0	0	1	1
6:00	0	14	10	9	24	1	1
6:15	0	11	12	11	11	1	1
6:30	1	17	13	16	16	1	1
6:45	0	1	56	50	43	1	1
7:00	0	22	26	27	27	1	1
7:15	0	24	16	23	23	1	1
7:30	0	23	26	16	16	1	1
7:45	0	28	72	100	40	106	1
8:00	2	25	27	28	28	1	1
8:15	0	19	25	26	1	1	1
8:30	0	38	23	28	1	1	1
8:45	0	2	31	118	29	111	1
9:00	0	34	27	30	1	1	1
9:15	0	15	17	0	1	1	1
9:30	0	22	28	6	1	1	1
9:45	0	25	96	24	30	1	1
10:00	0	26	25	0	1	1	1
10:15	0	26	14	0	1	1	1
10:30	0	16	23	0	1	1	1
10:45	0	0	84	84	0	1	1
11:00	4	14	22	0	1	1	1
11:15	24	15	17	1	1	1	1
11:30	23	23	19	0	1	1	1
11:45	28	79	77	76	1	1	1

AM TOTALS 82 863 550 324
 WEEKDAY AVERAGE: 479 7 DAY AVERAGE: 4
 PEAK HOUR BEGINS 11:00 0:15 2:00 7:45
 VOLUME 79 122 118 122

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 FILENAME: GIG2
 FRIDAY APR 23, 1993

STATION: 606664
 LOCATION: ON GRANDVIEW E/D STINSON
 LEG: E
 DIRECTION: EASTBOUND
 CHANNEL: B

HOURLY BEGINS	MONDAY 19	TUESDAY 20	WEDNESDAY 21	THURSDAY 22	FRIDAY 23	SATURDAY 24	SUNDAY 25
12:00 PM	26	30	18	1	*	*	*
12:15	19	21	13	*	*	*	*
12:30	24	15	18	*	*	*	*
12:45	25	94	14	63	*	*	*
1:00	24	28	23	*	*	*	*
1:15	22	18	20	*	*	*	*
1:30	21	25	13	*	*	*	*
1:45	29	95	26	92	*	*	*
2:00	25	22	25	*	*	*	*
2:15	20	18	27	*	*	*	*
2:30	23	16	28	*	*	*	*
2:45	24	92	31	111	*	*	*
3:00	37	18	19	*	*	*	*
3:15	25	25	17	*	*	*	*
3:30	29	26	26	*	*	*	*
3:45	24	115	22	84	*	*	*
4:00	26	21	30	*	*	*	*
4:15	39	19	30	*	*	*	*
4:30	28	23	30	*	*	*	*
4:45	20	113	29	119	*	*	*
5:00	25	31	32	*	*	*	*
5:15	22	19	26	*	*	*	*
5:30	34	28	29	*	*	*	*
5:45	15	96	31	118	*	*	*
6:00	19	16	21	*	*	*	*
6:15	13	13	23	*	*	*	*
6:30	7	20	29	*	*	*	*
6:45	15	54	16	89	*	*	*
7:00	15	7	13	*	*	*	*
7:15	9	11	7	*	*	*	*
7:30	11	10	8	*	*	*	*
7:45	12	47	11	39	*	*	*
8:00	10	6	7	*	*	*	*
8:15	10	8	14	*	*	*	*
8:30	4	7	8	*	*	*	*
8:45	9	33	6	35	*	*	*
9:00	6	3	11	*	*	*	*
9:15	7	8	5	*	*	*	*
9:30	5	9	4	*	*	*	*
9:45	2	20	2	22	*	*	*
10:00	1	7	6	*	*	*	*
10:15	3	3	2	*	*	*	*
10:30	1	3	3	*	*	*	*
10:45	1	4	3	14	*	*	*
11:00	6	5	1	*	*	*	*
11:15	1	4	1	*	*	*	*
11:30	2	2	1	*	*	*	*
11:45	1	4	1	4	*	*	*

PM TOTALS	769	740	780	1*	*	*
WEEKDAY AVERAGE:	760	7 DAY AVERAGE:	4:15	11:15*	*	*
PEAK HOUR BEGINS	3:30	5:00	4:15	11:15*	*	*

Washington State Department of Transportation
 Planning, Research, and Public Transportation
 Volume Report

STATION: 900604
 LOCATION: ON GRANDVIEW E/O STINSON
 LEG: E
 DIRECTION: EASTBOUND

PAGE 5 OF 5
 FILENAME: 6162
 FRIDAY APR 16, 1993

VOLUME SUMMARY

WEEK 1

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	WEEKDAY	SATURDAY	SUNDAY	7 DAY
BEGINS	12	13	14	15	16	AVERAGE	17	18	AVERAGE
AM TOTALS	*	*	*	*	*	*	441	251	*
PM TOTALS	*	*	*	*	391*	*	594	365	*
DAILY TOTALS	*	*	*	*	391*	*	1025	617	*
AM PEAK HOUR	*	*	*	*	*	*	10:45	10:30	*
VOLUME	*	*	*	*	*	*	114	70	*
PM PEAK HOUR	*	*	*	*	4:00*	*	11:15	12:15	*
VOLUME	*	*	*	*	102	*	119	85	*

WEEK 2

HOUR	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	WEEKDAY	SATURDAY	SUNDAY	7 DAY
BEGINS	19	20	21	22	23	AVERAGE	24	25	AVERAGE
AM TOTALS	82	563	550	324	*	479	*	*	*
PM TOTALS	769	740	700	1*	*	760	*	*	*
DAILY TOTALS	851	1303	1250	325*	*	1239	*	*	*
AM PEAK HOUR	11:00	8:15	8:00	7:45	*	*	*	*	*
VOLUME	79	122	118	122	*	*	*	*	*
PM PEAK HOUR	3:30	5:00	4:15	11:15*	*	*	*	*	*
VOLUME	118	110	101	2	*	*	*	*	*

* indicates incomplete or no data for this.



City of Gig Harbor. The "Maritime City."

3105 JUDSON STREET • P.O. BOX 145
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: COUNCILMEMBERS AND MARK HOPPEN
FROM: MAYOR GRETCHEN WILBERT *GW*
DATE: April 21, 1993
SUBJ: LEGAL REPRESENTATION

Thank you for reviewing two proposals presented for legal representation and for your comments regarding those proposals.

Our consideration is not an easy one as the firm of Ogden, Murphy & Wallace has served us well over the years.

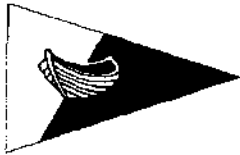
My preference would be to enter into an agreement with Mr. James Mason of Preston Thorgrimson as our lead attorney for the city, and I request your concurrence with this preference.

The Preston Thorgrimson firm also brings another strength. Mr. Bob Backstein, a former Pierce County Hearings Examiner, brings years of experience to the firm having made major decisions on land use on the Peninsula for many years. I anticipate his demonstrated good judgement and knowledge of Pierce County regulations will also be very helpful to the City of Gig Harbor as we enter into coordinated planning with the County within our Urban Growth Area.

Mr. Mason brings 25 years of experience dealing with shoreline regulations and industrial cleanup. He knows his way around the DOE, DNR, and the Tacoma-Pierce County Health Department. We need a Pierce County focus.

I would appreciate your support.

cc: John Wallace
Ray Gilmore
Denny Richards
Ben Yazici
Steve Bowman
Steve Osguthorpe



City of Gig Harbor. The "Maritime City."
3105 JUDSON STREET • P.O. BOX 145
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

MEMORANDUM

TO: City Council
FROM: Planning Staff *so.*
DATE: April 26, 1993
RE: VAR 92-14 -- Appeal of Hearing Examiner's decision to deny a height variance at 3505 Grandview Street.

=====

In August of last year, Mr. Jim Richardson was notified that a second floor addition he had placed on his house was built without proper permits and that all work must cease until necessary permits are obtained. Mr. Richardson submitted building plans which indicated that the building exceeds the maximum height limit by 18 inches. Mr. Richardson was informed that the addition could not be approved unless a height variance was granted.

Mr. Richardson applied for an 18 inch administrative variance (VAR 92-12) which was denied by the Staff. Mr. Richardson attempted to appeal the Staff's decision after the 14 day appeal period had expired. He was informed that he would have to reapply for a variance and, if denied, could appeal the Staff's decision during the allotted appeal period. A new variance application was submitted (VAR 92-14), which was ultimately denied, and an appeal to the Hearing Examiner was filed.

Just prior to the public hearing before the Hearing Examiner, it was discovered that the height of Mr. Richardson's structure is higher than the height stated on his application. Instead of the 18 inches initially indicated, the height of the structure is 58 inches above the maximum height allowance. As such, the administrative variance process was considered invalid and Mr. Richardson had to reapply for a general variance.

Upon yet another application, the Hearing Examiner denied the variance request and Mr. Richardson has filed a timely appeal of the Hearing Examiner's decision to the City Council. Attached is the Staff report to the Hearing Examiner, the Hearing Examiner's report and the letter of appeal from Mr. Richardson. In Mr. Richardson's letter, he encloses a letter of support for his variance from Mr. James R. Lee, but it should be noted that the letter was not received by the Planning

Department until March 22, 1993 - five days after the public hearing. Also attached for the Council's consideration is a resolution which supports the Hearing Examiner decision to deny the height variance.

**CITY OF GIG HARBOR
RESOLUTION NO. _____**

WHEREAS, the City of Gig Harbor has adopted height restrictions which limit building heights to 16 feet; and

WHEREAS, Compliance with height standards is typically verified during the building permit application process; and

WHEREAS, Mr Jim Richardson built a second floor addition to his house at 3505 Grandview Street without applying for or securing required building permits; and

WHEREAS, The City's Building Department notified Mr. Richardson that he would have to apply for a building permit and that his addition could not be approved without a height variance; and

WHEREAS, Mr. Richardson applied for a 54 inch height variance; and

WHEREAS, the City's Hearing Examiner denied the variance based upon findings that the variance does not meet any of the requirements for approval; and

WHEREAS, Mr. Richardson filed a timely appeal in a letter dated April 7, 1993; and

WHEREAS, the Gig Harbor City Council has reviewed the record of the Staff report to the Hearing Examiner, the Hearing Examiner's findings and conclusions, the appeal filed by the applicant and the applicant's presentation at its regular session of April 26, 1993.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Gig Harbor, Washington, that the findings, conclusions, and decision of the Hearing Examiner are found to be correct and are hereby upheld by the City Council and the requested height variance is denied.

PASSED this 26th day of April, 1993.

GRETCHEN S. WILBERT, MAYOR

ATTEST:

MARK E. HOPPEN
CITY ADMINISTRATOR

Filed with City Clerk: 4/19/93
Passed by City Council: 4/26/93

April 7, 1993

James Richardson
3505 Grandview Street
Gig Harbor, WA 98335 (851-6451)

Gig Harbor City Council
3105 Judson Street
Gig Harbor, WA 98335

RE: Appeal of Hearing Examiner Decision
VAR 92-14 Denial

Dear Council Members;

This letter is made as an appeal of the Hearing Examiners' Denial of the above referenced request for an increase in the allowable height limit (20.5 feet as opposed to 16 feet) for the proposed addition at 3505 Grandview Street.

The main reason for the denial as contained in the Examiners' report dated March 29, 1993 is that the variance is not necessary to allow additional construction or reasonable use of the property. Although this is true, this conclusion ignores the fact that the proposed over-height construction would have a lesser impact on the adjoining properties than other construction options not requiring a variance. The proposed addition does not expand the building footprint and thereby maintains intact the existing front, side and rear yards. These setback related bulk regulations are also important and are universally found in zoning ordinances everywhere.


The 16 foot height limitation at issue here is somewhat unique to the City of Gig Harbor and is intended solely to protect existing or potential views of the Harbor. The Examiners' report correctly concludes that the construction would have no impact on existing or potential views of the Harbor from adjoining properties, public or private. Therefore, the purpose and intent of the 16 foot height limitation is not in any way affected or impaired. In fact, the partial second story construction (which is 380 square feet) is proposed primarily to gain a view of the Harbor for one room of the house!

When measured from the existing street level of Grandview Street, (which is the boundary of the Height Overlay District), this small addition is within the 16 foot height limitation. In fact, the school property to the south is elevated 6 feet above Grandview Street and is allowed a building height of 35 feet. This is certainly a special circumstance with regard to the principle of limiting building height to protect views of the Harbor. The school is the only property whose potential view would in any way be impacted by the proposed addition.

In his decision the Examiner noted the comments of two persons who do not reside in the vicinity of the proposal. A letter was submitted after the hearing by my immediate neighbor to the east, who attended the Examiners' hearing, and is familiar with the addition and the situation on Grandview Street. This letter is enclosed for your consideration.

The bottom line is that the addition could be built with a flat roof and meet the 16 foot height limit. This flat-roofed structure would be approximately 11 feet above the existing level of Grandview Street. The pitched roof proposed is intended to match the architectural style of the existing residence and adjoining residences. This is not an unreasonable or excessive request and would not affect any existing or potential view intended to be protected by the 16 foot height limitation.

Yours in anticipation,


James Richardson

**CITY OF GIG HARBOR
HEARING EXAMINER
FINDINGS CONCLUSIONS AND DECISION**

APPLICANT: James W. Richardson

CASE NO.: VAR 92-14

APPLICATION: Request for a height variance of 58 inches to allow an existing addition.

SUMMARY OF RECOMMENDATION AND DECISION:

Planning Staff Recommendation: Deny
Hearing Examiner Decision: Deny

PUBLIC HEARING:

After reviewing the official file which included the Planning Staff Advisory Report; and after visiting the site, the Hearing Examiner conducted a public hearing on the application. The hearing on the Richardson application was opened at 5:32 pm, March 17, 1993, in City Hall, Gig Harbor, Washington, and closed at 5:50 pm. Participants at the public hearing and the exhibits offered and entered are listed in the minutes of the meeting. A verbatim recording of the hearing is available in the Planning Department.

FINDINGS CONCLUSIONS AND DECISION:

Having considered the entire record in this matter, the Hearing Examiner now makes and enters the following:

I. FINDINGS:

- A. The information contained on pages 1 to 5 of the Planning Staff Advisory Report (Hearing Examiner Exhibit A) is found by the Hearing Examiner to be supported by the evidence presented during the hearing and by this reference is adopted as part of the Hearing Examiner's findings of fact. A copy of said report is available in the Planning Department.
- B. Steve Osquthorpe, Associate Planner for the City, reviewed the staff report at the hearing (Exhibit A). He said if the addition is to be used as an office then a conditional use permit will be required. With respect to the variance, he said there are no unusual features of the subject parcel which would restrict or limit its development potential. He said there is ample opportunity to expand the house to the rear if the applicant wants more room. He also said that while the large fir tree does screen much of the existing addition from Grandview Street, screening is not required of residences and there is no guarantee the tree will not be removed. He recommended denial of the variance.
- C. Jim Richardson, the applicant, testified that a home occupation was allowed as an outright use in the old code and as a conditional use in the new code. He also testified that the

James R. Lee
3421 Grandview Street
Gig Harbor, Wa 98335

City of Gig Harbor
Planning Dept.
3105 Judson Street
Gig Harbor, Wa 98335

To Whom it may concern:

This letter is in response to the request of a height variance at 3505 Grandview Street. I own the house directly east of the Richardsons. I am in favor of the city granting the height variance to Mr. Richardson for the following reasons:

1. There are no views or potential views that will be blocked as a result of the addition. Since homes on the north side of Grandview Street can not obstruct views by increasing in height, these properties should be exempt from the height restriction zone.
2. Houses on the lower slope have increased in height over the years blocking out much of the ground level views that were present when the Grandview Street homes were constructed. Grandview Street was just that, a street with many fine views of the harbor from ground level. Now those views have been obstructed by these growing structures. In addition, landscaping trees planted on the lower slope are now blocking many of the views once available from Grandview Street. These are factors motivating home owners on Grandview Street to consider increasing their structure height. It seems only reasonable to allow residents to build up to reclaim some of the views lost.

If there are any questions about my opinions stated please call me at 851-5882.

Sincerely,

James R. Lee

placement of the office in the rear of the house would interfere with an addition of living space which he has planned (see Exhibit C). He said the office is not really new construction, but is rather an enclosing of an existing roof deck on the garage.

He said he felt the location of the property is a special circumstance in that it is on the boundary of the Height Overlay District. He said the intent of the 16 foot height limit is to protect views. He felt relief is in order because he is on the edge of the District, and no views would be impacted by his addition. He pointed out that a school is located across the street, and he said the school is not located in the Height Overlay District. He said if his house was located across the street or in the County he would be able to build above 16 feet in height.

He also said the structure could be revamped with a flat roof, and it would then meet the height limit. He said the roof style for the addition was chosen to match the architecture of his house and the other houses in the neighborhood.

His written comments which are included in Exhibit A said that due to the slope of his property, the maximum height of the proposed addition is only 12' 6" above street level.

His comments also said the huge tree in front of his home completely screens the proposed addition from public view and eliminates any potential view corridor in the direction of the addition.

In addition, he said there are two nearby residences which have been built in excess of the 16 foot height limit (one with a daylight basement and one with a variance).

Finally, his comments indicated the footprint of the existing structure was not enlarged with the addition. Therefore, the existing yard areas and separations enjoyed by the neighbors can be maintained.

- D. John Miller testified that he felt the applicant blatantly ignored the City's regulations before he built his addition. He said the applicant should know better since he was employed in the City planning Department in the 1980's. He also said there is plenty of room on the lot for reasonable use of the property and said finally that a variance of this magnitude would set a very bad precedent.
- E. Jim Boge wrote a letter regarding the application (Exhibit B). In his letter, he said that he is really bothered to find out the project had been completed before the owner filed for a

variance. He said if anyone should know the rules it would be Mr. Richardson, who served as the City Planning Director for a period of time. He said he felt Mr. Richardson is trying to sneak his project through and felt the variance should be denied.

- F. The application initially was for an 18 inch variance which could be addressed through the administrative variance procedure. Mr. Richardson appealed the staff denial to the Hearing Examiner and a hearing was held on February 17, 1993. It was determined before that hearing that the stated height of the building was incorrect and that a 58 inch variance would be necessary rather than an 18 inch variance. A second hearing was held on March 17, 1993. This hearing was held to address the 58 inch variance request and was the hearing that served as the basis of this report.

II. CONCLUSIONS:

- A. The staff conclusions prepared by the Planning Staff and contained on page 5 and 6 of the Planning Staff's Advisory Report accurately set forth a portion of the conclusions of the Hearing Examiner and by this reference is adopted as a portion of the Hearing Examiner's conclusions. A copy of said report is available in the Planning Department.
- B. The issue of the home occupation and the need for a conditional use permit will not be addressed in my decision. No conditional use permit applied for, so only the issue of the variance will be addressed further.
- C. Before a variance can be granted it must meet all of the criteria for approval.
- D. I concur with the staff that there are no special circumstances or unusual features present on the property which would unreasonably limit the use of the property. The lot is a rectangular, gently sloping 13,500 square foot parcel with a back yard which is over 6,000 square feet in size. There is ample space to accommodate an addition of a reasonable sized living room and office (if a conditional use permit is approved in the future). A special circumstance or hardship must relate to the land itself and not to the desires of the applicant. The hardship in this case appears to be self-created.

A hardship is self-created if it is caused by improvements to the land constructed by the applicant with knowledge of the restrictions from which he seeks relief. Improvement of land under these circumstances stems from the reckless conduct of the applicant rather than the application of the zoning regulation. A self-created hardship cannot be viewed as the basis upon which to grant a variance.

- E. Mr. Richardson's lot is no more burdened than any other lot on the edge of the Height Overlay District. If the City Council intends to have a transition area which would generally allow a height increase along the edge of the Height Overlay District then it should be addressed through legislation and not addressed by granting variances on a case by case basis. Approval of this variance would set a precedent for approval of other height variances on the edge of the Height Overlay District. The granting of a variance in this case would constitute a grant of special privilege to Mr. Richardson.
- F. The location of the fir tree does not create a major impediment to further development of the Richardson property. A review of the site plan (Exhibit C) clearly shows there is ample room on the lot for future additions to the existing structure. Reasonable use of the land is possible without the approval of a variance.
- G. The proposed variance will not amount to a rezone nor will it allow any use not allowed in the district. (As noted previously the variance issue addresses height only and does not address the use of the property).

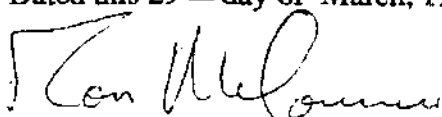
Also, it does not appear that granting of the variance would be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity.

The proposed variance, however, clearly does not meet any of the requirements for approval. Therefore, it should be denied.

III. DECISION:

Based upon the foregoing findings of fact and conclusions, the requested height variance is DENIED. The structure shall be brought into compliance with the height requirements of the zoning ordinance within 120 days from the date of this decision.

Dated this 29th day of March, 1993.



Ron McConnell
Hearing Examiner

RECONSIDERATION:

Any aggrieved person feeling that the decision of the Examiner is based on erroneous procedures, errors of law or fact, error in judgment, or the discovery of new evidence which could not be reasonably available at the prior hearing, may make a written request for reconsideration by the Examiner within ten (10) days of the date the decision is rendered. This request shall set forth the specific errors of new information relied upon by such appellant, and the Examiner may, after review of the record, take further action as he or she deems proper.

APPEAL OF EXAMINER'S DECISION:

Any party who feels aggrieved by the Examiner's decision may submit an appeal in writing to the Gig Harbor Planning Director within (14) days from the date the final decision of the Examiner is rendered, requesting a review of such decision.

Such appeal shall be upon the record, established and made at the hearing held by the Examiner. Whenever a decision of the Examiner is reviewed by the City Council pursuant to this section, other parties of record may submit written memoranda in support of their position. In addition, the Council shall allow each side no more than fifteen minutes of oral presentation. However, no new evidence or testimony shall be presented to the Council during such oral presentation. The City Council shall accept, modify or reject any findings or conclusions, or remand the decisions of the Examiner for conclusions, or remand the decisions of the Examiner for further hearing; provided that any decision of the City Council shall be based on the record of the hearing conducted by the Examiner; however, the Council may publicly request additional information of the appellant and the Examiner at its discretion.

Upon such written appeal being filed within the time period allotted and upon payment of fees as required, a review shall be held by the City Council. Such review shall be held in accordance with appeal procedures adopted by the City Council by resolution. If the Examiner has recommended approval of the proposal, such recommendation shall be considered by the City Council at the same time as the consideration of the appeal.

Further action by the Examiner shall be within thirty (30) days of the reconsideration request.

**MINUTES OF THE MARCH 17, 1993
HEARING ON THE RICHARDSON
APPLICATION**

Ronald L. McConnell was the Hearing Examiner for this matter. Participating in the hearing was: Steve Osquthorpe representing the City of Gig Harbor; James Richardson, the applicant; and John Miller, an interested party.

The following exhibits were offered and entered into the record:

- A. Planning Staff's Advisory Report.
- B. Letter from Jim Boge, dated 3/15/93
- C. Site Plan

PARTIES OF RECORD:

- James Richardson
3503 Grandview
Gig Harbor, WA 98335
- Jim Boge
6606 Soundview Dr.
Gig Harbor, WA 98335
- John Miller
6556 Snug Harbor Lane
Gig Harbor, WA 98335
- Jack Bujacich
3607 Ross
Gig Harbor, WA 98335



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GIG HARBOR, WASHINGTON 98335
(206) 851-8136

**GIG HARBOR COMMUNITY DEVELOPMENT DEPARTMENT
STAFF REPORT**

TO: Hearing Examiner
FROM: Planning Staff
DATE: March 17, 1993

RE: VAR 92-14 -- Variance request for increased height at
3505 Grandview Street

=====

I. GENERAL INFORMATION

APPLICANT: James W. Richardson
3505 Grandview
Gig Harbor, Washington 98335
851-7062

OWNER: (same)

AGENT: (same)

II. PROPERTY DESCRIPTION

1. Location: 3505 Grandview Street
2. Site Area/Acreage: 13,500 sq.ft.
3. Natural Site Characteristics:

- i. **Soil Type:** Harstine
- ii. **Slope:** approx. 8 percent
- iii. **Drainage:** northerly toward rear lot

line

- iv. **Vegetation:** domestic landscaping with large existing fir tree.

4. Zoning:

- i. **Subject parcel:** R-1 (single family)
- ii. **Adjacent zoning and land use:**
North: R-1

South: R-1 (Height Overlay Zone)
East: R-1
West: R-1

5. Utilities/road access: The property is served fully by City utilities and is accessed by Grandview Street - a city street.

III. APPLICABLE LAND-USE POLICIES/CODES

1. **Comprehensive Plan**: The comprehensive plan designates the area as low urban residential
2. **Zoning Ordinance**:

The zoning ordinance states that structures in this zone may have a maximum height of 16 feet.

Administrative variances for height increases of not more than 10% may be granted if the applicant can successfully demonstrate that all of the following criteria can be met:

- A) The proposed variance will not amount to a rezone nor authorize any use not allowed in the district.
- B) There are special conditions and circumstances applicable to the property such as size, shape, topography or location, not applicable to land in the same district and that literal interpretation of the provisions of this ordinance would deprive the property owner of rights commonly enjoyed by other properties similarly situated in the same district under the terms of this ordinance.
- C) That the special circumstances and conditions do not result from the actions of the applicant.
- D) The granting of the variance will not constitute a grant of special privilege inconsistent with limitation upon other properties in the vicinity and zone.
- E) That the granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which the property is situated.
- F) The variance is the minimum variance that will make possible the reasonable use of the land.

IV. BACKGROUND INFORMATION:

During the latter part of 1992, Mr. James Richardson built a second floor addition on his residence at 3505 Grandview for use as a business office. Mr. Richardson neither applied for a building permit or conditional use permit for his home occupation. He was subsequently put on notice by the Planning and Building Staff that the structure must be brought into compliance with City codes and that it could not be approved without a variance from the City's height standards. Mr. Richardson applied for an administrative variance in October of 1992 but the variance was denied due to insufficient findings of a hardship.

Because the appeal period had expired, Mr. Richardson applied for the same variance under a new application. The second request was also denied and Mr. Richardson then submitted a timely appeal of the Staff's decision to the Hearing Examiner.

Just prior to the Hearing Examiner's consideration of the appeal, it was discovered that the height of Mr. Richardson's structure is higher than the height stated on his application. Instead of the 18 inches initially indicated, the height of the structure is 58 inches above the maximum height allowance. As such, the administrative variance process is invalidated and Mr. Richardson is now applying for a general variance allowing a height increase of 58 inches above the height limit.

V. REQUEST/PROJECT DESCRIPTION:

The current request is for a height variance of 58 inches to allow the existing addition. Mr. Richardson has submitted the following comments:

(A) The proposed administrative height variance would allow an elevated sun deck to be enclosed for use as a home office. Both the existing residential use and the proposed private office use are allowed in the R-1 zoning district. The proposed administrative variance will therefore not amount to a rezone.

(B) The subject property is 100 feet wide by 135 feet deep, with the finished floor of the existing residence and attached garage situated approximately 5 feet below the grade of Grandview Street, then dropping another 6 feet from the back of the house to the rear property line. This circumstance limits the locations available on the lot for new construction, and means that the maximum height of the proposed addition above street level is only 12'-6".

It is also worth noting the old Harbor Heights Elementary School

south of Grandview Street is the only property whose view could be impacted by the proposed addition, and is elevated approximately 6 feet above the grade of Grandview Street. This means that the net view impact of the proposed addition on this semi-vacant, non-residential R-1 property is 6'-6". Harbor Heights Elementary School is outside of the area restricted to a 16' maximum structure height.

Lastly, there is a 40" diameter Douglas Fir tree (as shown by actual survey on the attached site plan) which is located directly in front of the proposed addition. This huge tree completely screens the proposed addition from public view and eliminates any potential view corridor in the direction of the addition. I believe that this tree is the largest conifer within the City limits.

These special circumstances are unique to this particular property and have dictated the architectural direction of the proposed addition.

(C) The topographic and big fir circumstances listed under B) above are naturally occurring.

(D) Properties on the margin of the Height Overlay District, such as this one, deserve some special consideration since the abutting properties outside of the height Overlay District do have a special privilege inconsistent with limitations upon other properties in the vicinity. Also, the two residences to the north and northeast of my lot (and within my view corridor), have both completed recent additions in excess of the 16' height limitation. The one to the north was by way of a "24' daylight" interpretation under the old zoning code, and the other by a variance. My request is not unique in my neighborhood, nor a privilege that goes beyond those enjoyed by my neighbors on at least 2 sides.

(E) The proposed second story does not impinge upon any public or private corridor. By virtue of the fact that the footprint of the existing structure is not enlarged with a second story, the existing yard areas and separations enjoyed by the neighbors can be maintained.

VI. PUBLIC NOTICE:

The property was posted, notice was submitted to the Gateway, and also sent to adjacent property owners within 300 feet. As of March 11, 1993, the Staff has received no formal input on this application.

VII. ANALYSIS:

The Planning Staff has identified no unusual features of this

parcel which restrict or limit its development potential. The parcel is regular in its configuration and exceeds the minimum lot size requirements. Moreover, there are no geographic constraints or conditions which are peculiar to this site. It appears that there is ample opportunity to expand the house to the rear if the applicant desires more room. The slope of the lot would not prevent this as implied by the applicant. Indeed, slopes toward the rear are often considered advantageous because they allow for daylight basements.

The applicant is correct that the large fir tree screens much of the addition from Grandview Street. However, there are no screening requirements placed on residences and therefore no guarantee that the large tree and hedge in front of the applicant's house will be retained. Moreover, the age of the tree, combined with its location in front of the garage entrance may prompt interest in having the tree removed.

Additional Staff and/or agency comments are as follows:

1. Building Official: (no additional comments)
2. Public Works: (no comments)
3. SEPA Responsible Official: The SEPA Responsible Official has determined that the requested variance is exempt from SEPA review as per WAC 197-11-800 (iii).

VIII. FINDINGS AND CONCLUSIONS

Based upon a site inspection and the analysis contained in Part VII of this report, the Staff finds as follows

- A) The proposed variance will not amount to a rezone nor authorize any use not allowed in the district. However, if the intent of the office is for a home occupation, a conditional use permit is required.
- B) There are no special conditions and circumstances applicable to the property such as size, shape, topography or location, not applicable to land in the same district and a literal interpretation of the provisions of this ordinance would not deprive the property owner of rights commonly enjoyed by other properties similarly situated in the same district under the terms of this ordinance.
- C) The special circumstance and conditions described by the applicant have no bearing on the reasonable use of the property. The applicant has enjoyed use of the property as a

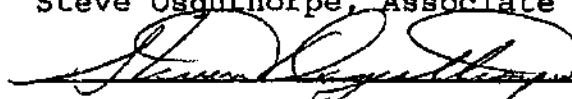
residence for some time and the office, while potentially permitted as a conditional use, is not a typical use enjoyed by other property owners similarly situated.

- D) The granting of the variance will constitute a grant of special privilege inconsistent with limitation upon other properties in the vicinity and zone.
- E) It does not appear that the granting of the variance will be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which the property is situated. However, there is no guarantee that the addition will remain screened by existing vegetation.
- F) The variance is not the minimum variance that will make possible the reasonable use of the land. As stated in (C) above, the applicant has enjoyed a reasonable use of the property as a residence and an office goes beyond what owners typically expect to build in a residential zone.

IX. RECOMMENDATION

Based upon the above analysis and findings, the Planning Staff recommends that the requested variance be denied.

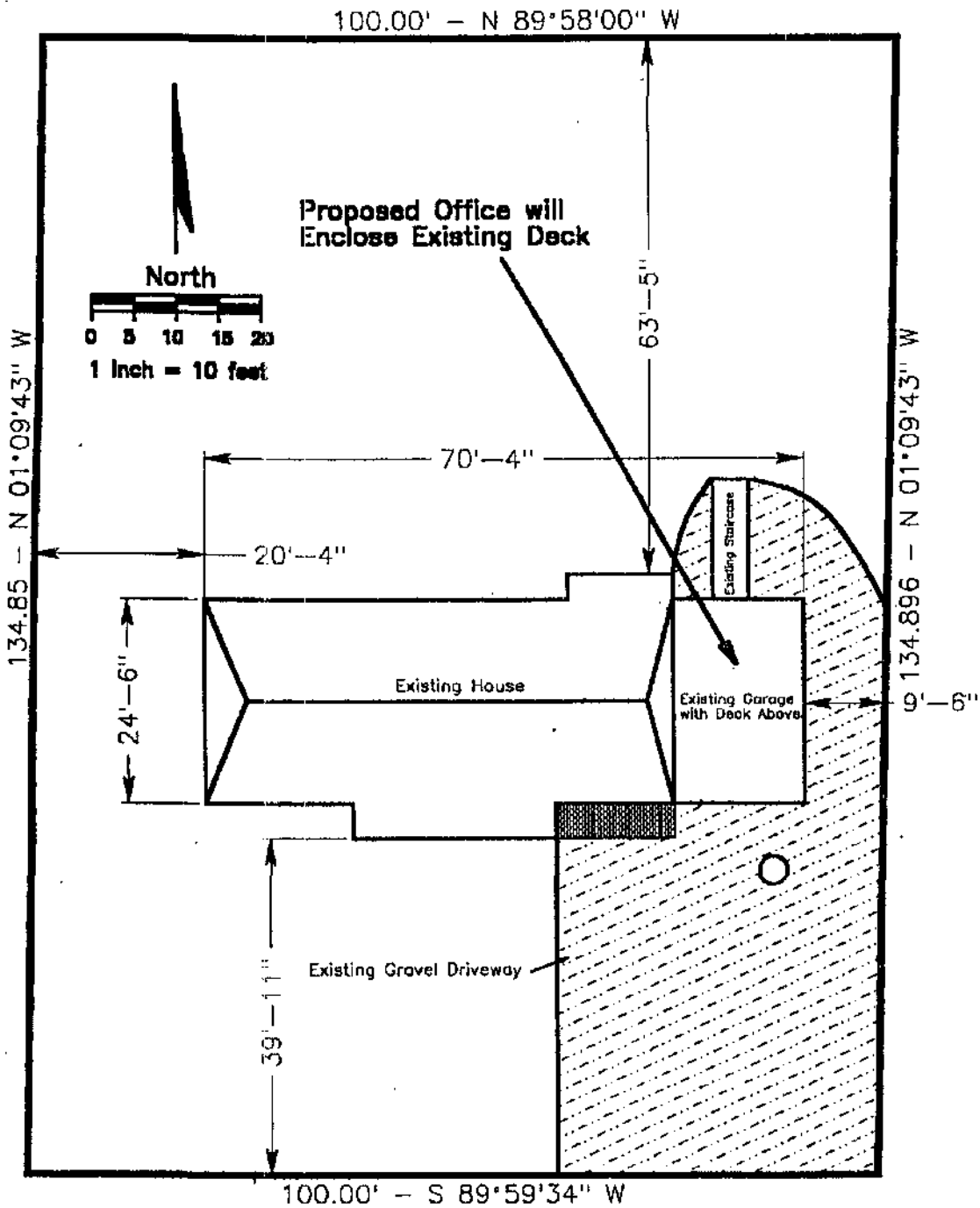
Project Planner: Steve Osguthorpe, Associate Planner



Date: March 14, 1993

3505 Office Remodel

Sheet 1 - Site Plan



Grandview Street

Subdivision Development & Design, Inc.

3505 Grandview Street

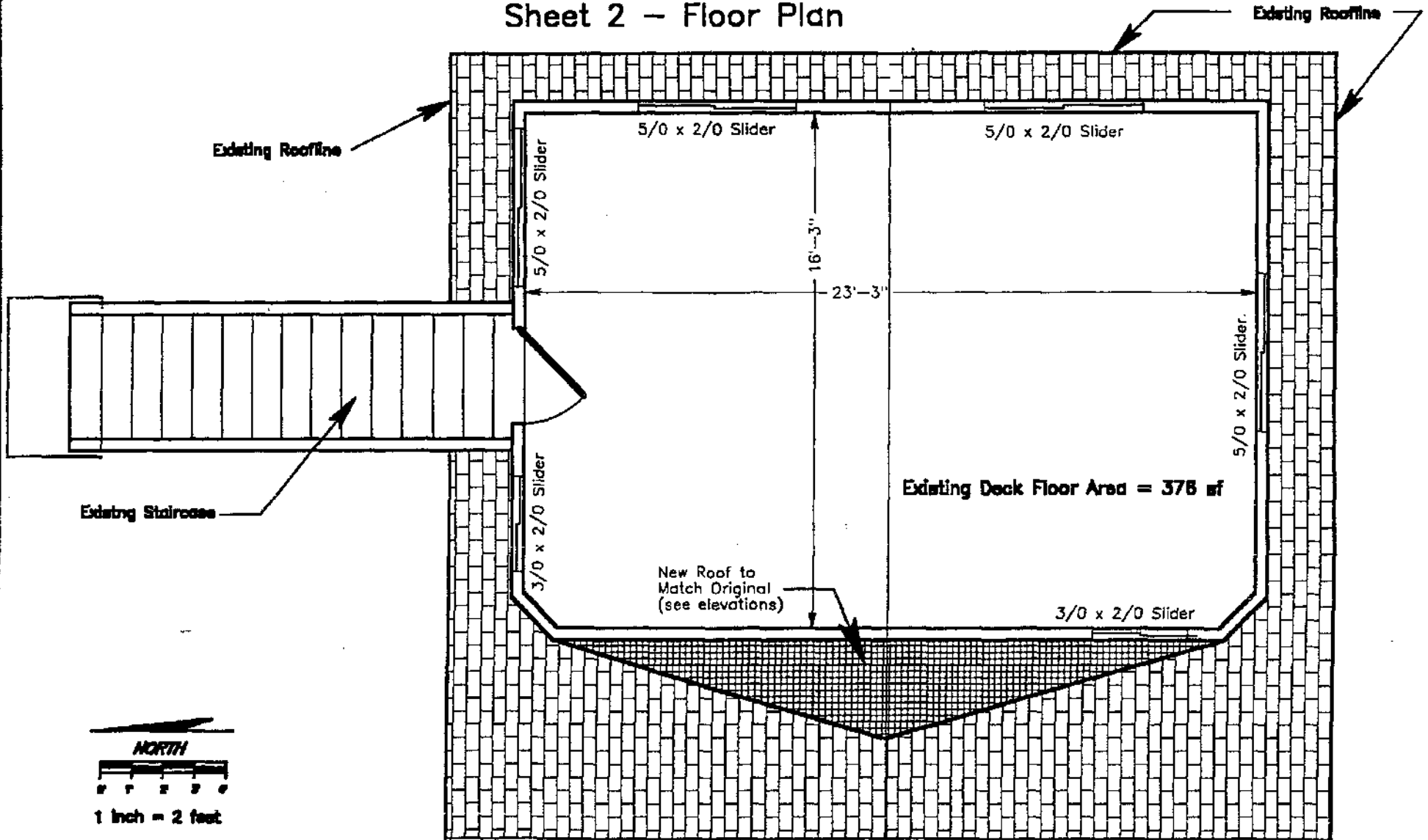
851-6451

Gig Harbor, WA 98335

FAX: 851-7062

3505 Office Remodel

Sheet 2 - Floor Plan

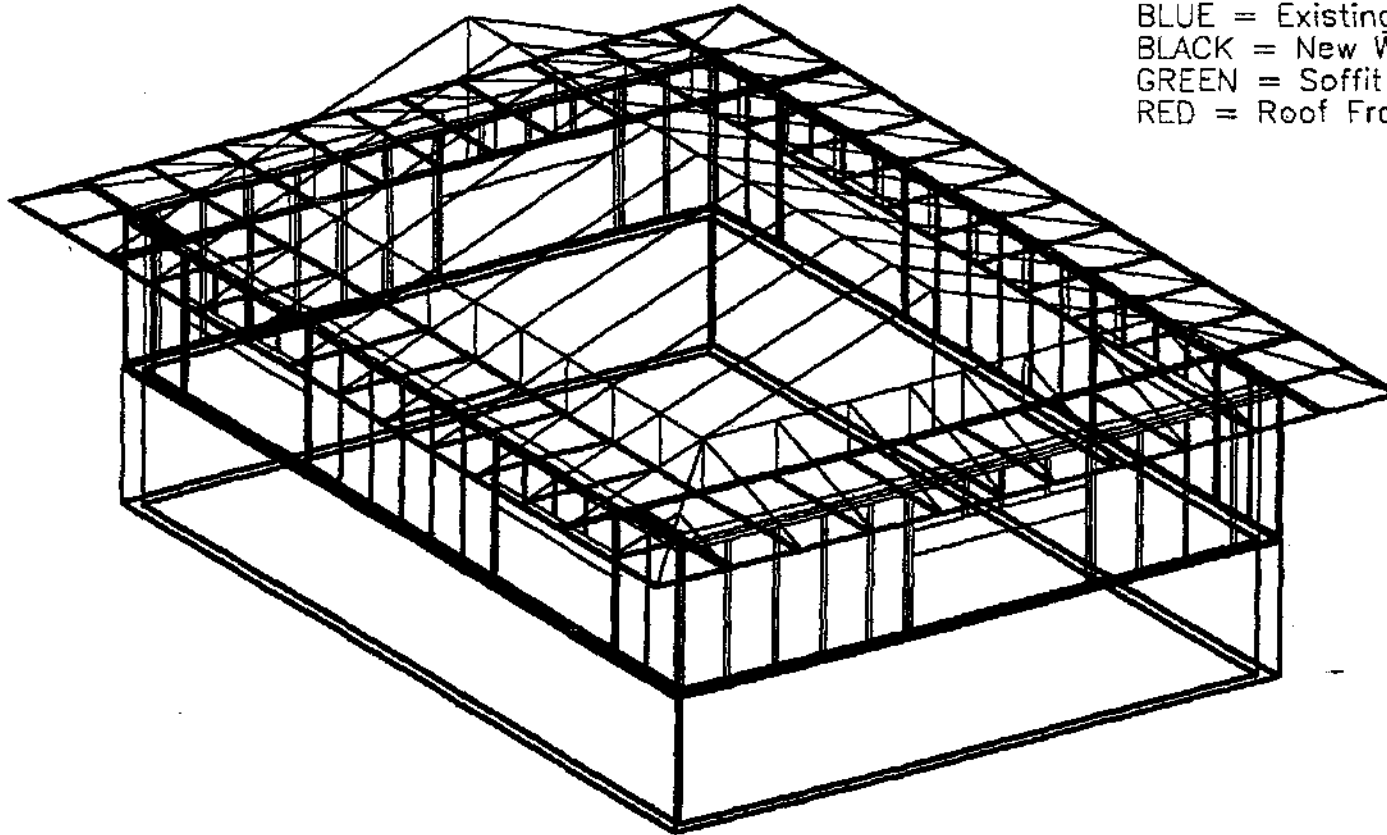


3505 Office Remodel

Sheet 4 – Trimetric Wireframe

LEGEND

BLUE = Existing Construction
BLACK = New Wall Framing
GREEN = Soffit Framing
RED = Roof Framing



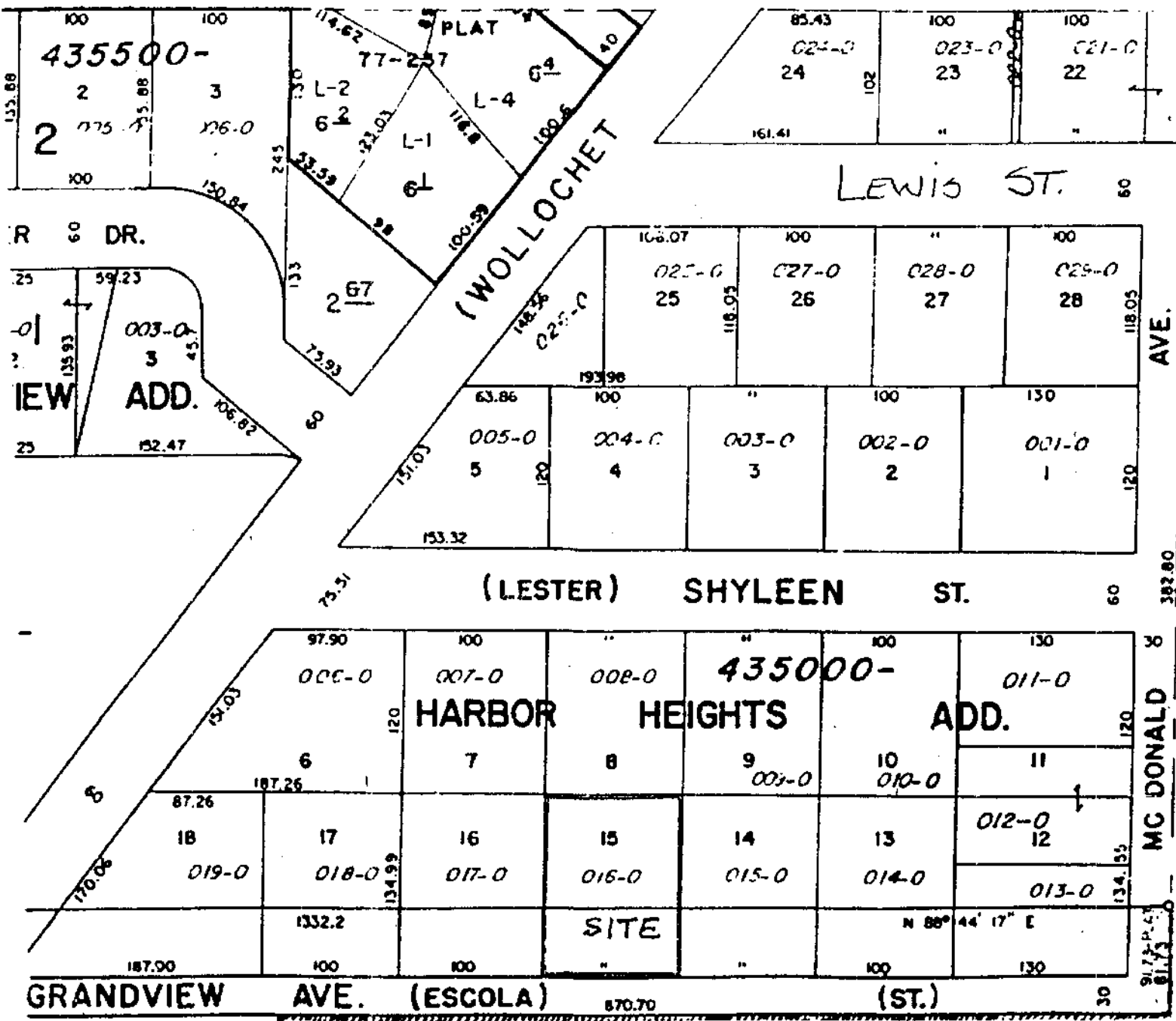
Subdivision Development & Design, Inc.
3505 Grandview Street 851-6451
Gig Harbor, WA 98335 FAX: 851-7062

E. J. NIEN TITLE COMPANY

THIS SKETCH IS PROVIDED AS A COURTESY FOR THE SOLE PURPOSE OF ASSISTING IN LOCATING THE SUBJECT PROPERTY AND NO LIABILITY IS ASSUMED FOR INACCURACIES WITHIN THE SKETCH. REFERENCE SHOULD BE MADE TO A SURVEY FOR FURTHER INFORMATION.



ORDER NO. 90-36279 CUSTOMER NO. 011791266 VOL. 16 PAGE 52
 SECTION NW 8 TOWNSHIP 21 RANGE 2





City of Gig Harbor. The "Maritime City."

3105 JUDSON STREET • P.O. BOX 145
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: MARK HOPPEN, CITY ADMINISTRATOR *MH*
SUBJECT: CONTRIBUTION TO THE EMERGENCY COMMUNICATIONS SYSTEM
DATE: 4/19/93

The City of Gig Harbor has been asked by the Gig Harbor-Key Peninsula Emergency Preparedness Committee to donate some of the cost of radio equipment as part of the first line of emergency communication equipment for the Peninsula.

Initially, Mr. Zimmerman approached me to fund the antenna on top of the Gig Harbor Medical Pavilion, which is within the city limits. I note from his correspondence, however, that he would gratefully accept any portion of the \$1100 estimated cost of the remaining antenna installation costs.

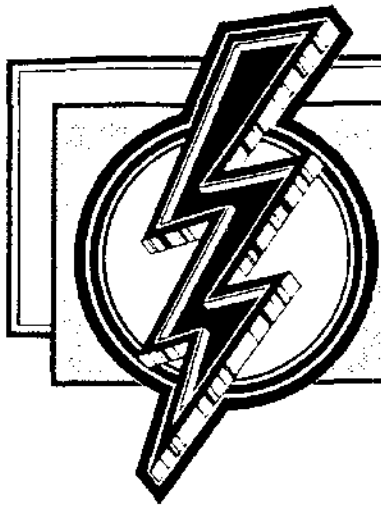
The GH-KP Emergency Preparedness Committee has made great strides this past year. Currently, we are represented at emergency management meetings by Gig Harbor resident, Mr. John Miller, who has scheduled two trainings, at no cost to the city, on May 13 and 20 at 7:00 p.m., to increase emergency awareness and to initiate a block training approach. These trainings will be held at City Hall. The first session will feature Mr. Tom Sutton of Pierce County Emergency Management; the second will enlist the aid of Shirley Rettig, who is currently providing group/neighborhood trainings on emergency preparedness. Any Gig Harbor resident is encouraged to attend these meetings, particularly those residents who would be interested in encouraging similar trainings for their own neighborhoods.

You will notice in Mr. Zimmerman's correspondence that the Peninsula School District is the recipient of any contributions. The school district has dedicated an account for the Emergency Management efforts as part of the district's effort to support our currently unfunded emergency management efforts on the Peninsula.

Any level of contribution which you authorize would be transferred from budgeted staff training allotments for the '93 year.

Recommendation:

I recommend that at least one antenna be funded by the City of Gig Harbor. The emergency management efforts recently demonstrate clear indications of success, and should be supported.



GIG HARBOR-KEY PENINSULA EMERGENCY PREPAREDNESS COMMITTEE

April 6, 1993

RECEIVED

APR 8 1993

CITY OF GIG HARBOR

Mr. Mark Hoppen
Gig Harbor City Hall
3105 Judson Street
P.O. Box 145
Gig Harbor, WA 98335

Re: Emergency Communications

Dear Mark,

The primary mission of the Gig Harbor-Key Peninsula Emergency Preparedness Committee is to prepare our families and communities for coping with the variety of emergency and disaster situations we are exposed to - especially a major earthquake. Recent disasters in Florida, Hawaii, and California have reconfirmed the FACT that good communications is the number one problem and need during these conditions. Ordinary telephones and even cellular systems will not be operational for some time following a major earthquake - certainly not in the first few critical hours when the greatest opportunity exists for saving lives and reducing further property damage.

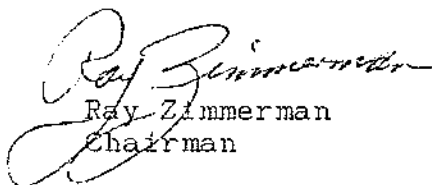
Therefore, the Committee has concluded that our first line of communication must be by radio and we are working with the local amateur radio club to set up a comprehensive network to cover both the Gig Harbor and Key Peninsulas. They have completed a "coverage survey" and in addition to those already installed, have determined the need for four (4) more antenna sites to complete our network. These sites include:

1. Gig Harbor Medical Pavilion
2. 4700 Point Fosdick Medical Building
3. Artondale Fire Station
4. Rosedale Fire Station

The average total material cost for an antenna system, including the antenna, an amplifier, coax cable, mounting hardware, tax, shipping, etc. is \$275.00. The total cost for 4 systems will be approximately \$1100.00. Installation is provided free by members of the amateur radio club and the Committee.

We request your assistance with any portion of this cost that you can provide at this time. Checks should be made to "The Peninsula School District" with a notation in the lower left corner, "For the GH-KPEPC account", and mailed to the attention of Mr. Dan Moran, 14015 62nd Avenue NW, Gig Harbor, WA 98332. This qualifies as a contribution to a non-profit organization for tax purposes. I will be happy to provide more detailed information regarding the Committee's programs and organization if required. Thank you for consideration of this request.

Very truly yours,


Ray Zimmerman
Chairman

MEMORANDUM

TO: Mayor Wilbert and City Council
FROM: Steve Bowman, Building Official/Fire Marshal
DATE: April 26, 1993
RE: Building Code Advisory Board Members (BCAB)
Term of Office and Attached Resolution

=====

The attached resolution is submitted for your consideration. The terms of office for two BCAB members (Mr. William Reed, AIA and Mr. Mike Brown) have expired. Mr. Mike Brown has requested to not be considered for a new term due to his present work location. Mr. Mark Anderson, AIA has volunteered to serve on the BCAB as an alternate member in place of Mr. Brown. Mayor Wilbert has reviewed the slate of officers and is hereby recommending their appointment for a term of four years (class of 1997).

RECOMMENDATION:

The resolution be adopted and the BCAB terms of office approved.

RESOLUTION NO. _____

WHEREAS, the Gig Harbor City Council on December 7, 1987 adopted Ordinance #526 which established the Building Code Advisory Board; and

WHEREAS, the Gig Harbor City Council has adopted in Ordinance #526 guidelines for the appointment of Building Code Advisory Board members; and,

WHEREAS, the Gig Harbor City Council has found that alternate members shall be designated to act on the Building Code Advisory Board for when the principal members cannot serve due to illness or conflict of interest;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Gig Harbor, Washington:

The following person shall serve as a principal member of the Building Code Advisory Board for the designated term beginning on April 27, 1993:

Mr. William Reed, AIA, (Architect) four year term

BE IT FURTHER RESOLVED:

The following person shall serve as an alternate member of the Building Code Advisory Board for the designated term beginning on April 27, 1993:

Mr. Mark Anderson, AIA, (Contractor) . . . four year term

PASSED this 26th day of April, 1993.

Gretchen A. Wilbert, Mayor

ATTEST:

Mark Hoppen, City Administrator

Filed with city clerk:
Passed by city council:



City of Gig Harbor. The "Maritime City."
3105 JUDSON STREET • P.O. BOX 145
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: MAYOR WILBERT AND CITY COUNCIL ,
FROM: BEN YAZICI, PUBLIC WORKS DIRECTOR *BY*
RE: DOROTICH STREET IMPROVEMENTS
DATE: APRIL 22, 1993

Enclosed is a proposal from Looker & Associates, Inc., to perform necessary street improvements to the west half of Dorotich Street from the intersection of Dorotich and Harborview Drive approximately 240' to the north. These improvements include removal of existing pavement to be replaced with 4" crushed rock top course and 2" class B asphalt material. In addition, curbs, gutters, sidewalks, and storm drainage improvements are included.

Improvements to the west half of Dorotich Street were negotiated with Bob Ellsworth in conjunction with his application for a shoreline development permit at this location. An agreement was reached with Mr. Ellsworth that he would pay the city \$15,000 for the above listed improvements to Dorotich Street, and he has since remitted \$15,000 to the City.

Looker & Associates, Inc., has been hired by the Dorotich Marina to make similar improvements to the east half of Dorotich Street, in connection with their shoreline development permit to improve the Dorotich Marina site. This work is now in progress.

Because of the potential savings and the likelihood that a smoother transition will result if one contractor does the improvements to both sides of the street, Looker & Associates was asked to provide their proposal to complete the work. Their proposal is \$14,860.00 (copy attached).

RECOMMENDATION

I believe that Looker's proposal is reasonable and recommend a Council motion to authorize the Public Works Department hire Looker & Associates, Inc., to complete necessary improvements to the west side of Dorotich Street, at a budget not to exceed \$14,860.



& ASSOCIATES, INC.
GENERAL CONTRACTORS

PROPOSAL & CONTRACT

LOOKEA1101PP

5825-176th STREET EAST / PUYALLUP, WASHINGTON 98373
TELEPHONE: (206) 535-1772 FAX: (206) 846-1851

CONTRACTING PARTY CITY OF GIG HARBOR	TELEPHONE (206) 851-8145	DATE 4-21-93
ADDRESS P.O. BOX 145	JOB NAME NORTH HALF OF DOROTICH ST	
CITY, STATE, & ZIP GIG HARBOR, WA. 98335	JOB LOCATION	

We hereby submit specifications & estimates for:

THE LUMP SUM PRICE INCLUDES THE FOLLOWING WORK FOR THE
NORTH SIDE OF DOROTICH STREET PER THE ATTACHED PLAN:

- REMOVE THE EXISTING ASPHALT ROADWAY AND CONCRETE SIDEWALK
- GRADING AND EXCAVATION TO SUBGRADE
- PLACING 4" OF CRUSHED TOP COURSE
- PLACING 2" OF HOT MIX ASPHALT CLASS B
- INSTALLING ONE TYPE 1 CATCH BASIN AND 30' OF 8" PIPE
- INSTALLING CONCRETE CURB AN GUTTER
- INSTALLING CONCRETE SIDEWALK OR DRIVEWAY AS SHOWN
- PROJECT LAYOUT

LUMP SUM \$ 14,860.00

TERMS: Net due upon date of invoice. 1½% per month charged on past due accounts.
State sales tax to be added when applicable. Our work is guaranteed against faulty material & workmanship.

TERMS & CONDITIONS

1. Any deviation from the above specifications involving extra costs will be executed only upon written orders & will be charged at a time & material or negotiated basis.
2. LOOKER & ASSOCIATES, INC. shall not be liable for the testing, handling, or disposal of contaminated or toxic materials unless it is addressed in the specifications. We can only assume that any materials to be hauled offsite are clean unless directed otherwise.
3. LOOKER & ASSOCIATES, INC. shall not be liable for damage to any known or unknown underground or above ground facility except that which is directly attributable to negligence on the part of LOOKER & ASSOCIATES, INC.
4. LOOKER & ASSOCIATES, INC. cannot be responsible for subgrade failures.
5. Soil sterilization, if included in the specifications, will be applied at rates specified by the manufacturer. LOOKER & ASSOCIATES, INC. will not be responsible for any subsequent growth of weeds which have not reached maturity prior to application.
6. This contract is contingent on accidents, strikes, carrier delays, or other delays which are beyond our control or unavoidable.
7. Proposal subject to change or cancellation after 30 days.
8. If the terms of this contract are not met, it is the intent of LOOKER & ASSOCIATES, INC. to lien said property. In the event it becomes necessary to engage legal services to enforce any of the provisions of this contract, contracting party agrees to pay the costs & reasonable attorney's fees of LOOKER & ASSOCIATES, INC.

ACCEPTANCE OF PROPOSAL: The prices, specifications, & conditions are satisfactory and are hereby accepted. You are authorized to do work as specified. Payment will be made as outlined above. Your signature on one copy returned to us will make this a legal contract.

APPROVED BY OWNER

LOOKER & ASSOCIATES, INC. REPRESENTATIVE

DATE OF ACCEPTANCE _____

Duncan Spurrock

WHITE: CUSTOMER'S

CANARY: SIGN & RETURN TO LOOKER & ASSOCIATES, INC.

PINK: FILE COPY

READ NOTICE ON BACK.



HARBORVIEW DRIVE

N 54° 13' 13" W

EX 8" PVC SAN SEWER
ET 2" T.P. 62.5 LINE

N 54° 13' 13" W

N 35° 26' 47" E 287.00'

DOROTICH STREET
N 35° 46' 47" E

Drawn by TYP

EXISTING STRINGS

CONNECT NEW 8" WATERMAIN TO EX 8" WATERMAIN (REMOVE PLUMB)

8" X 45" BRND & CONC THURST BLK (2 PLACES)

THURST BLK STA 2+26.5
3/4" ST SERVICE & 3/4" WATER METER BY CITY
1" ST SERVICE & 1" WATER METER BY CITY

THIS TIE TO ET METER
L BLOW OFF ASS'T AT SE SIDE OF R/W.
RELOCATE ET BLOW OFF ASS'T TO HERE.

8" Ø
TYPE I CB PAVEMENT TYP

8" Ø
TYPE I CB PAVEMENT TYP

8" Ø
TYPE I CB PAVEMENT TYP



SCALE: 1" = 20'

VERTICAL DATUM: MEAN LOWER LOW WATER = 0' (M.C.I. INC., JAN, 1993)

PLAN

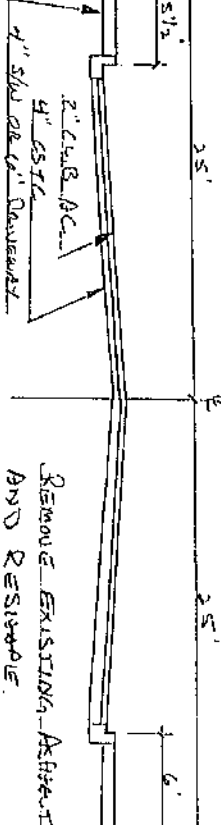
SCALE: 1" = 20'

NOTE: SEE SHEET 2 FOR UTILITY PLAN

R/S (South)

REMOVE EXISTING ASBEST AND FURLETTE AND RESTRIP

R/S (North)



CITY OF CHICAGO
PUBLIC WORKS DEPT.
2/13/10

Signature: *[Handwritten Signature]*
Approved with comments:
Date: *[Handwritten Date]*

NO.	REVISION	DATE



RECEIVED

APR 21 1993

CITY OF GIG HARBOR

Return Original to: WASHINGTON STATE LIQUOR CONTROL BOARD
License Division - 1025 E. Union, P.O. Box 43075
Olympia, WA 98504-3075

TO: MAYOR OF GIG HARBOR

DATE: 4-20-93

RE: SPECIAL OCCASION #367760
GIG HARBOR ELSK LODGE #2560
9606 SR 16
GIG HARBOR, WA

CLASS: GJK

DATE: MAY 15, 1993 TIME: 4PM TO 12AM

PLACE: GIG HARBOR EAGLES AERIE #2809

CONTACT: BILL MUSE 851-2560

RETAIL LICENSES

- A - Restaurant or dining place - Beer on premises.
- B - Tavern - Beer on premises.
- C - Wine on Premises
- D - Beer by open bottle only - on premises
- E - Beer by bottle or package - off premises
- F - Wine by bottle or package - off premises
- H - Spirituous liquor by individual glass and/or beer and wine on premises
- L - Spirituous liquor by individual glass and/or beer and wine on premises for non profit arts organization during performances.
- P - Gift delivery service or florist with wine.

SPECIAL OCCASION LICENSES

- G - License to sell beer on a specified date for consumption at specific place
- I - Annual added locations for special events (Class H only).
- J License to sell wine on a specific date for consumption at a specific place.
- Wine in unopened bottle or package in limited quantity for off premises consumption.
- K - Spirituous liquor by the individual glass for consumption at a specific place

NON-RETAIL LICENSES

- N1 - Manufacturers, except Distiller, Breweries and Wineries
- N2 - Distiller's License
- N3 - Distiller's License (Commercial Chemist)
- N4 - Distiller's License (Fruit and/or Wine)
- N5 - Liquor Importer
- NS - Ship Chandler - Duty Free Exporter
- B1 - Domestic Brewers
- B2 - Beer Wholesaler
- B3 - Beer Certificate of Approval in state
- B4 - Beer Importer
- W1 - Domestic Winery
- W2 - Wine Wholesaler
- W3 - Wine Importer
- W4 - Wine certificate of approval in state
- W5 - Bonded Wine Warehouse
- W6 - Growers License - to sell wine in bulk

PERMITS

- Class 4 - Annual Permit
- Class 11 - Bed & Breakfast
- CCI
- CCI 1 - Interstate Common Carrier

Notice is given 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 (10 DAYS notice given for Class I) from the date listed above, it will be assumed that you have no objection to the issuance of the license. If additional time is required please advise.

- 1. Do you approve of applicant? YES NO
- 2. Do you approve of location? YES NO
- 3. If you disapprove and the Board contemplates issuing a license, do you want a hearing before final action is taken? YES NO

OPTIONAL CHECK LIST:	EXPLANATION	YES	NO
LAW ENFORCEMENT		<input type="checkbox"/>	<input type="checkbox"/>
HEALTH & SANITATION		<input type="checkbox"/>	<input type="checkbox"/>
FIRE, BUILDING, ZONING		<input type="checkbox"/>	<input type="checkbox"/>
OTHER:		<input type="checkbox"/>	<input type="checkbox"/>

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

Signature of Mayor, City Manager, County Commissioners or Designee

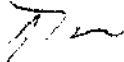
Date



City of Gig Harbor. The "Maritime City."

3105 JUDSON STREET • P.O. BOX 145
GIG HARBOR, WASHINGTON 98335
(206) 851-8136

TO: Mayor Wilbert and City Council

FROM: Tom Enlow 

DATE: April 23, 1993

SUBJECT: Quarterly Financial Report

Attached are the quarterly financial reports for the first quarter of 1993.

Total resources, including revenues and beginning cash balances, are already at 61% of the annual budget while total expenditures are only 8% of budget.

Disregarding beginning cash and interfund transfers, most revenues are being collected as expected. General fund revenues are at 21.8% of budget, even though we have received less than 1% of property taxes. Real estate excise taxes, recorded in the General Government Capital Asset and Improvement funds, are already at 43% of budget. Water revenues are 21.4% of budget, which is not unusual for the first quarter since peak water usage occurs in the third quarter. Sewer and storm sewer revenues are about 25% of budget.

Disregarding ending cash and interfund transfers, expenditures are also proceeding as expected. Overall general fund expenditures are at 22.7% of budget with most departments around 25%. Water expenditures are at 28%, sewer at 20% and storm sewer at 16% of budgeted expenditures.

Cash balances appear to be adequate in all funds. The beginning cash balance in General Fund should be enough to carry us until we receive the first half of property taxes in May and June. Water might face a temporary shortfall before the peak water usage season, similar to last year, although the increased revenues from the new rates should prevent it.

**CITY OF GIG HARBOR
CASH AND INVESTMENTS
YEAR TO DATE ACTIVITY
AS OF MARCH 31, 1993**

FUND NO.	DESCRIPTION	BEGINNING			OTHER CHANGES	ENDING BALANCE
		BALANCE	REVENUES	EXPENDITURES		
001	GENERAL GOVERNMENT	\$260,527	\$418,777	\$371,307	(\$5,397)	\$302,601
101	STREET FUND	249,076	26,578	59,501	2,000	218,153
105	DRUG INVESTIGATION FUND	4,767	149	2,787		2,129
107	HOTEL-MOTEL FUND	576	438			1,014
108	SOUNDVIEW DR CONST	103,527	589	30,776		73,341
200	'78 GO BONDS - FIRE	15,024	177			15,201
201	'75 GO BONDS - SEWER	50,880	692	28,313		23,260
202	'85 GO BONDS - PW BLDG	1,307	8			1,316
203	'87 GO BONDS - SEWER CONSTR	455,500	4,301			459,800
208	91 GO BONDS - SOUNDVIEW DRIVE	697	4	98		603
301	GENERAL GOVT CAPITAL ASSETS	226,452	18,938			245,390
305	GENERAL GOVT CAPITAL IMPROVEMENT	46,597	17,811			64,407
401	WATER OPERATING	29,053	98,476	92,961	(13,894)	20,674
402	SEWER OPERATING	55,759	150,780	120,030	(4,157)	82,351
407	UTILITY RESERVE	396,908	2,488			399,396
408	'89 UTILITY BOND REMPTION FUND	296,329	12,568			308,898
410	SEWER CAPITAL CONSTRUCTION	1,026,677	125,130	7,628	31,844	1,176,023
411	STORM SEWER OPERATING	83,015	24,180	28,450	(1,548)	77,197
413	ADV REFUNDING BOND REDEMPTION	3,584	683			4,267
414	ULID #3 CONSTRUCTION	1,728,058	10,653	44,477		1,694,234
420	WATER CAPITAL ASSETS	52,386	21,406	11,919		61,873
605	LIGHTHOUSE MAINTENANCE TRUST	4,021	22	755		3,288
631	MUNICIPAL COURT		13,614	13,614		
801	CLEARING CLAIMS	223,784			(199,458)	24,325
802	CLEARING PAYROLL	126,928			7,491	134,419
		<u>\$5,441,432</u>	<u>\$948,464</u>	<u>\$812,615</u>	<u>(\$183,119)</u>	<u>\$5,394,162</u>

**COMPOSITION OF CASH AND INVESTMENTS
AS OF MARCH 31, 1993**

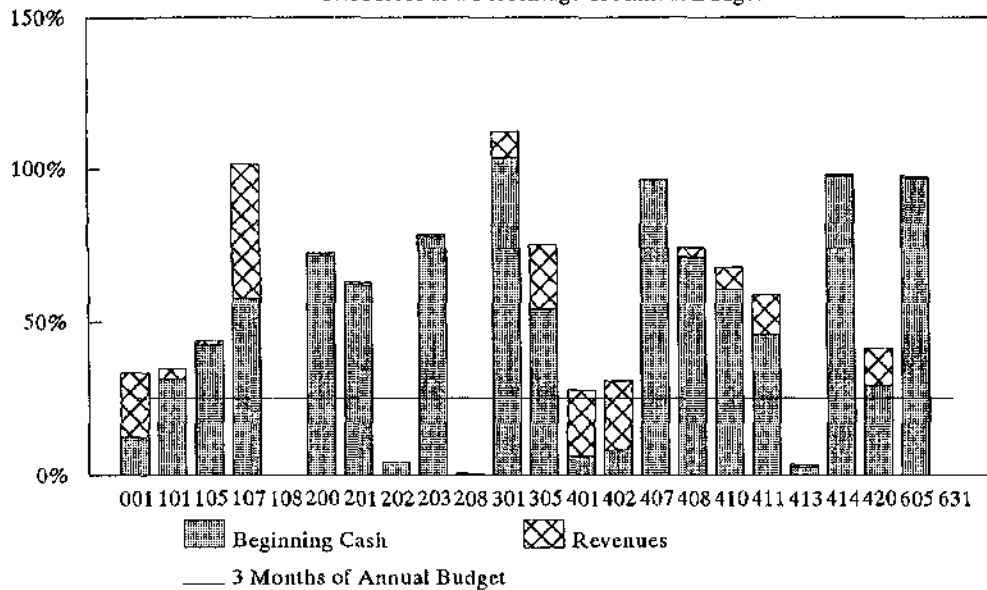
	MATURITY	RATE	BALANCE
CASH ON HAND			\$289
CASH IN BANK		2.25%	671,077
LOCAL GOVERNMENT INVESTMENT POOL		3.38%	2,533,849
CHEMICAL BANK BANKERS ACCEPTANCE	04/28/93	3.55%	984,273
US BANK - RESOLUTION FDG CORP	03/07/94	4.24%	99,931
US BANK - FINANCING CORP STRIPS	11/02/94	3.77%	498,847
US BANK - FINANCING CORP STRIPS	12/06/94	4.75%	105,522
US BANK - FINANCING CORP STRIPS	05/02/95	4.13%	500,375
			<u>\$5,394,162</u>

**CITY OF GIG HARBOR
YEAR-TO-DATE RESOURCE SUMMARY
AND COMPARISON TO BUDGET
FOR PERIOD ENDING MARCH 31, 1993**

FUND NO.	DESCRIPTION	ESTIMATED RESOURCES	ACTUAL Y-T-D RESOURCES	BALANCE OF ESTIMATE	PERCENTAGE (ACTUAL/EST.)
001	GENERAL GOVERNMENT	\$2,046,271	\$679,304	\$1,366,967	33.20%
101	STREET FUND	800,464	275,654	524,810	34.44%
105	DRUG INVESTIGATION FUND	11,250	4,916	6,334	43.70%
107	HOTEL-MOTEL FUND	1,000	1,014	(14)	101.43%
108	SOUNDVIEW DR CONST	0	104,116	(104,116)	NA
200	'78 GO BONDS - FIRE	21,000	15,201	5,799	72.39%
201	'75 GO BONDS - SEWER	82,000	51,573	30,427	62.89%
202	'85 GO BONDS - PW BLDG	30,700	1,316	29,384	4.29%
203	'87 GO BONDS - SEWER CONSTR	588,612	459,800	128,812	78.12%
208	91 GO BONDS - SOUNDVIEW DRIVE	100,000	701	99,299	0.70%
301	GENERAL GOVT CAPITAL ASSETS	218,000	245,390	(27,390)	112.56%
305	GENERAL GOVT CAPITAL IMPROVEMENT	86,000	64,407	21,593	74.89%
401	WATER OPERATING	460,008	127,529	332,479	27.72%
402	SEWER OPERATING	670,551	206,538	464,013	30.80%
407	UTILITY RESERVE	414,000	399,396	14,604	96.47%
408	'89 UTILITY BOND REMPTION FUND	416,271	308,898	107,373	74.21%
410	SEWER CAPITAL CONSTRUCTION	1,700,000	1,151,807	548,193	67.75%
411	STORM SEWER OPERATING	181,707	107,196	74,511	58.99%
413	ADV REFUNDING BOND REDEMPTION	118,895	4,267	114,628	3.59%
414	ULID #3 CONSTRUCTION	1,770,000	1,738,711	31,289	98.23%
420	WATER CAPITAL ASSETS	179,588	73,792	105,796	41.09%
605	LIGHTHOUSE MAINTENANCE TRUST	4,140	4,043	97	97.66%
631	MUNICIPAL COURT	0	13,614	(13,614)	NA
		\$9,900,457	\$6,039,184	\$3,861,273	61.00%

City of Gig Harbor

Resources as a Percentage of Annual Budget

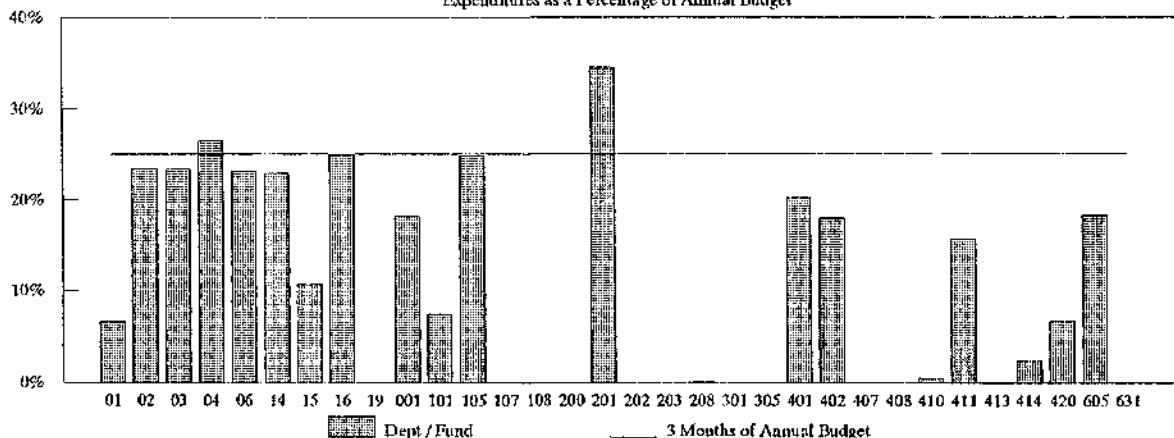


**CITY OF GIG HARBOR
YEAR-TO-DATE EXPENDITURE SUMMARY
AND COMPARISON TO BUDGET
FOR PERIOD ENDING MARCH 31, 1993**

FUND NO.	DESCRIPTION	ESTIMATED EXPENDITURES	ACTUAL Y-T-D EXPENDITURES	BALANCE OF ESTIMATE	PERCENTAGE (ACTUAL/EST.)
001	GENERAL GOVERNMENT				
01	NON-DEPARTMENTAL	\$449,294	\$29,873	\$419,421	6.65%
02	LEGISLATIVE	12,620	2,967	9,653	23.51%
03	MUNICIPAL COURT	159,946	37,417	122,529	23.39%
04	ADMINISTRATIVE/FINANCIAL	237,618	62,870	174,748	26.46%
06	POLICE	736,010	170,881	565,129	23.22%
14	COMMUNITY DEVELOPMENT	212,642	48,769	163,873	22.93%
15	PARKS AND RECREATION	114,766	12,328	102,438	10.74%
16	BUILDING	24,900	6,202	18,698	24.91%
19	ENDING FUND BALANCE	98,475	0	98,475	0.00%
001	TOTAL GENERAL FUND	2,046,271	371,307	1,674,964	18.15%
101	STREET FUND	800,464	59,501	740,963	7.43%
105	DRUG INVESTIGATION FUND	11,250	2,787	8,463	24.77%
107	HOTEL-MOTEL FUND	1,000	0	1,000	0.00%
108	SOUNDVIEW DR CONST	0	30,776	(30,776)	NA
200	'78 GO BONDS - FIRE	21,000	0	21,000	0.00%
201	'75 GO BONDS - SEWER	82,000	28,313	53,688	34.53%
202	'85 GO BONDS - PW BLDG	30,700	0	30,700	0.00%
203	'87 GO BONDS - SEWER CONSTR	588,612	0	588,612	0.00%
208	91 GO BONDS - SOUNDVIEW DRIVE	100,000	98	99,902	0.10%
301	GENERAL GOVT CAPITAL ASSETS	218,000	0	218,000	0.00%
305	GENERAL GOVT CAPITAL IMPROVEMEN	86,000	0	86,000	0.00%
401	WATER OPERATING	460,008	92,961	367,047	20.21%
402	SEWER OPERATING	670,551	120,030	550,521	17.90%
407	UTILITY RESERVE	414,000	0	414,000	0.00%
408	'89 UTILITY BOND REMPTION FUND	416,271	0	416,271	0.00%
410	SEWER CAPITAL CONSTRUCTION	1,700,000	7,628	1,692,372	0.45%
411	STORM SEWER OPERATING	181,707	28,450	153,257	15.66%
413	ADV REFUNDING BOND REDEMPTION	118,895	0	118,895	0.00%
414	ULID #3 CONSTRUCTION	1,770,000	44,477	1,725,523	2.51%
420	WATER CAPITAL ASSETS	179,588	11,919	167,669	6.64%
605	LIGHTHOUSE MAINTENANCE TRUST	4,140	755	3,385	18.23%
631	MUNICIPAL COURT	0	13,614	(13,614)	NA
		\$9,900,457	\$812,615	\$9,087,842	8.21%

City of Gig Harbor

Expenditures as a Percentage of Annual Budget



CITY OF GIG HARBOR
 YEAR-TO-DATE REVENUE SUMMARY
 BY TYPE
 FOR PERIOD ENDING MARCH 31, 1993

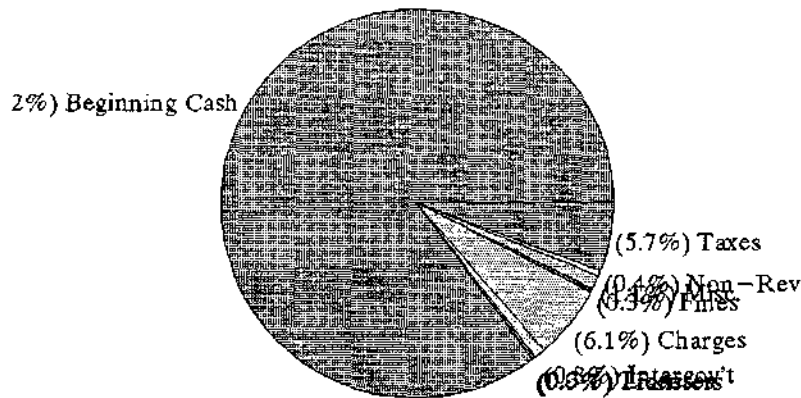
<u>TYPE OF REVENUE</u>	<u>AMOUNT</u>
Beginning Cash Balance	5,441,432
Taxes	364,503
Licenses and Permits	20,924
Intergovernmental	53,998
Charges for Services	387,152
Fines and Forfeits	21,344
Miscellaneous	72,036
Non-Revenues	27,543
Transfers and Other Sources of Funds	963
Total Revenues	<u>\$6,389,895</u>

CITY OF GIG HARBOR
 YEAR-TO-DATE EXPENDITURE SUMMARY
 BY TYPE
 FOR PERIOD ENDING MARCH 31, 1993

<u>TYPE OF EXPENDITURE</u>	<u>AMOUNT</u>
Wages and Salaries	\$344,298
Personnel Benefits	113,077
Supplies	37,877
Services and Other Charges	124,671
Intergovernmental Services and Charges	40,180
Capital Expenditures	72,193
Principal Portions of Debt Payments	25,000
Interest Expense	41,705
Transfers and Other Uses of Funds	13,614
Total Expenditures	<u>\$812,615</u>

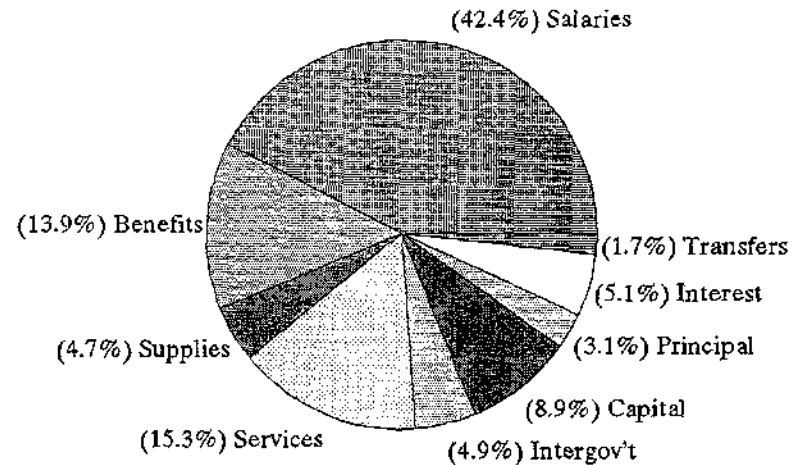
City of Gig Harbor

Revenues by Type - All Funds



City of Gig Harbor

Expenditures by Type - All Funds



CITY OF GIG HARBOR
STATEMENT OF FINANCIAL POSITION
BY FUND TYPE
AS OF MARCH 31, 1993

	GENERAL GOVERNMENT	SPECIAL REVENUE	CAPITAL PROJECT	DEBT SERVICE	TOTAL GOVERNMENTAL	PROPRIETARY	FIDUCIARY	ACCOUNT GROUPS	TOTAL
ASSETS									
CASH	\$30,013	\$51,975	\$7,177	(\$1,230)	\$87,935	\$424,363	\$322	\$158,745	\$671,365
INVESTMENTS	272,588	479,119	66,163	501,410	1,319,279	3,400,551	2,967	0	4,722,796
RECEIVABLES	5,453	0	0	0	5,453	1,255,831	0	0	1,261,284
FIXED ASSETS	0	0	0	0	0	8,023,417	0	19,310	8,042,727
OTHER	0	0	0	0	0	33,784	0	2,185,000	2,218,784
TOTAL ASSETS	\$308,054	\$531,094	73,341	\$500,179	\$1,412,668	\$13,137,946	\$3,288	\$2,363,055	\$16,916,957
LIABILITIES									
CURRENT	21	0	0	0	21	218,950	0	158,745	375,616
LONG TERM	0	0	0	0	0	3,903,016	0	2,185,000	6,088,016
TOTAL LIABILITIES	21	0	0	0	21	4,119,866	0	2,343,745	6,463,632
FUND BALANCE:									
BEGINNING OF YEAR	260,562	527,467	103,527	523,408	1,414,965	8,890,661	4,021	19,310	10,328,956
Y-T-D REVENUES	418,777	63,915	589	5,182	488,463	446,364	13,637	0	948,464
Y-T-D EXPENDITURES	(371,307)	(62,288)	(30,776)	(28,411)	(492,781)	(305,465)	(14,369)	0	(812,615)
ENDING FUND BALANCE	308,033	531,094	73,341	500,179	1,412,647	9,018,080	3,288	19,310	10,453,325
TOTAL LIAB. & FUND BAL.	\$308,054	\$531,094	\$73,341	\$500,179	\$1,412,668	\$13,137,946	\$3,288	\$2,363,055	\$16,916,957

CITY OF GIG HARBOR
STATEMENT OF FINANCIAL POSITION
AS OF MARCH 31, 1993

	CAP. PROJECT 108 SOUNDVIEW DRIVE	DEBT SERVICE					TOTAL DEBT SERVICE
		200 78 GO BONDS FIRE	201 75 GO BONDS SEWER	202 85 GO BONDS PW BLDG	203 87 GO BONDS SEWER CONST	208 91 GO BONDS SOUNDVIEW DR	
ASSETS							
CASH	\$7,177	\$1,488	\$2,276	\$129	(\$5,182)	\$59	(\$1,230)
INVESTMENTS	66,163	13,713	20,984	1,187	464,982	544	501,410
RECEIVABLES	0	0	0	0	0	0	0
FIXED ASSETS	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0
TOTAL ASSETS	\$73,341	\$15,201	\$23,260	\$1,316	\$459,800	\$603	\$500,179
LIABILITIES							
CURRENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LONG TERM	0	0	0	0	0	0	0
TOTAL LIABILITIES	0	0	0	0	0	0	0
FUND BALANCE:							
BEGINNING OF YEAR	103,527	15,024	50,880	1,307	455,500	697	523,408
Y-T-D REVENUES	589	177	692	8	4,301	4	5,182
Y-T-D EXPENDITURES	(30,776)	0	(28,313)	0	0	(98)	(28,411)
ENDING FUND BALANCE	73,341	15,201	23,260	1,316	459,800	603	500,179
TOTAL LIAB. & FUND BAL.	\$73,341	\$15,201	\$23,260	\$1,316	\$459,800	\$603	\$500,179

CITY OF GIG HARBOR
STATEMENT OF FINANCIAL POSITION
AS OF MARCH 31, 1993

SPECIAL REVENUE FUNDS

	001 GENERAL GOVERNMENT	101 STREET	105 DRUG INVESTIGATION	107 HOTEL - MOTEL	301 GENERAL GOVT CAPITAL ASSETS	305 GENERAL GOVT CAPITAL IMP	TOTAL SPECIAL REVENUE
ASSETS							
CASH	\$30,013	\$21,349	\$208	\$99	\$24,015	\$6,303	\$51,975
INVESTMENTS	272,588	196,804	1,921	915	221,375	58,104	479,119
RECEIVABLES	5,453	0	0	0	0	0	0
FIXED ASSETS	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0
TOTAL ASSETS	\$308,054	\$218,153	\$2,129	\$1,014	\$245,390	\$64,407	\$531,094
LIABILITIES							
CURRENT	\$21	\$0	\$0	\$0	\$0	\$0	\$0
LONG TERM	0	0	0	0	0	0	0
TOTAL LIABILITIES	21	0	0	0	0	0	0
FUND BALANCE:							
BEGINNING OF YEAR	260,562	249,076	4,767	576	226,452	46,597	527,467
Y-T-D REVENUES	418,777	26,578	149	438	18,938	17,811	63,915
Y-T-D EXPENDITURES	(371,307)	(59,501)	(2,787)	0	0	0	(62,288)
ENDING FUND BALANCE	308,033	218,153	2,129	1,014	245,390	64,407	531,094
TOTAL LIAB. & FUND BAL.	\$308,054	\$218,153	\$2,129	\$1,014	\$245,390	\$64,407	\$531,094

CITY OF GIG HARBOR
STATEMENT OF FINANCIAL POSITION
AS OF MARCH 31, 1993

	FIDUCIARY		
	605 LIGHTHOUSE MAINTENANCE	631 MUNICIPAL COURT	TOTAL FIDUCIARY
ASSETS			
CASH	\$322	\$0	\$322
INVESTMENTS	2,967	0	2,967
RECEIVABLES	0	0	0
FIXED ASSETS	0	0	0
OTHER	0	0	0
TOTAL ASSETS	\$3,288	\$0	\$3,288
LIABILITIES			
CURRENT	\$0	\$0	\$0
LONG TERM	0	0	0
TOTAL LIABILITIES	0	0	0
FUND BALANCE:			
BEGINNING OF YEAR	4,021	0	4,021
Y-T-D REVENUES	22	13,614	13,637
Y-T-D EXPENDITURES	(755)	(13,614)	(14,369)
ENDING FUND BALANCE	3,288	0	3,288
TOTAL LIAB. & FUND BAL.	\$3,288	\$0	\$3,288

CITY OF GIG HARBOR
STATEMENT OF FINANCIAL POSITION
AS OF MARCH 31, 1993

ACCOUNT GROUPS

	801 CLEARING CLAIMS	802 CLEARING PAYROLL	820 GENERAL FIXED ASSET GROUP	900 GENERAL L-T DEBT GROUP	TOTAL ACCOUNT GROUPS
ASSETS					
CASH	\$24,325	\$134,419	\$0	\$0	\$158,745
INVESTMENTS	0	0	0	0	0
RECEIVABLES	0	0	0	0	0
FIXED ASSETS	0	0	19,310	0	19,310
OTHER	0	0	0	2,185,000	2,185,000
TOTAL ASSETS	\$24,325	\$134,419	\$19,310	\$2,185,000	\$2,204,310
LIABILITIES					
CURRENT	\$24,325	\$134,419	\$0	\$0	\$158,745
LONG TERM	0	0	0	2,185,000	2,185,000
TOTAL LIABILITIES	24,325	134,419	0	2,185,000	2,343,745
FUND BALANCE:					
BEGINNING OF YEAR	0	0	19,310	0	19,310
Y-T-D REVENUES					0
Y-T-D EXPENDITURES					0
ENDING FUND BALANCE	0	0	19,310	0	19,310
TOTAL LIAB. & FUND BAL.	\$24,325	\$134,419	\$19,310	\$2,185,000	\$2,204,310

CITY OF GIG HARBOR
STATEMENT OF FINANCIAL POSITION
AS OF MARCH 31, 1993

PROPRIETARY

	401 WATER OPERATING	402 SEWER OPERATING	407 UTILITY RESERVE	408 89 UTILITY BOND REDEMPTION	410 SEWER CAP. CONST.	411 STORM SEWER OPERATING	413 ADV REFUNDING BOND REDEMP	414 ULID #3 CONST.	420 WATER CAP. ASSETS	TOTAL PROPRIETARY
ASSETS										
CASH	\$2,252	\$7,659	\$39,087	\$30,230	\$165,270	\$7,588	\$418	\$165,805	\$6,055	\$424,363
INVESTMENTS	18,422	74,693	360,309	278,667	1,010,753	69,610	3,849	1,528,429	55,818	3,400,551
RECEIVABLES	43,139	65,485	0	944,886	185,355	10,586	6,378	0	0	1,255,831
FIXED ASSETS	1,743,412	5,970,504	0	0	6,516	302,985	0	0	0	8,023,417
OTHER	0	0	0	0	0	33,784	0	0	0	33,784
TOTAL ASSETS	\$1,807,226	\$6,118,341	\$399,396	\$1,253,784	\$1,367,894	\$424,552	\$10,646	\$1,694,234	\$61,873	\$13,137,946
LIABILITIES										
CURRENT	\$0	\$0	\$0	\$116,900	\$0	\$0	\$68,075	\$31,875	\$0	\$216,850
LONG TERM	15,880	58,700	0	1,697,773	0	3,063	327,600	1,800,000	0	3,903,016
TOTAL LIABILITIES	15,880	58,700	0	1,814,673	0	3,063	395,675	1,831,875	0	4,119,866
FUND BALANCE:										
BEGINNING OF YEAR	1,785,831	6,031,045	396,908	(562,789)	1,250,392	425,760	(385,055)	(103,817)	52,386	8,890,661
Y-T-D REVENUES	96,476	150,780	2,488	12,568	125,130	24,180	683	10,653	21,406	446,364
Y-T-D EXPENDITURES	(92,961)	(120,030)	0	0	(7,628)	(28,450)	0	(44,477)	(11,919)	(305,465)
ENDING FUND BALANCE	1,791,346	6,059,641	399,396	(560,889)	1,367,894	421,489	(385,029)	(137,641)	61,873	9,018,080
TOTAL LIAB. & FUND BAL.	\$1,807,226	\$6,118,341	\$399,396	\$1,253,784	\$1,367,894	\$424,552	\$10,646	\$1,694,234	\$61,873	\$13,137,946

MAYOR'S REPORT

COMMUNITY HISTORICAL INTEREST

On April 14, twenty-two citizens of the City of Gig Harbor attended the initial presentation to the city by the Tacoma-Pierce County Landmarks Commission, Pierce County Community Development Department, and the Washington State Office of Archeology and Research.

Many significant points were covered and the entire two hour session has been captured on video tape and is available for your viewing.

All participants indicated a strong interest in continuing the exercise to meet two basic interests:

- 1) Historical designation - from a variety of choices; and
- 2) Forming historical districts, where, and how many.

All those attending also indicated an interest to "keep the flavor" of the Harbor through historical planning. We discovered it can be done without limiting the property owners' rights.