

Gig Harbor City Council Meeting

**January 9, 2012
5:30 p.m.**



**AMENDED AGENDA FOR
GIG HARBOR CITY COUNCIL MEETING
Monday, January 9, 2012 – 5:30 p.m.**

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

SWEARING IN CEREMONIES:

Councilmembers Ken Malich, Jill Guernsey, and Michael Perrow.

CONSENT AGENDA:

1. Approval of the Minutes of City Council Meeting of Dec. 12, 2011.
2. Correspondence / Proclamations: a) Letter from Rotary Club regarding Cushman Trail Project; b) Letter from Conan Fuel.
3. Receive and File: a) Planning / Building Committee Minutes – Dec. 5, 2011; b) Lodging Tax Advisory Committee Minutes – Oct. 7, 2011.
4. Resolution No. 888 - Emergency Declaration Manhole Replacement on Soundview Drive.
5. Harborview Drive Right-of-Way Dedication Agreement – Perrow.
6. Stanich/Judson Pedestrian Improvement Project Closeout Deductive Change Order No. 1 – Henderson Partners LLC.
7. Resolution Authorizing Interlocal Agreement with Pierce County Amending Countywide Planning Policies for Consistency with VISION 2040.
8. Resolution Authorizing Interlocal Agreement with Pierce County Amending Countywide Planning Policies to Designate Three New Candidate Regional Growth Centers.
9. Approval of Payment of Bills for Dec. 26, 2011: Checks #68560 through #68659 in the amount of \$778,134.71.
10. Approval of Payment of Bills for Jan 9, 2012: Checks #68660 through #68754 in the amount of \$259,548.59.
11. Approval of Payroll for the month of December: Checks #6391 though #6413 in the amount of \$477,321.67.

PRESENTATIONS:

1. Recognition of Service - Dick Bower, Building Official / Fire Safety Manager.
2. Pierce County Flood Control District – Pierce County Executive Pat McCarthy, County Councilmember Joyce McDonald, and County Councilmember Stan Flemming.
3. Peninsula School District Levy – Superintendent Terry Bouck.

OLD BUSINESS: None scheduled.

NEW BUSINESS:

1. Public Hearing and Resolution in Support of Peninsula School District No. 401 Special Election Proposition No. 1 – Educational Programs and Operations Levy.
2. Resolution – Evergreen Business Center Amendment to the Wastewater Comprehensive Plan.
3. Harbor Hill Residential Phase I - Request for New Street Names.
4. Request for Small Scale Model (Maquette) of Proposed Public Art.

STAFF REPORT:

Sound System Update.

PUBLIC COMMENT:

MAYOR'S REPORT / COUNCIL COMMENTS:

Council Committees.

ANNOUNCEMENT OF OTHER MEETINGS:

1. Operations Committee – Thu. Jan 19th CANCELLED.
2. 56th Street / Point Fosdick Improvement Project Public Meetings: Jan 25th and Feb. 2nd at 6:00 p.m.
3. Wilkinson Farm Park Trail Open House – Wed. Feb 1st at 5:00 p.m.

EXECUTIVE SESSION: For the purpose of discussing Pending Litigation per RCW 42.30.110(1)(i) and Guild Negotiations per RCW 42.30.140(4)(a).

ADJOURN:

MINUTES OF GIG HARBOR CITY COUNCIL MEETING – DECEMBER 12, 2011

PRESENT: Councilmembers Ekberg, Young, Franich, Conan, Malich, Payne, Kadzik and Mayor Chuck Hunter.

CALL TO ORDER: 5:30 p.m.

PLEDGE OF ALLEGIANCE:

CONSENT AGENDA:

1. Approval of the Minutes of City Council Meeting of Nov. 14, 2011.
2. Liquor License Action: a) Special Occasion – Homestead Group Home; b) Application – Moctezuma's.
3. Receive and File: Budget Worksession II Nov. 8, 2011 – Amended Minutes.
4. Resolution No. 885 - Surplus Property.
5. Lobbying Services Contracts.
6. Water Rights Assistance – Agreement for Attorney Services/Tom Mortimer.
7. Financial Management Software Upgrade Agreement.
8. Resolution - Fee Schedule Update for 2012.
9. Amendments to Maritime Pier Restroom Contribution Agreements – Sunshine LLC and Dylan Enterprises (Tides Tavern).
10. GHPD - Consultant Services Contract / Pendleton Consulting, LLC.
11. Point Fosdick Drive/56th Street Improvement Project – Ratification of Transportation Improvement Board (TIB) Grant Agreement.
12. Point Fosdick Drive/56th Street Improvement Project – Consultant Service Contract/David Evans and Associates, Inc.
13. Playground Design Services Agreement – Shane's Inspiration.
14. Agreement for Phone System and Broadband Services.
15. Approval of Payment of Bills for Nov. 28, 2011: Checks #68446 through #68559 in the amount of \$827,609.08.
16. Approval of Payroll for the month of November: Checks #6371 though #6390 in the amount of \$306,359.53.

MOTION: Move to adopt the Consent Agenda as presented.
Ekberg / Young – unanimously approved.

PRESENTATIONS:

Recognition of Service - Councilmembers Conan and Franich. Mayor Hunter began by saying Jim Franich has served on the Council for ten years and during that time several positive things have happened: the proposed Maritime Pier, protection of the view basin, height restrictions, and protecting the rights of property owners / residential neighborhoods. He said that Jim truly stands by his convictions and has acted as a

watchdog for the citizens; he rarely misses a meeting and is well-schooled on the topics and isn't afraid to share his opinion. Mayor Hunter presented Councilmember Franich with an appreciation plaque.

Councilmembers each shared their appreciation for serving with Councilmember Franich over the years, praising his ability to offer an alternative viewpoint while keeping a positive attitude.

Mayor Hunter continued by recognizing Councilmember Conan. He listed several positive things that happened during his eight years of service: the addition of the Kenneth Leo Marvin Park, Eddon Boat, Maritime Pier, and the Donkey Creek Restoration project. Other notable items are the Transportation Improvement Plan, build out of Gig Harbor North, working with State and Federal Legislators, addition of a first-class hospital, a new wastewater treatment plant and outfall, holding the line on the budget, and the Uptown Shopping Center / Safeway Development. As Mayor Hunter presented him with his award, he said that he has appreciated Councilmember Conan's positive attitude.

Councilmembers talked about what a pleasure it has been serving both on the Planning Commission and Council with Councilmember Conan. They said that although he didn't speak often, when he did his comments were well thought out. Several comments were made about his service to others.

1. Tacoma Pierce County Tourism Professional of the Year – Laureen Lund. Marketing Director Laureen Lund was asked to come forward as City Administrator Rob Karlinsey explained that winning this award is no small thing and how wonderful it was for Laureen to win. He asked Tammy Blount to present more information.

Tammy Blount, President and CEO for the Tacoma Convention Bureau. Ms. Blount described the annual Tourism Celebrity Awards that honor individuals who contribute to the tourism community. Ms. Blount shared that Laureen had stiff competition and the city should be proud of her for winning the Tourism Professional of the Year Award.

Ms. Lund responded that she is grateful for Council's support in showing the community that tourism can be an economic driver and marketing is a strategy. She thanked Rob Karlinsey for his support through some rough times. Laureen said she especially wanted to thank Marketing Assistant Karen Scott who is a huge part of their success. She finalized by recognizing her husband, Arne Lund who is at every event helping out.

OLD BUSINESS:

1. Second Reading of Ordinance – Performance Based Height Exceptions for Private Schools. Planning Director Tom Dolan presented this zoning code text amendment to include private primary and secondary schools to be eligible for

performance-based height exceptions for gymnasiums and performing arts related facilities. He described the remaining process for Saint Nicholas School if this is approved.

Councilmember Franich voiced concern that the ordinance is not site specific and would allow a gym elsewhere in an area that wouldn't be compatible. Councilmember Young explained that the Hearing Examiner will consider all factors before approving such a project; in addition, Council would have the opportunity to appeal the decision.

MOTION: Move to adopt Ordinance No. 1229.
Kadzik / Conan – six voted in favor. Councilmember Franich voted no.

NEW BUSINESS:

1. Public Hearing and Resolution – Six -Year Transportation Improvement Program. Senior Planner Emily Appleton presented the background for the T.I.P.

Mayor Hunter opened the public hearing at 6:05 p.m.

Lee Roderburg – President of the Gig Harbor Sportsman's Club. Mr. Roderburg said that that proposed Harbor Hill Connector is shown going through the middle of their property, which is not for sale. He asked for clarification of the city's plan.

City Administrator Rob Karlinsey explained that the city is hiring an Engineer to work on alternate routes in 2012 – 2013.

Mr. Roderburg responded that the Sportsman's Club owns property south of Harbor Hill and would like to partner with the city to help achieve the connector road while avoiding the club property.

There were no further comments and the public hearing closed at 6:08 p.m. Ms. Appleton and Mr. Karlinsey answered Council questions.

MOTION: Move to adopt Resolution No. 887.
Franich / Conan – unanimously approved.

2. Planning Commission Work Program – Revised. Planning Director Tom Dolan explained that the department was recently made aware of an issue with the side yard setbacks in the Shoreline District. He asked Council for approval of a modified Planning Commission work program that would allow consideration of a text amendment to potentially revise side yard setback requirements within this district.

MOTION: Move to approve the revised Planning Commission work program to allow consideration of a text amendment to revise side yard setback requirements within Shoreline Districts.

Kadzik / Conan – unanimously approved.

STAFF REPORT:

1. Planning and Building Committee Update. Planning Director Tom Dolan gave an update on two proposals before the Planning and Building committee: 1) Text amendment to allow schools in the B-2 Zone; and 2) Defer park and school impact fees on single family homes until the property closes. He further reported that the committee also discussed several housekeeping items that will go either to the Planning Commission or directly to City Council for direct consideration.

Councilmember Malich brought up the proliferation of collections boxes around town and recommended that they be regulated.

2. Gig Harbor Historic Waterfront Association. City Administrator Rob Karlinsey reported that the organization had attained full Main Street status. He said that a staff person from the State and National Main Street program is coming to answer questions and offer advice. The Councilmembers are invited to join the meeting at 4:00 p.m. on Wednesday, December 14th at the GHHWF office.

3. Chamber Sound System. Mr. Karlinsey explained that because the chamber doubles as the court room, the system was adjusted to the use of only three microphones. Court Administrator Stacy Colberg has been trying to resolve the feedback and volume issues and is still working on it.

PUBLIC COMMENT:

John Chadwell, Olympic Property Group – 19245 10th Ave NW, Poulsbo, WA. Mr. Chadwell said that 2011 has been a quiet year. He reported on several upcoming projects: 1) OPG is moving forward with the apartment project without seeing any obstacles; 2) a developer of high-quality senior housing is doing a feasibility study for 3-4 years down the road; and 3) there are limited signs of progress for the single-family home market, and Gig Harbor is at the leading edge of recovery. Mr. Chadwell said he has enjoyed working with Councilmember Conan on the Planning Commission and the City Council. He added that though often on opposite sides, in the nine years of working with Councilmember Franich, he has come to understand his point of view and overall it's been a positive experience. He wished Council and Staff a Merry Christmas and a prosperous New Year.

Councilmember Kadzik asked for more information on the housing market. Mr. Chadwell responded that the Urban Land Institute is holding a meeting on the change in

attitude from home buyers as well as changing demographics. Cottage homes will be one of the topics discussed at the January 30th gathering moderated by Jon Rose. He urged Councilmembers to attend.

MAYOR'S REPORT / COUNCIL COMMENTS:

Councilmember Malich reported on the success of the recent Lighted Boat Parade, praising the police department for facilitating the parade. He also mentioned a problem with visibility of the buoys and derelict boats on the east side of the bay, saying he hoped something could be done either to light or remove them.

Councilmember Conan thanked Mayor Hunter for eight years of serving together. He thanked everyone for putting up with his absences while in Africa, adding that in the future he will become more involved with the issues there. He gave a brief overview of his experiences and described the connectivity that Gig Harbor has there. He voiced appreciation for finally getting the potholes fixed in the city-owned alley after eight years. He then gave a list of things he would like Council to advocate for in the future:

- Fix 38th Street (#6 on the TIP)
- A memorial at KLM park
- Work on a solution for low-income housing – impact and connection fees

Councilmember Franich said that it's been an honor to serve on the City Council for the past ten years. He said that moving forward he hopes that future growth in the view basin will be watched carefully because of its special nature, it cannot be replicated. He explained that one of his main objectives was a Maritime Pier to serve everyone, but mostly to honor the fishermen. He said he is proud that this Council is the one to finally get it done. He added that many of his ideas may not have been popular, but he is proud of the fact that he remained consistent and stood by his vote.

Councilmember Young reported that the PTIC group is meeting this Friday to hold a hearing on the reduction of the Pierce Transit service. He asked if Council had a preference to have just Gig Harbor remain in or to reduce the service area to roughly the UGA boundary to get in touch with him.

Mayor Hunter talked about the successful Grand Opening for the new Safeway Store on Friday. He said that the managers let him know the city's standards are tough but how they appreciated the level playing field. They were very complimentary of city staff and the extra effort to make the project a success. The new store brings 50 new jobs.

ANNOUNCEMENT OF OTHER MEETINGS:

1. Operations Committee: Thu. Dec 15th at 3:00 p.m.

2. Finance / Safety Committee: Mon. Dec 19th at 4:00 p.m.
3. No second Council Meeting in December.
4. Civic Center closed Mon. December 26th in observance of Christmas.
5. Civic Center closed Mon. Jan 2nd in observance of New Years.

EXECUTIVE SESSION: For the purpose of discussing pending litigation per RCW 42.30.110(1)(i), property acquisition per RCW 42.30.110(1)(b), and Guild Negotiations per RCW 42.30.140(4)(a).

MOTION: Move to adjourn to Executive Session at 6:48 p.m. for approximately 15 minutes for the purpose of discussing pending litigation per RCW 42.30.110(1)(i), property acquisition per RCW 42.30.110(1)(b), and Guild Negotiations per RCW 42.30.140(4)(a).
Ekberg / Young – unanimously approved.

MOTION: Move to return to regular session at 7:00 p.m.
Kadzik / Payne - unanimously approved.

ADJOURN:

MOTION: Move to adjourn at 7:00 p.m.
Kadzik / Young – unanimously approved.

CD recorder utilized: Tracks 1002 – 1026

Chuck Hunter, Mayor

Molly Towslee, City Clerk



RECEIVED
DEC - 8 2011
CITY OF GIG HARBOR

The Rotary Club of Gig Harbor
P O BOX 342
Gig Harbor, WA 98335
(Meets Fridays/7AM/ Cottesmore Care Center)

December 6, 2011

Mayor Chuck Hunter
3510 Grandview Street
Gig Harbor, WA 98335

RE: Cushman Trail Connection Trail project

Dear Mayor Hunter,

The Board of Directors of the Rotary Club of Gig Harbor, (morning club), has authorized me to write to you about this project.

Our club would like to take the *lead role* in this important community project. This project is part of the city's five year plan developed last year. The trail will be about 1900 feet long and will connect the Gig Harbor History Museum with the Cushman Trail.

We expect this lead role to include some funding but more likely lots of community coordination and hands on work. One club member has done substantial engineering work on this already.

Working with other community resources like the Waterfront Association, perhaps this project can begin in 2012. This will be a long lasting asset for citizens and visitors of Gig Harbor. And the Rotary Club of Gig Harbor welcomes this opportunity.

Sincerely Yours,

A handwritten signature in blue ink that reads "Mike Pinch".

Mike Pinch, president
Rotary Club of Gig Harbor

CONAN FUEL

DANIEL H. ROOT, LTD

10320 Burnham Dr. NW P.O. Box 76

Gig Harbor, WA 98335

(253) 851-9903 VOICE (253) 851-6484 FAX

RECEIVED
JAN - 3 2012
CITY OF GIG HARBOR

December 30, 2011

City of Gig Harbor
3510 Grandview St
Gig Harbor, WA 98335

Attn: Mr. Hunter

As we close out another year and I look down my list of customers there are a handful that really stand out. The City of Gig Harbor is certainly one at the top of that list. Conan Fuel has had a longstanding relationship with the City of Gig Harbor, and over that time I have never once had to call for payment. In my 20-plus years in business I have done business with various government entities and the City of Gig Harbor is the only one that I have never had to call for payment. Getting paid on time is very important to a small business like mine, and I wanted to take a moment to let you know how good of a job your Accounts Payable staff is doing. Please thank them on my behalf. Also, I am aware that you have many choices for fuel supplier and I want to personally thank you for keeping your business with Conan Fuel. We wish everyone at the City of Gig Harbor a Safe & Happy New Year and look forward to continuing to supply your fueling needs. Thank you.



Daniel Root
Conan Fuel



**CITY OF GIG HARBOR
PLANNING AND BUILDING
COMMITTEE MEETING - MINUTES**

DATE of MEETING: December 5, 2011

TIME: 5:15 pm

LOCATION: Planning/Building Conference Room

MEMBERS PRESENT: Councilmembers Kadzik, Conan and Young

STAFF PRESENT: Planning Director Tom Dolan, Senior Planner Jennifer Kester, Senior Planner Peter Katich, Building/Fire Safety Director Dick Bower, Senior Engineer Emily Appleton

OTHERS PRESENT: Representatives from Peninsula School District

SCRIBE: Diane McBane

1. VOCATIONAL SCHOOLS IN THE B-2 DISTRICT

DISCUSSION POINTS

Mr. Dolan went over the community transition program that the Peninsula School District was hoping to relocate to a business park in the B-2. He noted that schools are allowed in virtually all the other non residential zones and it was unclear why they were not allowed in the B-2. Mr. Dolan stated that he had talked to the Planning Commission about a possible text amendment and they had expressed they were in support of direct consideration of this item.

RECOMMENDATION / ACTION / FOLLOW-UP

Staff will work with the school district on their application and it could move forward to the City Council for direct consideration.

2. FEE SCHEDULE

DISCUSSION POINTS

Ms. Kester went over the proposed changes to the fee schedule for Planning, Building and Engineering. Mr. Bower explained that the building fees were being rounded up for clarity and noted where some unused fees were being removed. Discussion was held on how the fees are arrived at in order to assure that they are as close to actual costs as possible.

RECOMMENDATION / ACTION / FOLLOW-UP.

Move item forward to the full council.

3. IMPACT FEE DEFERRAL

DISCUSSION POINTS

Mr. Dolan explained that the City has been requested to consider an impact fee deferral for single family homes that would defer payment of the fees to the time the sale closes. He stated that staff is recommending that we not defer these as it would be a bookkeeping nightmare. He provided a copy of an ordinance from Sammamish as they do this for spec homes. Councilmember Kadzik didn't feel that it was a good idea as it could prove to be a huge cash flow problem. Councilmember Young felt that it should be explored as there is no impact until the homeowner moves in and it is a significant burden to the builder. He wondered how it would be administered because he didn't want it to be burdensome. Mr. Young stated that we may be required by the State to do this as some point. Further discussion was held on what fees can and cannot be deferred.

RECOMMENDATION / ACTION / FOLLOW-UP

Staff will research further and bring back in February.

4. MEDICAL CANNABIS COLLECTIVE GARDENS INTERIM ORDINANCE

DISCUSSION POINTS

Mr. Dolan explained that the City Attorney was recommending a 3 month extension of the existing interim ordinance in order to see the result of some court cases.

RECOMMENDATION / ACTION / FOLLOW-UP

Everyone agreed to the extension.

5. SETBACKS FOR WIDE LOTS IN SHORELINE DISTRICTS

DISCUSSION POINTS

Mr. Dolan went over the proposal by the Kayak Club to locate a storage facility at Skansie Brothers Park. He noted that staff had taken this item to the Planning Commission to ask for direct consideration the commission had asked that they have an opportunity to review it. Mr. Dolan was asking that the Planning Commission have this added to their work program in January. Mr. Young voiced concern with opening this up as he felt that it was intended to just apply to the park. Mr. Conan didn't agree with just exempting parks.

RECOMMENDATION / ACTION / FOLLOW-UP

It will be placed on the Planning Commission's work program for January.

6. FIREPLACES AS PERMITTED ENCROACHMENTS INTO SIDE YARD SETBACKS AND OTHER HOUSEKEEPING AMENDMENTS

DISCUSSION POINTS

Mr. Dolan briefed the committee on the need for this amendment and referred them to the memo they had received. Mr. Conan felt that allowing chimneys to encroach into sideyards was more than a housekeeping issue. Ms. Kester explained that some of the fireplace encroachments are not a full length chimney but rather just a box and offered that language could be developed to limit it to those types.

RECOMMENDATION / ACTION / FOLLOW-UP

The amendments will go to the Planning Commission in January to see if they would like to examine the fireplace encroachment issue. The housekeeping items can go forward for direct consideration if the Planning Commission agrees.

7. COLLECTION BOXES

DISCUSSION POINTS

Mr. Dolan explained that there has been a proliferation of collection boxes within the city and the City has been asked to consider regulation. He noted that it would have to be added to the Planning Commission's work program. He also noted that most of the boxes are operated by for profit companies that do not have a business license.

RECOMMENDATION / ACTION / FOLLOW-UP

Staff will add this item to the Planning Commission's 2012 work program.

8. AMENDMENTS TO THE COUNTYWIDE PLANNING POLICIES TO IMPLEMENT VISION 2040

DISCUSSION POINTS

Ms. Kester informed the committee that she will be bringing the update to the City Council for ratification of an interlocal agreement in January. Mr. Young stated that this was a pretty extensive update.

RECOMMENDATION / ACTION / FOLLOW-UP

None needed.

Meeting adjourned at 6:15 p.m.



LODGING TAX ADVISORY COMMITTEE MINUTES

DATE: October 7, 2011

TIME: 8:30 am

LOCATION: Gig Harbor Civic Center, Executive Conference Room

MEMBERS PRESENT: Sue Braaten, Mary DesMarais, Tom Drohan, Laureen Lund, Mona Sarrensen, Derek Young, Warren Zimmerman

MEMBERS ABSENT: Jannae Jolibois, Kathy Franklin, Sue Loiland

STAFF PRESENT: Karen Scott

OTHERS PRESENT:

Derek Young called the meeting to order at 8:50.

Review of current projects- Laureen Lund reviewed the marketing plan and the billboard advertising possibility. She reviewed the options for billboard info yet has not heard back from owner on pricing or availability. She also reviewed bids for video for 2011, and the concepts for print (in the very first drafts). She informed the committee on the meetings held over the past month with the military, their tour of Gig Harbor, their visit with the Mayor, tour of Narrows Airport, and feel we are making more connections for meetings with them.

Glass roots – The third year of this TRCVB plan call for meeting with four professionals through luncheons throughout the region (4 in total). Laureen thought it was the best yet, Tacoma, Olympia, Sea Tac, and Portland. Laureen is working on a draft of the literature that will be going out to those attendees which was approximately 50. The model has been revised from last year in which more money was spent and more time was put in (in 2010). Mona Sarrensen raised the question as to whether these contacts would go through the TRCVB or whether these groups would go through them directly. Laureen stressed the importance of massaging that relationship. Tom Drohan shared that he has received several emails to him directly and felt positive about the feedback he's received. Sue Braaten asked when the commitment needs to be made and Laureen stated it would be now, but firm by the first of the year. Tom stated that maybe Portland would not be on the radar screen in 2012, he thought it was the weakest. Sue suggested fam tours and Laureen said it is in the works yet talking to these people is a

time thing with them. They have little of it. Tom re-iterated that the reminders do resonate.

WA Tourism Alliance- Mary DesMarais and Laureen attended a meeting last week, and she reviewed their mission. The City is a member. Derek said that it is not coming back (WA Tourism Office). Laureen stated that several organizations have been and are successful without government funding. So it is possible.

Media success- a very good article was written for Journal Publications as a result of a weekend travel writer visit with donations by Tides, Destiny Harbor Tours, Green House Restaurant, Maritime Inn and many others. Specifically written for the Issaquah Herald.

LTAC– As approved by City Council Sue Loiland will complete Jennifer Kilmer’s term, Tom’s term ends at the end of year and Warren and Mary’s term ends at Jan 2013. Next meeting is January 5th and we will look at nominations for the open position at that time.

Follow Up- Review of feedback from tourists at the Gig Harbor Farmers Market provided by Dale Schultz – very positive. Laureen said she continues to feel that it is a good tourist tool. Dale has requested a market on Sunday at Skansie Park, in development – stay tuned.

Mona asked about why there is no fuel dock and Derek ran through the history of the previous two fuel docks in town stating that funding and permitting are the issues. Warren Zimmerman outlined a ‘leasing’ program that is available in Canada, possibility of anchoring fuel docks in the harbor in summer months. Derek had said he had not heard of that and would bring it up in future discussions. Continuing by saying Canada may have different environmental rules but he would bring it up with the Mayor.

Warren reviewed the status of his new membership directory “Community Profile and Relocation Guide”. He stated that this is a new piece in the economic development arena. \$1650 for full page ad with a break for advertising in both. Laureen stated that the City bought an ad and it will focus on “Meet in Gig Harbor”.

Respectfully submitted,

Karen Scott, Marketing Assistant



Business of the City Council
City of Gig Harbor, WA

Subject: Resolution Declaring Emergency related to Soundview #4-93 Manhole Failure

Proposed Council Action:

Authorize Resolution No. 888 declaring an emergency, waiving competitive bidding requirements per RCW 39.04.280(1)(c) and authorizing the Mayor to execute contracts for emergency replacement of Manhole #4-93 located on Soundview Drive

Dept. Origin: Public Works- Wastewater Treatment Plant

Prepared by: Darrell Winans *DW*
Wastewater Plant Supervisor

For Agenda of: January 9, 2012

Exhibits: Resolution No. 888

Initial & Date

Concurred by Mayor: CLH 1/3/12

Approved by City Administrator: PK

Approved as to form by City Atty: via email

Approved by Finance Director: P 1/12

Approved by Department Head: _____

Expenditure Required	\$50,000 (est.)	Amount Budgeted	See fiscal Consideration below	Appropriation Required	\$0
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INFORMATION / BACKGROUND

Project provides for the Contractor providing all the necessary tools, equipment, labor and material associated with the emergency replacement of Manhole #4-93. A new reinforced concrete saddle manhole complete with manhole access will be provided and installed by the Contractor. A corrosion protective lining system will be applied to prevent future degradation. Existing 6" and 8" force mains will be reconnected to new inside drops per City standards and specifications. An existing 8" private side sewer will be reconnected to the gravity main in the existing manhole. The excavation will be back filled and compacted and the roadway will be restored with new sub-grade aggregate and Hot Mix Asphalt per City standards and specifications.

Manhole #4-93 receives approximately 350,000 gallons of raw sewage daily from Lift Stations #7 and #8.

The Wastewater Treatment Plant Supervisor inspected the structure and concluded that the manhole was beyond repair and required emergency replacement in order to secure the public health and safety. In addition, a consulting engineer was called in to inspect and verify the findings. A Technical Memorandum (Exhibit A) was prepared recommending immediate replacement of the structurally compromised manhole.

FISCAL CONSIDERATION

Due to the emergency nature, this was an unbudgeted replacement. The funds will be taken from the collections system emergency repair line item, and the balance from the collections repairs and maintenance fund.

BOARD OR COMMITTEE RECOMMENDATION

Operations Committee was informed during their regular scheduled meeting on December 15, 2011. The Committee recommended that we move forward with the replacement.

RECOMMENDATION / MOTION

Move to: Authorize Resolution No. 888 declaring emergency replacement of Manhole #4-93 on Soundview Drive and authorizing the Mayor to execute contracts related to this replacement.

Exhibit A

Parametrix

ENGINEERING • PLANNING • ENVIRONMENTAL SCIENCES

1019 39th AVE SE, SUITE 100
PUYALLUP, WA 98374
T. 253.604.6600 F. 253.604.6799
www.parametrix.com

TECHNICAL MEMORANDUM

Date: December 29, 2011
To: Darrell Winans, City of Gig Harbor
Stephen Misiurak, P.E., City of Gig Harbor
From: David Kopchynski, Ph.D., P.E.
Subject: Soundview Road Manhole 4-93 Condition Assessment
cc: Shannon Thompson, P.E., Parametrix
Project Number: 267-2750-016 (02/02)
Project Name: Canterwood Sewer Manhole Rehabilitation



INTRODUCTION

This short, technical memorandum presents the rationale for conducting a complete replacement of Manhole 4-93 versus the originally planned interior surface rehabilitation of the manhole. Manhole 4-93 is located just to the north of the Olympic Village Shopping Center on Soundview Drive.

Manhole 4-93 is a critical component for City of Gig Harbor sewer collection system as two significant sewage lift station force mains discharge to gravity at this manhole location. The Lift Station No. 7 force main delivers an average daily flow of 33,000 gpd to Manhole 4-93. The Lift Station No. 8 force main delivers an average daily flow of 319,000 gpd to Manhole 4-93.

A brief manhole inspection report and recommendation of action is included in the following sections.

MANHOLE INSPECTION FINDINGS

Manhole 4-93 was pressure washed and inspected visually by City of Gig Harbor on December 14th, 2011. Key observations made were as follows:

- Manhole is 48-inches in diameter.
- Significant hydrogen sulfide based corrosion has occurred throughout the manhole interior. Sulfide is released from the force main discharge pipes located in the manhole. Virtually all of the vertical wall section of manhole concrete is worn completely away to expose the manhole's rebar reinforcement and concrete aggregate. Also the joint gasket support base for one of the wall joints is completely worn away causing the joint gasket to separate completely away from the manhole wall. In some instances the manhole wall reinforcement rebar has also completely worn away. Many of the manhole access steps are completely worn away.
- Force mains from Lift Stations No. 7 and No. 8 are connected together into a common drop structure located within the manhole and this drop structure does not comply with current City standards.
- Manhole 4-93 receives significant traffic loads as it is located within a traffic travel lane of the highly traveled Soundview Drive.

TECHNICAL MEMORANDUM (CONTINUED)

- A side sewer was found to be directly connected into the manhole.
- Figures 1 and 2, shown below, provide views of Manhole 4-93 during the December 14th inspection.



Figure 1. View Looking Down Into Manhole 4-93
Note combined PVC force main drop structure inside manhole. Exposed rebar is visible.



Figure 2. Corroded Neoprene Coated Access Ladder Frame Piece Removed From Manhole 4-93

RECOMMENDATIONS

Very poor structural conditions were observed for Manhole 4-93 (exposed rebar, loss of concrete, and in some areas, complete loss of rebar) during the December 14th, 2011, inspection. Rehabilitation or replacement is critical to prevent structural failure of the manhole. It is recommended that a completely new manhole with an interior protective coating be constructed to replace the existing Manhole 4-93 rather than attempting rehabilitation. Key reasons to construct a completely new manhole include:

- Rehabilitation at Manhole 4-93 was already determined to be difficult and expensive as flow bypass would be required for the dual force mains and flow bypass arrangements would need to occur in a very constrained area. Construction of a new manhole would reduce and potentially eliminate the requirement for flow bypass arrangements.
- The full replacement of Manhole 4-93 allows for the opportunity to improve the ease of operation and maintenance for the Lift Stations No. 7 and No. 8 force main discharge points. It is recommended that a new, larger 72-inch-diameter manhole be installed to allow easier entry of maintenance personnel and more room for maintenance activities within the manhole (i.e., spray washing, visual inspections, force main cleaning equipment access). Separate drop structures would be provided for each force main into the new manhole. Separate drop structures would allow for easier placement of cleaning equipment (such as bypass pumping setups, pigs, or rotor-rooting equipment) into each force main and achieve compliance with City standards. Currently, the combined force main drop structure in the existing Manhole 4-93 would have to be demolished in order to provide full access for cleaning equipment into and out of the Lift Station No. 8 force main discharge pipe.
- Full replacement of Manhole 4-93 would allow for direct connection of the discovered side sewer away from the force main discharges into the gravity sewer. This would assist in preventing force main discharge odors from traveling directly up the side sewer.

RESOLUTION NO. 888

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, DECLARING THE EXISTENCE OF AN EMERGENCY NECESSITATING THE WAIVER OF COMPETITIVE BIDDING REQUIREMENTS TO ADDRESS THE EMERGENCY REPLACEMENT OF MANHOLE #4-93 ON SOUNDVIEW DRIVE; WAIVING THE REQUIREMENTS OF RCW 39.04.190, RCW 39.04.155, AND CITY OF GIG HARBOR RESOLUTION NO. 884, AS ALLOWED BY RCW 39.04.280; AND AUTHORIZING THE EMERGENCY REPAIRS.

WHEREAS, RCW 39.04.280(1)(c) authorizes the City to waive competitive bidding and professional selection requirements in the event of an emergency; and

WHEREAS, RCW 39.04.280(3) defines an emergency as an unforeseen circumstance beyond the control of the municipality that either (a) presents a real, immediate threat to the proper performance of an essential function; or (b) will likely result in material loss or damage to property, bodily injury or loss of life if immediate action is not taken; and

WHEREAS, the City was preparing to apply a protective lining to Manhole #4-93. The Wastewater Treatment Plant Supervisor conducted an inspection of the structure and concluded that the manhole was beyond repair; and

WHEREAS, a consulting engineer was called in to inspect and verify the findings of the Wastewater Treatment Supervisor; and

WHEREAS, a Technical Memorandum was prepared, dated December 15, 2011 recommending immediate replacement of the structurally compromised manhole; and

WHEREAS, Manhole #4-93 is in the wheel path of a major arterial of the City, it was concluded, after seeing the structural instability of the manhole by the City Engineer, Wastewater Treatment Plant Supervisor, Construction Inspector and Engineering Consultant, that the structure be deemed unsafe for traffic loads; and

WHEREAS, the traffic was routed around the affected area in order to protect the public health, safety, property and welfare until replaced; and

WHEREAS, the emergency replacement project provides for the Contractor providing all the necessary tools, equipment, labor and material associated with the emergency replacement of Manhole #4-93. A new reinforced concrete saddle manhole complete with manhole access will be provided and installed by the Contractor. A corrosion protective lining system will be applied to prevent future degradation. Existing 6" and 8" force mains will be reconnected to new inside drops per City standards and specifications.

An existing 8" private side sewer will be reconnected to the gravity main in the existing manhole. The excavation will be back filled and compacted and the roadway will be restored with new sub-grade aggregate and Hot Mix Asphalt per City standards and specifications; and

WHEREAS, because of this emergency, the City is unable to comply with the City's resolution applicable to bidding procedures; NOW, THEREFORE,

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

Section 1. Finding and Declaration of Emergency. Based upon the WHEREAS clauses above, which are incorporated as findings, the City Council hereby declares that an emergency exists requiring the immediate action by the City in order to preserve the public health, safety, property and welfare. The Council further declares that the delay necessitated by compliance with the procedures for procurement of equipment and construction of public works found in City Resolution No. 884, RCW 39.04.190 and RCW 39.04.155, prevents the City from coping with the emergency in time to minimize impact to the City's vital infrastructure.

Section 2. Authorization of Repairs. The City Council hereby authorizes expenditures necessary for the emergency repairs and authorizes the Mayor to execute contracts necessary to complete the work.

RESOLVED by the City Council this 9th day of January, 2012.

APPROVED:

MAYOR CHUCK HUNTER

ATTEST/AUTHENTICATED:

MOLLY TOWSLEE, CITY CLERK

FILED WITH THE CITY CLERK: 12/27/11
PASSED BY THE CITY COUNCIL: 01/09/12
RESOLUTION NO. 888



Business of the City Council
City of Gig Harbor, WA

Subject: Perrow Right-of-Way Deed Agreement for streetscape improvements on Harborview Drive.

Proposed Council Action: Approve and authorize the Mayor to execute a contract with 4021 Harborview Drive LLC (Wade Perrow) for streetscape improvements on Harborview Drive.

Dept. Origin: Administration
Prepared by: Lita Dawn Stanton *LDS*
Special Projects

For Agenda of: Jan 9, 2012

Exhibits: ROW Agreement Exhibits

Concurred by Mayor: Initial & Date *CLH 1/4/12*
Approved by City Administrator: *ROK*
Approved as to form by City Atty: *okay-email*
Approved by Finance Director: *1/12*

Expenditure Required	Amount Budgeted	Appropriation Required	*See Fiscal Below
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INFORMATION / BACKGROUND

In October of 2011, the adjacent property owner (former Ship to Shore Bldg owned by Wade Perrow) presented a conceptual proposal for frontage improvements that could be integrated and constructed during the Austin Estuary Park Improvement Project funded through RCO. A ROW Dedication Agreement (see attached) was negotiated. The property owner offered the "pan-handle" section of his parcel that will create a contiguous alignment from the City's existing right-of-way for sidewalk expansion on the north side of Harborview Drive from North Harborview to Austin Estuary Park (see Exhibit B) if all improvements are completed by 2014. His offer includes one ADA parking stall for Austin Estuary Park use. Street-face improvements include a 10 foot-wide sidewalk, lighting, curb and gutter. In return for receiving the "pan-handle" section and the ADA parking stall, the City will construct a wider sidewalk from Austin Estuary Park to the corner at North Harborview Drive. The attached agreement requires that the sidewalk be constructed on or about July 31, 2014.

FISCAL CONSIDERATION

* Improvement in front of and adjacent to Austin Estuary Park are estimated at \$50,000 and will be funded as part of the Austin Park RCO Grant. The remainder (approximately \$130,670.00) may be completed as part of the Donkey Creek Daylighting and Transportation Project, but no later than mid-2014.

BOARD OR COMMITTEE RECOMMENDATION

Operations Committee met on November 9, 2011 and approved of the agreement.

RECOMMENDATION / MOTION

Move to: Approve and authorize the Mayor to execute the Right-of-Way Deed Agreement with 4021 Harborview Drive LLC (Wade Perrow).

AFTER RECORDING RETURN TO:

The City of Gig Harbor
Attn: City Clerk
3510 Grandview Street
Gig Harbor, WA 98335

WASHINGTON STATE COUNTY AUDITOR/RECORDER'S INDEXING FORM

Document Title(s) (or transactions contained therein):

Right-of-Way Deed

Grantor(s) (Last name first, then first name and initials)

4021 Harborview LLC

Grantee(s) (Last name first, then first name and initials)

City of Gig Harbor

Legal Description (abbreviated: i.e., lot, block, plat or section, township, range)

Section 06 Township 21 Range 02 Quarter 41

Assessor's Property Tax Parcel or Account Number: 4002990020 (partial)

Reference Number(s) of Documents assigned or released:

RIGHT-OF-WAY DEED

4021 HARBORVIEW DRIVE LLC, a Washington limited liability company ("Grantor"), for valuable consideration set forth below, hereby CONVEYS, QUITCLAIMS AND DEDICATES IN FEE SIMPLE TITLE to the CITY OF GIG HARBOR, a municipal corporation of the State of Washington, the following described real estate situated in the County of Pierce, State of Washington, including any after acquired title or interest:

See attached **Exhibit A** and depiction on **Exhibit B**.

In consideration of the transfer, the City agrees to perform the following, unless otherwise agreed by the City and Grantor:

1. Streetscape improvements from the back side of the 10-foot sidewalk to the property line of 4021 Harborview Drive as shown in **Exhibit C**; and
2. Adjustments to the existing parking on the 4021 Harborview Drive site that may cause some parking to extend into the city right-of-way area behind the sidewalk, to assure no loss of private stalls are created by this Agreement; and
3. Half-width street improvements on Harborview will be designed as part of the Austin Estuary Project and/or Donkey Creek Project (from the Harbor History Museum entrance to Austin Estuary Park entrance) and completed on or about July 31, 2014; and
4. Stripe ADA stall as shown in **Exhibit C**, for Austin Estuary Park use.

This Right-of-Way Deed shall be recorded in the records of the Pierce County Auditor and shall constitute a covenant running with the land for the benefit of the City, its successors and assigns.

IN WITNESS WHEREOF, the parties have caused this Right-of-Way Deed to be executed this ____ day of _____, 2012.

GRANTOR:

By: _____
Its: _____
Print Name: _____

**ACCEPTED:
CITY OF GIG HARBOR**

By: _____
Its: Mayor

[Notaries on following page.]

STATE OF WASHINGTON)
) ss.
COUNTY OF _____)

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

DATED: _____

Printed: _____
Notary Public in and for Washington,
Residing at _____
My appointment expires: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that CHARLES L. HUNTER is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Mayor of THE CITY OF GIG HARBOR, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED: _____

Printed: _____
Notary Public in and for Washington,
Residing at _____
My appointment expires: _____

EXHIBIT A

RIGHT-OF-WAY DEED LEGAL DESCRIPTION

Commencing at the Southeast corner of parcel number 0221064118 abutting the Northeast 50' right-of-way of Harborview Drive and described as the Point Of Beginning;
THENCE along the Northeast right-of-way of Harborview Drive N47° 24' 30.02"W a distance of 22.390 feet;
THENCE N00° 14' 05.95"E a distance of 27.065 feet;
THENCE S47° 24' 30.02"E a distance of 30.213 feet;
THENCE S15° 05' 24.99"E a distance of 22.548' returning to the Point Of Beginning.

EXHIBIT B RIGHT-OF-WAY DEED LOCATION MAP

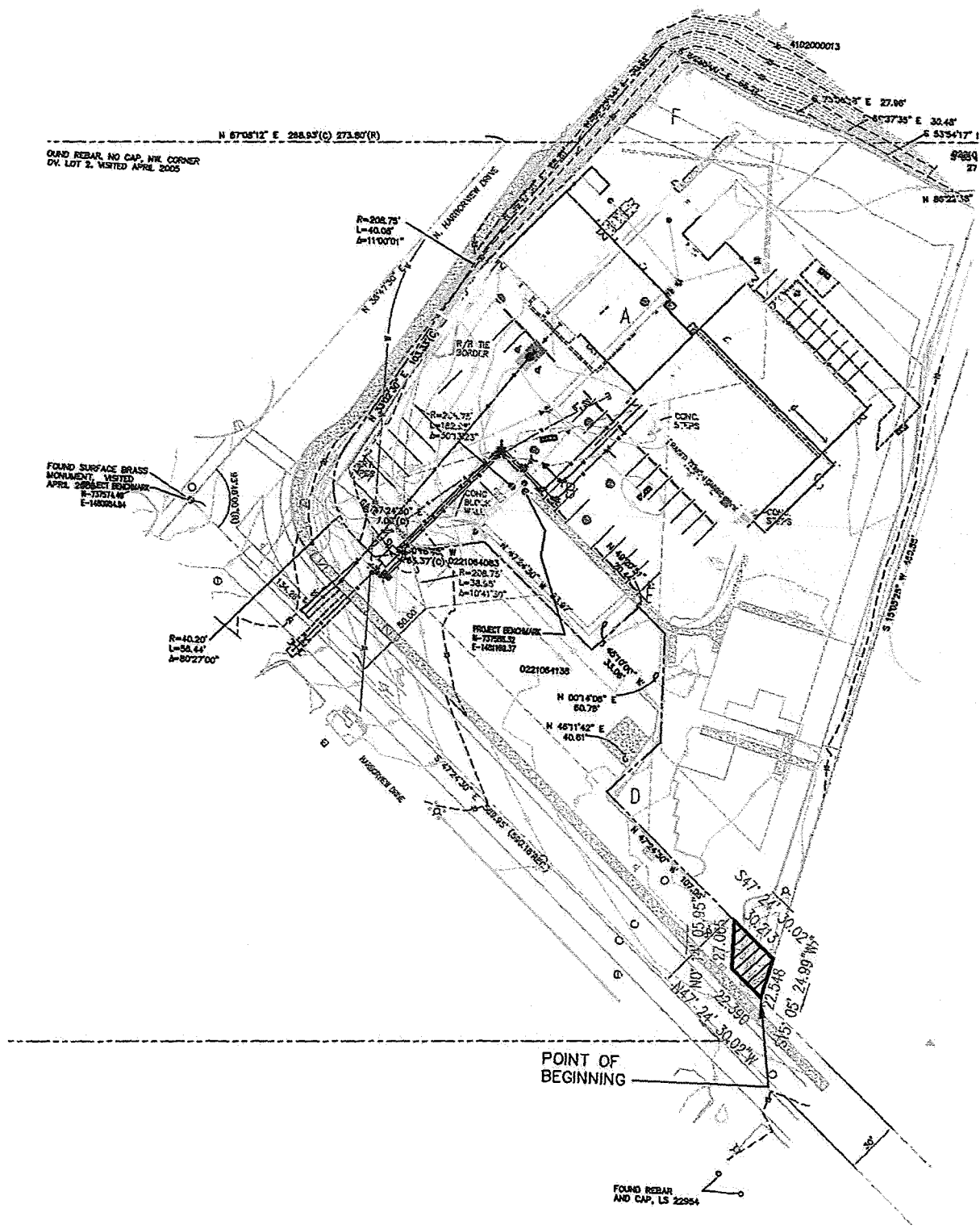
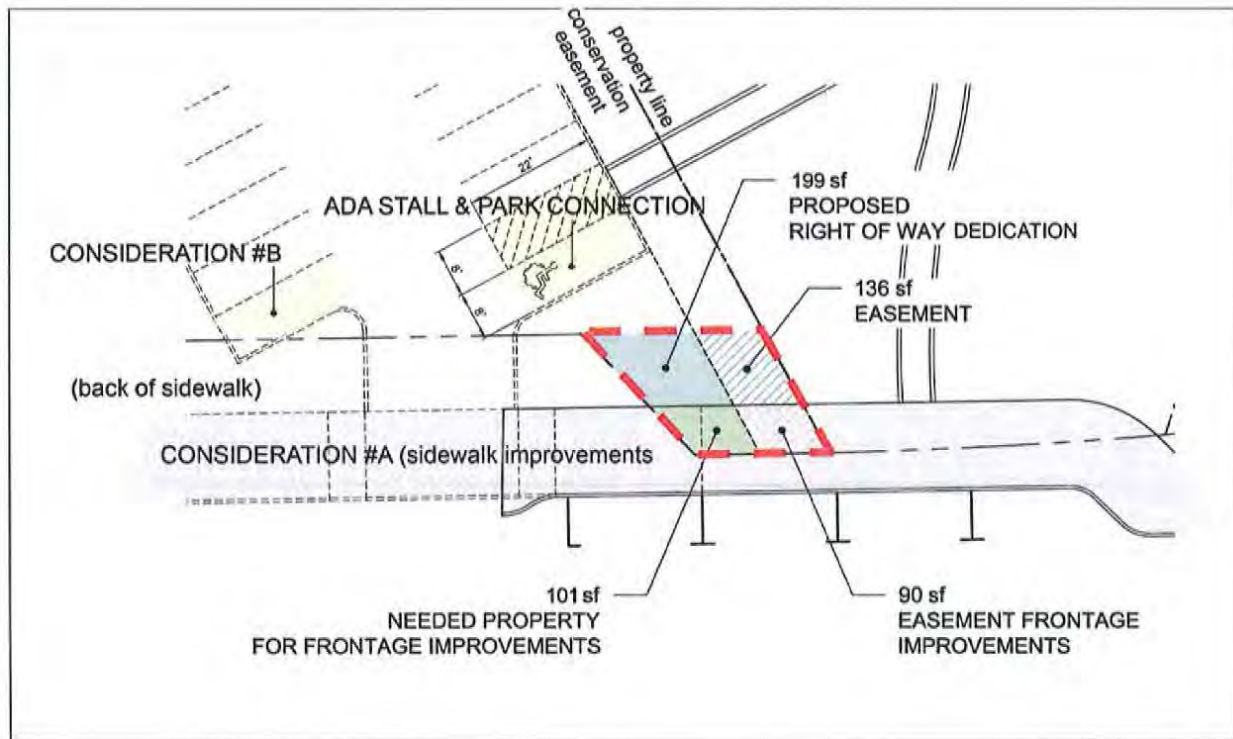


EXHIBIT C
RIGHT-OF-WAY DEED (red dotted lines)





Business of the City Council
City of Gig Harbor, WA

Subject: Stanich/Judson Ped Improv Project (CSP-1002)
--Closeout Change Order No. 1 for Henderson Partners, LLC

Proposed Council Action: Approve and authorize the Mayor to execute this final deductive Change Order No. 1 with Henderson Partners, LLC in the deductive amount of **(\$3,587.72)**.

Dept. Origin: Public Works/Engineering

Prepared by: Stephen Misiurak, PE *SM*
City Engineer

For Agenda of: January 9, 2012

Exhibits: Deductive Change Order No. 1
Budget Estimate Summary

	Initial & Date
Concurred by Mayor:	<i>CLH</i> 1/3/12
Approved by City Administrator:	<i>RSK</i>
Approved as to form by City Atty:	<i>approv via email</i> 12/28/11
Approved by Finance Director:	<i>DF</i> 12/29/11
Approved by Department Head:	<i>SM</i> 12/22/11

Expenditure Required	(\$3,587.72)	Amount Budgeted	\$150,000.00	Appropriation Required	\$0
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INFORMATION / BACKGROUND

The purpose of this change order is to reconcile all bid items and final contract amount. Change Order #1 reduced the cement concrete driveway entrance and ramp quantity, the cement concrete traffic curb quantity and the pavement repair quantity which resulted in a final savings of \$3,587.72 from the original contract amount.

This final deductive Change Order in the credit amount of **(\$3,587.72)** reconciles all remaining bid items back to the City for this project.

FISCAL CONSIDERATION


The contract for this project was originally awarded to Henderson Partners, LLC on September 6, 2011 in the amount of \$135,514.00. The budgeted amount for this project was \$150,000. The project came in under budget and on time. Attached is an exhibit which depicts the estimated overall project spending.

BOARD OR COMMITTEE RECOMMENDATION

None.

RECOMMENDATION / MOTION

Move to: Approve and authorize the Mayor to execute Change Order No. 1 with Henderson Partners, LLC for the Stanich Lane/Judson Street Pedestrian Improvement Project in the deductive amount of **(\$3,587.72)**, which results in a combined and final construction cost of \$131,926.28.


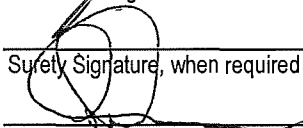
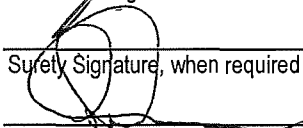
Date: 12/20/2011	 City of Gig Harbor Public Works Department Change Order Form	CO # 1 Page 1 of 1
<input checked="" type="checkbox"/> Order by Engineer under terms of Section 1-04.4 of Standard Specifications <input type="checkbox"/> Change Proposed by Contractor		Project No.: <u>CSP-1002</u> Project Name: <u>Stanich/ Judson Pedestrian Improvement Project</u> Contractor Name: <u>Henderson Partners, LLC</u> Contractor Address: <u>11302 Burnham Deive NW</u> <u>Gig Harbor, WA 98332</u>

When this Change Order has been approved by the City Engineer, you are directed to make the changes described below to the plans and specifications or to complete the following described work originally not included in the plans and specifications of the project contract. This adjustment shall include full payment for all items required for such work, including, without limitation: all compensation for all direct and indirect costs for such work; costs for adjustments to scheduling and sequence of work; equipment; materials delivery; project "acceleration"; costs for labor, material, equipment and incidental items; overhead costs and supervision, including all extended overhead and office overhead of every nature and description. All work, materials, and measurements shall be in accordance with the provisions of the Standard Specifications, the Special Provisions, or as provided by this Change Order for the type of construction involved.

Description of Changes		Unit	Qty	Unit Price	Decrease in Contract Price	Increase in Contract Price
Bid Item	Bid Item Description					
7	Corrugated Polyethylene Storm Sewer pipe 8-inch Dia	LF	-7	\$15.00	-\$105.00	
8	Cement Conc. Sidewalk	SY	-51.92	\$29.00	-\$1,505.68	
11	Cement Conc. Driveway Entrance and Ramp Type 1, Modified	SY	2.6666	\$47.50		\$126.66
12	Cement Conc. Traffic Curb and Gutter	LF	7	\$25.50		\$178.50
13	Cement Conc. Traffic Curb	LF	-54	\$23.00	-\$1,242.00	
14	Extruded Curb	LF	-23	\$9.50	-\$218.50	
17	Rain Garden Compost Mix	CY	-30	\$35.00	-\$1,050.00	
21	Pavement Repair	SY	28.1	\$63.00		\$1,770.30
24	Force Account	Allow	-0.514	\$3,000.00	-\$1,542.00	
Sub-total =					-\$5,663.18	\$2,075.46
Tax Rate* = 0.0% Tax =					\$0.00	\$0.00
*Unit Price includes tax Totals =					-\$5,663.18	\$2,075.46
Original Contract Amount		Total Changes by Previous Change Orders		Total Amount of this Change Order		Adjust Contract Amount Including this Change Order
\$135,514.00		\$0.00		-\$3,587.72		\$131,926.28

This Change Order revises the time for substantial completion by:
 _____ working day increase. _____ working day decrease. no change in working days.

By accepting this Change Order, or by failing to follow the procedures of this Section 1-04.5 and Section 1-09.11 of Standard Specifications, the Contractor attests that the Contract adjustment for time and money as provided herein is adequate, and constitutes compensation in full for all costs, claims, mark-up, and expenses, direct or indirect, attributable to this or any other prior Change Order(s). Contractor further attests that the equitable adjustment provided herein constitutes compensation in full for any and all delays, acceleration, or loss of efficiency encountered by Contractor in the performance of the Work through the date of this Change Order, and for the performance of any prior Change Order by or before the date of substantial completion. All other items, conditions and obligations of the contract shall remain in full force and effect except as expressly modified herein, in writing, by this Change Order.

ACCEPTED:		<u>12-20-2011</u> Date
		_____ Date
APPROVED:		<u>12-20-2011</u> Date
	Steve Misiurak, PE, City Engineer	



Stanich Lane/Judson Street Pedestrian Improvement Project (CSP-1002)

Design		Budgeted	Paid	Project Balance
Design Services			0.00	0.00
				0.00
Permit Fees	Site Plan Amendment - Minor		1,098.00	-1,098.00
	Revision to Parking Landscaping		350.00	-350.00
				0.00
				0.00
City Engineering Staff Time	City of Gig Harbor	2,300.00	0.00	2,300.00
<i>subtotal</i>		2,300.00	1,448.00	852.00

Construction		Budgeted	Paid	Project Balance
Project Management				
Construction Testing Laboratories		2,717.00		2,717.00
				0.00
Project Assistance (incl. above)		0.00	0.00	0.00
				0.00
				0.00
City Engineering Staff Time	City of Gig Harbor	8,000.00	0.00	8,000.00
<i>subtotal</i>		10,717.00	0.00	10,717.00

Construction		Budgeted	Paid	Project Balance
Construction Contract	Henderson Partners, LLC	135,514.00	131,926.28	3,587.72
Change Order Authority	City Engineer	10,000.00		10,000.00
Change Order #1--Closeout Change Order	Henderson Partners, LLC	-3,587.72		-3,587.72
Rain Garden Plants	Woodbrook Nursery	764.71	764.71	0.00
Rain Garden Plants	Puget Sound Plants, Inc.	254.37	254.37	0.00
				0.00
				0.00
<i>subtotal</i>		142,945.36	132,945.36	10,000.00

Total Estimated Design & Construction Costs	155,962.36	134,393.36	21,569.00
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Funding Sources	
COGH 2011 Budget - Streets Development Objective #1	\$150,000

Revised: December 13, 2011

Total Funding **\$150,000**



Business of the City Council
City of Gig Harbor, WA

Subject: Resolution – Authorizing Interlocal Agreement with Pierce County Amending Countywide Planning Policies for Consistency with VISION 2040

Proposed Council Action: Adopt resolution authorizing the Mayor to execute the Interlocal Agreement for Amendments to the Pierce County Countywide Planning Policies.

Dept. Origin: Planning Department

Prepared by: Jennifer Kester
Senior Planner *JK*

For Agenda of: January 9, 2012

Exhibits: Resolution with exhibits

Initial & Date

Concurred by Mayor: *CH 1/5/12*
Approved by City Administrator: *PK*
Approved as to form by City Atty: *lma*
Approved by Finance Director: N/A
Approved by Department Head: *TD 1/5/12*

Expenditure Required	Amount Budgeted	Appropriation Required
0	0	0

INFORMATION / BACKGROUND

Pierce County has requested the City pass a resolution authorizing the Mayor to execute an interlocal agreement adopting amendments to the Pierce County Countywide Planning Policies for consistency with VISION 2040. The Pierce County Regional Council (PCRC), on which Councilmember Young serves as vice-chair, recommended adoption of the proposed amendments on April 21, 2011.

These amendments incorporate new and refined policies to ensure consistency between VISION 2040, the Puget Sound region's multi-county planning policy document, and the Pierce County Countywide Planning Policies. The extent of the proposed policy change varies by topic. Policies change or additions are associated with the following CPP sections: 1) Affordable Housing, 2) Agricultural Lands, 3) Economic Development, 4) Education, 5) Archaeological and Cultural Preservation, 6) Natural Resources, Open Space, Protection of Environmentally-Sensitive Lands, and the Environment, 7) Transportation Facilities and Strategies, 8) Urban Growth Areas, Promotion of Contiguous and Orderly Development and Provision of Urban Services to Such Development, 9) Buildable Lands, and 10) Amendments and Transition. The proposed amendment also introduces three new policy sections to the document: 1) Community and Urban Design, 2) Health and Wellbeing, and 3) Rural.

Amendments to the Pierce County Countywide Planning Policies will be effective once the interlocal agreement is ratified by 60 percent of the jurisdictions in Pierce County representing 75 percent of the total population. If ratified, the City's 2014/2015 effort to update our Comprehensive Plan to meet current GMA requirements will also include an update to be consistent with these CPPs. While the number of amendments is extensive and will require

modifications to our Comprehensive Plan, the effect the new CPPs have on the City will be limited as the City already practices generally progressive planning.

2009 Affordable Housing Amendments to the CPPs:

During its review of these proposed amendments, the PCRC acknowledged that the '09 Affordable Housing CPP amendments were still outstanding. A few additional jurisdictions were still needed to ratify these policies (Gig Harbor approved these affordable housing amendments on May 24, 2010). Therefore, this VISION 2040 amendment incorporates the '09 Affordable Housing policies.

Future Ratification Process:

These amendments will modify the ratification process for future amendments to the Pierce County Countywide Planning Policies. Future amendments will be automatically ratified after 180 days if sufficient number of jurisdictions do not take action in opposition of a recommended proposal. The 180 days shall start on the date the Pierce County Executive forwards an interlocal agreement to cities and towns to ratification purposes.

FISCAL CONSIDERATION

None

BOARD OR COMMITTEE RECOMMENDATION

The Planning and Building Committee discussed the proposed amendments at their December 5, 2011 meeting.

RECOMMENDATION / MOTION

Adopt resolution authorizing the Mayor to execute the Interlocal Agreement for Amendments to the Pierce County Countywide Planning Policies.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, ACKNOWLEDGING ITS APPROVAL OF A PROPOSED AMENDMENT TO THE PIERCE COUNTY COUNTYWIDE PLANNING POLICIES FOR CONSISTENCY WITH VISION 2040 AS RECOMMENDED BY THE PIERCE COUNTY REGIONAL COUNCIL; AUTHORIZING THE MAYOR TO EXECUTE AN INTERLOCAL AGREEMENT WITH PIERCE COUNTY AND THE CITIES AND TOWNS OF PIERCE COUNTY, RATIFYING PIERCE COUNTY'S AMENDMENT OF CHAPTER 19D.240 OF THE PIERCE COUNTY CODE, "PIERCE COUNTY COUNTYWIDE PLANNING POLICIES.

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

WHEREAS, the Pierce County Countywide Planning Policies (CPPs) are written policy statements which are to be used solely for establishing a countywide framework from which the County and municipal comprehensive plans are developed and adopted; and

WHEREAS, the framework is intended to ensure that the County and municipal comprehensive plans are consistent; and

WHEREAS, the County adopted its initial CPPs on June 30, 1992; and

WHEREAS, the GMA requires the adoption of multi-county planning policies for the Puget Sound Region; and

WHEREAS, the Puget Sound Regional Council (PSRC) membership is comprised of central Puget Sound counties (King, Pierce, Snohomish and Kitsap), cities and towns, ports, tribes, and transit agencies; and

WHEREAS, the PSRC is the regional authority to adopt multi-county planning policies; and

WHEREAS, the PSRC adopted VISION 2040 at its May 2008 General

Assembly meeting; and

WHEREAS, VISION 2040 is the central Puget Sound region's multi-county planning policies; and

WHEREAS, the Pierce County Countywide Planning Policies are required to be consistent with VISION 2040; and

WHEREAS, the Pierce County Growth Management Coordinating Committee (GMCC) is a technical subcommittee to the Pierce County Regional Council (PCRC), and the GMCC includes staff representatives from the County and the cities and towns within Pierce County; and

WHEREAS, the GMCC met in 2009, 2010, and 2011 to develop and refine policy language to reach consistency between the Pierce County Countywide Planning Policies and VISION 2040; and

WHEREAS, the GMCC completed its package of recommendations reflected in the proposed amendment language to the PCRC at its March 24, 2011 meeting; and

WHEREAS, the PCRC discussed the proposed amendment language over several meetings; and

WHEREAS, the PCRC, based upon the recommendation from the GMCC and its own discussions, recommended approval of the proposal at its April 21, 2011 meeting; and

WHEREAS, Pierce County, the lead agency for these amendments, conducted an environmental review of the proposed amendments to the Pierce County Countywide Planning Policies pursuant to RCW 43.21C and a Determination of Nonsignificance was issued on September 29, 2010; and

WHEREAS, amendments to the Pierce County Countywide Planning Policies must be adopted through amendment of the original interlocal agreement or by a new interlocal agreement ratified by 60 percent of member jurisdictions in Pierce County representing 75 percent of the total population; and

WHEREAS, an Interlocal Agreement entitled "Amendments to the Pierce County Countywide Planning Policies" has been developed for this purpose, and is attached hereto as Exhibit "B"; and

WHEREAS, the City Council finds that it is in the public interest to authorize the Mayor to execute the interlocal agreement; Now, Therefore,

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

Section 1. The Gig Harbor City Council hereby acknowledges its approval of the amendments to the Pierce County Countywide Policies recommended by the Pierce County Regional Council, which are attached hereto as Exhibit "A" and incorporated herein by reference.

Section 2. The Mayor is hereby authorized to execute the Interlocal Agreement, attached hereto as Exhibit "B," and by this reference incorporated herein, thereby ratifying the attached amendments to the Pierce County Countywide Planning Policies.

RESOLVED this ___ day of ____, 2012.

CITY OF GIG HARBOR

Mayor Charles L. Hunter

ATTEST/AUTHENTICATED:

Molly Towslee, City Clerk

APPROVED AS TO FORM:
Office of the City Attorney

Angela Belbeck, City Attorney

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
ORDINANCE NO:

EXHIBIT A

**AMENDMENTS TO THE PIERCE COUNTY COUNTYWIDE PLANNING
POLICIES FOR CONSISTENCY WITH VISION 2040**

**THIS SHEET IS A PLACEHOLDER...THE
FULL EXHIBIT 'A' IS AVAILABLE ON THE CITY WEBSITE
ON THE COUNCIL MEETING AGENDA PAGE
OR IN THE COUNCIL OFFICE**

Exhibit B

INTERLOCAL AGREEMENT

**AMENDMENTS TO THE PIERCE COUNTY
COUNTYWIDE PLANNING POLICIES**

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

BACKGROUND:

- A. The Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County. The organization is charged with responsibilities, including: serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (Chapter 36.70A RCW) and the Regional Transportation Planning Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions regarding the development and modification of the Countywide Planning Policies.
- B. The Pierce County Countywide Planning Policies provide for amendments to be adopted through amendment of the original interlocal agreement or by a new interlocal agreement. The Pierce County Countywide Planning Policies may be amended upon the adoption of amendments by the Pierce County Council and ratification by 60 percent of the jurisdictions in Pierce County representing 75 percent of the total Pierce County population as designated by the State Office of Financial Management at the time of the proposed ratification.
- C. The amendment provides for consistency between VISION 2040, the central Puget Sound region's multi-county planning policies, and the Pierce County Countywide Planning Policies.
- D. The Pierce County Regional Council recommended adoption of the proposed amendment on April 21, 2011.

PURPOSE:

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

1 DURATION:
2

3 This agreement shall become effective upon execution by 60 percent of the jurisdictions
4 in Pierce County, representing 75 percent of the total Pierce County population as
5 designated by the State Office of Financial Management at the time of the proposed
6 ratification. This agreement will remain in effect until subsequently amended or
7 repealed as provided by the Pierce County Countywide Planning Policies.
8

9 SEVERABILITY:
10

11 If any of the provisions of this agreement are held illegal, invalid or unenforceable, the
12 remaining provisions shall remain in full force and effect.
13

14 FILING:
15

16 A copy of this agreement shall be filed with the Secretary of State, Washington
17 Department of Commerce, the Pierce County Auditor, and each city and town clerk.
18

19 IN WITNESS WHEREOF, this agreement has been executed by each member
20 jurisdiction as evidenced by the signature page affixed to this agreement.
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INTERLOCAL AGREEMENT
AMENDMENTS TO THE PIERCE COUNTY
COUNTYWIDE PLANNING POLICIES

Signature Page

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

IN WITNESS WHEREOF

This agreement has been executed

(Name of City/Town/County)

BY: _____

(Mayor/Executive)

DATE: _____

Approved:

BY: _____

(Director/Manager/Chair of the Council)

Approved as to Form:

BY: _____

(City Attorney/Prosecutor)

Approved:

By: _____

(Pierce County Executive)



Business of the City Council
City of Gig Harbor, WA

Subject: Resolution – Authorizing Interlocal Agreement with Pierce County Amending Countywide Planning Policies to Designate Three New Candidate Regional Growth Centers

Dept. Origin: Planning Department

Prepared by: Jennifer Kester
Senior Planner *JK*

For Agenda of: January 9, 2012

Exhibits: Resolution with exhibits

Proposed Council Action: Adopt resolution authorizing the Mayor to execute three Interlocal Agreements for Amendments to the Pierce County Countywide Planning Policies

Initial & Date

Concurred by Mayor:	<u><i>cut 1/5/12</i></u>
Approved by City Administrator:	<u><i>JK</i></u>
Approved as to form by City Atty:	<u><i>email</i></u>
Approved by Finance Director:	<u><i>N/A</i></u>
Approved by Department Head:	<u><i>TD 1/5/12</i></u>

Expenditure	Amount	Appropriation
Required	Budgeted	Required
0	0	0

INFORMATION / BACKGROUND

Pierce County has requested the City pass a resolution authorizing the Mayor to execute an interlocal agreement adopting amendments to the Pierce County Countywide Planning Policies (CPPs) to designate three new candidate regional centers: 1) Sumner-Pacific Manufacturing/Industrial Center, 2) South Tacoma Manufacturing/Industrial Center, and 3) University Place Regional Growth Center. The Pierce County Regional Council, on which Councilmember Young serves as vice-chair, recommended adoption of the proposed amendments on March 17, 2011.

In general, the designation of new candidate centers will not affect the City's land use policies as there are no designated centers in the City limits or the City's UGA. Centers are areas of concentrated employment and/or housing within urban growth areas which serve as the hubs of transit and transportation systems. VISION 2040 policies related to centers include the prioritization of countywide transportation and economic development funds for centers and transportation and infrastructure servicing centers in Pierce County.

Amendments to the Pierce County Countywide Planning Policies will be effective once the interlocal agreement is ratified by 60 percent of the jurisdictions in Pierce County representing 75 percent of the total population. Exhibit "A" represents the changes to the CPP assuming all three candidate centers are ratified. The interlocal agreements attached as Exhibits "B", "C", and "D" are for individual approvals for the centers for the Cities of Sumner and Pacific, City of Tacoma and City of University Place, respectively, and are otherwise identical in substance.

If these centers are adopted as candidate regional centers in the CPPs, the jurisdictions have an opportunity to submit an application to the Puget Sound Regional Council (PSRC) for formal regional center designation in VISION 2040.

FISCAL CONSIDERATION

None

BOARD OR COMMITTEE RECOMMENDATION

The Planning and Building Committee reviewed the proposed center designations at their October 7, 2011 meeting and recommended passage of the amendments.

RECOMMENDATION / MOTION

Adopt resolution authorizing the Mayor to execute three Interlocal Agreements for Amendments to the Pierce County Countywide Planning Policies.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, ACKNOWLEDGING ITS APPROVAL OF A PROPOSED AMENDMENT TO DESIGNATE THREE NEW CANDIDATE REGIONAL CENTERS IN THE PIERCE COUNTY COUNTYWIDE PLANNING POLICIES AS RECOMMENDED BY THE PIERCE COUNTY REGIONAL COUNCIL; AUTHORIZING THE MAYOR TO EXECUTE AN INTERLOCAL AGREEMENT WITH PIERCE COUNTY AND THE CITIES AND TOWNS OF PIERCE COUNTY, RATIFYING PIERCE COUNTY'S AMENDMENT TO CHAPTER 19D.240 OF THE PIERCE COUNTY CODE, "PIERCE COUNTY COUNTYWIDE PLANNING POLICIES."

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

WHEREAS, the Pierce County Countywide Planning Policies (CPPs) are written policy statements which are to be used solely for establishing a countywide framework from which the County and municipal comprehensive plans are developed and adopted; and

WHEREAS, the framework is intended to ensure that the County and municipal comprehensive plans are consistent; and

WHEREAS, the County adopted its initial CPPs on June 30, 1992; and

WHEREAS, six Regional Growth Centers were identified in the initial Pierce County CPPs; and

WHEREAS, the Pierce County CPPs were amended in 2009 to allow for a process to designate new Candidate Regional Centers; and

WHEREAS, a local jurisdiction may submit a Candidate Center, as designated in the Pierce County CPPs, to the Puget Sound Regional Council for consideration to receive designation as a Regional Center through VISION 2040; and

WHEREAS, the Cities of Sumner and Pacific submitted an application to the PCRC for designation of a Candidate Regional Industrial/Manufacturing Center; and

WHEREAS, the City of Tacoma submitted an application to the PCRC for designation of a Candidate Regional Industrial/Manufacturing Center; and

WHEREAS, the City of University Place submitted an application to the PCRC for designation of a Candidate Regional Growth Center; and

WHEREAS, the Pierce County Growth Management Coordinating Committee (GMCC) is a technical subcommittee to the Pierce County Regional Council (PCRC), and the GMCC includes staff representatives from the County and the cities and towns within Pierce County; and

WHEREAS, the GMCC reviewed the submitted applications for completeness and consistency with Pierce County Countywide Planning Policies; and

WHEREAS, the GMCC recommended approval of the submitted applications to the PCRC at its January 27, 2011 meeting; and

WHEREAS, the PCRC thought it was appropriate to allow jurisdictions to consider approval of the proposed Regional Centers independently; and

WHEREAS, the PCRC, based upon the recommendation from the GMCC and its own discussions, recommended approval of the proposals in three separate motions at its March 17, 2011 meeting; and

WHEREAS, Pierce County, the lead agency for these amendments, conducted an environmental review of the proposed amendments to the Pierce County Countywide Planning Policies pursuant to RCW 43.21C and a Determination of Nonsignificance was issued on June 21, 2011; and

WHEREAS, amendments to the Pierce County Countywide Planning Policies must be adopted through amendment of the original interlocal agreement or by a new interlocal agreement ratified by 60 percent of member jurisdictions in Pierce County representing 75 percent of the total population; and

WHEREAS, an Interlocal Agreement entitled "Amendments to the Pierce County Countywide Planning Policies" was developed for this purpose, and included the recommended amendments to the Pierce County Countywide Planning Policies as an attachment; and

WHEREAS, the City Council finds that it is in the public interest to authorize the Mayor to execute the interlocal agreements, attached hereto as Exhibit "B", Exhibit "C" and Exhibit "D"; Now, Therefore,

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

Section 1. The Gig Harbor City Council hereby acknowledges its approval of the amendments to the Pierce County Countywide Policies recommended by the Pierce County Regional Council, which are attached hereto as Exhibit "A" and incorporated herein by reference.

Section 2. The Mayor is hereby authorized to execute the three Interlocal Agreements, attached hereto as Exhibit "B," Exhibit "C," and Exhibit "D," and by this reference incorporated herein, thereby ratifying the attached amendments to the Pierce County Countywide Planning Policies.

RESOLVED this ___ day of ____, 2012.

CITY OF GIG HARBOR

Mayor Charles L. Hunter

ATTEST/AUTHENTICATED:

Molly Towslee, City Clerk

APPROVED AS TO FORM:
Office of the City Attorney

Angela Belbeck, City Attorney

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO:

Exhibit A

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Proposed Amendment
to the
Pierce County Countywide Planning
to
Incorporate New Candidate Regional Centers

Pierce County Countywide Planning Policies. The "clean" language below assumes the proposed VISION 2040 Consistency amendments are ratified.

1
2 **Centers**
3

4 Centers are to be areas of concentrated employment and/or housing within UGAs which serve as the
5 hubs of transit and transportation systems. Centers and connecting corridors are integral to creating
6 compact urban development that conserves resources and creates additional transportation, housing,
7 and shopping choices. Centers are an important part of the regional strategy (VISION 2040) for
8 urban growth and are required to be addressed in the Countywide Planning Policies. Centers will
9 become focal points for growth within the county's UGA and will be areas where public investment
10 is directed.

11
12 Centers are to:

- 13
- 14 • be priority locations for accommodating growth;
 - 15 • strengthen existing development patterns;
 - 16 • promote housing opportunities close to employment;
 - 17 • support development of an extensive multimodal transportation system which reduces
18 dependency on automobiles;
 - 19 • reduce congestion and improve air quality; and
 - 20 • maximize the benefit of public investment in infrastructure and services.
- 21

22 VISION 2040, the adopted regional growth strategy, identifies several centers as an integral feature
23 for accommodating residential and employment growth. The strategy describes Regional Growth
24 Centers, and other centers that may be designated through countywide processes or locally.
25 Regional Growth Centers once regionally designated are located either in Metropolitan Cities, or in
26 Core Cities. VISION 2040 also identifies Manufacturing/Industrial Centers, which consist
27 primarily of manufacturing and industrial uses. Pierce County has five Regional Growth Centers
28 and two Manufacturing/Industrial Centers that have been adopted into the regional growth strategy.
29 Pierce County Regional Growth Centers are located in Tacoma, which is a Metropolitan City, and
30 in Lakewood and Puyallup, which are Core Cities.

31
32 Regional Growth Centers in the Metropolitan City

33 Tacoma Central Business District
34 Tacoma Mall
35

36 Regional Growth Centers in Core Cities

37 Lakewood
38 Puyallup Downtown
39 Puyallup South Hill
40

41 Currently there are no designated Countywide Centers.
42

43 Manufacturing/Industrial Centers are areas where employee- or land-intensive uses will be located.
44 These centers differ from Regional Growth Centers in that they consist of an extensive land base
45 and the exclusion of non-manufacturing or manufacturing-supportive uses is an essential feature of
46 their character. These areas are characterized by a significant amount of manufacturing, industrial,

Pierce County Countywide Planning Policies. The "clean" language below assumes the proposed VISION 2040 Consistency amendments are ratified.

1 and advanced technology employment uses. Large retail and non-related office uses are
2 discouraged. Other than caretakers' residences, housing is prohibited within
3 Manufacturing/Industrial Centers. However, these centers should be linked to high density housing
4 areas by an efficient multimodal transportation system. The efficiency of rail and overland freight
5 to markets is the critical element for manufacturers and industries located in these centers.

6
7 The designated Manufacturing/Industrial Centers, within Pierce County are as follows:

8
9 Manufacturing/Industrial Centers

10 Frederickson

11 Port of Tacoma

12
13 Within Pierce County, a limited number of additional centers may be designated through
14 amendment of the Countywide Planning Policies consistent with the process below.

15
16 Designated centers may vary substantially in the number of households and jobs they contain today.
17 The intent of the Countywide Planning Policies is that Regional Growth Centers become attractive
18 places to live and work, while supporting efficient public services such as transit and being
19 responsive to the local market for jobs and housing.

20
21 The Countywide Planning Policies establish target levels for housing and employment needed to
22 achieve the benefit of a center. Some centers will reach these levels over the next twenty years,
23 while for others the criteria set a path for growth over a longer term, providing capacity to
24 accommodate growth beyond the twenty year horizon.

25
26 County-Level Centers Designation Process

27 The County and any municipality in the County that is planning to include a Metropolitan City
28 Center, Regional Growth Center, Countywide Center or Manufacturing / Industrial Center within its
29 boundaries shall specifically define the area of such center within its comprehensive plan. The
30 comprehensive plan shall include policies aimed at focusing growth within the center and along
31 corridors consistent with the applicable criteria contained within the Countywide Planning Policies.
32 The County or municipality shall adopt regulations that reinforce the center's designation.

33
34 No more often than once every two years, the Pierce County Regional Council (PCRC) shall invite
35 jurisdictions with centers already adopted in their comprehensive plan that seek to be designated as
36 centers in the Countywide Planning Policies to submit a request for such designation. Said request
37 shall be processed in accordance with established procedures for amending the Countywide
38 Planning Policies.

39
40 Each jurisdiction seeking to have a center designated in the Countywide Planning Policies shall
41 provide the PCRC with a report demonstrating that the proposed center meets the minimum criteria
42 for designation together with a statement and map describing the center, its consistency with the
43 applicable Countywide Planning Policies, and how adopted regulations will serve the center.

44
45 Transit services shall be defined in the broadest sense and shall include local and regional bus
46 service, rail where appropriate, vanpool, carpool, and other transportation demand measures
47 designed to reduce vehicle trips.

Pierce County Countywide Planning Policies. The “clean” language below assumes the proposed VISION 2040 Consistency amendments are ratified.

The minimum designation criteria to establish a candidate center by type are as follows:

Metropolitan City Center

Area: up to 1-1/2 square miles in size;

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum of 15,000 employees;

Population: a minimum of ten households per gross acre; and

Transit: serve as a focal point for regional and local transit services.

Regional Growth Center

Area: up to 1-1/2 square miles in size;

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 2,000 employees;

Population: a minimum of seven households per gross acre; and

Transit: serve as a focal point for regional and local transit services.

Countywide Center

Area: up to one square mile in size;

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 1,000 employees;

Population: a minimum of 6 households per gross acre; and

Transit: serve as a focal point for local transit services.

Manufacturing / Industrial Center

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 7,500 jobs and/or 2,000 truck trips per day; and

Transportation: within one mile of a state or federal highway or national rail line.

The minimum criteria report and statement shall be reviewed by the Growth Management Coordinating Committee (GMCC) for consistency with Countywide Planning Policies, the Transportation Coordination Committee for consistency with transportation improvements plans of WSDOT, and with Pierce Transit’s comprehensive plan. The coordinating committees shall provide joint recommendation to the PCRC.

Once included in the Countywide Planning Policies, the jurisdiction where a center is located may go on to seek regional designation of the center from the Puget Sound Regional Council (PSRC) in accordance with its established criteria and process.

In order to be designated a Regional Growth Center the center should meet the regional criteria and requirements including those in VISION 2040, the regional growth, economic and transportation strategy as may be amended and designated by the Puget Sound Regional Council.

After county-level designation occurs within the Countywide Planning Policies and until regional-level designation by the PSRC occurs the center shall be considered a “candidate” Regional Growth Center.

Pierce County Countywide Planning Policies. The "clean" language below assumes the proposed VISION 2040 Consistency amendments are ratified.

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

Three candidate regional centers have been included into the Countywide Planning Policies. One of the candidate centers is a Regional Growth Center and two candidate centers are Manufacturing/Industrial Centers.

Candidate Regional Centers

- University Place – Candidate Regional Growth Center
- Sumner-Pacific – Candidate Industrial/Manufacturing Center
- South Tacoma – Candidate Industrial/Manufacturing Center

Exhibit B

INTERLOCAL AGREEMENT

**AMENDMENTS TO THE PIERCE COUNTY
COUNTYWIDE PLANNING POLICIES**

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

BACKGROUND:

- A. The Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County. The organization is charged with responsibilities, including: serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (Chapter 36.70A RCW) and the Regional Transportation Planning Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions regarding the development and modification of the Countywide Planning Policies.
- B. The Pierce County Countywide Planning Policies provide for amendments to be adopted through amendment of the original interlocal agreement or by a new interlocal agreement. The Pierce County Countywide Planning Policies may be amended upon the adoption of amendments by the Pierce County Council and ratification by 60 percent of the jurisdictions in Pierce County representing 75 percent of the total Pierce County population as designated by the State Office of Financial Management at the time of the proposed ratification.
- C. The amendment is based on an application from the Cities of Sumner and Pacific to the Pierce County Regional Council for designation of a Candidate Regional Industrial/Manufacturing Center in the Pierce County Countywide Planning Policies.
- D. The Pierce County Regional Council recommended adoption of the proposed amendment on March 17, 2011.

PURPOSE:

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

1 DURATION:
2

3 This agreement shall become effective upon execution by 60 percent of the jurisdictions
4 in Pierce County, representing 75 percent of the total Pierce County population as
5 designated by the State Office of Financial Management at the time of the proposed
6 ratification. This agreement will remain in effect until subsequently amended or
7 repealed as provided by the Pierce County Countywide Planning Policies.
8

9 SEVERABILITY:
10

11 If any of the provisions of this agreement are held illegal, invalid or unenforceable, the
12 remaining provisions shall remain in full force and effect.
13

14 FILING:
15

16 A copy of this agreement shall be filed with the Secretary of State, Washington
17 Department of Commerce, the Pierce County Auditor and each city and town clerk.
18

19 IN WITNESS WHEREOF, this agreement has been executed by each member
20 jurisdiction as evidenced by the signature page affixed to this agreement.
21

INTERLOCAL AGREEMENT

**AMENDMENTS TO THE PIERCE COUNTY
COUNTYWIDE PLANNING POLICIES**

Signature Page

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

IN WITNESS WHEREOF

This agreement has been executed

(Name of City/Town/County)

BY: _____
(Mayor/Executive)

DATE: _____

Approved:

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

Approved as to Form:

BY: _____
(City Attorney/Prosecutor)

Approved:

By: _____
(Pierce County Executive)

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Attachment
Proposed Amendment
to the
Pierce County Countywide Planning
to
Incorporate A New Candidate Regional Center

Pierce County Countywide Planning Policies. The "clean" language below assumes the proposed VISION 2040 Consistency amendments are ratified.

1
2 **Centers**
3

4 Centers are to be areas of concentrated employment and/or housing within UGAs which serve as the
5 hubs of transit and transportation systems. Centers and connecting corridors are integral to creating
6 compact urban development that conserves resources and creates additional transportation, housing,
7 and shopping choices. Centers are an important part of the regional strategy (VISION 2040) for
8 urban growth and are required to be addressed in the Countywide Planning Policies. Centers will
9 become focal points for growth within the county's UGA and will be areas where public investment
10 is directed.

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12 Centers are to:

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- 14 • be priority locations for accommodating growth;
 - 15 • strengthen existing development patterns;
 - 16 • promote housing opportunities close to employment;
 - 17 • support development of an extensive multimodal transportation system which reduces
18 dependency on automobiles;
 - 19 • reduce congestion and improve air quality; and
 - 20 • maximize the benefit of public investment in infrastructure and services.
- 21

22 VISION 2040, the adopted regional growth strategy, identifies several centers as an integral feature
23 for accommodating residential and employment growth. The strategy describes Regional Growth
24 Centers, and other centers that may be designated through countywide processes or locally.
25 Regional Growth Centers once regionally designated are located either in Metropolitan Cities, or in
26 Core Cities. VISION 2040 also identifies Manufacturing/Industrial Centers, which consist
27 primarily of manufacturing and industrial uses. Pierce County has five Regional Growth Centers
28 and two Manufacturing/Industrial Centers that have been adopted into the regional growth strategy.
29 Pierce County Regional Growth Centers are located in Tacoma, which is a Metropolitan City, and
30 in Lakewood and Puyallup, which are Core Cities.

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32 Regional Growth Centers in the Metropolitan City

33 Tacoma Central Business District
34 Tacoma Mall
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36 Regional Growth Centers in Core Cities

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38 Puyallup Downtown
39 Puyallup South Hill
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41 Currently there are no designated Countywide Centers.
42

43 Manufacturing/Industrial Centers are areas where employee- or land-intensive uses will be located.
44 These centers differ from Regional Growth Centers in that they consist of an extensive land base
45 and the exclusion of non-manufacturing or manufacturing-supportive uses is an essential feature of
46 their character. These areas are characterized by a significant amount of manufacturing, industrial,

Pierce County Countywide Planning Policies. The "clean" language below assumes the proposed VISION 2040 Consistency amendments are ratified.

1 and advanced technology employment uses. Large retail and non-related office uses are
2 discouraged. Other than caretakers' residences, housing is prohibited within
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4 areas by an efficient multimodal transportation system. The efficiency of rail and overland freight
5 to markets is the critical element for manufacturers and industries located in these centers.

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7 The designated Manufacturing/Industrial Centers, within Pierce County are as follows:

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9 Manufacturing/Industrial Centers

10 Frederickson

11 Port of Tacoma

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13 Within Pierce County, a limited number of additional centers may be designated through
14 amendment of the Countywide Planning Policies consistent with the process below.

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16 Designated centers may vary substantially in the number of households and jobs they contain today.
17 The intent of the Countywide Planning Policies is that Regional Growth Centers become attractive
18 places to live and work, while supporting efficient public services such as transit and being
19 responsive to the local market for jobs and housing.

20
21 The Countywide Planning Policies establish target levels for housing and employment needed to
22 achieve the benefit of a center. Some centers will reach these levels over the next twenty years,
23 while for others the criteria set a path for growth over a longer term, providing capacity to
24 accommodate growth beyond the twenty year horizon.

25
26 **County-Level Centers Designation Process**

27 The County and any municipality in the County that is planning to include a Metropolitan City
28 Center, Regional Growth Center, Countywide Center or Manufacturing / Industrial Center within its
29 boundaries shall specifically define the area of such center within its comprehensive plan. The
30 comprehensive plan shall include policies aimed at focusing growth within the center and along
31 corridors consistent with the applicable criteria contained within the Countywide Planning Policies.
32 The County or municipality shall adopt regulations that reinforce the center's designation.

33
34 No more often than once every two years, the Pierce County Regional Council (PCRC) shall invite
35 jurisdictions with centers already adopted in their comprehensive plan that seek to be designated as
36 centers in the Countywide Planning Policies to submit a request for such designation. Said request
37 shall be processed in accordance with established procedures for amending the Countywide
38 Planning Policies.

39
40 Each jurisdiction seeking to have a center designated in the Countywide Planning Policies shall
41 provide the PCRC with a report demonstrating that the proposed center meets the minimum criteria
42 for designation together with a statement and map describing the center, its consistency with the
43 applicable Countywide Planning Policies, and how adopted regulations will serve the center.

44
45 Transit services shall be defined in the broadest sense and shall include local and regional bus
46 service, rail where appropriate, vanpool, carpool, and other transportation demand measures
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Pierce County Countywide Planning Policies. The “clean” language below assumes the proposed VISION 2040 Consistency amendments are ratified.

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Capital Facilities: served by sanitary sewers;

Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum of 15,000 employees;

Population: a minimum of ten households per gross acre; and

Transit: serve as a focal point for regional and local transit services.

Regional Growth Center

Area: up to 1-1/2 square miles in size;

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 2,000 employees;

Population: a minimum of seven households per gross acre; and

Transit: serve as a focal point for regional and local transit services.

Countywide Center

Area: up to one square mile in size;

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 1,000 employees;

Population: a minimum of 6 households per gross acre; and

Transit: serve as a focal point for local transit services.

Manufacturing / Industrial Center

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 7,500 jobs and/or 2,000 truck trips per day; and

Transportation: within one mile of a state or federal highway or national rail line.

The minimum criteria report and statement shall be reviewed by the Growth Management Coordinating Committee (GMCC) for consistency with Countywide Planning Policies, the Transportation Coordination Committee for consistency with transportation improvements plans of WSDOT, and with Pierce Transit’s comprehensive plan. The coordinating committees shall provide joint recommendation to the PCRC.

Once included in the Countywide Planning Policies, the jurisdiction where a center is located may go on to seek regional designation of the center from the Puget Sound Regional Council (PSRC) in accordance with its established criteria and process.

In order to be designated a Regional Growth Center the center should meet the regional criteria and requirements including those in VISION 2040, the regional growth, economic and transportation strategy as may be amended and designated by the Puget Sound Regional Council.

After county-level designation occurs within the Countywide Planning Policies and until regional-level designation by the PSRC occurs the center shall be considered a “candidate” Regional Growth Center.

Pierce County Countywide Planning Policies. The "clean" language below assumes the proposed VISION 2040 Consistency amendments are ratified.

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

candidate regional centers have been included into the Countywide Planning Policies. of the candidate centers is a Regional Growth Center and candidate centers are Manufacturing/Industrial Centers.

Candidate Regional Centers

Sumner-Pacific – Candidate Industrial/Manufacturing Center

(Note there are three separate interlocal agreements that propose the designation of candidate regional centers. Once these proposals have been ratified, the appropriate language shall replace the blank spaces as depicted as "().")

Exhibit C

INTERLOCAL AGREEMENT

**AMENDMENTS TO THE PIERCE COUNTY
COUNTYWIDE PLANNING POLICIES**

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

BACKGROUND:

- A. The Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County. The organization is charged with responsibilities, including: serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (Chapter 36.70A RCW) and the Regional Transportation Planning Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions regarding the development and modification of the Countywide Planning Policies.
- B. The Pierce County Countywide Planning Policies provide for amendments to be adopted through amendment of the original interlocal agreement or by a new interlocal agreement. The Pierce County Countywide Planning Policies may be amended upon the adoption of amendments by the Pierce County Council and ratification by 60 percent of the jurisdictions in Pierce County representing 75 percent of the total Pierce County population as designated by the State Office of Financial Management at the time of the proposed ratification.
- C. The amendment is based on an application from the City of Tacoma to the Pierce County Regional Council for designation of a Candidate Regional Industrial/Manufacturing Center in the Pierce County Countywide Planning Policies.
- D. The Pierce County Regional Council recommended adoption of the proposed amendment on March 17, 2011.

PURPOSE:

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

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3 This agreement shall become effective upon execution by 60 percent of the jurisdictions
4 in Pierce County, representing 75 percent of the total Pierce County population as
5 designated by the State Office of Financial Management at the time of the proposed
6 ratification. This agreement will remain in effect until subsequently amended or
7 repealed as provided by the Pierce County Countywide Planning Policies.
8

9 SEVERABILITY:
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11 If any of the provisions of this agreement are held illegal, invalid or unenforceable, the
12 remaining provisions shall remain in full force and effect.
13

14 FILING:
15

16 A copy of this agreement shall be filed with the Secretary of State, Washington
17 Department of Commerce, the Pierce County Auditor and each city and town clerk.
18

19 IN WITNESS WHEREOF, this agreement has been executed by each member
20 jurisdiction as evidenced by the signature page affixed to this agreement.
21

INTERLOCAL AGREEMENT

AMENDMENTS TO THE PIERCE COUNTY
COUNTYWIDE PLANNING POLICIES

Signature Page

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

IN WITNESS WHEREOF

This agreement has been executed

(Name of City/Town/County)

BY: _____
(Mayor/Executive)

DATE: _____

Approved:

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

Approved as to Form:

BY: _____
(City Attorney/Prosecutor)

Approved:

By: _____
(Pierce County Executive)

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Attachment
Proposed Amendment
to the
Pierce County Countywide Planning
to
Incorporate A New Candidate Regional Center

Pierce County Countywide Planning Policies. The "clean" language below assumes the proposed VISION 2040 Consistency amendments are ratified.

1
2 **Centers**
3

4 Centers are to be areas of concentrated employment and/or housing within UGAs which serve as the
5 hubs of transit and transportation systems. Centers and connecting corridors are integral to creating
6 compact urban development that conserves resources and creates additional transportation, housing,
7 and shopping choices. Centers are an important part of the regional strategy (VISION 2040) for
8 urban growth and are required to be addressed in the Countywide Planning Policies. Centers will
9 become focal points for growth within the county's UGA and will be areas where public investment
10 is directed.

11
12 Centers are to:

- 13
- 14 • be priority locations for accommodating growth;
 - 15 • strengthen existing development patterns;
 - 16 • promote housing opportunities close to employment;
 - 17 • support development of an extensive multimodal transportation system which reduces
18 dependency on automobiles;
 - 19 • reduce congestion and improve air quality; and
 - 20 • maximize the benefit of public investment in infrastructure and services.
- 21

22 VISION 2040, the adopted regional growth strategy, identifies several centers as an integral feature
23 for accommodating residential and employment growth. The strategy describes Regional Growth
24 Centers, and other centers that may be designated through countywide processes or locally.
25 Regional Growth Centers once regionally designated are located either in Metropolitan Cities, or in
26 Core Cities. VISION 2040 also identifies Manufacturing/Industrial Centers, which consist
27 primarily of manufacturing and industrial uses. Pierce County has five Regional Growth Centers
28 and two Manufacturing/Industrial Centers that have been adopted into the regional growth strategy.
29 Pierce County Regional Growth Centers are located in Tacoma, which is a Metropolitan City, and
30 in Lakewood and Puyallup, which are Core Cities.

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32 Regional Growth Centers in the Metropolitan City

33 Tacoma Central Business District
34 Tacoma Mall

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36 Regional Growth Centers in Core Cities

37 Lakewood
38 Puyallup Downtown
39 Puyallup South Hill
40

41 Currently there are no designated Countywide Centers.

42
43 Manufacturing/Industrial Centers are areas where employee- or land-intensive uses will be located.
44 These centers differ from Regional Growth Centers in that they consist of an extensive land base
45 and the exclusion of non-manufacturing or manufacturing-supportive uses is an essential feature of
46 their character. These areas are characterized by a significant amount of manufacturing, industrial,

Pierce County Countywide Planning Policies. The “clean” language below assumes the proposed VISION 2040 Consistency amendments are ratified.

1 and advanced technology employment uses. Large retail and non-related office uses are
2 discouraged. Other than caretakers' residences, housing is prohibited within
3 Manufacturing/Industrial Centers. However, these centers should be linked to high density housing
4 areas by an efficient multimodal transportation system. The efficiency of rail and overland freight
5 to markets is the critical element for manufacturers and industries located in these centers.

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7 The designated Manufacturing/Industrial Centers, within Pierce County are as follows:

8
9 Manufacturing/Industrial Centers

10 Frederickson

11 Port of Tacoma

12
13 Within Pierce County, a limited number of additional centers may be designated through
14 amendment of the Countywide Planning Policies consistent with the process below.

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16 Designated centers may vary substantially in the number of households and jobs they contain today.
17 The intent of the Countywide Planning Policies is that Regional Growth Centers become attractive
18 places to live and work, while supporting efficient public services such as transit and being
19 responsive to the local market for jobs and housing.

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21 The Countywide Planning Policies establish target levels for housing and employment needed to
22 achieve the benefit of a center. Some centers will reach these levels over the next twenty years,
23 while for others the criteria set a path for growth over a longer term, providing capacity to
24 accommodate growth beyond the twenty year horizon.

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26 County-Level Centers Designation Process

27 The County and any municipality in the County that is planning to include a Metropolitan City
28 Center, Regional Growth Center, Countywide Center or Manufacturing / Industrial Center within its
29 boundaries shall specifically define the area of such center within its comprehensive plan. The
30 comprehensive plan shall include policies aimed at focusing growth within the center and along
31 corridors consistent with the applicable criteria contained within the Countywide Planning Policies.
32 The County or municipality shall adopt regulations that reinforce the center’s designation.

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34 No more often than once every two years, the Pierce County Regional Council (PCRC) shall invite
35 jurisdictions with centers already adopted in their comprehensive plan that seek to be designated as
36 centers in the Countywide Planning Policies to submit a request for such designation. Said request
37 shall be processed in accordance with established procedures for amending the Countywide
38 Planning Policies.

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40 Each jurisdiction seeking to have a center designated in the Countywide Planning Policies shall
41 provide the PCRC with a report demonstrating that the proposed center meets the minimum criteria
42 for designation together with a statement and map describing the center, its consistency with the
43 applicable Countywide Planning Policies, and how adopted regulations will serve the center.

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45 Transit services shall be defined in the broadest sense and shall include local and regional bus
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47 designed to reduce vehicle trips.

Pierce County Countywide Planning Policies. The "clean" language below assumes the proposed VISION 2040 Consistency amendments are ratified.

The minimum designation criteria to establish a candidate center by type are as follows:

Metropolitan City Center

Area: up to 1-1/2 square miles in size;

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum of 15,000 employees;

Population: a minimum of ten households per gross acre; and

Transit: serve as a focal point for regional and local transit services.

Regional Growth Center

Area: up to 1-1/2 square miles in size;

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 2,000 employees;

Population: a minimum of seven households per gross acre; and

Transit: serve as a focal point for regional and local transit services.

Countywide Center

Area: up to one square mile in size;

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 1,000 employees;

Population: a minimum of 6 households per gross acre; and

Transit: serve as a focal point for local transit services.

Manufacturing / Industrial Center

Capital Facilities: served by sanitary sewers;

Employment: a minimum of 7,500 jobs and/or 2,000 truck trips per day; and

Transportation: within one mile of a state or federal highway or national rail line.

The minimum criteria report and statement shall be reviewed by the Growth Management Coordinating Committee (GMCC) for consistency with Countywide Planning Policies, the Transportation Coordination Committee for consistency with transportation improvements plans of WSDOT, and with Pierce Transit's comprehensive plan. The coordinating committees shall provide joint recommendation to the PCRC.

Once included in the Countywide Planning Policies, the jurisdiction where a center is located may go on to seek regional designation of the center from the Puget Sound Regional Council (PSRC) in accordance with its established criteria and process.

In order to be designated a Regional Growth Center the center should meet the regional criteria and requirements including those in VISION 2040, the regional growth, economic and transportation strategy as may be amended and designated by the Puget Sound Regional Council.

After county-level designation occurs within the Countywide Planning Policies and until regional-level designation by the PSRC occurs the center shall be considered a "candidate" Regional Growth Center.

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

candidate regional centers have been included into the Countywide Planning Policies. of the candidate centers is a Regional Growth Center and candidate centers are Manufacturing/Industrial Centers.

Candidate Regional Centers

South Tacoma – Candidate Industrial/Manufacturing Center

(Note there are three separate interlocal agreements that propose the designation of candidate regional centers. Once these proposals have been ratified, the appropriate language shall replace the blank spaces as depicted as "().")

Exhibit D

INTERLOCAL AGREEMENT

**AMENDMENTS TO THE PIERCE COUNTY
COUNTYWIDE PLANNING POLICIES**

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

BACKGROUND:

- A. The Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County. The organization is charged with responsibilities, including: serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (Chapter 36.70A RCW) and the Regional Transportation Planning Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions regarding the development and modification of the Countywide Planning Policies.
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(Name of City/Town/County)

BY: _____
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DATE: _____

Approved:

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Approved as to Form:

BY: _____
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(Pierce County Executive)

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Attachment

Proposed Amendment
to the
Pierce County Countywide Planning
to
Incorporate A New Candidate Regional Center

Pierce County Countywide Planning Policies. The "clean" language below assumes the proposed VISION 2040 Consistency amendments are ratified.

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2 **Centers**
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5 hubs of transit and transportation systems. Centers and connecting corridors are integral to creating
6 compact urban development that conserves resources and creates additional transportation, housing,
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24 Centers, and other centers that may be designated through countywide processes or locally.
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Employment: a minimum of 2,000 employees;

Population: a minimum of seven households per gross acre; and

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Capital Facilities: served by sanitary sewers;

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Population: a minimum of 6 households per gross acre; and

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Candidate Regional Centers

University Place – Candidate Regional Growth Center

(Note there are three separate interlocal agreements that propose the designation of candidate regional centers. Once these proposals have been ratified, the appropriate language shall replace the blank spaces as depicted as "()".)

[Public Works & Utilities](#) >> [Surface Water Management](#) >> [Water Quality & Watershed Services](#) >> [Rivers Flood Hazard Management Plan](#) >> [About the Plan](#)

Flood Hazard Management Plan - About the Plan



*Puyallup River
Levee Damage -
Nov 2008 - Click
Picture to Enlarge*

About the Flood Hazard Management Plan

What is the Pierce County Rivers Flood Hazard Management Plan?

This plan is a tool for shaping how flooding in our major rivers will be managed in the future. The policies, programs and projects recommended by the plan will be designed to address goals and objectives related to public safety, property losses, cost efficiencies and fish and wildlife habitat.

- [Home](#)
- [Learn More About the Plan](#)
- [Advisory Committee](#)
- [Public Meetings](#)
- [Links and Additional Info](#)
- [Contact Us](#)

How will the plan be developed?

To ensure that the final plan will achieve its goals in a technically sound and feasible way, the plan will be developed collaboratively by Pierce County staff and a stakeholder advisory committee, with significant public input. All interested Pierce County citizens are invited to get involved in this process.

What rivers will be included in the plan?

The Flood Hazard Management Plan will focus on the main stems of major rivers in Pierce County, including:

- **Puyallup River** from the mouth to Commencement Bay (River Mile 28.9)
- **White River** from the Puyallup River to the Muckleshoot Indian Reservation (River Mile 8.8) and also near Greenwater
- **Carbon River** from the Puyallup River to Alward Road (River Mile 6.8)
- **Nisqually River** near McKenna and Ashford
- Lower reaches of other large rivers and streams with historical peak stream flows over 5,000 cubic feet per second (cfs): **Greenwater River, Mashel River, and South Prairie Creek**

The [planning area](#) includes unincorporated Pierce County, as well as parts of the cities of Tacoma, Fife, Pacific, Puyallup, Sumner and Orting.

Why are we doing this plan now?

Since the Puyallup River Basin Comprehensive Flood Control Plan was completed in 1991, we have experienced a number of major storm events that have caused extensive flood damage and channel migration hazards. Along with federal regulatory changes and interest generated by groups such as the [Puyallup River Executive Task Force](#) and the [Channel Migration Zone Citizen Advisory Committee](#), there is a need to take action to address flooding and channel migration zone concerns.

When will the flood plan be completed?

The draft plan is expected to be completed in Fall 2011 and delivered to the Pierce County Council in early 2012.

Draft Plan Documents

All of the documents below are in draft form. The goals and objectives, guiding principles, policies and problem prioritization criteria have been agreed on by the Flood Plan Advisory Committee.

- [Goals and Objectives](#)
- [Guiding Principles](#)
- [River Reach Management Strategies \(Levels of Protection\)](#)
- [Flood Plan Policies](#)

- [Flood Hazard Problem Inventory](#)
- [Problem Prioritization Criteria](#)
- [Project Prioritization Criteria](#)
- [Overview of Programmatic Recommendations](#)
- [Programmatic Recommendations \(Overview\)](#)
- [Programmatic Recommendations \(Full Text\)](#)

Draft Flood Plan Maps

- [Plan Area Overview](#)
- [Upper White River/Greenwater River](#)
- [Lower Puyallup River](#)
- [Mashel River](#)
- [Middle Puyallup River](#)
- [Nisqually River at McKenna](#)
- [Nisqually River at Ashford](#)
- [South Prairie River](#)
- [Upper Puyallup River](#)
- [Lower White River](#)

Draft Capital Improvement Project (CIP) Information

- [Agenda for CIP Workshop April 28th](#)
- [Flood Plan CIP Summary Overview](#)
- [Map of Draft Capital Improvement Projects](#)
- [Lower Puyallup River Projects](#)
- [Middle Puyallup River Projects](#)
- [Upper Puyallup River Projects](#)
- [White River Projects](#)
- [Carbon River Projects](#)
- [Nisqually River Projects](#)
- [Mashel River Projects](#)
- [South Prairie Creek Projects](#)

**No flood hazard projects are currently proposed for the Greenwater River*

EIS (Environmental Impact Statement) Documents

The potential environmental impacts of the actions proposed in the plan are being evaluated through an Environmental Impact Statement, or EIS. Public comment will be invited on the draft EIS in Fall 2011.

- [Determination of Significance and Scoping Notice](#)
- [Description of Alternatives for EIS](#)

More Information

- [Flood Plan newsletter issue 1](#)
- [Flood Plan newsletter issue 2](#)
- [Flood Plan newsletter issue 3](#)
- [Flood Hazard Management Plan Fact Sheet](#)

Frequently asked questions about the proposed Flood Control Zone District

September 2011



Why does Pierce County want to form a Flood Control Zone District (FCZD)?

Vital transportation infrastructure is at risk from flood damage. Interstate 5 and Highways 167 and 410 are at risk of closure from flooding. The economic impact of recent similar closures in Lewis County exceeded \$10 million per day.

Three major wastewater treatment plants serving over 200,000 people are at risk of damage from flooding. Loss of a treatment plant, even temporarily, can expose Commencement Bay and Puget Sound to millions of gallons of untreated sewage. The environmental devastation caused by a damaged treatment plant would be immense.

Our river levees do not meet federal standards for flood protection. More than \$300 million in priority repairs and upgrades are needed on flood levee and bank stabilization projects countywide. Pierce County wants to ensure sufficient funding to address

the maintenance, repair, and reconstruction of our region's critical flood protection facilities.

If established, a Pierce County Flood Control Zone District (FCZD) would be a special-purpose government to fund flood-protection projects and programs in Pierce County. Many of the flood protection facilities in Pierce County were built in the early 1920s or before. They were not built to current standards and many are now reaching the end of useful life. Pierce County's flood-protection infrastructure must be strengthened to protect lives, homes, and businesses. Floods pose significant risk to public safety and health, regionally-important economic centers, and transportation corridors.

Who is in charge of a FCZD?

State law identifies the county council as the governing Board of Supervisors of the district. The Board of Supervisors provides policy direction for the District activities and selects flood projects to be funded. Through interlocal agreements, the Public Works and Utilities department could design and build the approved projects. State law identifies the County Engineer as the administrator of the district.

Existing county staff would do as much of the work as possible so that district revenue can be used for projects and programs, minimizing administration costs.

Why now? Why not wait?

We cannot afford to wait. Storms hitting the nation and the region in the last five years have been catastrophic. The 2006 and 2009 floods in Pierce County caused tens of millions of dollars in property damage. With forecasts of more extreme weather, we could suffer a serious flood every two or three years and that flooding could grow worse. Flooding in Pierce County affects every resident. Floods disrupt jobs, shopping, health care, schools, recreational activities and emergency response throughout the region. Damage to major wastewater treatment plants along rivers can pose serious health risks to people and Puget Sound.

A major flood's impact lingers when roads, bridges or utility lines are damaged—affecting everything from grocery distribution to aircraft assembly plant operations. Employees and customers of major economic centers—such as the Port of Tacoma and Joint Base Lewis McChord—rely on the transportation network. Floods threaten lives, property, major transportation corridors, communities and regional economic centers

Pierce County must be ready to use funds that become available on short notice. In the Chehalis area, \$20 million of state funding was not used because there was no consensus on flood control priorities and no countywide organization authorized to use the funds.

How often has Pierce County experienced flooding disasters?

Since 1990, Pierce County has experienced a federally-declared flood disaster nine times. According to University of Washington scientists, climate change is projected to increase the frequency of flooding in most western Washington river basins. Future floods are expected to exceed the protective abilities of our existing flood facilities.

Pierce County has 11 significant floodplains along the Puyallup, White, Carbon, Nisqually, Greenwater, and Mashel rivers, and South Prairie Creek. The

floodplains range from the very urban nine miles along the lower Puyallup River to the rural Nisqually River between Elbe and Ashford. Many of the levees along these rivers were built more than 80 years ago by farmers to protect their fields. Now, these aging levees protect major business centers, residences, and critical public facilities such as roads, bridges, and sewer treatment plants.

How does flooding affect me?

It has been estimated that a major flood in Pierce County could generate flood-related losses in excess of \$725 million. As the regional service provider, Pierce County government has taken the lead in identifying options and alternatives to address regional flooding risks. Pierce County contracted with ENTRIX, Inc., a consulting firm specializing in environmental risk management, to analyze the economic and social impacts of a major flood event to the region. What they found:

PIERCE COUNTY ECONOMY

- 11,868 jobs at businesses located within the 100-year floodplain
- Estimated range of lost economic output: \$12.6–\$46.2 million
- Estimated range of personal property losses: \$199.1–\$520.8 million

TRANSPORTATION

Delays caused by road and rail closures are estimated to cost \$12.6–\$19.3 million. People and businesses countywide rely on these transportation routes. In the event of a 100-year flood, road and rail closures would include:

- Interstate 5
- State Route 509
- State Route 410
- Pacific Highway/State Route 99
- Amtrak, BNSF, and UP railways

Flooding compromises the ability of the Port of Tacoma to compete for discretionary cargo if the Port's clientele is concerned about delays in the transportation chain due to flooding.

- The Port of Tacoma's trade volume averages \$98.6 million/day
- Recreation, Mt. Rainier, and Crystal Mountain

- Mt. Rainier National Park would experience closure due to channel migration for 2 to 6 months
- Economic impact of closing Mt. Rainier: \$0.5–\$9.6 million total output
- Jobs impacted by closing Mt. Rainier: 70–550 jobs
- Crystal Mountain would experience daily closures costing \$0.1 million average daily output

HEALTH AND SAFETY

- 21,193 individuals living in the floodplain
- 9,340 homes located in the floodplain
- Three wastewater treatment plants located in the floodplain that could spill into Puget Sound if flooded. Regional impacts of spilled sewage affect Puget Sound
 - ♦ Spill raw or partially treated sewage
 - ♦ Require two weeks to six months to return plants to full secondary treatment and disinfection
 - ♦ Disrupt businesses and homes served in the cities of Puyallup (37,000 people served), Tacoma (154,000 people served), Sumner and Bonney Lake (25,000 people served)
 - ♦ Result in repair costs of \$3–\$120 million

What projects and programs will the FCZD fund?

When formed, the Flood Control Zone District must adopt by resolution those flood control or storm water control improvements that it will fund. The identified projects must be part of a comprehensive plan for flood control for that stream or watercourse. The plan must be submitted to the State Department of Ecology before beginning the flood control project. The Flood Control Zone District has the option of adopting the Pierce County Flood Hazard Management Plan as the required plan.

What are typical FCZD projects?

The projects range in scope from maintaining existing levees to constructing new flood reduction structures. Projects can also include non-structural solutions such as buying flood-prone properties or drafting model land use regulations that keep people and structures out of flood danger areas.

Projects could include:

- Flood hazard reduction projects with the greatest regional significance

- Regional flood warning and emergency response
- Flood facility maintenance
- Public education and outreach
- Mapping and technical studies
- Mechanisms for citizen inquiry and public response

How would the FCZD develop and implement programs and projects?

While the Board of Supervisors would function as the primary governing body for the district, several committees and project partners may also offer input. While the District would be an independent agency, the County Council and Executive are committed to establishing an efficient, project-oriented organization. Existing organizations and resources will be used wherever possible. The FCZD will not duplicate existing government services. In addition,

- An advisory committee will be set up to help decide which projects get funded first. An important future decision will be deciding the best way to involve local jurisdictions, tribes, and stakeholders as advisors to the district's program and future capital projects.
- The Flood Control Zone District may also partner with a wide range of external entities—from state and federal agencies such as the U.S. Army Corps of Engineers and the Federal Emergency Management Agency (FEMA) to local governments, watershed groups and tribal governments.

The Public Works and Utilities department could carry out approved flood protection projects and programs under contract with the Flood Control Zone District.

How would FCZD projects and programs be funded?

Right now, no funding decisions have been made, because the District has not been formed. State law authorizes a District to collect a property tax or a parcel fee.

The funds would be used for projects that reduce flood risks to people and property in Pierce County. This includes building structures that minimize floods risks and helping business and employees stay operational when a flood occurs.

State law allows flood control zone districts to not only levy a tax or a fee to build flood control projects, but also to maintain and operate flood control infrastructure. The County Council and Executive are considering an approach that unites Pierce County with one rate for all property owners.

Initial thoughts are to set a rate no higher than 10 cents per \$1,000 assessed value even though State law allows a higher threshold. This amounts to \$21.50 per year on a \$215,000 home. This local funding will leverage state and federal matching funds when grant programs require local match.

Because major floods affect the entire region, the proposed flood control zone district includes the entire county—both unincorporated areas and the cities within the county. Some cities have requested that the county recognize that areas of the County benefit more from the formation of a FCZD and that this should be considered during the legislative process.

The same State law that allows the formation of a FCZD requires that any funds collected by the district only be spent on specific flood-related actions. It cannot be used for other government purposes.

The Board of Supervisors would vote annually on a revenue proposal for flood risk reduction projects and programs. They have the authority to eliminate or adjust the amount of the taxes or fees as circumstances change.

If there is a tax, why isn't it charged only to people who live in floodplains?

Although people who have homes or businesses in the floodplain are at a more immediate risk, flooding affects the entire regional economy. Approximately 21,000 people live in the floodplain areas of our river and another 12,000 work within it. On average, 205,000 vehicles a day travel transportation corridors that are at risk of flooding. Wastewater treatment for over 200,000 residents occurs in the affected floodplains.

If Interstate 5 is at risk, why doesn't the state fund levee repairs?

The Washington State Department of Transportation is participating in funding the study effort. In

addition, the state legislature has authorized local governments to collect funds and handle flood hazards locally through the creation of flood control zone districts. The state has funded flood control projects in King County and Lewis County when state significant infrastructure is at risk.

What Happens If We Don't Create a FCZD?

The Flood Control Zone District would focus on reducing flood hazards to people and property. Even if your home or business is not in the flood zone, major economic centers are (e.g. I-5, River Road, Pacific Highway, the Port area). If these areas are affected by flooding, the local and regional economy would be severely strained.

Flood events have caused significant damage to Pierce County. Recent flood events caused closures of I-5 in Chehalis and near-closures of I-5 in Fife. Those risks greatly affect business, transportation, and quality of life in our communities. A new district would focus on addressing flood risks to prevent damages to our economy and property.

When will these decisions be made?

Pierce County is reaching out to local jurisdictions and stakeholders throughout 2011 to discuss the District and respond to questions and concerns. Pierce County is also conducting a State Environmental Policy Act (SEPA) review of this decision.

Tentative plans are to introduce a District formation ordinance in early 2012, including a public hearing process. The Boundary Review Board will then have the opportunity to review the proposal. Once all reviews have been completed, the county council can act to form the District and the District could begin planning.

More information:

Visit the website at www.piercecountywa.org/fczd, or contact Brian Ziegler, Director of Public Works and Utilities at 253-798-7250.



Pierce County

Pierce County Rivers Flood Hazard Management Plan
Capital Improvement Projects Overview

This list of capital improvement projects (CIPs) is intended as a general overview of the projects proposed for inclusion in the Pierce County Rivers Flood Hazard Management Plan. In most cases, multiple project options were considered. When the initial analysis of project costs and benefits led to selection of one option, the project option is listed as a "preferred option." When additional analysis is needed to distinguish between two or more project options, all are listed as "multiple options." Cost estimates are for capital expenditures only and are preliminary, based on 2010 costs at planning level design (~15%). Please note that estimates do not include maintenance and repair activities and other operational costs. Unless otherwise noted, all project analysis was completed by multi-disciplinary teams of Pierce County staff, which included engineers, biologists and environmental leads. All project information is subject to change upon further analysis.

More information about corresponding problems can be found in the Pierce County Rivers Flood Hazard Management Plan Problem Identification Inventory. Problems are coded according to type: levee/revetment overtopping or breaching (LROB); tributary backwater flooding (TBF); public safety/emergency rescue (PS); channel migration (CM); flooding of structures and infrastructure (FSI); sediment/gravel bar accumulation (SGBA).

CIP#	Project Name/Location	Corresponding Problem(s)
Lower Puyallup		
LP1	Tacoma Wastewater Treatment Plant Flood Wall <ul style="list-style-type: none"> • Left bank (RM 2.9-3.1) • Initial evaluation complete (URS) • Preferred option: Construct flood wall • Estimated cost: \$2,000,000 	LROB#1, FSI#1
LP2	North Levee Road Setback Levee <ul style="list-style-type: none"> • Right bank (RM 2.8-8.15) • Initial evaluation complete (URS) • Preferred option: Construct setback levee landward of N. Levee Road • Estimated cost: \$45,000,000-\$65,000,000 	LROB#2, SGBA#1/2/3, Many Tier 2 problems
LP3	Clear Creek Acquisition/Levee <ul style="list-style-type: none"> • Left bank (RM 2.9 and backwater area) • Initial evaluation complete • Preferred option: Acquire floodplain properties and construct levee along Clarks Creek • Estimated cost: \$36,000,000-\$55,000,000 + 	TBF#2, PS#1, FSI#5
LP4	Oxbow Lake Flooding/Sewer Lift Station Protection <ul style="list-style-type: none"> • Right bank (RM 5.0 and backwater area) • Initial evaluation complete • Preferred option: Construct flood wall/berm around sewer lift station • Estimated cost: \$410,000 	PS#2, TBF#4
LP5	Puyallup Wastewater Treatment Plant Flood Wall <ul style="list-style-type: none"> • Left bank (RM 6.8-6.9) • Initial evaluation complete (URS) • One solution proposed: Construct flood wall • Estimated cost: \$2,500,000-\$3,500,000 	FSI#9
LP6	Tiffany's Skate Inn/Riverwalk Flood Wall <ul style="list-style-type: none"> • Left bank (RM 8.1-8.6) • Initial evaluation complete • Preferred option: Construct flood wall • Estimated cost: \$4,500,000 	LROB#6, FSI#11/12



LP7	Flashcube Building Flood Wall <ul style="list-style-type: none"> • Left bank (RM 9.1-9.25) • Initial evaluation complete • Preferred option: Construct flood wall • Adjacent RV site: Evacuation plan • Estimated cost: \$160,000 	LROB#8, FSI#13
LP8/9	Rite Aid/Deer Creek Flood Protection <ul style="list-style-type: none"> • Left bank (RM 9.3-9.5) • Initial evaluation complete • Preferred option: Temporary flood proofing by property owners, possible City of Puyallup localized flooding solution • Estimated cost: \$0 	LROB#10, TBF#7
LP10	Clarks Creek Backwater Flood Protection <ul style="list-style-type: none"> • Left bank (RM 5.8) • Initial evaluation in progress • Preferred option: No action • Estimated cost: \$0 	TBF#3
LP11	Linden Golf Course Floodplain Reconnection <ul style="list-style-type: none"> • Left bank (RM 9.8-10.3) • Initial evaluation complete • Preferred option: No action. <i>*City of Puyallup may pursue levee breaches or other actions at this location as salmon habitat restoration.</i> • Estimated cost: \$0 	LRBO#9

Middle Puyallup

MP1	Sumner Wastewater Treatment Plant Flood Wall <ul style="list-style-type: none"> • Right bank (RM 10.4-10.6) • Evaluation complete (City of Sumner/URS) • Preferred option: Construct flood wall • Estimated cost: \$1,200,000 	LROB#12/FSI# 15
MP2	Rainier Manor/Riverwalk/Rivergrove Flood Wall and Levee <ul style="list-style-type: none"> • Right bank (RM 10.6-11.8) • Initial evaluation complete • Preferred option: Construct flood wall/berm • Estimated cost: \$11,000,000 	LROB#13, FSI#16
MP3	Boyman Hilton Mobile Home Park Flood Protection <ul style="list-style-type: none"> • Left bank (RM 13.0-13.4) • Initial evaluation complete • Preferred option: No action • Estimated cost: \$0 	LROB#16
MP4	McCutcheon Road & 96th Street E. Road Barricade <ul style="list-style-type: none"> • Right bank (RM 14.2-14.9) • Initial evaluation complete • Preferred option: Close road with immovable barricade during flood events and conduct post-flood repair • Estimated cost: \$50,000 	LROB#17, PS#5, FSI#20
MP5	McCutcheon Road & 128th Street E. Levee Setback <ul style="list-style-type: none"> • Left and right bank (RM 16.7-17.4) • Evaluation complete • Preferred option: Construct setback levees on both banks • Estimated cost: \$12,500,000 (per 2008 Levee Setback Feasibility Analysis) 	PS#6, LROB#21

MP6	Riverside Drive Flood Protection <ul style="list-style-type: none"> • Right bank (RM 12.4-12.8) • Initial evaluation complete • Preferred option: No Action • Estimated cost: \$0 	LROB#14, FSI#18, Site 6
MP7 - Early Action	116th Street E. Point Bar Gravel Removal <ul style="list-style-type: none"> • Left bank (RM 15.8-16.0) • Initial evaluation complete • Preferred option: Removal of 13,700 CY gravel • Estimated cost: \$220,000 	LROB#19, downstream sediment deposition

Upper Puyallup

UPI	Calistoga Setback Levee <ul style="list-style-type: none"> • Right bank (RM 20.0-21.3) • Evaluation complete (City of Orting) • Preferred option: Construct setback levee • Estimated cost: \$8,000,000-\$12,000,000 	LROB#25, Sites 17/18
UP2 - Early Action	Puyallup River/Orville Road Revetment and Riparian Habitat Restoration <ul style="list-style-type: none"> • Left bank (RM 26.7-27.1) • Design in progress (Pierce County, Entrix) • Preferred option: Construct revetment and install engineered log jams • Estimated cost: \$3,700,000 	CM#5
UP3/4	Orville Road Channel Migration Protection <ul style="list-style-type: none"> • Left bank (RM 26.3-28.6) • Evaluation in progress (Pierce County, Entrix) • Multiple options: Acquire floodplain properties, relocate Orville Road, construct setback revetment (<i>*Project to be completed in multiple phases</i>) • Estimated cost: \$17,300,000-\$38,000,000 	CM#4-6, 8
UP5	Neadham Road Flooding/Channel Migration Protection <ul style="list-style-type: none"> • Right bank (RM 25.3-27.0) • Evaluation in progress • Preferred options: Construct levee and engineered log jams (phase 1); acquire floodplain properties and abandon roadway (phase 2) (<i>*Project to be completed in multiple phases</i>) • Estimated cost: \$8,100,000 	CM#3, PS#7, TBF#10
UP6 - Early Action	Ford Levee Setback Reach Gravel Removal <ul style="list-style-type: none"> • Right bank (RM 24.0-24.4) • Initial evaluation complete • Preferred option: Remove 36,000 CY gravel and construct up to 12 engineered log jams • Estimated cost: \$900,000 	SGBA#9

Lower White

LW1	State Street Flood Wall <ul style="list-style-type: none"> • Left bank (RM 0.2-0.3) • Initial evaluation complete • Preferred option: Construct flood wall • Estimated cost: \$2,000,000 	FSI#27
LW2	Butte Avenue Levee/Berm <ul style="list-style-type: none"> • Right bank (RM 4.9-5.5) • Evaluation in progress • Preferred option: to be determined • Estimated cost: \$1,700,000 	LROB#31



LW5	Lower White River Flood Protection <ul style="list-style-type: none"> • Right and/or left bank (RM 1.8-4.9) • Evaluation in progress (Pierce County, Sumner) • Multiple options: Acquire floodplain properties, construct new levees, construct setback levees, and/or construct setback revetments (<i>*Project to be completed in multiple phases</i>) • Estimated cost: TBD 	LROB#27-30, FSI#28-29
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Upper White

UW1	SR-410/White River ELJ Construction and Road Elevation <ul style="list-style-type: none"> • Right bank (RM 43.5-43.8) • Project design complete (WSDOT) • Preferred option: Elevate roadway and construct engineered log jams, crib bench structure, or combination • Estimated cost: \$10,000,000 	PS#9
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Greenwater

None

Carbon

C1	Carbon Levee Bank Stabilization/Flow Deflection and Coplar Creek Backwater Improvements <ul style="list-style-type: none"> • Left bank (RM 3.2-4.9) • Evaluation in progress (Pierce County, Entrix) • Multiple options: Construct engineered log jams, construct box culvert for Coplar Creek • Estimated cost: \$2,700,000 	LROB#34, TBF#16
C2	Alward Road Floodplain Acquisition and Setback Levee <ul style="list-style-type: none"> • Left bank (RM 6.4-8.3) • Initial evaluation complete • Preferred option: Acquire floodplain properties and construct setback levee • Estimated cost: \$26,500,000 	LROB#39, PS#10, Site 26
C3	Upper Carbon/Fairfax Road Bank Stabilization <ul style="list-style-type: none"> • Left bank (RM 22.4-24.0) (previously 21.7-23.0) • Initial evaluation complete • Preferred option: Construct engineered log jams at two locations • Estimated cost: \$1,500,000 	CM#14
C4	Carbon Confluence Setback Levee <ul style="list-style-type: none"> • Left bank (RM 0-0.4) • Initial evaluation complete • Preferred option: Construct setback levee • Estimated cost: \$5,300,000 	LROB#32
C6	Alward Road Floodplain Acquisition <ul style="list-style-type: none"> • Left bank (RM 6.0-6.4) • Initial evaluation complete • Preferred option: Acquire flood prone properties • Estimated cost: \$1,200,000 	LROB#36

South Prairie

SP2	South Prairie Floodplain Acquisition <ul style="list-style-type: none"> • Right bank (RM 1.6-3.5) • Initial evaluation complete • Preferred option: Acquire floodplain properties (four parcels identified) • Estimated cost: \$570,000 	PS#11
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- SP4 South Prairie Fire Station Flood Protection FSI#42.2
- Left bank (RM 6.0)
 - Initial evaluation complete
 - Preferred option: Extend existing flood berm and install backflow prevention valve
 - Estimated cost: \$27,000

Middle Nisqually

- MN1 McKenna Area Floodplain Acquisition PS#12, FSI#43
- Right bank (RM 21.6-22.0)
 - Initial evaluation complete
 - Preferred option: Elevate existing residential structures and selectively acquire flood prone properties
 - Estimated cost: \$10,900,000

- MN2 SR-507 Bridge and Approach Protection/Bank Stabilization FSI#44
- Right bank (RM 21.9)
 - Evaluation completed by WSDOT
 - Preferred option: No action; monitor bridge and bank for scour or erosion; repair/maintain as needed
 - Estimated capital cost: \$0; repair costs as required

Upper Nisqually

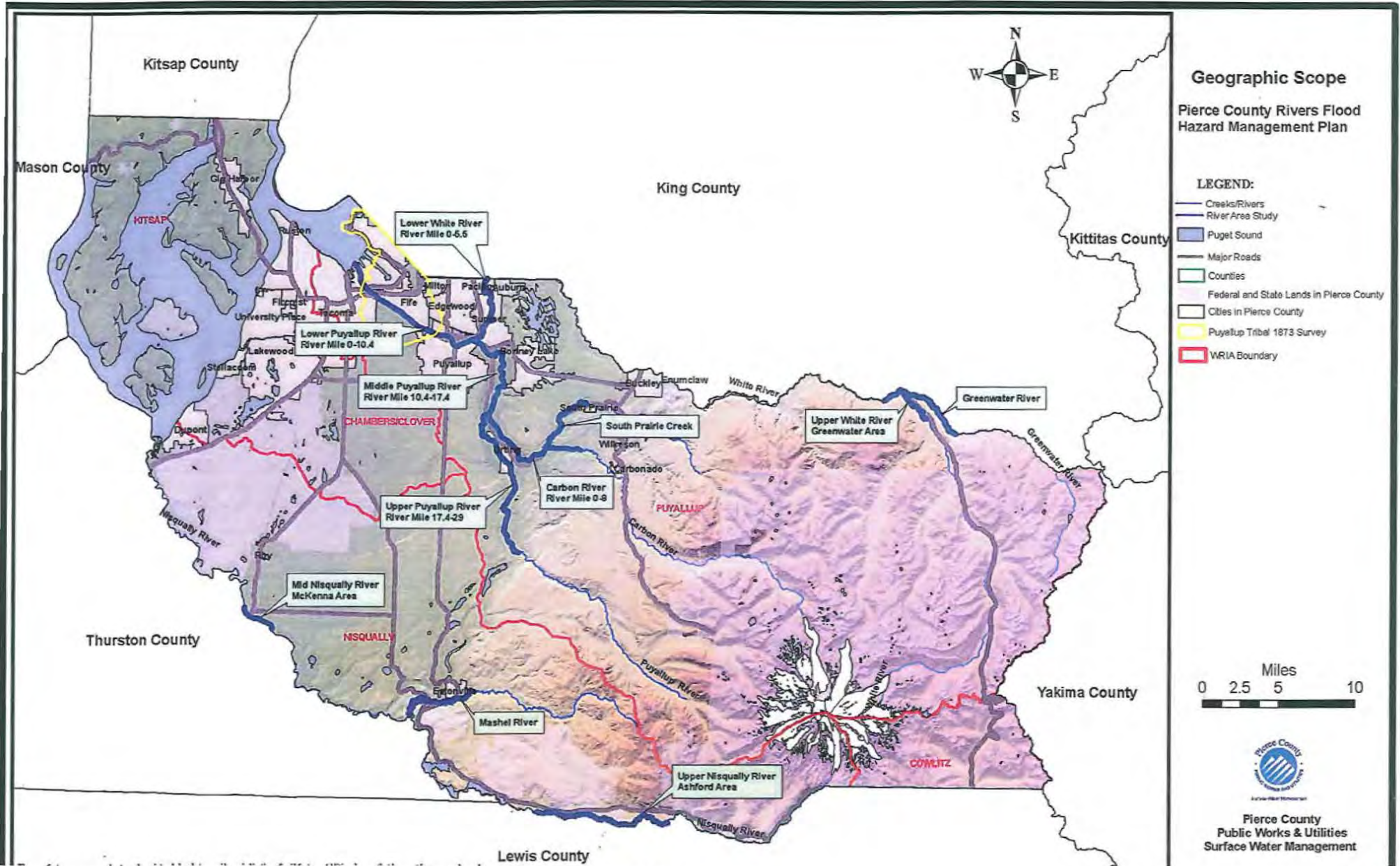
- UN1 - Early Action Upper Nisqually/Mt. Rainier National Park Revetment Retrofit/BJs CM#21
- Right bank (RM 64.9-65.3)
 - Design in progress
 - Preferred option: Construct engineered log jams adjacent to existing levee
 - Estimated cost: \$2,500,000-\$3,500,000

- UN2 Kernahan Bridge Abutment Protection CM#19, FSI#46
- Right bank (RM 61.7)
 - Initial evaluation complete
 - Preferred option: No action; conduct post-flood repair
 - Estimated cost: \$0; repair costs as required

- UN3 Nisqually Park Levee Protection CM#21
- Right bank (RM 64.3-64.9)
 - Initial evaluation complete
 - Preferred option: Construct engineered log jams adjacent to existing levee
 - Estimated cost: \$2,000,000-\$4,000,000

Mashel

- M1 SR-161 Mashel River Bridge Scour and Slope Repair CM#22
- Left bank (RM 5.2-5.3) and right bank (RM 5.5)
 - Project Design Complete (WSDOT)
 - Preferred option: Construct bank roughening log structures (BRLS), with grading on top and riparian plantings
 - Estimated cost: \$2,000,000-\$2,500,000



Geographic Scope
 Pierce County Rivers Flood Hazard Management Plan


- LEGEND:**
- Creeks/Rivers
 - River Area Study
 - Puget Sound
 - Major Roads
 - Counties
 - Federal and State Lands in Pierce County
 - Cities in Pierce County
 - Puyallup Tribal 1873 Survey
 - WRIA Boundary



Pierce County
 Public Works & Utilities
 Surface Water Management

11/16/2011


**PIERCE COUNTY
FLOOD CONTROL
ZONE DISTRICT**



Harold Smelt, PE, Pierce County SWM Manager

November 17th, 2011 City of Gig Harbor

Flood Plan – Purpose




Update of the 1991 "Flood Control" Plan

"Identify and recommend regional policies, programs, and projects that reduce risks to public health and safety, reduce public and private property damage from major-river flooding and channel migration, reduce maintenance costs, and improve aquatic habitat conditions, while protecting and maintaining the regional economy..."

Pierce County Flood Control District 2

Economic Impacts and Flood Losses



Pierce County faces threat of significant impacts, with potential **total flood related losses in excess of \$725 million**


- Health and Safety (in Floodplain)
 - Population 21,193
 - Jobs (in floodplain and with ripple effect) 11,868/17,596
 - Homes 9,340
 - People served by 3 wastewater treatment plants 216,000
 - Raw sewage discharged to floodwater and rivers
 - 1 week to 4 months to restore primary/secondary treatment



Pierce County Flood Control Zone District 3

FCZD – What has been done so far?

- Ordinance 2011-8
 - Repealed 2010-16s
 - Dissolved the FCZD created in 2010
 - Requested the completion of a SEPA review for “a flood control zone district encompassing the entirety of Pierce County”



Pierce County Flood Control Zone District 10

FCZD – What is happening now?

- Public Outreach and Involvement
 - Cities and towns
 - Municipal jurisdictions and affected agencies
- SEPA Review
- Drafting ordinance for formation of new district
- Scoping potential projects and revenue needs

Pierce County Flood Control Zone District 11

What we've heard...

- Don't create a lot of new “overhead”
- Improve the public process
- Define the role of the cities
- Give us a better idea of the “whole package”
- Look into revenue subzones

Pierce County Flood Control Zone District 12

11/16/2011


“Overhead”



• The County Council and Executive are committed to an efficient, project oriented organization. Existing organizations and resources will be used wherever possible. The FCZD will not duplicate existing government services.

Pierce County Flood Control Zone District 13


Process



• The County Council and Executive are committed to a restart of FCZD establishment that will engage citizens and jurisdictions. The County Council will have to make final decisions, but they will do so with substantial input.

Pierce County Flood Control Zone District 14

Role of Cities



• State law allows the County Council, acting as the FCZD Board, to appoint up to fifteen representatives of affected jurisdictions and stakeholders to provide advice and technical assistance to board decisions .

Pierce County Flood Control Zone District 15

11/16/2011

Scope of the Proposal

- Assessment not to exceed 10 cents per thousand dollar of assessed value
- Approximately \$8.5M annually based on a Countywide assessment
 - \$500K – Corps General Investigation local match
 - \$3M – Maintenance and Operation of levee system
 - \$5M – Capital Improvement Program

Pierce County Flood Control Zone District 16

Subzones

- Subzones along watersheds are allowed by state law

Pierce County Flood Control Zone District 17

Possible Opportunity Fund Projects

- Stormwater design, storm pipes, installation, property acquisition
- Lake, pond, and creek stormwater controls
- Ravine stabilization erosion control
- Water quality
- Sediment management
- Shoreline Master Program technical studies

Pierce County Flood Control Zone District 18

11/16/2011

Pierce County Flood District Formation Timeline

2011 – 2013 Formation Steps	
Summer 2011	Outreach to Cities and Towns SEPA Process
Fall 2011	Draft New Formation Ordinance with Findings from Outreach
Winter 2011	Possible County Council Action on New Formation Ordinance
Winter 2012	Boundary Review Board Process District Formation and Appointment of Advisory Committee
Spring 2012	Possible Approval of Comprehensive Flood Control Plan Revenue and Project Options
Summer 2012	Notification to County Assessor of Possible Revenue Options
Fall 2012	Board of Supervisors Action on Revenue and Budget
2013	Revenue Collection and Project Implementation Begins

Websites: www.piercecountywa.org/floodplan
and www.piercecountywa.org/fczd



QUESTIONS?

Brian Ziegler, PE
(253) 798-7250 or brian.ziegler@co.pierce.wa.us

November 17th, 2011

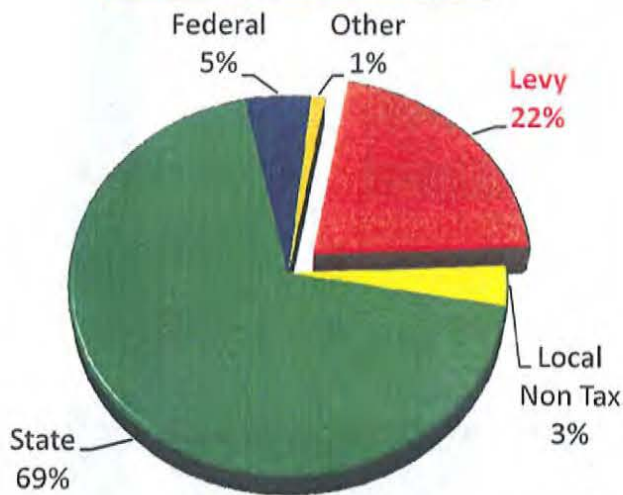
City of Gig Harbor

Replacement Educational Programs and Operations Levy Facts

On Tuesday, February 14, 2012, residents of the Peninsula School District will be asked to vote on a replacement levy. Please take a moment to review this information to learn more about our levy.

- This replacement levy renews an expiring three-year levy approved by voters in February 2009.
- A task force of the school board, district staff and community members developed this levy.
- This levy incorporates the State's allowed authority for a levy cap at 28.9% for PSD.
- The task force prioritized additions for technology, capital projects, teachers and support staff.

Sources of Funds



Over 20% of the District's General Fund 2011-12 budget comes from the Levy!

Voters are asked to approve the following levy collections in each of the next four years.

Year	Amount
2013	\$19,959,160
2014	\$21,140,463
2015	\$22,569,083
2016	\$23,321,982

Projected Rates per \$1,000 Assessed Value:
2013 - \$2.14, 2014 - \$2.27, 2015 - \$2.38, 2016 - \$2.34

The Replacement Levy pays for

- Nearly **20%** of salaries and benefits of all certificated staff, including teachers, counselors, specialists, etc.
- **40%** of salaries and benefits of all classified staff including paraeducators, clerical, and custodial support.
- The **increase** from half-day to four-day kindergarten.
- **85%** of all technology staff and equipment.
- **100%** of all capital maintenance projects district-wide.
- Over **80%** of co-curricular and athletic costs (everything except pay-to-play fees).
- **100%** of Health Technicians at every school.
- **And supplements funding for:**
 - School security and emergency preparedness
 - Textbooks and instructional materials
 - Building allocations for supplies and materials
 - Professional development for all staff
 - Equipment replacement, including buses

AND MORE

For additional information call (253) 530-1001
or e-mail to levy@psd401.net

Current Levy

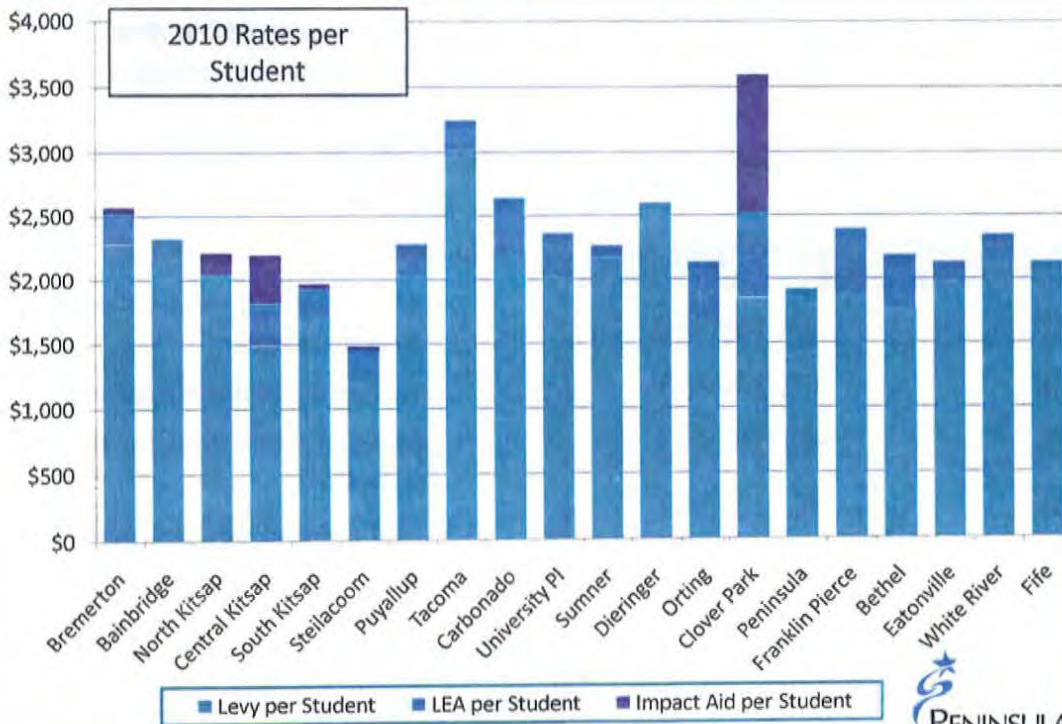
	Levy	CP Levy	Bond	Total
Carbonado	\$5.51	\$0.14	\$1.99	\$7.64
Orting	\$3.59		\$3.08	\$6.67
University Place	\$3.85	\$0.12	\$2.63	\$6.60
Tacoma	\$4.08	\$0.79	\$1.51	\$6.38
White River	\$3.40		\$2.51	\$5.92
Bethel	\$3.46		\$2.04	\$5.49
Franklin Pierce	\$3.99	\$0.39	\$1.03	\$5.40
Dieringer	\$3.29		\$1.97	\$5.26
Puyallup	\$3.47		\$1.74	\$5.21
Sumner	\$3.21		\$1.86	\$5.07
Clover Park	\$3.82		\$0.97	\$4.79
Stellacoom	\$2.46		\$2.23	\$4.69
Eatonville	\$3.02		\$1.63	\$4.65
Bremerton	\$3.07		\$1.07	\$4.14
Fife	\$2.37	\$0.30	\$1.06	\$3.72
North Kitsap	\$2.11		\$1.29	\$3.40
Central Kitsap	\$2.62		\$0.49	\$3.11
Bainbridge Island	\$1.59	\$0.16	\$1.11	\$2.86
South Kitsap	\$2.65			\$2.65
Peninsula	\$1.67		\$0.39	\$2.06

Source: Seattle Northwest Securities (2011 Total Tax Rates) (rounded)

PENINSULA SCHOOL DISTRICT



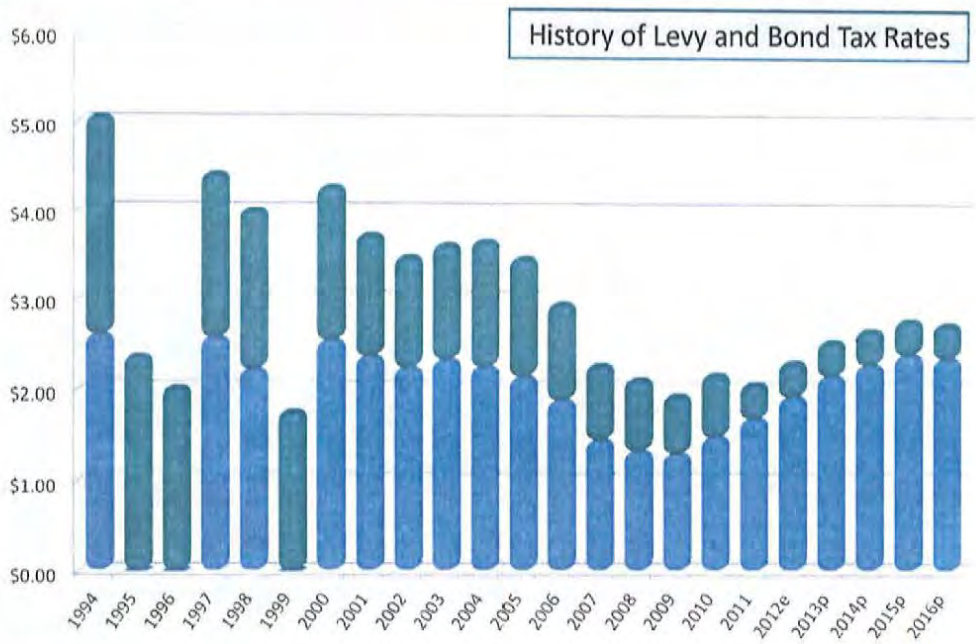
Current 2012 Levy



PENINSULA SCHOOL DISTRICT



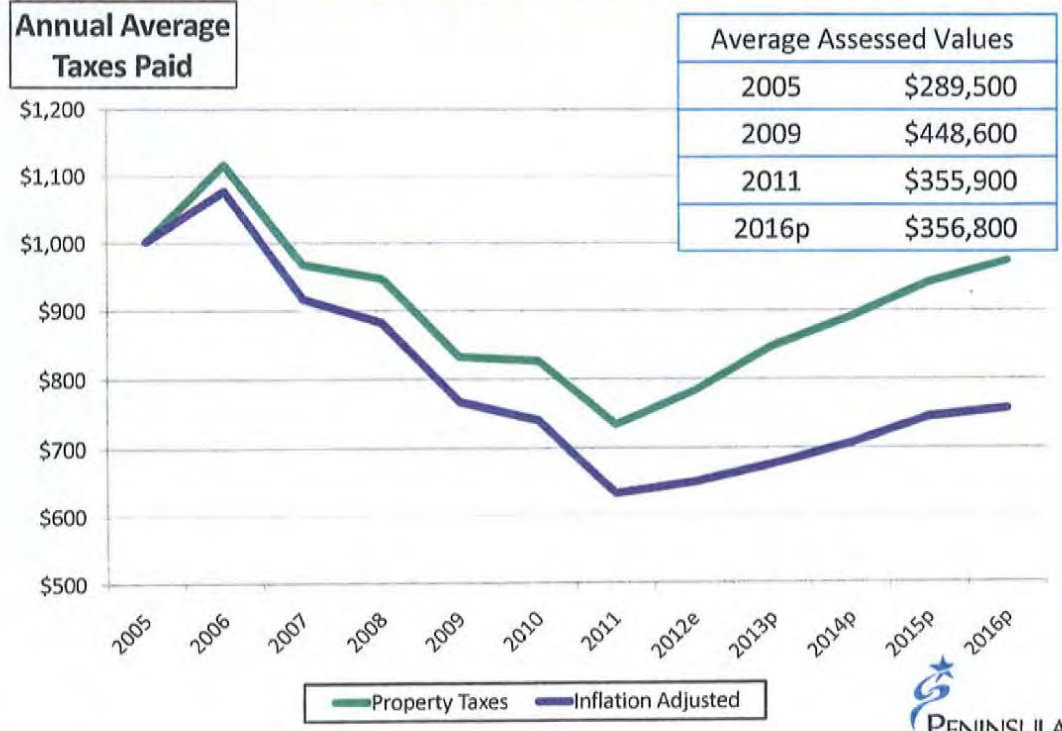
Proposed 2012 Levy



PENINSULA SCHOOL DISTRICT

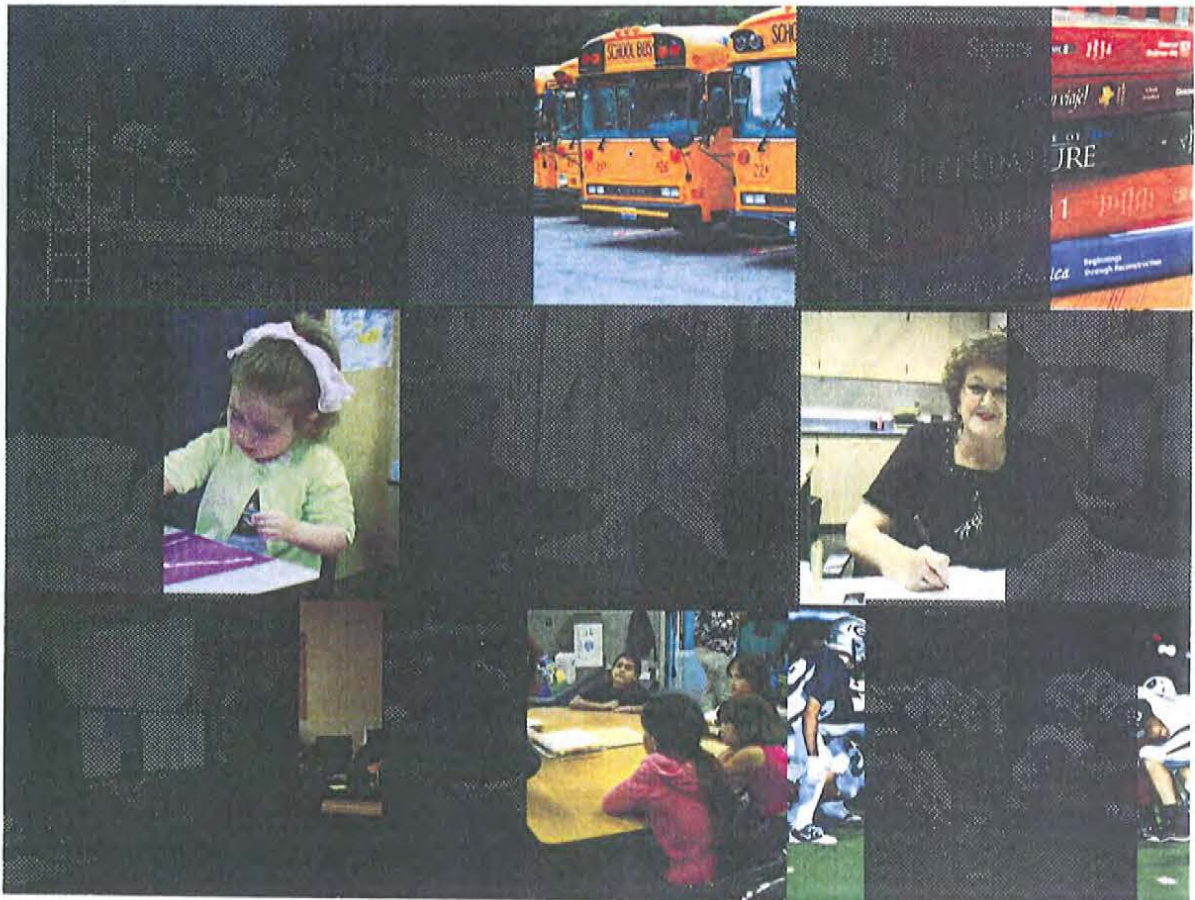
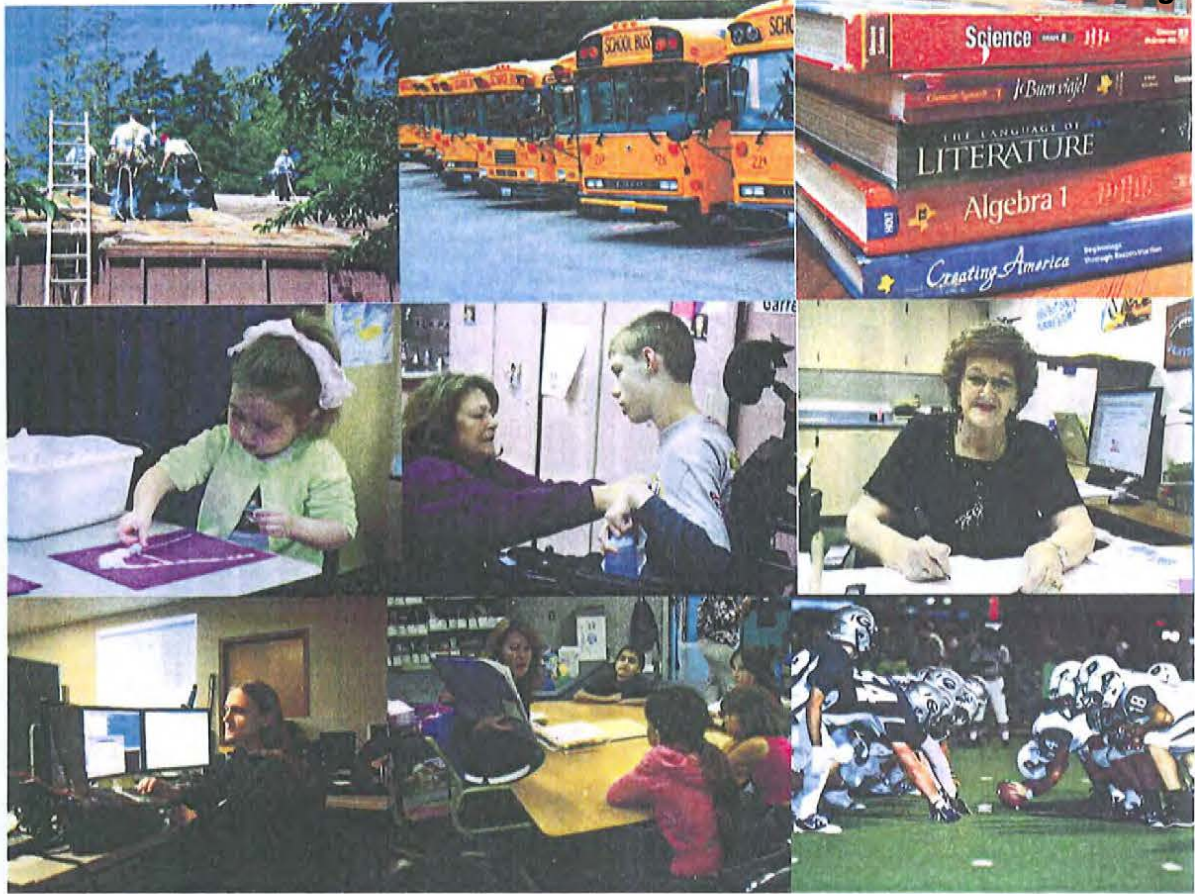


Proposed 2012 Levy



PENINSULA SCHOOL DISTRICT







Business of the City Council
City of Gig Harbor, WA

Subject: Resolution expressing support for Peninsula School District Replacement Levy on the February 14, 2012 special election ballot.

Dept. Origin: City Council
Prepared by: Molly Towslee, City Clerk
For Agenda of: January 9, 2012
Exhibits: Resolution

Proposed Council Action:

Adopt the attached Resolution.

Initial & Date
Concurred by Mayor: CLH 1/31/12
Approved by City Administrator: PK 12/29
Approved as to form by City Atty: by e-mail
Approved by Finance Director: DR 12/29
Approved by Department Head: _____

Expenditure	Amount	Appropriation
Required \$0	Budgeted \$0	Required \$0

INFORMATION / BACKGROUND

The school district has asked the city for its support of the Peninsula School District Replacement Levy. The proposed levy will be presented to the voters of Pierce County at the special election on February 14, 2012.

Per RCW 42.17A.555, the City Council is to take public testimony, allowing an approximately equal opportunity for the expression of viewpoints supporting and opposing this measure before formally expressing a collective position on the levy.

FISCAL CONSIDERATION

N/A

BOARD OR COMMITTEE RECOMMENDATION

N/A

RECOMMENDATION / MOTION

Move to: Adopt the attached Resolution.

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY OF GIG HARBOR,
WASHINGTON, EXPRESSING SUPPORT FOR PROPOSITION
NO. 1, THE PENINSULA SCHOOL DISTRICT REPLACEMENT
LEVY, ON THE FEBRUARY 14, 2012 SPECIAL ELECTION
BALLOT.**

WHEREAS, a strong school system contributes to a community's vitality;
and

WHEREAS, great schools play an integral role in developing great
communities and produces solid citizens; and

WHEREAS, local businesses, citizens and property owners know the
benefits of a quality school district that is supported by its community through
continued levy passage; and

WHEREAS, on Tuesday, February 14, 2012, residents of the Peninsula
School District will be asked to vote on a replacement levy; and

WHEREAS, this replacement levy renews an expiring three-year levy
approved by voters in February 2009; and

WHEREAS, a task force of the school board, district staff and community
members developed this levy; and

WHEREAS, this levy incorporates the State's allowed authority for a levy
cap at 28.9% for Peninsula School District; and

WHEREAS, over 20% of the District's General Fund 2011-12 budget
comes from the levy; and

WHEREAS, at its meeting of January 9, 2012, the Gig Harbor City Council
took public testimony on the subject replacement levy, allowing an equal
opportunity for the expression of viewpoints supporting and opposing this
measure; and

WHEREAS, pursuant to RCW 42.17A.555, and after consideration of all
public testimony, the City Council desires to formally express a collective position
supporting the subject replacement levy; now, therefore,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GIG
HARBOR, WASHINGTON, AS FOLLOWS:**

The Gig Harbor City Council strongly supports the passage of Proposition No. 1, the Peninsula School District Replacement Levy, on the February 14, 2012 Special Election Ballot.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF GIG HARBOR
this 9th day of January , 2012.

APPROVED:

Charles Hunter, Mayor

Ken Malich, Councilmember

Steven Ekberg, Councilmember

Derek Young, Councilmember

Jill Guernsey, Councilmember

Paul Kadzik, Councilmember

Michael Perrow, Councilmember

Tim Payne, Councilmember

ATTEST/AUTHENTICATED:

MOLLY M. TOWSLEE, CITY CLERK

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO.




**Business of the City Council
City of Gig Harbor, WA**

Subject: Resolution – Evergreen Business Center Amendment to the Wastewater Comprehensive Plan

Proposed Council Action: Adopt the referenced resolution amending the wastewater comprehensive plan by revising sewer collection basin boundaries.

Dept. Origin: Public Works Dept., Engineering Division

Prepared by: Jeff Langhelm, Senior Engr. 

For Agenda of: January 9, 2012

Exhibits: Resolution and Report

	Initial & Date
Concurred by Mayor:	<u>CLH 1/9/12</u>
Approved by City Administrator:	<u>RAK</u>
Approved as to form by City Atty:	<u>approv via email 12/19/11</u>
Approved by Finance Director:	<u>DFR 12/22/11</u>
Approved by Department Head:	<u>12/22/11</u>

Expenditure Required	\$0	Amount Budgeted	\$0	Appropriation Required	\$0
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INFORMATION/BACKGROUND

The Evergreen Business Center (EBC) Project (PL-PPLAT-09-0001) is a 40-acre commercial plat located off Bujacich Drive. The EBC Project, owned by Bay Estates Associates (Owner), was issued a Mitigated Determination of Nonsignificance on March 30, 2011 through the SEPA process and received land use approval on May 3, 2011. The Owner has proposed the EBC Project connect to the City's sewer collection through Basin #3 even though the EBC Project is located in Basin #17. Subsequently, one of the SEPA mitigation conditions requires the Owner, prior to approval of civil plans for the EBC Project, to either (1) successfully complete a technical amendment to the City's Wastewater Comprehensive Plan (WWCP) to amend the boundary between Basin #3 and Basin #17; or (2) revise the proposed sewer connection to the City's sewer system to comply with the existing sewer basin boundary.

The City of Gig Harbor adopted the most recent WWCP on December 14, 2009 through Ordinance No. 1181. Section 1.4.2 of the WWCP requires technical amendments to be adopted by resolution by the City Council.

Staff has reviewed a request and related technical information in a report from the Owner for a technical amendment to the WWCP that would amend the boundary between Basin #3 and Basin #17. This report was prepared by Apex Engineering PLLC and dated November 23, 2011.

Based on the information provided by the Owner, Staff believes the proposed amendment to the wastewater comprehensive plan is justified.

FISCAL CONSIDERATION

By adopting the resolution the Evergreen Business Center Project will no longer be required to participate in the construction, financing, and/or future latecomers for the future lift station located in sewer collection basin 17. As a result any proportionate cost for this lift station will be distributed

among fewer participants.

As delineated in the original 2009 WWCP, Basin #17 has a proposed sewer capacity of approximately 400 ERUs (at 150 gal/day/ERU). The EBC Project was approved in October 2010 to use a projected 84 ERUs. The removal of these 84 ERUs from Basin #17 will have a reduction in the total cost of construction for the future Lift Station #17 of less than 5%. This minimal reduction in total construction is due to the need to install infrastructure that will not be reduced or eliminated due to the proposed reduction of ERUs by the removal of the EBC Project. As a result, the primary reduction in infrastructure will be a reduction of pump sizes.

BOARD OR COMMITTEE RECOMMENDATION

This proposed wastewater comprehensive plan amendment was presented at the October 2011 Operations and Public Projects Committee meeting where the Committee accepted the proposed amendment to be placed on an upcoming City Council Meeting agenda.

RECOMMENDATION/MOTION

Adopt the referenced resolution amending the wastewater comprehensive plan by revising sewer collection basin boundaries.

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, AMENDING THE WASTEWATER COMPREHESIVE PLAN BY REVISING THE SEWER COLLECTION BASIN BOUNDARY BETWEEN SEWER COLLECTION BASINS #3 AND #17.

WHEREAS, the Evergreen Business Center (EBC) Project (PL-PPLAT-09-0001) is a 40-acre commercial plat located off Bujacich Drive that is owned by Bay Estates Associates (Owner) and was issued a Mitigated Determination of Nonsignificance on March 30, 2011 through the SEPA process and received land use approval on May 3, 2011; and

WHEREAS, the Owner has proposed the EBC Project connect to the City's sewer collection through Basin #3 even though the EBC Project is located in Basin #17; and

WHEREAS, a SEPA mitigation condition requires the Owner, prior to approval of civil plans for the EBC Project, to either (1) successfully complete a technical amendment to the City's Wastewater Comprehensive Plan (WWCP) to amend the boundary between Basin #3 and Basin #17; or (2) revise the proposed sewer connection to the City's sewer system to comply with the existing sewer basin boundary; and

WHEREAS, the City of Gig Harbor adopted the most recent Wastewater Comprehensive Plan (WWCP) on December 14, 2009 through Ordinance No. 1181; and

WHEREAS, Section 1.4.2 of the WWCP requires technical amendments to be adopted by resolution by the City Council; and

WHEREAS, the City Engineer has reviewed a request and related technical information in a report from the Owner for a technical amendment to the WWCP that would amend the boundary between Basin #3 and Basin #17, which was prepared by Apex Engineering PLLC and dated November 23, 2011; and

WHEREAS, the City Engineer believes the information provided by the Owner sufficiently justifies an amendment to the WWCP.

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

Section 1. Tables 2-1 and 2-4 of the WWCP shall be amended to reflect the revisions to the respective tables as provided in the November 23, 2011 EBC Project sewer hydraulic report; and

Section 2. Appendix B of the WWCP shall be amended to reflect the revisions to the Wastewater Basin Map as provided in the November 23, 2011 EBC Project sewer hydraulic report; and

Section 3. The Capital Improvement Program Project Details and Engineers Opinion of Probable Cost, and Forcemain System Curve for Lift Station 17A located in Appendix C of the WWCP shall be amended to reflect the revisions to the respective items as provided in the November 23, 2011 EBC Project sewer hydraulic report.

PASSED this 9th day of January, 2012.

Charles L. Hunter, Mayor

ATTEST:

Molly M. Towslee, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO.

**WASTEWATER
COMPREHENSIVE PLAN
AMENDMENT
FOR
EVERGREEN
BUSINESS CENTER**

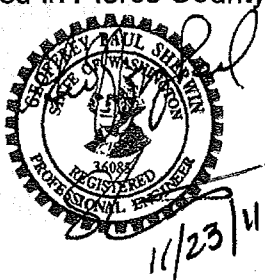
NOVEMBER 23, 2011

WASTEWATER COMPREHENSIVE PLAN AMENDMENT

FOR

EVERGREEN BUSINESS CENTER

Located in the NE Quarter
of Section 1, Township 21 North, Range 1 East, W.M.
Situating in Pierce County, Washington



Prepared for:
Bay Estates Associates
Attn: Mr. Douglas Howe
2025 First Avenue Suite 790
Seattle, Washington 98121

Prepared by:
Apex Engineering PLLC
2601 S. 35th Street, Suite 200
Tacoma, Washington 98409
(253) 473-4494
File #31228/2
November 23, 2011

Project Engineer: 
Kimberly Savage, P.E.

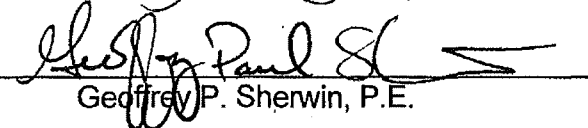
Project Manager: 
Geoffrey P. Sherwin, P.E.



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SECTION II: PROPOSED DEVELOPMENT.....	1
SECTION III: EXISTING CONDITIONS.....	1
SECTION IV: PROPOSED DESIGN.....	2
 APPENDIX A Basin Map	
 APPENDIX B Growth Projections	
 APPENDIX C Capital Improvement Program	

SECTION I: INTRODUCTION AND SUMMARY

This document summarizes the proposed sanitary sewer design to serve the Evergreen Business Center project and provides supporting documentation for a Wastewater Comprehensive Plan Amendment to the 2009 Plan.

Based upon the information provided, this amendment to the 2009 Wastewater Comprehensive Plan to revise the basin line between Wastewater (WW) Basin 3 and 17 according to the attached map in Appendix A should be sufficiently justified and supported. The overall associated demand projections will still be accounted for according to the existing Wastewater Comprehensive Plan, the amendment is only a reconfiguration of the demand. This reconfigured demand will not adversely impact basin 3, Lift Station 3A, or the City's wastewater treatment plant, as this project was designed to flow into Basin 3 and these facilities directly after Basin 17. Finally, since Lift Station 17A has not been designed this revision can be included when it gets designed in the future.

SECTION II: PROPOSED DEVELOPMENT

The project is located in the northern portion of Gig Harbor within Section 1, Township 21 North, Range 1 East of the Willamette Meridian. Evergreen Business Center is a light industrial development comprised of 24 lots with accompanying internal plat road and servicing utilities. The overall plat is 37.76+/- acres.

The infrastructure for this project is currently proposed to be completed in one phase. Individual lot development will occur in subsequent phases. Based upon preliminary building layout the total building square footage is 251,974 SF.

SECTION III: EXISTING CONDITIONS

The existing site is undeveloped with scattered mature evergreen trees, grasses and heavy brush; slopes vary throughout the site ranging from approximately 5-12%. There are six wetlands and associated buffers located onsite.

The existing zoning is Employment District and the existing land use is Employment Center with 24 lots for the 37.76+/- acre site.

There is an existing 8" PVC sewer main along Bujacich Road, an existing sanitary sewer manhole located at the northeast corner of the project site with an invert approximately 6.2 feet deep, followed by another manhole approximately 275 feet to the east with an invert approximately 8.5 feet deep. The existing sanitary sewer line does not currently extend along the frontage of the project site.

According to Section 5B.010 of the Public Works Standards, the City of Gig Harbor prefers to have all sites served by gravity sanitary sewer where feasible. However, the current City of Gig Harbor 2009 Wastewater Comprehensive Plan includes the subject project within the Wastewater (WW) Basin 17, which is designed to be collected in a future lift station, 17A, and discharge north to Basin 3 at some point in the future.

According to 2.4.2 Demographic Forecast Allocation Model for Wastewater (DFAM-WW) Overview Existing Wastewater Basin Descriptions, Basin 3 is the largest basin, where "All wastewater flows generated in the City's service area flow through Lift Station 3A, which discharges directly to the City's wastewater treatment plant."

SECTION IV: PROPOSED DESIGN

As noted above, the proposed project use is a combination of commercial office, light manufacturing, service, and small warehouse.

To provide sanitary sewer service to this project, the proposed gravity sanitary sewer main will extend the existing sewer main westward along Bujacich Road from the intersection of 96th Street Northwest and Bujacich Road, to the west entrance of the Evergreen Business Center Project. The City of Gig Harbor limits end at the west property line this project, therefore future extension of this main is not needed nor is it necessary to extend this main along the entire frontage of this project. From both the east and the west entrances of the project along Bujacich Road, the sanitary sewer will extend south to internally serve the individual lots of this project.

The demand associated with this project has been accepted by the City Engineer and an approved concurrency letter was received from the City of Gig Harbor, dated October 21, 2010, accepting the estimated 84 equivalent residential units (ERUs). Utilizing the DFAM-WW for Basin 3 and Basin 17, as described in the 2009 Comprehensive Plan, these aforementioned 84 ERU's would be proposed to be transferred from Basin 17 to Basin 3. Refer to the revised Tables 2-1 and 2-4 found in Appendix B; this revision will still maintain the total overall projected growth, the proposed amendment is only redistributing this demand.

Due to the revision in ERUs there will be a slight revision to the peak hour flow for the proposed Lift Station 17. Refer to Appendix C for these revisions.

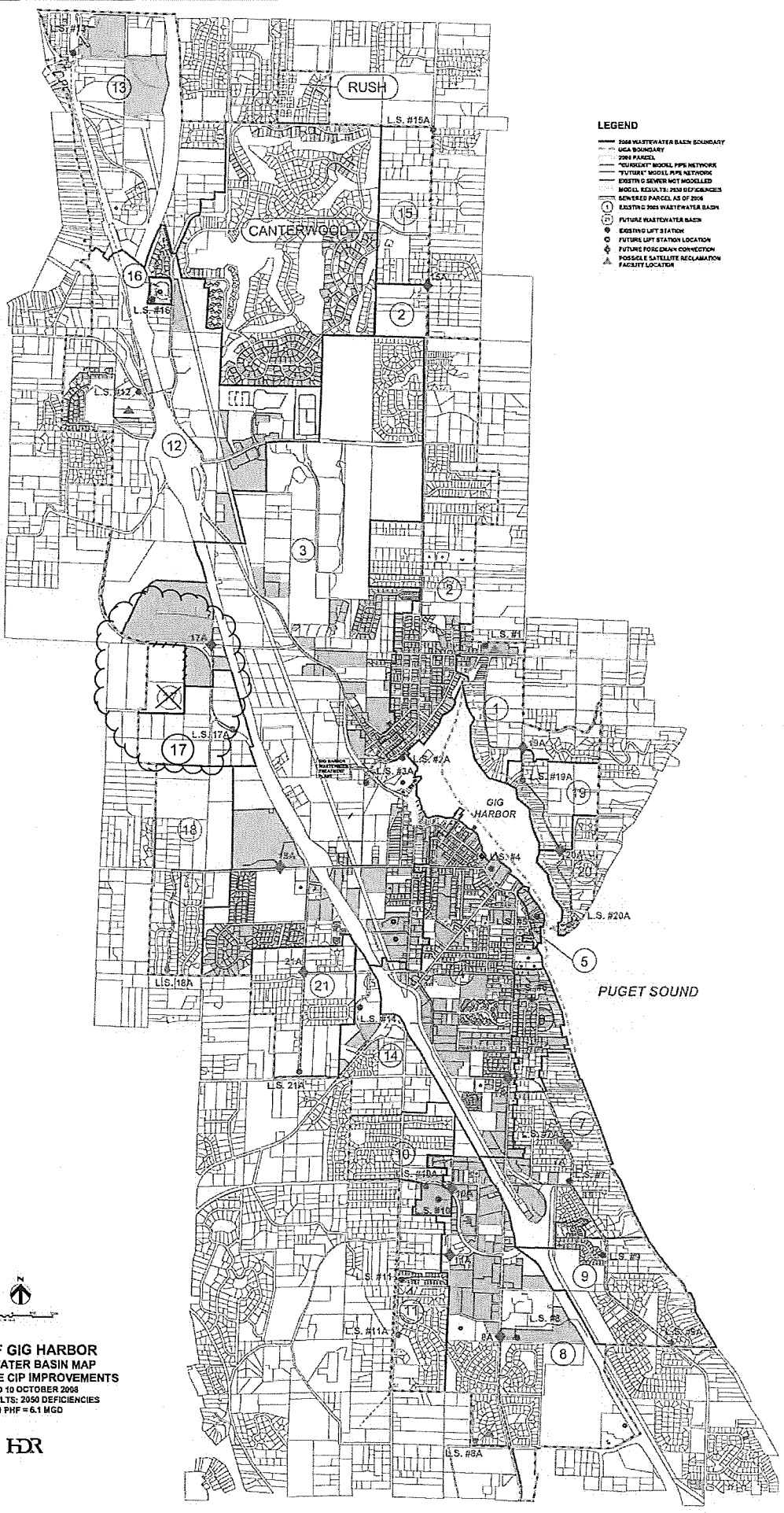
Due to timing, costs, and the fact there is another viable option via gravity flow, it is our proposal to modify the boundary line between Basin 3 and Basin 17 to now include the above mentioned parcels in Basin 3; refer to the revised Wastewater Basin Map attached. With all discharge being conveyed through Lift Station 3A, the reconfiguration of the demand from Basin 17 directly to Basin 3 should not adversely affect this lift station or the wastewater treatment plant. Since Lift Station 17A is still a future lift station, and according to the current Comprehensive Plan does not have a scheduled

date, the design can reflect this change in the future and a cost savings will also be incurred for the City by the need for a smaller lift station.

I:\31228\Docs-Reports\Reports\31228_kas_Sewer Comp Plan Amendment_111611.doc

APPENDIX A

BASIN MAP



- LEGEND**
- 2008 WASTEWATER BASIN BOUNDARY
 - - - - - USA BOUNDARY
 - ZONE PARCEL
 - "HUBCATCH" MODEL PPS NETWORK
 - "FUTURE" MODEL PPS NETWORK
 - EXISTING SEWER NOT MODELLED
 - MODEL RESULTS: 2050 DEFICIENCIES
 - SCHEDULED PARCEL AS OF 2008
 - EXISTING WASTEWATER BASIN
 - FUTURE WASTEWATER BASIN
 - EXISTING LIFT STATION
 - FUTURE LIFT STATION LOCATION
 - FUTURE FORCE MAIN CONNECTION
 - POSSIBLE SATELLITE RECLAMATION FACILITY LOCATOR

**CITY OF GIG HARBOR
WASTEWATER BASIN MAP
GRAVITY PIPE CIP IMPROVEMENTS**
PRINTED 10 OCTOBER 2008
MODEL RESULTS: 2050 DEFICIENCIES
2050 PHF = 6.1 MGD



APPENDIX B
GROWTH PROJECTIONS

Table 2-1. Dataset for Use in DFAM-WW

Area Code (1)	Households		Total Future Capacity (3)				Employment		
	Current Estimate (2)		2025		Buildout		Current Estimate (2)	Total Future Capacity (3)	
	SF	MF	SF	MF	SF	MF	2025	Buildout	
	WWB-1	103	45	197	88	233	103	219	96
WWB-2	433	206	641	278	718	315	210	323	364
WWB-3	550	366	1,572	926	1,688	1,003	5,747 5,831	12,829	14,215 14,299
WWB-4	366	420	438	527	461	553	3,067	3,522	12,913
WWB-5	14	9	17	11	17	11	57	46	57
WWB-6	98	31	133	32	147	36	--	16	20
WWB-7	189	121	270	189	304	211	703	819	877
WWB-8	209	313	181	370	189	383	3,749	3,954	4,958
WWB-9	184	83	223	103	245	113	--	30	38
WWB-10	154	145	175	156	183	163	207	309	339
WWB-11	143	12	227	17	258	19	138	312	358
WWB-12	67	2	771	28	824	30	2,427	7,256	7,724
WWB-13	124	34	217	56	252	66	2,509	3,920	4,520
WWB-14	52	33	114	55	126	63	976	1,664	1,985
WWB-15	43	92	73	168	91	205	--	48	60
WWB-16	--	94	--	65	--	65	--	--	--
WWB-17	--	--	--	--	--	--	411	327	4,263
WWB-18	137	13	309	22	356	26	--	52	64
WWB-19	45	9	88	15	101	18	--	13	16
WWB-20	59	1	97	2	107	2	--	9	11
WWB-21	115	42	260	75	298	89	308	731	836
WWB-Canterwood	548	--	784	--	941	--	--	138	173
WWB-Rush	--	--	71	--	71	--	--	--	--

SF = Single Family; MF = Multifamily

Minor PSA ID: i=inside city limits; o=outside city limits

1. PSA refers to the geographic areas that the Gig Harbor UGA was divided into for the purposes of this analysis. The "o" in the minor ID refers to outside the city limits, while "i" refers to inside city limits.
2. Current refers to the current estimated number of households or employees, irrespective of the BLI classification parcels are assigned to.
3. Total Future Capacity refers to the total estimated number of households or employees that is potentially available by 2025 or buildout. This is the sum of developed and future additional capacity.

Table 2-4. Sewered Employment Based on Current and Developed Parcels by Basin for the Gig Harbor UGA

Area Code (1)	Current Employment (2)				Developed Parcel Employment (3)			
	Active Sewer Connection	No Sewer Connection	Total Current Employment	Percent Sewered	Active Sewer Connection	No Sewer Connection	Total Developed Employment	Percent Sewered
WWB-1	219	--	219	100.0%	51	--	51	100.0%
WWB-2	71	139	210	33.7%	45	118	163	27.7%
WWB-3	4,828	919	5,747	84.0%	3,831	454	4,285	89.4%
WWB-4	2,716	351	3,067	88.5%	2,163	133	2,296	94.2%
WWB-5	56	1	57	98.9%	3	1	4	83.7%
WWB-6	--	--	--	0.0%	--	--	--	0.0%
WWB-7	587	117	703	83.4%	552	85	637	86.7%
WWB-8	2,781	968	3,749	74.2%	1,735	224	1,959	88.6%
WWB-9	--	--	--	0.0%	--	--	--	0.0%
WWB-10	79	127	207	38.4%	79	108	187	42.4%
WWB-11	16	122	138	11.7%	--	122	122	0.0%
WWB-12	1,379	1,048	2,427	56.8%	620	1,035	1,655	37.5%
WWB-13	1,527	982	2,509	60.9%	1,493	587	2,080	71.8%
WWB-14	271	705	976	27.7%	217	497	714	30.4%
WWB-15	--	--	--	0.0%	--	--	--	0.0%
WWB-16	--	--	--	0.0%	--	--	--	0.0%
WWB-17	--	411	411	0.0%	--	--	--	0.0%
WWB-18	--	--	--	0.0%	--	--	--	0.0%
WWB-19	--	--	--	0.0%	--	--	--	0.0%
WWB-20	--	--	--	0.0%	--	--	--	0.0%
WWB-21	--	308	308	0.0%	--	308	308	0.0%
WWB-Canterwood	--	--	--	0.0%	--	--	--	0.0%
WWB-Rush	--	--	--	0.0%	--	--	--	0.0%

Minor PSA ID: i=inside city limits; o=outside city limits

1. PSA refers to the geographic areas that the Gig Harbor UGA was divided into for the purposes of this analysis. The "o" in the minor ID refers to outside the city limits, while "i" refers to inside city limits.
2. Current refers to the current estimated number of employees, irrespective of the BLI classification parcels are assigned to.
3. Developed employees are those employees that are currently in place, classified as developed, and are anticipated to remain unchanged.



PUBLIC WORKS DEPARTMENT

October 21, 2010

Geoffrey Sherwin, P.E.
Apex Engineering
2601 S. 35th Street, Suite 200
Tacoma, WA 98409

Re: Evergreen Business Center (PL-SPR-10-0002)
--Alternative Sewer Usage Calculation Approval

Dear Mr. Sherwin:

The City of Gig Harbor has reviewed the revised ERU value and requested table information utilized to determine the approximate sewer use for the Evergreen Business Center as provided in your letter dated September 27, 2010.


In accordance with the Gig Harbor Municipal Code (GHMC), Section 13.32.060, the City may use actual or projected flow calculations approved by the City Engineer. If projected flow calculations are used, the general facilities charge shall be adjusted after the first year of operation of the establishment to reflect actual flow usage in the event the flows were underestimated.

Based on the information contained in the September 27, 2010 letter and the City's evaluation of the projected water consumption, the City finds the following:

Findings:

Based on the documentation that you have provided and my analysis, it is estimated that eighty-four (84) sewer Equivalent Residential Units (ERU's) will be needed for the project at this time. In accordance with GHMC 13.32, the City will re-evaluate the actual water flow after one year of continuous operation to determine if the actual usage is consistent with the flows you projected in your documentation. If the actual calculated usage is found to be greater than eighty-four (84) ERU's, the owner shall pay the general facilities charge related the actual calculated usage.

Thank you for your work in the City of Gig Harbor.

Sincerely,

Stephen Misiurak, P.E.
City Engineer

Encl. September 27, 2010 Letter

c: Amy Londgren, Engineering Technician
Cliff Johnson, Associate Planner

APPENDIX C

CAPITAL IMPROVEMENT PROGRAM



City of Gig Harbor
Wastewater Comprehensive Plan Update
Capital Improvement Program
Project Details

Project ID: Project Title: Staff Preferred Priorities (by project grouping):

Identified Need or Deficiency Project will Address:

Project Description: Project Justification:

167 gpm

Lift Station Pump Design Flow: Lift Station Pump Design Head: Forcemain Diameter:

Estimated Total Project Cost (2008 dollars): Annual Inflation Factor:

Year Scheduled for Implementation: Estimated Total Project Cost at Year of Implementation:

Cost Estimate Basis:

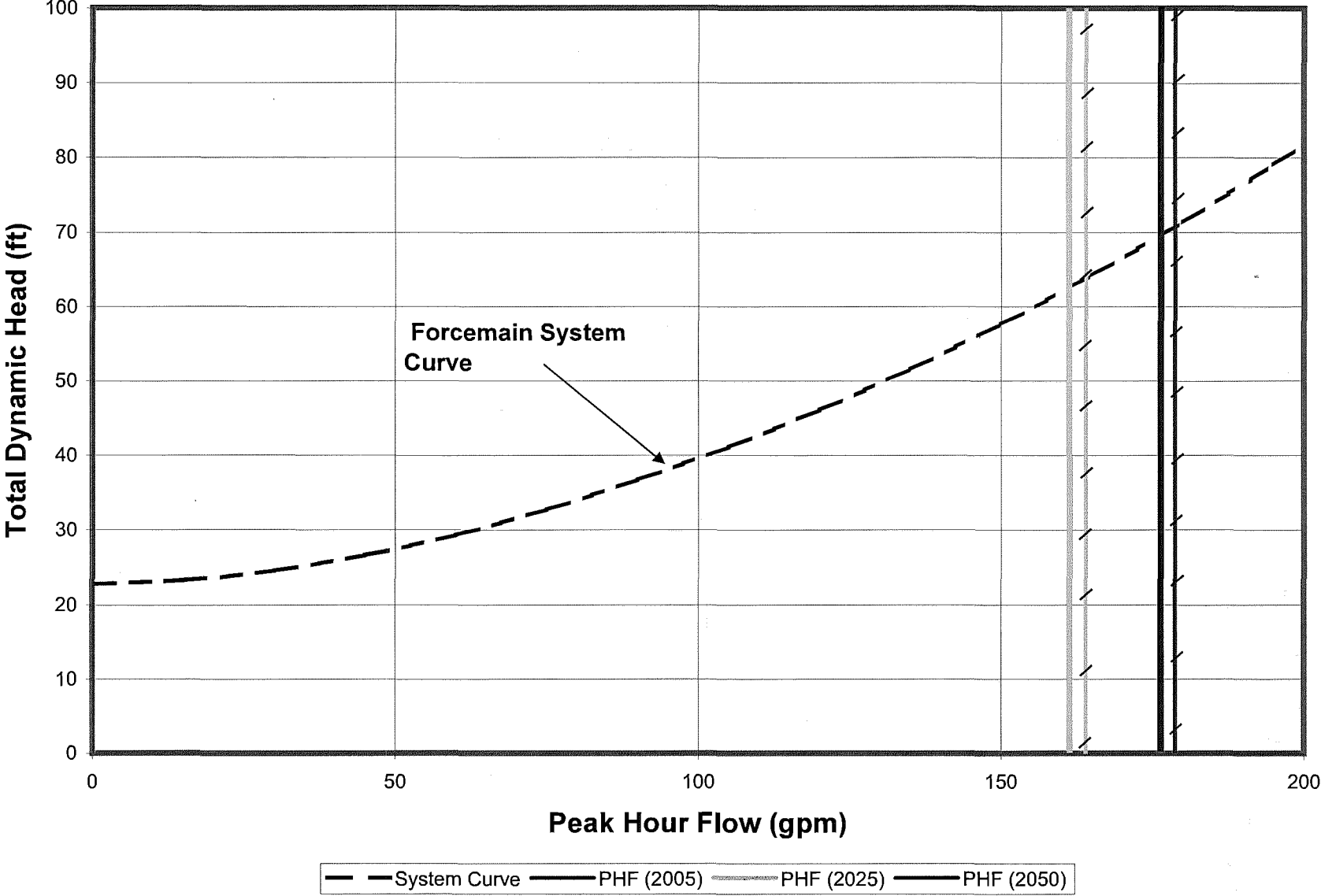
Cost Allocation:

Existing Customers: Future Customers: Developer:

**City of Gig Harbor
Lift Station 17A
Engineers Opinion of Probable Cost**

Bid Item	Unit	Quantity	Unit Price	Extended Amount
Mobilization/Demobilization				
Mobilization/Demobilization	LS	1	\$ 72,300	\$72,300
Site/Civil				
Clearing and Grubbing	LS	1	\$ 10,000	\$10,000
Site Grading	LS	1	\$ 5,000	\$5,000
Sawcut ex. ACP	LS	1	\$ 3,000	\$3,000
Removal of Existing Pump Station	LS	1	\$ 30,000	\$30,000
Site Haul	LS	1	\$ 10,000	\$10,000
Construction Surveying	LS	1	\$ 5,000	\$5,000
Traffic Control	LS	1	\$ 5,000	\$5,000
Dewatering	LS	1	\$ 10,000	\$10,000
			<i>Estimated Cost</i>	\$78,000
Electrical/Instrumentation				
Electrical	LS	1	\$ 103,000	\$103,000
Instrumentation	LS	1	\$ 51,500	\$51,500
			<i>Estimated Cost</i>	\$154,500
Structural				
Wetwell (20-foot deep precast)	LS	1	\$ 60,000	\$60,000
PreCast Lid/Riser	LS	1	\$ 10,000	\$10,000
Footing	LS	1	\$ 30,000	\$30,000
Waterproofing	LS	1	\$ 15,000	\$15,000
Paint and Protective Coatings	LS	1	\$ 20,000	\$20,000
Ladder-up Safety Extension	LS	1	\$ 5,000	\$5,000
			<i>Estimated Cost</i>	\$140,000
Mechanical				
Submersible Pumps and Appurtenances	EA	2	\$ 20,000	\$40,000
Pump Design Flow	GPM	470 167		
Pump Design Head	FT	65		
Dry Primed Pump	EA	1	\$ 15,000	\$15,000
Ductile Iron Pipe	LS	1	\$ 5,000	\$5,000
HVAC	LS	1	\$ 20,000	\$20,000
Odor Control	LS	1	\$ 30,000	\$30,000
			<i>Estimated Cost</i>	\$110,000
Estimated Construction Subtotal				\$554,800

City of Gig Harbor Lift Station Planning (L.S. No.17A)





Business of the City Council
City of Gig Harbor, WA

Subject: Street Name – North Spring Way

Proposed Council Action: Approve the naming of the street within the Harbor Hill residential plat as “North Spring Way”.

Dept. Origin: Building/Fire Safety

Prepared by: D. Bower

For Agenda of: January 9, 2012

Exhibits: Map and request letter

Initial & Date

Concurred by Mayor:

CLH 12/14/11

Approved by City Administrator:

DK

Approved as to form by City Atty:

VIA E-MAIL 12/17/11

Approved by Finance Director:

JP 12/13

Approved by Department Head:

DS 12/13/11

Expenditure Required	0	Amount Budgeted	0	Appropriation Required	0
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INFORMATION / BACKGROUND

The first residential phase of the Harbor Hill Plat is located off on the North side of Borgen Blvd. between The Ridge (Borgen Loop) and the back of the Woodridge Subdivision. The developer has requested to name the public street serving the development North Spring Way. As an alternative they have also suggested North Brook Way. The development is not within the “historic name area”.

GHMC 12.12.030 (I) states that “Ways are rights-of-way running at oblique angles to the four points of the compass”. The use of North Spring Way is consistent with this requirement.

GHMC 12.12.030 (K) states that “All proposed names for new or existing ways-of-travel and private roads must be reviewed and approved by the Gig Harbor city council”.

Staff has reviewed the applicable codes and finds the naming of the road is consistent with the street naming conventions included in GHMC Chapter 12.12.

FISCAL CONSIDERATION

There is no fiscal impact to the City.

BOARD OR COMMITTEE RECOMMENDATION

No boards or committees have been consulted.

RECOMMENDATION / MOTION

Move to: Approve the naming of the street within the Harbor Hill residential plat "North Spring Way".



19245 Tenth Ave NE
Poulsbo, WA 98370

4123 Point Fosdick Drive NW, Suite 302
Gig Harbor, Washington 98335

P 253-851-7009
F 253-851-7161

www.harbor-hill.com
www.orm.com

December 5, 2011

City of Gig Harbor

Attn: Dick Bower
3510 Grandview Street
Gig Harbor, WA 98335

Re: Harbor Hill Residential Phase 1

RECEIVED
CITY OF GIG HARBOR
DEC 05 2011
COMMUNITY
DEVELOPMENT

Dear Dick:

As part of our ongoing efforts to develop the first residential phase of the Harbor Hill project, Olympic Property Group would like to request approval of a street name for the road that is planned for in Phase 1. Please see the attached exhibit which graphically identifies the proposed road. While only a small portion of the depicted road would be constructed in phase 1, the entire road is identified for clarity.

We are requesting approval of North Spring Way as the street name. We have checked the City's street name list, and did not find this street name on the list, and it did not appear to us that this name would be confused with any other existing street name in the City of Gig Harbor. As an alternate we would be happy with North Brook Way.

As approval of this street name is necessary prior to final plat approval, and as the City Council does not typically hold their 4th Monday meeting during December, we would be requesting that this be on the Council agenda for the December 12th meeting if at all possible. If you have any questions, or need any additional information, please contact me.

Sincerely,

John Chadwell
General Manager - Harbor Hill

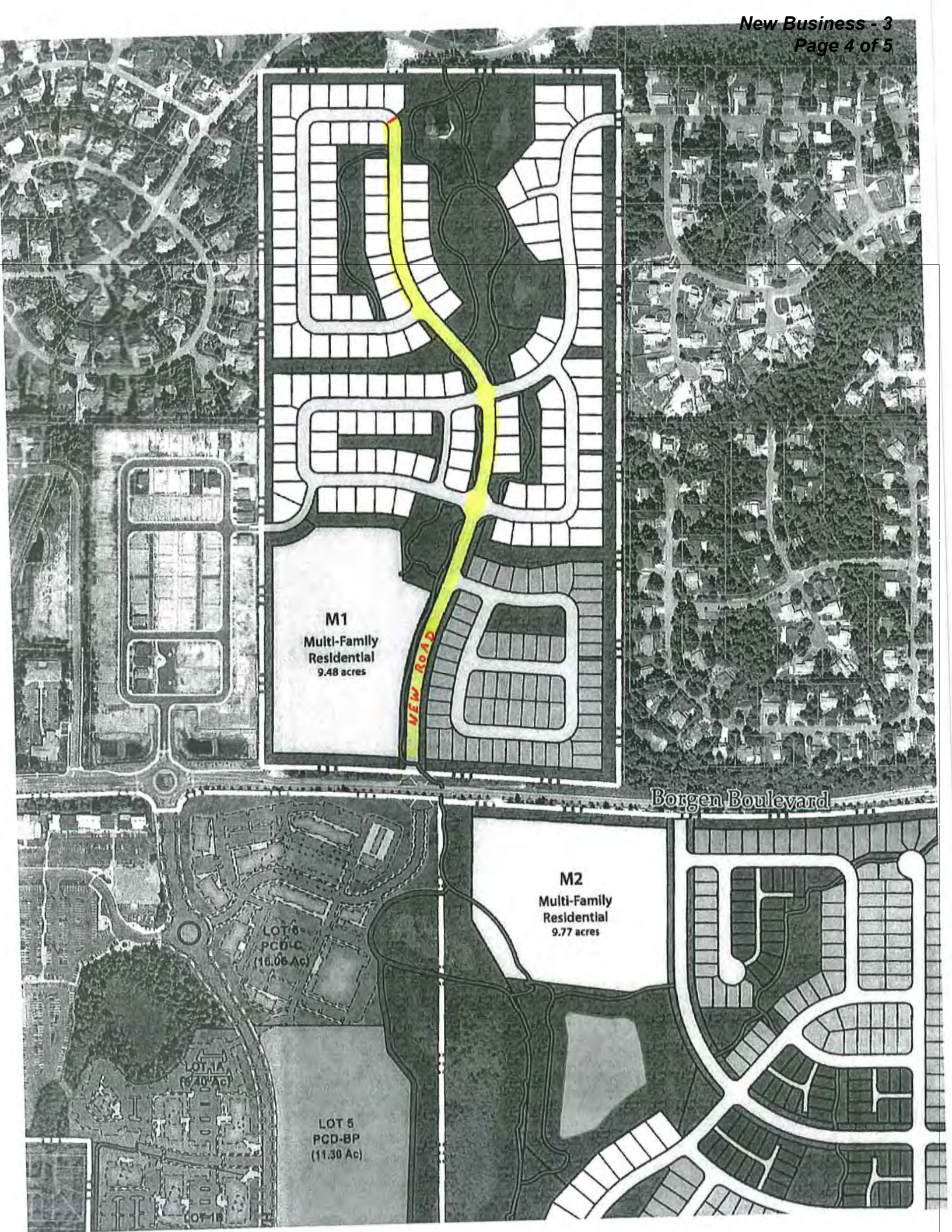
Cc: Tom Dolan, City of Gig Harbor
Rob Karlinsey, City of Gig Harbor

A subsidiary of Olympic Property Group, a Pope Resources company.

Excellence in Northwest Master Planned Communities:
Port Gamble; Port Ludlow; Broadmoor, Seattle; West Hills, Bremerton;
Arborwood, Kingstom; Harbor Hill, Gig Harbor.



A Pope Resources Company



M1
Multi-Family
Residential
9.48 acres

M2
Multi-Family
Residential
9.77 acres

LOT 6
PCD-C
(16.06 Ac)

LOT 5
PCD-BP
(11.30 Ac)

LOT 7A
(19.40 Ac)

LOT 7B

Borgen Boulevard

NEW ROAD

Bower, Dick

From: Angela S. Belbeck [abelbeck@omwlaw.com]
Sent: Tuesday, December 13, 2011 1:16 PM
To: Bower, Dick
Subject: RE: Street naming

Hi Dick. Looks great. Let me know if you need anything else.
--Angela

From: Bower, Dick [<mailto:BowerD@cityofgigharbor.net>]
Sent: Tuesday, December 13, 2011 12:46 PM
To: Angela S. Belbeck
Subject: Street naming

Angela-
The attached street naming request will be going to the Council at their Jan. 9th meeting if you have no objections. Please let me know what you think. Thanks.

Dick J. Bower, MS, CEM, ACO
Building/Fire Safety/Emerg. Mgmt. Dir.
City of Gig Harbor
3510 Grandview St.
Gig Harbor, WA 98335
(253) 851.6170
bowerd@cityofgigharbor.net

"Dedicated to public service through teamwork and respect for our community."





Business of the City Council
City of Gig Harbor, WA

Subject: Arts Commission recommendation for a small-scale model (maquette) of the proposed life-like bronze statue of a man holding a salmon as public art at the Maritime Pier location.

Proposed Council Action: Approve and authorize the request for a small-scale model (maquette) of the proposed life-like bronze statue of a man holding a salmon as public art at the Maritime Pier location.

Dept. Origin: Administration

Prepared by: Lita Dawn Stanton
 Special Projects

For Agenda of: January 9, 2012

Exhibits: Letter of Request from
 Arts Commission

Concurred by Mayor:	Initial & Date <u>CLH 1/3/12</u>
Approved by City Administrator:	<u>POK</u>
Approved as to form by City Atty:	<u>by e-mail 1-4-12</u>
Approved by Finance Director:	<u>OR</u>

Expenditure Required	n/a	Amount Budgeted	n/a	Appropriation Required	n/a
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INFORMATION / BACKGROUND

On September 12, 2011, Al and Virginia Abbott presented information on behalf of David Senner who has proposed creating a realistic bronze statue of a man holding a salmon. The work is based on a 1909 photograph taken by Ashael Curtis. Mr. Abbott shared Mr. Senner's vision to honor the history of our local fishing heritage, both commercial and recreational, by raising funds to fabricate the work and then donate it to the City. The proposal is to locate the statue near the shoreline next to the Tides Tavern where the new Maritime Pier will be constructed. Council voiced appreciation and support of the project.

On December 13, 2011, the Arts Commission discussed their responsibility to ensure that public work is executed in a manner that is consistent with what has been represented to the community. GHMC Chapter 2.49.020 authorizes the Arts Commission to: *"provide recommendations to the mayor and city council in connection with cultural and artistic endeavors and projects in which the city becomes involved and to act as a representative of the community in such matter."*

FISCAL CONSIDERATION

n/a

BOARD OR COMMITTEE RECOMMENDATION

The Parks Commission is in favor of the proposal for public art at the Maritime Pier location. The Operations and Public Projects Committee also approved of the proposed public art at this location.

RECOMMENDATION / MOTION

Move to: Forward a request to David Senner and the Greater Gig Harbor Foundation for a small-scale model (maquette) of the proposed life-like bronze statue of a man holding a salmon as public art at the Maritime Pier location.



To: Gig Harbor City Council
From: Gig Harbor Arts Commission
Re: Potential donation of artwork for Marine Pier
Date: January 2, 2012

At our June 2011 meeting, Arts Commissioners were shown an historic photograph (taken in 1909 by Ashael Curtis) of a man holding a large salmon. We were advised that a local citizen planned to commission a sculptural reproduction of the photo, with the intent of gifting the sculpture to the City for placement at the Marine Pier location.

The photo is very dramatic and it was easy to visualize the man and his fish cast in bronze. We Commissioners agreed that it would be a fitting tribute to Gig Harbor's fishing legacy, and we were enthusiastic in our initial support of the project.


By the time the Commission met again in September, we had learned that the benefactor had hired a sculptor to create the artwork, and that Council would be asked to support the project (which would provide an endorsement of the artwork in fundraising efforts).

In researching work previously done by the selected sculptor, we found that, while he is well-known for abstract work (especially in stone and fabricated metals), nothing in his portfolio indicates an ability or background in realistic sculpture.

It is standard practice among sculptors to provide a 'maquette' (a small scale model) of any proposed work. We believe that a maquette is especially important in this project.

Because the Commission is given authority to "provide recommendations to the mayor and city council in connection with cultural and artistic endeavors and projects in which the city becomes involved and to act as a representative of the community in such matters" (GHMC 2.49.030.B), the Arts Commission recommends that Council should require that a maquette be created of the proposed work and presented for review to insure that it will be a realistic, life-like representation of the man-and-fish in the Curtis photograph. The maquette will not only demonstrate to Council that the intended sculpture will be what Council (and the Arts Commission) expect; it will also assure citizens who are prospective donors to the project that the statue will be an authentic recreation in bronze of what they see in the photograph.

Sincerely,



Tracy von Trotha
Chair, Gig Harbor Arts Commission