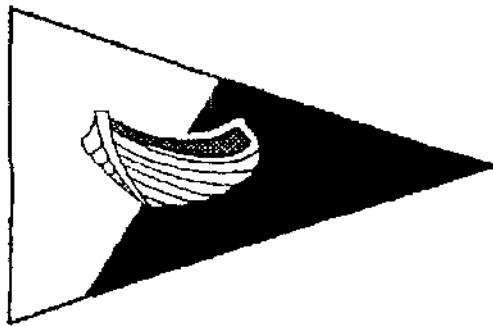


**GIG HARBOR
CITY COUNCIL MEETING**



AUGUST 22, 1994

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

AGENDA FOR GIG HARBOR CITY COUNCIL MEETING
August 22, 1994 - 7:00 p.m.

PUBLIC COMMENT/DISCUSSION:

PUBLIC HEARING:

Planning Commission Recommendation - Revised Comprehensive Plan including the Transportation Plan, Final Report.

CALL TO ORDER:

APPROVAL OF MINUTES:

CORRESPONDENCE:

OLD BUSINESS:

NEW BUSINESS:

1. HEX Recommendation - SPR 94-03 Maritime Mart.
2. 1995 Insurance Presentation - Bradtrud Middleton.
3. Liquor License Renewals - Bartell Drug Store, Olympic Village B.P., and Gig Harbor Yacht Club.
4. Special Occassion Liquor License - PHS Class of '84 Reunion.

STAFF REPORTS:

1. Mark Hoppen - Support for the KGHP Radio Station.
2. Dennis Richards - GHPD.

MAYOR'S REPORT:

Summary of Project Progress.

COUNCIL COMMENTS:

ANNOUNCEMENT OF OTHER MEETINGS:

APPROVAL OF BILLS:

EXECUTIVE SESSION: Legal matter.

ADJOURN:

REGULAR GIG HARBOR CITY COUNCIL MEETING OF AUGUST 8, 1994

PRESENT: Councilmembers Markovich, Picinich, Ekberg, Platt and Mayor Wilbert.
Councilmember Stevens Taylor was absent.

PUBLIC COMMENT / DISCUSSION: None.

CALL TO ORDER: 7:05 p.m.

APPROVAL OF MINUTES:

MOTION: Move approval of the minutes of the July 25, 1994 meeting with changes. Markovich/Picinich - two voted in favor with Councilmembers Ekberg and Platt abstaining.

OLD BUSINESS:

1. **Second Reading - Ordinance Annexation 93-02, Nelson.** Ray Gilmore presented the second reading of this ordinance to annex a one acre parcel located east of and adjacent to Soundview Drive.

MOTION: Move adoption of Ordinance #680 adopting the annexation. Markovich/Ekberg - unanimously approved.

2. **Second Reading - Ordinance Amending UECA Agreement - Gig Harbor Car Wash II.** Ben Yazici introduced the second reading of this ordinance amending Section 13.32.060 of the GHMC reducing the ERU assignment from 20 to 7.5 ERUs relating to sewer rates and charges, therefore amending the hook-up charge for tunnel car wash use. He explained the water usage for the car wash would be monitored for a two-year period and the charges adjusted accordingly.

MOTION: Move adoption of Ordinance #681. Markovich/Platt - unanimously approved.

NEW BUSINESS:

1. **HEX Recommendation/Resolution - SPR 94-01 North Office Retail Building.** Ray Gilmore presented the resolution accepting the Hearing Examiner's decision. He also presented and explained the optional resolution in the packet, drafted by staff, asking for the council to uphold the code regulations requiring a 25 foot rear-yard foot setback.s, thereby appealing the Hearing Examiner's recommendation. Mr. Gilmore explained that legal counsel had recently informed him that if Council were to choose the optional resolution, then an additional public hearing would be required. Mr. Geoff Moore, Pac Tech Engineering, further explained the circumstances surrounding the Hearing Examiner's decision and answered questions.

MOTION: Move approval of Resolution #424 which uphold the Hearing Examiner's Findings and Recommendations in a report dated July 6, 1994.

Markovich/Platt - three voted in favor. Councilman Ekberg voting against.

2. Rosedale Street Traffic Signal. Ben Yazici presented the bids he obtained at Council's request to proceed with the traffic light modifications at Rosedale Street in front of the High School. Councilman Ekberg wanted to be sure it was noted that the reason the city is proceeding with these modifications approximately one year before necessitated by surrounding development, is due to the fact a student was hit crossing at that intersection and that the congestion of traffic at that intersection, because of the high school, results in safety concerns. Mayor Wilbert will correspond with the School District.

MOTION: Move to authorize the Public Works Director to hire Totem Electric to complete the necessary modifications to the traffic light in an amount not to exceed 16,345.77 which includes Washington State Sales Tax.

Picinich/Markovich - unanimously approved.

STAFF REPORTS:

Ray Gilmore - Planning/Building. Ray passed out a copy of the Comprehensive Plan Review Schedule to the council and advised them that the Planning Commission's recommendation will be available by the end of the week, and the E.I.S. will be available by next week. He also stated that there will be plenty of time in this review schedule for work sessions with the Planning Commission.

MAYOR'S REPORT:

Station KGHP - Emergency Communications. Mayor Wilbert gave a brief presentation regarding this emergency communication station that is losing its funding due to cut-backs in the school's budget. She explained this station may be the only form of communication for some people during a major disaster and deserves consideration.

COUNCIL COMMENTS: None.

ANNOUNCEMENT OF OTHER MEETINGS:

APPROVAL OF BILLS:

MOTION: Move approval of Warrants #12663 through #12731, in the amount of \$73,433.34.

Platt/Ekberg - unanimously approved.

APPROVAL OF PAYROLL:

MOTION: Move approval of Payroll Warrants #10041 through #10125, in the amount of \$163,526.84.
Platt/Ekberg - unanimously approved.

EXECUTIVE SESSION: None scheduled.

ADJOURN:

MOTION: Move to adjourn at 8:09 p.m.
Picinich/Platt - unanimously approved.

Cassette recorder utilized.
Tape 359 Side B 009 - end.
Tape 360 Side A 000 - 410.

Mayor

City Administrator




City of Gig Harbor. The "Maritime City."

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

MEMORANDUM

TO: Mayor Wilbert and City Council

FROM:  Ray Gilmore, Director, Planning Department-Building Department

DATE: August 17, 1994

SUBJ.: 1st Public Hearing - Revised/Updated City of Gig Harbor Comprehensive Plan -- Planning Commission Findings, Conclusions and Recommendation; Draft Environmental Impact Statement

Attached is a report from the Planning Commission which includes its findings, conclusions and recommendations, on a revised and updated City of Gig Harbor Comprehensive Plan. Also, staff has provided a copy of the Draft Environmental Impact on the Revised Comprehensive Plan for the Council's review and consideration.

The hearing for this August 22 is the first of at least two scheduled for the Council over the next sixty days. Within this time period, the Washington State Department of Trade, Economic and Community Development will conduct its review of the plan and will provide its response in October. Depending on the scope and nature of DTECD's comments, additional public review may be required. The interim sixty period should provide Council sufficient opportunity to review the document and conduct work-study sessions with the Planning Commission.

Since the introduction of the document to the Council back in May, several changes have been made, most notably the inclusion of the Capital Facilities Element and a Transportation Plan. Currently, the Transportation Plan consists of a final report to the City and, pending final action by the Council, will be incorporated as a plan element in the form of an executive summary, plus appendices. Ben Yazici, the Public Works Director, has prepared a separate memo on the transportation plan, which is included in your packet.

Also, based upon comment received at the Planning Commission's public hearings in May and July, changes have been made to the land use and visually sensitive areas maps

Planning Commission Recommendation - Revised Comprehensive Plan

and the comprehensive plan text (land use and economic development). Staff is also working with Planning Commission member Vosburgh in grammar checking and formatting the document for finalization in October by Council.

Following the first hearing, staff will coordinate the scheduling of a work-study session with the Planning Commission, as Council deems appropriate. Staff advises that any worksession be conducted at a special meeting of the Council and not during a regular Council meeting. Suggested dates are September 14 (Wednesday) at 7:00pm, September 19 (Monday) at 7:00pm and September 21 (Wednesday) at 7:00pm.

Staff has also included for Council's consideration a letter of comment from Mr. Wade Perrow. Because this request was submitted after the Commission's last public hearing, action could not be taken without an additional Planning Commission hearing. Therefore, it is submitted to Council to be entered into the record of the 22nd public hearing. Another request submitted by Mr. Daryl Hedman on August 17 is also enclosed for your review and consideration.

If Council has any questions prior to the meeting on the 22nd, please give staff a call or feel free to visit.



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GIG HARBOR, WASHINGTON 98335
(206) 851-8136

August 17, 1994

Mayor Wilbert and the Gig Harbor City Council
Gig Harbor City Hall
Gig Harbor, WA 98335

Dear Mayor Wilbert and Council:

The Planning Commission presents for your review and consideration a revised and updated City of Gig Harbor Comprehensive Plan. The plan is a substantial re-write of the 1986 Plan, yet it retains the basic format and several policy objectives of that plan while incorporating the required policies and objectives of the State Growth Management Act. All the original elements of the 1986 plan are retained, but have been revised to meet GMA objectives. Several new elements are added as required by the GMA. An overview of the comprehensive Plan and its elements follows:

INTRODUCTION

Provides a background on the development of the Plan, the GMA update and the basic planning goals of the community. This section also articulates the GMA policy of "concurrency" (the phasing of development must be timed with the availability of required public services).

LAND USE

This element is a significant expansion of the 1986 section and provides more detail and elaboration on specific land-use goals, policies and definitions. The land use section articulates the goals of the GMA and the Pierce County County Wide Planning Policies and defines the generalized land use categories for the city and its urban planning area. Eight land use categories are established: Residential (low and medium density); Public Institutional; Employment Centers; Commercial-Business; Waterfront; Planned Community Development, Mixed-Use and Preservation Areas. The land use section also establishes new goals which address residential densities, public schools and education, groundwater quality protection, open space and preservation areas.

COMMUNITY DESIGN

This is an optional element developed by staff and the planning commission and is based upon the Public Visioning Forum conducted in December of 1992. The Planning Commission feels

that this element is an important linkage between land use and the other elements and that it is crucial to the success of the revised Comprehensive Plan. This element provides general policy on community design, and more detailed policy on building and structure design, waterfront design, historic development and design, landscape design, and signage and illumination. This element, although more detailed respective to a typical comprehensive plan element, would serve as the basis for a more specific design review guidelines manual.

ENVIRONMENT

The Environment Element is an optional element that is a carry over from the 1986 plan. It is, nonetheless, an important element as it provides the foundation for the critical areas regulations as required under the GMA.

HOUSING

This new, mandatory element is one of the more substantial elements of the GMA and provides several goals, objectives and policies which the city must address. The housing element contains:

- Identification of the existing housing stock in Gig Harbor
- Determination of housing preferences and demand
- Identification of housing types acceptable to the community
- Compliance with GMA County-wide fair share housing policies
- Implementation strategies to meet housing demand

The element also contains a population projection and allocation analysis for the City and its urban growth area, an estimate of potential build-out by population and date, housing costs analysis and affordability based upon 1990 census data and housing demand projection. The Planning Commission also proposes goals and policies to require fair share housing in new subdivisions, promote flexible zoning standards to meet affordable housing needs, encourage conversion and redevelopment of abandoned or blighted structures to affordable housing. Goals and policies are also proposed which address ways to minimize the direct costs of new housing construction by allowing smaller lot areas, providing incentives for increased densities on residential lots, providing for the siting of manufactured housing based upon suitable performance standards and allow utilization of space over commercial structures to be used as residential units.

ECONOMIC DEVELOPMENT

Economic Development is an optional element that is strongly encouraged by the Growth Management Act. The Planning Commission has modified the 1986 Economic Development Element and has included specific analysis on economic trends which have occurred on the Peninsula over the past ten years, a forecast of jobs availability per population over the next

twenty years and several goals, objectives and policies to increase the employment opportunities to reduce the population to jobs ratio from the current 5.92 ; 1 to 2.5 : 1 by the year 2010.

ESSENTIAL PUBLIC FACILITIES

This element under the Growth Management Act requires local government include a process for the identification and siting of essential public facilities. These facilities include such uses which are difficult to site such as airports, state education facilities, state or regional transportation facilities, state and local correction facilities, solid waste handling facilities, in-patient facilities, mental health facilities and group homes. The Growth Management Act also states that the siting of such essential facilities may not be precluded from a comprehensive plan or development regulations. The State Office of Financial Management is required to maintain a list of essential state public facilities that are required or likely to be built within the next six year. The Planning Commission has proposed several goals and policies to consider in the site selection process for these types of facilities.

UTILITY ELEMENT

The state of Washington Growth Management requires that local governments developing or updating Comprehensive Plans under the Act to include an element within their plans which addresses the siting and location of utilities serving their jurisdiction. Specifically, the element must provide for the "general location, proposed location and capacity of all existing and proposed utilities, including but not limited to electrical lines, telecommunication lines and natural gas lines." Although utilities under the Growth Management Act does not include sewer and water (which are considered "public facilities"), general policies for these are included under this element. The City also includes within the definition of utility all cable (CATV) transmission lines.

The Act does not specify nor provide any guidelines to consider in developing the location or siting of these essential utilities. Therefore, it is left up to each jurisdiction to consider how these would be addressed within their respective comprehensive plans. Planning for utilities is primarily the responsibility of the respective utility provider and the City makes reliance upon those plans provided by the system utility. The City utilizes the utility element to identify issues, policies and regulatory changes needed to ensure that the provisions of utilities is properly coordinated with land use. The Planning Commission's proposal includes several policy statements which were requested by local utility providers.

In summary, the Utility Element provides policy on location and installation of utility lines, energy demand, storm water management , potable water, waste water treatment and telecommunications.

SHORELINE MANAGEMENT

This element is essentially the same as the 1986 comprehensive plan element and provides general policy on shoreline management issues. It has been updated for conformity with the recently updated Shoreline Master Program.

PARKS AND RECREATION

This element is an update of the 1986 comprehensive plan element and has been updated to address the Planning Commission's recommendations on inclusion of several areas as part of an open space/parks plan and trails plan.

CAPITAL FACILITIES

A Capital Facilities Plan is a required element under the State Growth Management Act, Section 36.70A.070 and it addresses the financing of capital facilities in the City of Gig Harbor and the adjacent urban growth area. It represents the City and community's policy plan for the financing of public facilities over the next twenty years and it includes a six-year financing plan for capital facilities from 1995 to 2000. The policies and objectives in this plan are intended to guide the City Council in making decisions on the use of capital funds. They will also be used to indirectly provide general guidance on private development decisions by providing a strategy of planned public capital expenditures.

The capital facilities element specifically evaluates the city's fiscal capability to provide public facilities necessary to support the other comprehensive plan elements. The capital facilities element includes:

- Inventory and Analysis
- Future Needs and Alternatives
- Six-Year Capital Improvement Plan
- Goals, Objectives and Policies
- Plan Implementation and Monitoring

The Capital Facilities Element also contains recommended levels of service for parks, potable water and transportation/circulation. These LOS's are conceptual at this point.

TRANSPORTATION

This element has been considered separate from the bulk of the comprehensive plan update due to the technical nature of the subject and is presented to the Council as "final report". The Planning Commission, Public Works Department and the Planning-Building Department have worked with the City's transportation consultant, KJS Associates in the development of this document. The plan will be integrated into the Comprehensive Plan as an executive summary and the technical portions of the plan will be assigned to the appendix.

The transportation plan final report consists of six chapters:

1. Existing conditions , including current levels of service at 12 major intersections within the city and its UGA
2. Traffic Forecasts, consisting of the methodology, sources and a deficiency analysis
3. Level of Service Standards and definitions
4. Alternatives Analysis and Evaluation, including major connector and arterial projects , intersection analysis and a non-motorized improvements evaluation.
5. Recommended Transportation Improvements.
6. Financial Analysis and Concurrency Plan.

The financial analysis and concurrency plan should be integrated into the Capital Facilities Plan prior to final action on the Comprehensive Plan.

Other Considerations

Because of time and process constraints during the development and review of the transportation plan, the Planning Commission felt that there were issues and concerns that were not fully addressed. In particular, these are:

(1) Traffic congestion and its impact on Gig Harbor bay; and

(2) The appearance of development along SR-16 and arterials which has been a major concern to the community as far back as the response to the county survey in 1972 and up to the City of Gig harbor visioning sessions in 1993. Residents are concerned that traffic flow easily and that the appearance of the visual corridor reflect the desire for attractive appearance in the most urbanized areas and natural semi-rural appearing visual corridors in the rest of the areas. Although the City has adopted Public Works Construction Standards which includes schematic design for street scapes, these should also be articulated in the Comprehensive Plan.

Toward the end of the process, the Planning Commission , by a split vote, pulled back from requiring complete screening along SR-16 outside of interchange areas to giving landowners the option of complete screening or extensive design review. There was not time to discuss this further or define what extensive design review would be defined as. Therefore, the Planning Commission requests that the Council look at these areas and decide if they have been adequately addressed.

The Planning Commission respectfully requests the City Council include the following considerations in their review of the Draft Comprehensive Plan:

TRANSPORTATION ELEMENT

GENERAL GOALS

Assure that arterials provide safe, enjoyable and aesthetically pleasing means of travel in the study area.

Actively discourage through, commuter traffic on streets in the City of Gig Harbor view basin; Soundview, Pioneer, Stinson, Rosedale, Peacock Hill. Encourage roads which allow commuters to by-pass these areas. Encourage car pooling, mass transit and other ways to limit the number of vehicles on Gig Harbor Streets.

Establish design standards for visual corridors along SR-16 and arterials which reflect the nature of the individual area while maintaining attractive appearance.

Alternate Means of Transportation:

1. Walkways and/or bicycle paths should be incorporated into street design for arterials to encourage walking and biking.
2. Small Park and Ride lots should be encouraged in neighborhoods near where people live so that commuters don't have to drive into or through Gig Harbor to meet a ride or catch a bus. These should be sited near major intersections and/or on Pierce Transit lines. For instance, Park and Rides located at Crescent Valley/Drummond Drive (a major source of commuter traffic volume) and the upper Peacock Hill areas would diminish the need to drive through Gig Harbor to get to the Kimball Park & Ride.
3. Address the commuter traffic problem with an emphasis on serving the commuter more directly and directing congestion away from the City of Gig Harbor, rather than into it by extending the commuter service lines beyond the congested areas, nearer the commuters they are intended to serve.

DESIGN ELEMENT

All development in interchange nodes should be reviewed for outstanding architecture and landscaping since these areas are entries to the community. Consideration should be given to continuity of design in each interchange.

Interchange Nodes:

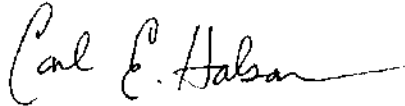
Curb cuts should be kept to a minimum in interchange areas to keep traffic moving smoothly. Curb cuts in interchange areas will only be allowed where there is a center turn lane with adequate stacking room.

ENVIRONMENTAL ELEMENT

Conserve natural resources and activities. Encourage through the design review process, landscaping efforts which contribute to conservation and replenish the natural environment, such as buffer zones, planting, or replanting trees, etc.

The Planning Commission welcomes the opportunity to meet with the City Council in September for a work-study session(s) on the revised Comprehensive Plan at the Council's leisure and discretion.

Sincerely,

A handwritten signature in cursive script that reads "Carl E. Halsan". The signature is written in black ink and is positioned above the typed name.

Carl Halsan,
Chairman, City of Gig Harbor Planning Commission

**FINDINGS OF FACT AND CONCLUSIONS
CITY OF GIG HARBOR PLANNING COMMISSION
REVISED CITY OF GIG HARBOR COMPREHENSIVE PLAN**

The City of Gig Harbor Planning Commission enters the following Findings of Fact relating to the revised City of Gig Harbor Comprehensive Plan and a recommendation of adoption to the Gig Harbor City Council.

Findings of Fact

1. The State legislature did find in 1990 that uncoordinated and unplanned growth together with a lack of common goals toward land conservation, pose a threat to the environment to the public health, safety and welfare and to sustainable economic development.
2. The State of Washington adopted the Growth Management Act of 1990 which requires that all counties and municipalities within those counties which have experienced a growth of greater than ten percent between 1980 and 1990 to prepare comprehensive plans
3. Since the last update and revision of the Comprehensive Plan in 1986, the City of Gig Harbor has experienced a relatively high growth rate, as has the rest of the Puget Sound region.
4. With a 1992 population of 3600 (Washington State Office of Financial Management), the City has grown by an annual average rate of 6.1% between 1986 and 1992, which includes in-migration and annexations. The growth rate has moderated between 1989 and 1994 to a rate of 3.5% per year.
5. The Comprehensive Plan includes an urban growth area of approximately 6,800 acres, inclusive of the City's current 1205 acres.
6. The urban growth area was initially adopted by the City Council as an urban planning area prior to the adoption of the Growth Management Act in 1990 and was modified by the Planning Commission and Council in April of 1992 and submitted to Pierce County as the preferred Interim Urban Growth Area pursuant to the Growth Management Act.
7. The Interim Urban Growth Area adopted by the City Council in April of 1992 serves as the basis for the urban planning area considered by the City of Gig Harbor Planning Commission.
8. The City of Gig Harbor, in an independent analysis of population trends and projections prepared by Consoler Townsend and Associates, determined that the City and its proposed urban growth area would grow to 20273 by the year 2010 (City of Gig Harbor

Comprehensive Sewer Plan, September 1993). This represents a projected increase of 114% over the twenty year period from 1990 - 2000, or approximately 5.7% per year average.

9. The Pierce County Regional Council, in conjunction with the Puget Sound Regional Council using the Pierce County twenty-year population forecast from the State Office of Financial Management, has projected an official population of 16870 for the urban growth area, inclusive of the current city limit, to the year 2014. This represents an increase of 58% over the next twenty years, or approximately 2.9% per year average.
10. The Planning Commission did convene a special public meeting on December 8 of 1992 to conduct an urban design visioning forum to survey the community's preferences on a variety of community land use and design issues.
11. Public notice on the urban design visioning forum was provided in November of 1992 by mail to owners of real property of record as established by the Pierce County Assessor Real Property Assessment rolls for the City of Gig Harbor.
12. The tabulated results of the City of Gig Harbor Urban Design Visioning Project of December of 1992 has been utilized by the Planning Commission as a guide in the development of the City of Gig Harbor's Comprehensive Plan Update.
13. The City Planning Commission has conducted 28 public meetings over a two-year period at Gig Harbor City Hall in the development of the revised and updated Comprehensive Plan, which includes 2 "open house" public meetings and 2 public hearings.
14. Prior to the "open house" public meetings in April of 1994, a public notice was mailed to all utility rate payers and owners of real property within the City of Gig Harbor and those properties outside of the City but within the urban planning area which receive city utility services.
15. Public notice was also provided by publication of a legal notice in the official gazette, *The Peninsula Gateway*, in the April 6 "Public Meetings Calendar", by legal notice in the May 13 and 25 editions and by legal notice in the July 6 and July 13 editions.
16. Public hearings on the draft revised comprehensive plan were conducted by the Planning Commission on May 31, 1994 and July 20, 1994 at 7:00pm in the Council Meeting at Gig Harbor City Hall.
17. A public hearing on the draft Transportation Plan was conducted by the Planning

Commission on April 19, 1994 at 7:00pm in Gig Harbor City Hall.

18. Testimony and comment on the revised comprehensive plan has been received by 13 citizens.
19. The Planning Commission responded to each comment received and, where deemed reasonable, appropriate and within the public's health, safety and welfare, the comments were incorporated into the appropriate element of the revised comprehensive plan.
20. The Comprehensive Plan submitted to the City Council consists of eleven elements, six of which are required by the Growth Management Act (Land use, Housing, Capital Facilities, Utilities, Transportation and Essential Public Facilities) and five of which are optional (Community Design, Economic Development, Environment, Shoreline Management and Parks and Recreation).
21. A draft programmatic environmental impact statement which assesses the probable environmental impacts of the proposed plan (a moderate density scenario) and two plan alternatives (no-action and high density) has been prepared and will be issued on August 17, 1994 for a thirty day review and comment period.
22. The Planning Commission conducted a final worksession on the Comprehensive Plan on August 9, 1994, at which meeting the Planning Commission did consider and adopt findings of fact and conclusions in support of the revised and updated City of Gig Harbor Comprehensive Plan.
23. The Planning Staff has reviewed the draft plan respective to the Notice of Intent to Adopt checklist as required by the State Department of Trade, Economic and Community Development and finds that the plan meets the requirements established therein.
24. The Planning Commission finds the plan consistent with the Pierce County County Wide Planning Policies of June 30, 1992, and is consistent with the Puget Sound Multi-County Planning Policies.

Conclusions

1. The revised comprehensive plan reflects the community's vision of retaining the small town "village atmosphere" of the Gig Harbor Basin while responsibly planning for a variety of

housing types and densities, employment opportunities, public facilities within the City and the urban growth area.

2. The urban growth area as proposed provides for sufficient land to accommodate the next twenty years of growth while minimizing constraints to market factors to promote affordability of land and housing.
3. The revised comprehensive plan will:
 - i. Designate adequate land for the type of uses anticipated and planned to occur over the next 20 year planning period.
 - ii. Provide policy direction in establishing a variety of housing alternatives consistent with changing demographics, incomes and preferences.
 - iii. Identify ways to merge private development and public spaces into a visually cohesive and functional setting.
 - iv. Articulate the role of architecture in the community's identity.
 - v. Provide direction on identifying and preserving the City's historic structures, character, and village-like atmosphere many residents and visitors find so appealing
 - vi. Assure that the zoning code and other appropriate development codes consider the contribution of both the natural and man-made elements on the overall visual quality of the City.
 - vii. Promote diverse economic opportunities for all citizens
 - viii. Ensure that economic growth remain within the capacities of the natural resources, public services and public facilities
 - ix. Allow for sufficient economic growth and development to ensure an appropriate balance of land uses which will produce a sound financial base for the community.
 - x. Provide both the private and public sector with the information

necessary to promote economic development while respecting the constraints of the environment.

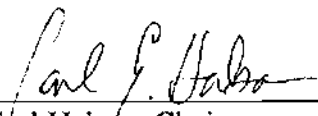
- xi. Preserve environmentally and visually sensitive areas by providing policy direction for development proposed within these areas.
- xii. Encourage development of the waterfront in a manner which respects its environmental constraints and historic resources
- xiii. Promote coordination between the City and other utility and service providers.
- xiv. Encourage conservation of resources by providing general policies on conversion to cost effective alternate technologies, providing innovative siting guidelines, and encourage residential subdivision which provide energy conservation features.
- xv. Facilitate provision of an adequate supply of high quality potable water and an adequate capacity of the city waste water treatment plant.
- xvi. Identify suitable locations for essential public facilities which pose a minimal level of impact on the community.
- xvii. Provide a six-year schedule of improvements which shall be the mechanism the City will use to base its timing, location, projected cost and revenue sources for the capital improvements identified for implementation in the other comprehensive plan elements.
- xviii. Ensure that public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

- 4. The revised City of Gig Harbor Comprehensive Plan is consistent with the requirements of the State of Washington Growth Management Act and is in the public's health, safety, welfare and interest.

Recommendation

THEREFORE, BE IT RESOLVED, that the City of Gig Harbor Planning Commission hereby recommends that the Gig Harbor City Council, in consideration of the Findings and Conclusions herein, give favorable consideration for the adoption of the revised City of Gig Harbor Comprehensive Plan.

Dated this 17th day of August, 1994.



Carl Halsan, Chairman
City of Gig Harbor Planning Commission



City of Gig Harbor. The "Maritime City."

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TO: MAYOR WILBERT AND CITY COUNCIL
FROM: BEN YAZICI, DIRECTOR OF PUBLIC WORKS *BY*
SUBJECT: COMPREHENSIVE TRANSPORTATION PLAN
DATE: AUGUST 9, 1994

INTRODUCTION

One of the objectives of the Public Works Department this year was to complete the City of Gig Harbor Comprehensive Transportation Plan. The plan is complete and I am forwarding a copy to you for your review and comments.

BACKGROUND/ISSUES

We first hired Transpo Group Inc. to complete the City of Gig Harbor Comprehensive Transportation Plan. After completing the first chapter of the plan, Transpo could not complete the plan according to the schedule set forth in the contract for various reasons, and a one-time extension was granted to this firm. When we received another time extension request within two weeks of the first request, it became apparent that this firm was not able to complete this task for us. We then terminated our contract with Transpo Group Inc. and hired KJS Associates for the completion of this project.

KJS & Associates met with City Council and the Planning Commission during the development of this plan. The Planning Commission also conducted a public hearing, and the completed Comprehensive Plan reflects most of the comments that were received during the development of the plan.

POLICY ISSUES

The Comprehensive Transportation Plan will be a part of the overall Comprehensive Plan. We are in the process of completing the environmental documentation for the Comprehensive Plan. We will be coming back to the City Council for final adoption of this plan after the environmental documentation is completed. The Council does not need to take any action on this plan at this time.

FISCAL IMPACT

Despite the fact that we had to hire two different consultants to complete this plan, we still completed the project for approximately \$1,000 less than the budgeted amount.

We budgeted \$50,000 in our 1994 budget for this project to be completed and spent approximately \$49,000 among the two consultants; Transpo Group Inc. and KJS Associates Inc.

RECOMMENDATION

The City Council should not take any action on this plan till after the environmental documentation is completed. However, I encourage the Council let us know if there is any comment that we would require us to revise the plan before it is formally adopted.



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MEMORANDUM

TO: Mayor Wilbert and City Council

FROM: Planning Staff

DATE: August 22, 1994

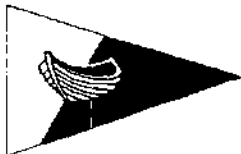
RE: SPR 94-02 - Dave Hagen/Raymond Nelsen -- Request for site plan approval for gas station/mini-mart located at 7102 Stinson Avenue

Dave Hagen and Raymond Nelson are requesting site plan approval for a gas station/minimart on their property at 7102 Stinson Avenue. The project will include a two-story building with gas pumps and a canopy on their parcel and associated parking in the Tacoma Cushman right-of-way on the south side of their property. The right-of-way is within City limits and the City may therefore apply its parking and landscaping standards to the right-of-way. The Hearing Examiner is recommending approval of the site plan subject to the same conditions recommended by the Staff. A copy of the Hearing Examiner's report, along with a copy of the staff report to the Hearing Examiner and a draft resolution approving the site plan, and all site plan illustrations, are attached for the Council's consideration.

The proposal includes a request for an alternative landscape plan to allow encroachment into the 25 foot buffer area required along the back side facing the freeway. The staff is supportive of the alternative landscape proposal for the following reasons:

- i. There appears to be sufficient buffering between the back property line and the freeway pavement to screen the project from the freeway and (in addition) the proposed on-site landscaping appears sufficient for screening purposes, therefore meeting the intent of the screening/buffering requirements (GHMC Section 17.78.100).
- ii. The applicant has agreed to increased landscaping and berming along the Stinson Frontage where the project will be most visual therefore achieving a *superior* landscape plan than that which would be achieved by strictly following the zoning code landscape requirements (GHMC Section 17.78.100.A).
- iii. The applicant has worked hard to design a building and canopy which is not typical of most gas station minimarts thereby complying with the alternative landscape requirement to incorporate unique, historic or architectural features into the site plan (GHMC Section 17.78.100.C).

Most of the public input received for this proposal has been positive. However, concern has been expressed regarding the lack of a long-term or perpetual lease of the Tacoma Cushman right-of-way. The staff recognizes that use of the right-of-way could be revoked and has therefore addressed this potential in the proposed conditions of approval. However, the staff does not consider it likely that Tacoma Light will revoke use of this portion of the right-of-way in the foreseeable future. It should be noted that other portions of the Tacoma Cushman right-of-way within City limits have been utilized for code required parking and incorporated into the site plan review process, e.g., Soundview Business Park.



City of Gig Harbor. The "Maritime City."

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

**GIG HARBOR COMMUNITY DEVELOPMENT DEPARTMENT
STAFF REPORT**

TO: Hearing Examiner
FROM: Planning Staff
DATE: July 20, 1994

RE: SPR 94-02 - Dave Hagen/Raymond Nelsen -- Request for site plan approval for gas station/mini-mart located at 7102 Stinson Avenue

I. GENERAL INFORMATION

APPLICANT: Dave Hagen/Raymond Nelsen
10812 Bridgeport Way S.W.
Tacoma, WA 98499
Telephone: 582-8622

OWNER: (same)

AGENT: Snodgrass Freeman Associates
3206 50th St. Ct. N.W. Suite 125
Gig Harbor, WA 98335
Telephone: 851-8383

II. PROPERTY DESCRIPTION

1. **Location:** 7102 Stinson Avenue, Assessor's parcel # 022107-4-025, 4-032
2. **Site Area/Acreage:** 30,369 (including both lots)
3. **Natural Site Characteristics:**
 - i. **Soil Type:** Harstine gravelly sandy loam
 - ii. **Slope:** relatively level
 - iii. **Drainage:**
 - iv. **Vegetation:**

4. Zoning:

- i. **Subject parcel:** B-2 (general business)
- ii. **Adjacent zoning and land use:**
 - North:** B-2 office/retail building
 - South:** B-2 vacant parcel
 - East:** B-2 lawn mower repair
 - West:** County - Tacoma/Cushman right-of-way

5. **Utilities/road access:** The parcel is served by City sewer and water and is accessed off of Stinson Avenue - a city street.

III. APPLICABLE LAND-USE POLICIES/CODES

1. Comprehensive Plan:

The City of Gig Harbor Comprehensive Plan designates this area as commercial/business. Relevant policies include the following:

Economics, Page 17, Goal - Develop a Sound Fiscal Base. Help market local socio-economic resources to increase employment opportunities, develop office and industrial park properties and provide the City a sound tax base while providing the residents of the city with a continuing high quality of life.

Job Creation - Help create employment opportunities within the local economy, particularly for residents who now commute across the Tacoma Narrows Bridge.

Small Business Development - Encourage local business development opportunities which may be owned by or employ local residents. Promote the local use of special small business financing and management assistance programs. Help identify facilities which may be used for small business start-ups including older structures which may be suitably reused for business purposes.

2. Zoning Ordinance:

The site is designated as B-2 (General Business District) per the City of Gig Harbor zoning map.

Section 17.36.010 (Intent) states that a B-2 district is intended to provide for a wide range of consumer goods and services. It is further intended to group buildings and business

establishment in a manner that creates convenient, attractive and safe development.

Section 17.36.020F states that gasoline service stations are permitted.

Section 17.36.050 (minimum Development Standards) establishes minimum development standards for uses in respect to yards (F 20', S 5/10' interior flanking street, R 20'), maximum impervious coverage (70%). The project site is within a height overlay district which permits a maximum height of 35 feet for non-residential structures.

Section 17.36.120 provides performance standards for exterior mechanical devices, outdoor storage of materials, outdoor lighting and the placement and screening of trash receptacles.

Section 17.72 provides the requirements for off-street parking. The proposal would require a minimum of one parking space for each 300 square feet of retail floor space or one space for every gas pump station. This section states that required parking may be located off-site within 100 feet of the parcel if a formal agreement can be reached with the off-site property owner.

Section 17.78.020 (Applicability of landscape Requirements) applies to this development. A preliminary landscape plan and site topographic survey has been submitted with the application.

Section 17.80 (signage). A preliminary signage plan has been submitted. Upon approval of a site plan, a detail signage plan must be submitted for review and approval prior to installation of signage.

Section 19.96 (Site Plan Review). the stated purpose of site plan review is to ensure that development projects carried out in a given zoning district are executed in a manner consistent with existing ordinances concerning public utilities, traffic, facilities and services and provide unified site design, access, landscaping, screening, building placement and parking lot layout. Site plan review is not intended to review and determine the appropriateness of a given use on a given site. It is intended to insure that the development of a site will provide the features necessary to protect the health, safety and general welfare of the citizens of the city.

IV. BACKGROUND INFORMATION: The subject site consists of a small parcel of land that is currently the site of an old dilapidated house. The house has been vacant for some time resulting in some public nuisance activities. The owner intends to demolish the house and combine the site with a section of the Tacoma Cushman right-of-way. The right-of-way is necessary to provide the required parking for a proposed minimart. The applicant has approached Tacoma Light to acquire use of the parcel which may be granted for unspecified periods of time. Essentially, Tacoma Light reserves the right to demand vacation of the property with a 60 day notice. To do so, however, would be highly unusual. Tacoma Light's primary concern is retaining access to the property for power line maintenance and repair. They are also concerned over the type of vegetation that will be planted. Generally, they do not allow trees under the power lines. They have indicated that a landscape plan must be submitted for their

approval.

The type of landscaping Tacoma Light will approve is of concern to the staff because the required landscaping and screening cannot be achieved on the applicant's property. The staff has discussed with the applicant a possible allowance for an alternative landscape plan in the Tacoma right-of-way in exchange for a higher level of design consideration for the building. This is consistent with Section 17.78.100 of the zoning code which states that the planning director may authorize modification of the landscape requirements when alternative plans comply with the intent of the code and incorporates unique, historic or *architectural features* such as fountains, sculptures, *structures* and the like. The staff has therefore worked with the applicant on a plan that does not include the normally required 25 foot landscape buffer along the rear, but which provides (a) screening from the freeway, (b) enhanced landscaping and berming in the front to soften the parking lot appearance, (c) a lower monument sign than otherwise allowed by code, and (c) a building and canopy design that is not typical of most gas station/minimarts. Indeed, the applicant has been open to numerous suggestions from the staff regarding window & trim details, canopy design, building mass, reduction and/or screening of asphalt areas.

V. REQUEST/PROJECT DESCRIPTION:

The proposed gas station minimart consists of a 3,000 square-foot building with 2000 square feet on the first floor and 1000 square feet on the second floor devoted to storage and management office space. The structure will be contained entirely on the applicant's property and will maintain the required setbacks from the Tacoma Cushman right-of-way.

The gas pumps and canopy will also be contained on the applicant's property. There will be eight multiple pump stations which will require 8 parking spaces either on-site or on an approved location within 100 feet of the site. All parking will be provided in the Tacoma/Cushman right-of-way which will be integrated into the overall site plan.

Landscaping will consist of bermed planting areas in front to soften the appearance of the parking and asphalt area. A rear yard buffer consisting of pines and hedges is proposed to screen the project from freeway visibility. The plan indicates a generous use of plantings but a more detailed landscape plan will be required to determine compliance with City codes (e.g., spacing requirements, sprinkling, etc.).

The building itself is designed to be reminiscent of a light house. It includes a circular tower which rises above a wedge-shaped building with a flat roof and a mansard walkway cover. The building will include a standing seam metal roof which will also be incorporated into the canopy design. The applicant has indicated that the roof color will be blue to reflect Chevron's corporate colors.

VI. PUBLIC NOTICE:

The property was posted and legal notice was sent to the Peninsula Gateway and to property owners within 300 feet. As of July 13, 1994, the Staff has received no formal input on this item.

VII. ANALYSIS:

This project has involved the staff in a greater level of design review than is typically allowed under the zoning code. However, in an effort to negotiate an alternative landscape plan as allowed in GHMC section 17.78.100 the applicant solicited planning department input at the initial design stage. This has facilitated agreement early on and has minimized difficulties in the formal review process.

Most of the design considerations agreed upon are indicated on the submitted plans. An item of apparent agreement that is not reflected on the elevation drawings is a change to the stucco panels along the bottom of the exterior walls. While this is certainly a subjective issue, the staff believes that stucco is out of character with the proposed maritime architecture. The applicant responded positively to suggested material alternatives which would provide easy maintenance and be more in harmony with the building design. An issue that has not been discussed with the applicant but which may be cause for concern is the proposed roof color. Chevron's corporate blue color is atypical of most roof colors and may appear excessively bright on a prominent roof form. Moreover, a bright blue may draw excessive attention from the freeway if the tower roof penetrates the vegetative screen. The Staff would prefer subdued "earthtone" colors of on the roof (e.g., grays to deep charcoals, browns or reddish-browns) although a blue color imbued with grey undertones may achieve similar results (e.g., nautical blue).

A final item which the staff would like to see modified is the three foot berm indicated on the landscape plan. The plan shows the berm to be the agreed upon three-foot height, but it reaches its height in the center only. A more elongated berm would provide the desired result of softening the appearance of the expanded asphalt area.

Additional staff and/or agency comments are as follows:

1. Building Official: The building official has submitted the following comments:

Fire flow must be provided to within 150 feet of each portion of the building in accordance with the Section 10.401, 1991 Uniform Fire Code.

Fire flow must be provided to the building in accordance with Section 10.401, 1991 Uniform Fire Code.

Access around the building must be provided to within 150 feet of all portions of the building in accordance with Chapter 10, 1991 Uniform Fire code. (fire sprinklers may be provided as an alternative).

Access must be provided to all areas in accordance with the Washington State Standards for Access. Access must also be provided in accordance with the Federal ADA Standards.

Must conform to Chapter 15.20 GHMC (gasoline service stations).

2. Public Works: The Public Works Department has reached an agreement with the applicant on the proposed driveway as follows:
 - a. We would allow the location of the driveway as proposed.
 - b. The south driveway will be restricted to right-in and right-out only operation upon determination of the City in the future that this driveway is adversely affecting the traffic operations on Stinson Avenue.
 - c. The north driveway will be restricted to right-in and right-out only operation upon determination of the City in the future that this driveway is also affecting the traffic operations on Stinson Avenue.
 - d. The City's determination can be verified by an independent traffic engineer selected mutually by both parties and paid by the property owners.
 - e. There will not be open trench cut on Stinson Avenue for any utilities which includes, but not limited to, city water, sewer and storm sewer. All connections to the existing utilities will be completed by boring rather than cutting the brand new pavement on Stinson Avenue.
3. SEPA Responsible Official: The SEPA Responsible Official has determined that this project will have no probable significant impact on the environment . A Determination of Nonsignificance (DNS) was issued on June 6, 1994 under WAC 197-11-340(2).
4. Tacoma Public Utilities: The Tacoma Public Utilities has submitted a written comment stating that neither the light or water divisions have any comments. However, the staff has discussed with Tacoma Light over the telephone the allowed plantings within the right-of-way. Typically, Tacoma Light does not allow trees to be planted under the power lines, particularly tall growing fir trees. Tacoma Light has indicated that any proposed landscaping must be approved by the Utility prior to installation.

Tacoma Lights restrictions may preclude the types of trees normally required by code for screening purposes. However, if screening can be achieved using other planting varieties, e.g., lower growing trees or tall hedges, the Staff believes that the intent of the requirement can be met. This may involve use of plantings which mature more slowly leaving the building visible to the freeway for a longer period of time. The staff is supportive of this alternative provided the additional design considerations discussed previously can be incorporated.

5. Department of Ecology: The Department of Ecology has submitted a lengthy letter describing requirements for water quality control and underground storage tank installation. The letter is lengthy and detailed but the issues discussed relate primarily to installation permits. They are not site-plan specific. A copy of said letter is available at the Planning Department.
6. Pierce County: The only comments received from Pierce County relate to typographical errors in the SEPA checklist and the inappropriate reference to sources of information not contained in the SEPA checklist (i.e., traffic counts). No information was requested and no substantive comments were submitted.
7. Washington State Department of Transportation: The Department of transportation's only concern with this project is the site drainage. They have requested the opportunity to review any drainage plans and calculations for this project as soon as they become available.

VIII. FINDINGS AND CONCLUSIONS

Based upon a site inspection and the analysis contained in Part VII of this report, the Staff finds that the proposed use is consistent with the stated intent and general requirements of the zoning code provided that the proposed alternative landscape plan allow consideration of a more stringent level of design review (consistent with Section 17.78.100 of the Gig Harbor zoning code).

IX. RECOMMENDATION

The staff recommends approval of SPR 94-02 subject to the following conditions:

1. The increased asphalt area resulting from the decrease in the rear yard buffer shall be compensated with increased buffering and berming along the Stinson Avenue frontage including:
 - (a) Landscaped berms in the front yard perimeter area at least three feet high, provided that clear vision near the driveway exit is retained as per Public Works Department standards.
 - (b) Maximum driveway widths of 24 feet.
2. Prior to building permit issuance, a final landscape and sprinkling plan which indicates all berms and specific plant species shall be submitted to and approved by both the Tacoma Public Utilities Department and the City of Gig Harbor Planning and Public Works Departments. Berms shall be a minimum of 3 feet high spanning the full width of the landscaped area except for required tapering at the edges. Landscaping shall be sufficient to provide screening from the freeway.

3. All landscaping shall be installed prior to issuance of a final occupancy permit unless a bond or assignment of funds totalling 110% of the estimated cost of landscaping is posted with the City.
4. Due to the alternative landscape plan's reliance on reduced buffer areas in exchange for a more unique style of architecture, all structures and signs shall be built in substantial compliance with the design as reviewed and approved through the site plan review process.
5. The roof color shall be limited to subdued earthtone matte finish colors (e.g., grays to charcoals, browns to reddish-browns or forest greens). Brighter colors may be acceptable if they are imbued with black or brown undertones (e.g., nautical blue). A color sample of the roofing material shall be submitted to and approved by the Planning Staff prior to installation.
6. Wainscot panels on the exterior of the building shall be steel, wood or masonry
7. Details for the dumpster screen shall be submitted to and approved by the Planning Staff prior to permit issuance. The dumpster screen shall be designed to match the building using similar colors and materials.
8. Fire flow must be provided to within 150 feet of each portion of the building in accordance with the Section 10.401, 1991 Uniform Fire Code.
9. Fire flow must be provided to the building in accordance with Section 10.401, 1991 Uniform Fire Code.
10. Access around the building must be provided to within 150 feet of all portions of the building in accordance with Chapter 10, 1991 Uniform Fire code. (fire sprinklers may be provided as an alternative)
11. Access must be provided to all areas in accordance with the Washington State Standards for Access. Access must also be provided in accordance with the Federal ADA Standards.
12. The project must conform to Chapter 15.20 GHMC (gasoline service stations).
13. The applicant shall submit for the City's review a copy of the agreement between the applicant and Tacoma Public Utilities which allows use of the Tacoma/Cushman right of way for this project's required parking and landscaping.
14. Prior to permit issuance, a final grading and drainage plan shall be submitted to the City for review and approval by both the Gig Harbor Public Works Department and the Washington State Department of Transportation.
15. The driveway shall be subject to the conditions as agreed and stipulated by the applicant and the Public Works Department including the following:
 - a. The south driveway will be restricted to right-in and right-out only operation upon

determination of the City in the future that this driveway is adversely affecting the traffic operations on Stinson Avenue.

b. The north driveway will be restricted to right-in and right-out only operation upon determination of the City in the future that this driveway is also affecting the traffic operations on Stinson Avenue.

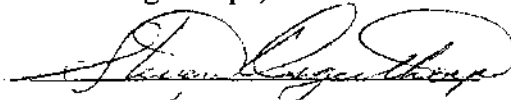
c. The City's determination can be verified by an independent traffic engineer selected mutually by both parties and paid by the property owners.

d. There will not be open trench cut on Stinson Avenue for any utilities which includes, but not limited to, city water, sewer and storm sewer. All connections to the existing utilities will be completed by boring rather than cutting the brand new pavement on Stinson Avenue.

16. Prior to permit issuance, the applicant shall provide a copy of the lease agreement with Tacoma Light which allows use of the use right-of-way as specified on the site plan. In the event the lease is terminated, the owner of the mini-mart parcel shall have 90 days to bring the parking and circulation into compliance with codes in place at that time. Failure to bring the parking and circulation into compliance may result in termination of the existing use.

17. Site plan approval and all associated conditions of approval shall be file with the Pierce County Auditor's office as a covenant with the land. A copy of the filed covenant and filing number shall be submitted to the Planning Department prior to permit issuance.

Project Planner: Steve Osguthorpe, Associate Planner



Date: July 29, 1994

CITY OF GIG HARBOR
HEARING EXAMINER
FINDINGS CONCLUSIONS AND RECOMMENDATION

APPLICANT: Dave Hagen / Raymond Nelson
CASE NO.: SPR 94-02
LOCATION: 7102 Stinson Avenue
APPLICATION: Request for site plan approval for gas station/mini-mart.

SUMMARY OF RECOMMENDATIONS:

Planning Staff Recommendation: Approve with conditions
Hearing Examiner Recommendation: Approve with conditions

PUBLIC HEARING:

After reviewing the official file which included the Planning Staff Advisory Report; and after visiting the site, the Hearing Examiner conducted a public hearing on the application. The hearing on the Hagen/Nelson application was opened at 5:02 pm, July 20, 1994, in City Hall, Gig Harbor, Washington, and closed for oral testimony at 6:10 pm. the hearing remained open administratively until 5:00 pm on July 26, 1994 to allow additional written comments from the community and written response from the applicant. Participants at the public hearing and the exhibits offered and entered are listed in the minutes of the hearing. A verbatim recording of the hearing is available in the Planning Department.

TESTIMONY

From the City:

Steve Osguthorpe, Associate Planner, reviewed the staff report (Exhibit A).

From the Applicant:

Dave Freeman, Architect, explained the proposed project and said the new gas station/mini-mart will replace an eyesore now on the site. He said the building would be located on the side of the property rather than in the center of the property and he noted that the design is reminiscent of a maritime use.

He then discussed how traffic would turn into and out of the site. He noted that the traffic study (Exhibit E) recommended two driveways and said the proposal should not adversely impact traffic flow on Stinson Avenue.

He said that 30 feet of clearance is required under the transmission lines, so the maximum height of landscaping which would be allowed under the transmission lines would be 15 feet. He said the project would not be that visible from the freeway because the site is 300 feet from teh center line of Highway 16 and is 23 feet above the Highway. He submitted Exhibit B to show how the site landscape buffer would work.

Finally, he said the canopy over the gas pumps is only a little over 2 feet in depth and is reduced in width to reduce its impact. He noted that the canopy is necessary to provide protection during oil/gas spills. He said 500 gallon tanks would be located underground and that spilled oil/gas would be directed to the tanks. Without the canopy, rainwater would also flow into the tanks.

Geoff Moore, Planning Consultant, asked for clarification on condition 14.

He also said that the lease from Tacoma City Light would be for five years and would be a renewable lease. He noted that use of the Tacoma Cushman right-of-way is well established in Gig Harbor and said the applicant is willing to enter into an agreement with the City, which would address the potential loss of the lease.

Doug Kotler, Landscape Architect said a strong landscape screen along Highway 16 is proposed.

From the Community:

Charles Hunter was concerned about traffic, particularly with respect to ingress/egress to and from this site. He envisioned a potential conflict with freeway ramp traffic. He said he did not want to see a repeat of the Olympic Village gridlock. He also noted that the Fire Department has gone through this intersection about 700 times so far this year and he was concerned about how possible traffic congestion could effect fire safety.

He felt the building as designed will look like a landmark and will call attention to itself similar to that of a billboard or oversized sign.

He said there has been a lot of effort in keeping the greenway along the Highway 16 right-of-way and he felt that the greenway would be impacted because most of the property involved in this proposal is on the Tacoma City Light property. He said the property would be leased on a short term basis and was concerned as to what might happen to the development if the lease is not renewed.

He submitted Exhibit C which reiterated his testimony.

Mark Robinson said it would take ten years for the landscaping to mature to a point where it will provide the screening shown in Exhibit B.

He also expressed concern about the appearance of the proposed canopy over the gas pumps and said he would prefer no canopy at all.

Kay Patterson, said she was concerned about traffic, appearance of the building and the leased land.

She said only right-in right-out traffic should be allowed at the site due to the heavy volume of traffic on Stinson and the proximity of the site to the intersection.

She said this is the first thing a motorist will see upon entering Gig Harbor from the freeway. She said the building design is very noticeable and doesn't blend in well. She recommended that the building be lowered in height and finished in subdued colors.

She said she would like to see evergreens on the berm to provide year-round screening of the project.

She concurred with Mr. Hunter about concern over the leased property.

WRITTEN COMMENTS:

Charles Hunter's comments are summarized in his testimony noted above (Exhibit C).

Tom Friedman wrote that he was in favor of the proposal and felt the addition of another service station would tend to alleviate the congestion at other stations in Gig Harbor.

He didn't see any problem with the proposed curb cuts since they would service only one retail outlet, rather than the many retail outlets at Olympic Village.

He felt the design of the building is outstanding.

FINDINGS CONCLUSIONS AND RECOMMENDATION:

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

I. FINDINGS:

- A. The information contained in Sections I through VII of the Planning's Staff Advisory Report (Hearing Examiner Exhibit A) is found by the Hearing Examiner to be supported by the evidence presented during the hearing and by this reference is adopted as a part of the Hearing Examiner's findings of fact. A copy of said report is available in the Planning Department.
- B. The traffic study was reviewed by the City of Gig Harbor Public Works Department and conditions relative to access to the property were proposed by the Department.

II. CONCLUSIONS:

- A. The conclusions prepared by the Planning Staff and contained in Section VIII of the Planning Staff's Advisory Report accurately set forth a portion of the conclusions of the Hearing Examiner and by this reference is adopted as a portion of the Hearing Examiner's conclusions. A copy of said report is available in the Planning Department.
- B. Recommended Condition 16 below adequately addresses the issue of leased land.
- C. Recommended Condition 15 below adequately addresses the issue of traffic entering and leaving the site.
- D. If approved subject to the conditions listed below, the proposal will meet the requirements of the Zoning Code including the criteria specified for site plans and review in Section 17.96.030.

III. RECOMMENDATION:

Based upon the foregoing findings of fact and conclusions, it is recommended that SPR 94-02 be approved subject to the following conditions:

- 1. The increased asphalt area resulting from the decrease in the rear yard buffer shall be compensated with increased buffering and berming along the Stinson Avenue Frontage including:

- a. Landscaped berms in the front yard perimeter area at least three feet high, provided that clear vision near the driveway exit is retained as per Public Works Department standards.
 - b. Maximum driveway widths of 24 feet.
2. Prior to building permit issuance, a final landscape and sprinkling plan which indicates all berms and specific plant species shall be submitted to and approved by both the Tacoma Public Utilities Department and the City of Gig Harbor Planning and Public Works Departments. Berms shall be a minimum of 3 feet high spanning the full width of the landscape area except for requiring tapering at the edges. Landscaping shall be sufficient to provide screening from the freeway.
3. All landscaping shall be installed prior to issuance of a final occupancy permit unless a bond or assignment of funds totaling 110% of the estimated cost of landscaping is posted with the City.
4. Due to the alternative landscape plan's reliance on reduced buffer areas in exchange for a more unique style of architecture, all structures and signs shall be built in substantial compliance with the design as reviewed and approved through the site plan review process.
5. The roof color shall be limited to subdued earthtone matte finish colors (e.g., grays to charcoals, browns to reddish-browns or forest greens). Brighter colors may be acceptable if they are imbued with black or brown undertones (e.g., nautical blue). A color sample of the roofing material shall be submitted to and approved by the Planning Staff prior to installation.
6. Wainscot panels on the exterior of the building shall be steel, wood, or masonry.
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11. Access must be provided to all areas in accordance with the Washington State Standards for Access. Access must also be provided in accordance with the Federal ADA Standards.
12. The project must conform to Chapter 15.20 GHMC (gasoline service stations).
13. The applicant shall submit for the City's review a copy of the agreement between the applicant and Tacoma Public Utilities which allows use of the Tacoma/Cushman right of way for this project required parking and landscaping.

14. Prior to permit issuance, a final grading and drainage plan shall be submitted to the City for review and approval by the Gig Harbor Public Works Department, following a review by the Washington State Department of Transportation.
15. The driveway shall be subject to the conditions as agreed and stipulated by the applicant and the Public Works Department including the following:
 - a. The south driveway will be restricted to right-in and right-out only operation upon determination of the City in the future that this driveway is adversely affecting the traffic operations on Stinson Avenue.
 - b. The North driveway will be restricted to right-in and right-out only operation upon determination of the City in the future that this driveway is also affecting the traffic operations on Stinson Avenue.
 - c. The City's determination can be verified by an independent traffic engineer selected mutually by both parties and paid by the property owners.
 - d. There will not be an open trench cut allowed on Stinson Avenue for any utilities which includes, but not limited to, city water, sewer and storm sewer. All connections to the existing utilities will be completed by boring rather than cutting the brand new pavement on Stinson Avenue.
16. Prior to permit issuance, the applicant shall provide a copy of the lease agreement with Tacoma Light which allows use of the use right-of-way as specified on the site plan. In the event the lease is terminated, the owner of the mini-mart parcel shall have 90 days to bring the parking and circulation into compliance with codes in place at that time. Failure to bring the parking and circulation into compliance may result in termination of the existing use.
17. Site plan approval and all associated conditions of approval shall be filed with the Pierce County Auditor's office as a covenant with the land. A copy of the filed covenant and filing number shall be submitted to the Planning Department prior to permit issuance.

Dated this 4th day of August, 1994.


Ron McConnell
Hearing Examiner

RECOMMENDATION:

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

COUNCIL ACTION:

Any application requiring action by the City Council shall be taken by the adoption of a resolution or ordinance by the Council. When taking any such final action, the Council shall make and enter Findings of Fact from the record and conclusions therefrom which support its action. The City Council may adopt all or portions of the Examiner's Findings and Conclusions.

In the Case of an ordinance or rezone of property, the ordinance shall not be placed on the council's agenda until all conditions, restrictions, or modifications which may have been stipulated by the Council have been accomplished or provisions for compliance made to the satisfaction of the Council.

The action of the Council, approving, modifying, or reversing a decision of the Examiner, shall be final and conclusive, unless within twenty (20) business days from the date of the Council action an aggrieved party of record applies for a Writ of certiorari to the Superior Court of Washington for Pierce County, for the purpose of review of the action taken.

**MINUTES OF THE
JULY 20, 1994 HEARING
OF THE
HAGEN/NELSON
APPLICATION**

Ron McConnell was the Hearing Examiner for this matter. Participating in the hearing were: Steve Osguthorpe, representing the City of Gig Harbor, Dave Freeman and Doug Kotlar, and Geoff Moore, representing the applicant; and Charles Hunter, Mark Robinson, and Kay Patterson, from the Community.

EXHIBITS:

The following exhibits were offered and entered into the record:

- A. Planning Staff's Advisory Report, with attached plan.
- B. Site Landscape Buffer
- C. Letter from Charles Hunter, dated 7/19/94
- D. News article, dated 7/20/94
- E. Traffic study, dated 5/10/94
- F. Letter from Tom Friedman, dated 7/20/94

PARTIES OF RECORD:

Dave Hagen/Raymond Nelson
10812 Bridgeport Way SW
Tacoma, WA 98499

Kay Patterson
7311 Stinson Avenue
Gig Harbor, WA 98335

Dave Freeman
Snodgrass Freeman Associates
3206 50th St. Ct. NW, Suite 125
Gig Harbor, WA 98335

Geoff Moore
PacTech Engineers
2601 S. 35th #200
Tacoma, WA 98499

Doug Kotlar
6305 76th Ave. Ct. NW
Gig Harbor, WA 98335

Charles Hunter
7117 Stinson Avenue
Suite C
Gig Harbor, WA 98335

Mark Robinson
7415 Stinson Avenue
Gig Harbor, WA 98335

**CITY OF GIG HARBOR
RESOLUTION #**

WHEREAS, Dave Hagen and Raymond Nelsen have requested site plan approval for the construction of a minimart gas station at building at 7102 Stinson Avenue, and

WHEREAS, the Gig Harbor City Council has adopted Ordinance #489 which establishes guidelines for the reviewing of site plans; and,

WHEREAS, the Planning Department for the City of Gig Harbor has recommended conditional approval of the project, in a staff report dated July 20, 1994; and

WHEREAS, the City of Gig Harbor Hearing Examiner conducted a public hearing on the application on July 20, 1994 to accept public comment on; and,

WHEREAS, the City of Gig Harbor Hearing Examiner has made specific findings and conclusions and has recommended conditional approval of said site plan in his report dated August 4, 1994; and,

WHEREAS, the City Council, during its regular meeting of August 22, 1994 reviewed the proposed site plan and the findings and recommendation of the Hearing Examiner; and,

WHEREAS, the City Council has determined that the proposed use, site plan and the recommendation of the Hearing Examiner is consistent with City codes and policies regulating allowed uses and site plan development;

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

That the findings, conclusions and recommendations of the hearing Examiner in his report dated August 4, 1994, are hereby adopted and the site plan is approved subject to the following conditions:

1. The increased asphalt area resulting from the decrease in the rear yard buffer shall be compensated with increased buffering and berming along the Stinson Avenue frontage including:
 - (a) Landscaped berms in the front yard perimeter area at least three feet high, provided that clear vision near the driveway exit is retained as per Public Works Department standards.
 - (b) Maximum driveway widths of 24 feet.
2. Prior to building permit issuance, a final landscape and sprinkling plan which indicates all berms and specific plant species shall be submitted to and approved by both the Tacoma Public Utilities Department and the City of Gig Harbor Planning and Public Works Departments. Berms shall be a minimum of 3 feet high spanning the full width of

the landscaped area except for required tapering at the edges. Landscaping shall be sufficient to provide screening from the freeway.

3. All landscaping shall be installed prior to issuance of a final occupancy permit unless a bond or assignment of funds totalling 110% of the estimated cost of landscaping is posted with the City.
4. Due to the alternative landscape plan's reliance on reduced buffer areas in exchange for a more unique style of architecture, all structures and signs shall be built in substantial compliance with the design as reviewed and approved through the site plan review process.
5. The roof color shall be limited to subdued earthtone matte finish colors (e.g., grays to charcoals, browns to reddish-browns or forest greens). Brighter colors may be acceptable if they are imbued with black or brown undertones (e.g., nautical blue). A color sample of the roofing material shall be submitted to and approved by the Planning Staff prior to installation.
6. Wainscot panels on the exterior of the building shall be steel, wood or masonry
7. Details for the dumpster screen shall be submitted to and approved by the Planning Staff prior to permit issuance. The dumpster screen shall be designed to match the building using similar colors and materials.
8. Fire flow must be provided to within 150 feet of each portion of the building in accordance with the Section 10.401, 1991 Uniform Fire Code.
9. Fire flow must be provided to the building in accordance with Section 10.401, 1991 Uniform Fire Code.
10. Access around the building must be provided to within 150 feet of all portions of the building in accordance with Chapter 10, 1991 Uniform Fire code. (fire sprinklers may be provided as an alternative).
11. Access must be provided to all areas in accordance with the Washington State Standards for Access. Access must also be provided in accordance with the Federal ADA Standards.
12. The project must conform to Chapter 15.20 GHMC (gasoline service stations).
13. The applicant shall submit for the City's review a copy of the agreement between the applicant and Tacoma Public Utilities which allows use of the Tacoma/Cushman right of way for this project's required parking and landscaping.
14. Prior to permit issuance, a final grading and drainage plan shall be submitted to the City for review and approval by both the Gig Harbor Public Works Department and the Washington State Department of Transportation.

15. The driveway shall be subject to the conditions as agreed and stipulated by the applicant and the Public Works Department including the following:
 - a. The south driveway will be restricted to right-in and right-out only operation upon determination of the City in the future that this driveway is adversely affecting the traffic operations on Stinson Avenue.
 - b. The north driveway will be restricted to right-in and right-out only operation upon determination of the City in the future that this driveway is also affecting the traffic operations on Stinson Avenue.
 - c. The City's determination can be verified by an independent traffic engineer selected mutually by both parties and paid by the property owners.
 - d. There will not be open trench cut on Stinson Avenue for any utilities which includes, but not limited to, city water, sewer and storm sewer. All connections to the existing utilities will be completed by boring rather than cutting the brand new pavement on Stinson Avenue.
16. Prior to permit issuance, the applicant shall provide a copy of the lease agreement with Tacoma Light which allows use of the use right-of-way as specified on the site plan. In the event the lease is terminated, the owner of the mini-mart parcel shall have 90 days to bring the parking and circulation into compliance with codes in place at that time. Failure to bring the parking and circulation into compliance may result in termination of the existing use.
17. Site plan approval and all associated conditions of approval shall be file with the Pierce County Auditor's office as a covenant with the land. A copy of the filed covenant and filing number shall be submitted to the Planning Department prior to permit issuance.

PASSED by the City Council of the City of Gig Harbor, Washington, and approved by its Mayor at a regular meeting of the Council held on this 22nd day of August, 1994.

Gretchen A. Wilbert, Mayor

ATTEST:

Mark E. Hoppen
City Administrator/Clerk

Passed by City Council: 8/22/94

616 HARBOR, WA. 98225
7202 57TH AVE. CT. N.W.
TOM FRIEDMAN

Tom Friedman

SINCERELY,

ALSO, THE DESIGN LOOKS OUTSTANDING, WHEN COMPARED TO THE EXISTING STRUCTURE (IF YOU CAN CALL IT THAT) AN OLD HOUSE THAT IS AN EYE SORE AND CERTAINLY NOT WORTHY OF BEING AT THE ENTRANCE TO OUR CITY. HOWEVER, A WELL LANDSCAPED AND MAINTAINED AREA AS INDICATED ON THE LANDSCAPE PLANS WOULD CERTAINLY BE MORE APPROPRIATE.

THE CURB CUTS WERE OF CONCERN DUE TO THE INFLUX OF WHOLESALE SHOPPING CENTER. UNFORTUNATELY THE CURB CUTS SERVICE ONLY ONE RETAIL OUTLET UNLIKE OLAMIC AVENUE WITH MANY, MANY RETAIL OUTLETS. THEREFORE, I DON'T SEE ANY PROBLEM.

616 HARBOR.
TEND TO ALLEVIATE THE CONGESTION AT THE OTHER STATIONS IN HOPLAND. THE ADDITION OF ANOTHER SERVICE STATION WOULD MORE COMPETITIVE PRICE STRUCTURE TO SERVE THE 616 HARBOR SERVICE IS DESIRABLE. WE NEED AN ADDITIONAL CURB CUT WITH A PLACE TO PURCHASE FUEL. TEXACO IS NOToriously HIGH PRICED. I FEEL THAT IT WOULD BE BENEFICIAL TO HAVE AN ALTERNATIVE

I WOULD LIKE TO EXPRESS SOME THOUGHTS CONCERNING THIS PROJECT.

RE: MARITIME MARV/STEVON STATION

HEARING EXAMINER
616 HARBOR, WA.

CITY OF 616 HARBOR

JUL 21 1994

JULY 20, 1994

RECEIVED

July 19, 1994
Charles L Hunter
7117 Stinson Ave.
Suite C
Gig Harbor Wa. 98335

Mayor Gretchen Wilbert
City of Gig Harbor
3105 Judson Street
Gig Harbor, Wa. 98335

RE: Proposed Gas Station/MiniMart, SPR 94-02, 7102 Stinson

Dear Mayor Wilbert;

In reference to the above mentioned request for site plan approval, I have submitted the attached letter regarding my concerns for the impact this development is going to have on traffic at this very important intersection, to the City of Gig Harbor. I have some additional concerns:

First, as property owners in close proximity to another 24-hour operation, it has been, and continues to be, our sad experience that 24-hour businesses become "hang-out" nests. We have had trouble with people hanging around our buildings, eating food purchased at the Texaco and leaving various debris strewn around our property, plus graffiti. This activity occurs in the very late evening and makes policing the problem difficult. Therefore, I am opposed to yet another 24 hour a day operation. We already have the Texaco almost across the street from this proposed business and an additional all-night operation will, I believe, draw additional undesirable elements and therefore impact our police department and make Gig Harbor's environment a little less friendly.

Second, it was my understanding that "Landmark" type buildings were not desirable. A 34 foot tall structure designed specifically to call attention to itself and its business is no different than a large billboard or an oversized sign. It seems that the effort that has been expended to keep the highway 16 corridor with a greenbelt has been circumvented by this proposed development, because of its unique location and the Tacoma City Light Cushman Power Line right-of-way, which makes the development possible.

Third, as the main entrance to the City of Gig Harbor, shouldn't an effort be made to encourage businesses and structures that contribute to a more pleasant environment rather than a haven for all-night businesses.

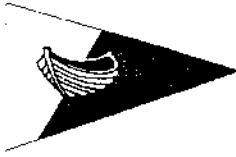
Fourth, it will increase the traffic on Stinson. Most of Stinson is a residential street. How much traffic are the residents of Stinson expected to tolerate? To impose on the people who live on Stinson yet another traffic impact, 24-hours a day, for the "convenience" of those just passing through, is, I think, unconscionable.

This development is certainly not needed and is, if anything, detrimental to our city and I strongly encourage you to review its potential impact.

Sincerely:

Charles L. Hunter

cc: Planing
Police



City of Gig Harbor. The "Maritime City."

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

TO: MAYOR WILBERT AND CITY COUNCIL MEMBERS
FROM: MARK HOPPEN, CITY ADMINISTRATOR
SUBJECT: INSURANCE COVERAGE
DATE: AUGUST 16, 1994

Steve Feltus of Bradtrud Middleton will be giving a presentation to the staff and councilmembers regarding the City's yearly insurance coverage update. A packet of information will be prepared to present to you at the council meeting Monday evening.

C090080-2

WASHINGTON STATE LIQUOR CONTROL BOARD

DATE: 8/03/94

LICENSED ESTABLISHMENTS IN INCORPORATED AREAS CITY OF GIG HARBOR
FOR EXPIRATION DATE OF 10/31/94

	LICENSEE	BUSINESS NAME AND ADDRESS	LICENSE NUMBER	CLASSES
1	THE BARTELL DRUG COMPANY	BARTELL DRUG COMPANY #39 5500 OLYMPIC DR GIG HARBOR WA 98335 0000	077055	E F
2	KRAY, WILLIAM CHRISTIAN KRAY, NAOMI C.	OLYMPIC VILLAGE BP 5555 SOUNDVIEW DR NW GIG HARBOR WA 98335 0000	071544	E F
3	THE GIG HARBOR YACHT CLUB	THE GIG HARBOR YACHT CLUB 8209 STINSON AVE GIG HARBOR WA 98335 0000	077100	H

Attention:

Enclosed is a listing of liquor licensees presently operating establishments in your jurisdiction whose licenses expire on OCTOBER 31, 1994. Applications for renewal of these licenses for the upcoming year are at this time being forwarded to the current operators.

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

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

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

If applications for new licenses are received for persons other than those specified on the enclosed notices, or applications for transfer of licenses are received by the Board between now and OCTOBER 31, 1994, your office will be notified on an individual case basis.

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

LESTER C. DALRYMPLE, Supervisor
License Division
Enclosures

MAYOR OF GIG HARBOR
P.O. BOX 145
GIG HARBOR

WA 983350145

RECEIVED

AUG 8 1994

CITY OF GIG HARBOR

WASHINGTON STATE LIQUOR CONTROL BOARD-License Services
1025 E Union - P O Box 43075
Olympia WA 98504-3075

TO: MAYOR OF GIG HARBOR

7-12-94

SPECIAL OCCASION #368500

CLASS: GJK

PENINSULA H.S. CLASS 84 REUNION
3714 INVERNESS DR NE
TACOMA, WA

DATE/TIME: AUGUST 27, 1994 6:30PM TO 12:30AM

PLACE: GIG HARBOR YACHT CLUB 8209 STINSON AVE, GIG HARBOR, WA

CONTACT: TRACI TOVEY 952-2970

PLEASE RETURN ONE COPY TO THE LIQUOR CONTROL BOARD

SPECIAL OCCASION LICENSES

- * G - License to sell beer on a specified date for consumption at specific place.
- * J ___ License to sell wine on a specific date for consumption at a specific place.
___ Wine in unopened bottle or package in limited quantity for off premises consumption.
- * K - Spirituous liquor by the individual glass for consumption at a specific place.
- * I - Class I, to class H licensed restaurant to sell spirituous liquor by the glass, beer and wine to members and guests of a society or organization away from its premises.
- * I - Annual license for added locations for special events (Class H only)

If return of this notice is not received in this office within 20 days (10 days notice given for Class I) from the date above, we will assume you have no objection to the issuance of the license. If additional time is required please advise.

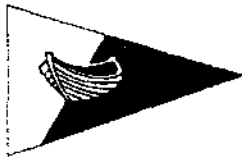
1. Do you approve of applicant? YES__ NO__
2. Do you approve of location? YES__ NO__
3. If you disapprove and the Board contemplates issuing a license, do you want a hearing before final action is taken? YES__ NO__

<u>OPTIONAL CHECK LIST</u>	<u>EXPLANATION</u>	
LAW ENFORCEMENT	_____	YES__ NO__
HEALTH & SANITATION	_____	YES__ NO__
FIRE, BUILDING, ZONING	_____	YES__ NO__
OTHER:	_____	YES__ NO__

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

DATE

SIGNATURE OF MAYOR, CITY MANAGER, COUNTY COMMISSIONERS OR DESIGNEE



City of Gig Harbor. The "Maritime City."

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

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: MARK HOPPEN, CITY ADMINISTRATOR
SUBJECT: SUPPORT FOR THE RADIO STATION
DATE: AUGUST 11, 1994

INTRODUCTION/BACKGROUND

At the last Council Meeting, Mayor Wilbert brought to the Council the issue of support for the local student/Emergency radio station KGHP 89.6FM (or in Gig Harbor KGHP 89.3FM). The utility of this station was questioned. I suggested that information from the community meeting on funding for this radio station be returned to Council for review. Attached to this memo is the perspective of Fire District #5, a brief historical look at KGHP, and the newspaper's summation of our Council's last discussion.

POLICY CONSIDERATIONS

As a participant in local emergency planning, the City of Gig Harbor is vitally interested in effective communications within the area served by the Peninsula School District, including the City of Gig Harbor. While individual safety and utility services possess emergency communications capabilities, the ability to communicate a *continuing* stream of emergency information to our local populace is limited to KGHQ. KIRO news radio, or another such station, has the capability to transmit local information. KIRO, however, is principally responsible to a greater Seattle catchment area, and would be unlikely to transmit sufficiently to the public the bulk of specific, repetitive information needed in a serious crisis.

FISCAL CONSIDERATIONS

Peninsula Light Company is planning to make a significant investment in the emergency system to establish emergency broadcast capability, linked to KGHP, from the Peninsula Light business office. This investment, once upgraded from a hard wire system to a wireless system, will enable a quality emergency communications hub on the Gig Harbor/Key Peninsula. Aside from this commitment, the funding for the radio station in the coming year will require "underwriting" from numerous community groups. More specific information will be available later, but the figure of need to support the progress of the station may be as high as \$16,000. If the whole community pitches in the individual shares, then the underwriting shares should be \$500 - \$1000 dollars.

RECOMMENDATION

Support a fair share of the underwriting costs for KGHP when the program for such funding is clearly articulated.

PIERCE COUNTY FIRE
PROTECTION DISTRICT NO. 5

6711 Kimball Dr. • Gig Harbor, WA 98335
Phone 851-3111 • Fax 851-9606

August 10, 1994

Gerald W. Butts, Administrator
Secondary Curriculum for Academic
& Vocational/technical Education
Peninsula School District

Dear Gerald;

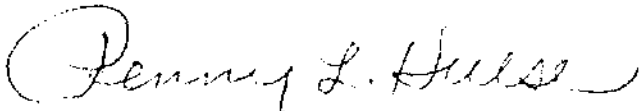
After attending the first meeting regarding funding for KGHP radio, I made contact with the Pierce County Auditors office and asked the question, "Can publicly funded agencies, such as the fire district contribute funds to the radio station in order to maintain operation?"

The auditors only questions were in regard to whether or not the service being provided, i.e. emergency or disaster information distribution could be handled by other stations. We discussed this issue and I explained that in deed other stations would be broadcasting general conditions around the puget sound, but that KGHP would be issuing releases on area specific information. With that explanation the representative from the office stated that he could see no reason why we, public agencies, could not help support the station.

After spending 9 days in Chelan County during the recent, still burning, wildland fires, it became very evident that the use of local radio stations as a primary communication device was crucial to the effectiveness of constant information flow. ~~Changing evacuation areas, road closures and community meeting information~~ was broadcast throughout the day. Without the local (KPQ) station, we would have had to rely on other less immediate means of communicating with the citizens of Chelan.

Recommendation: All community groups, agencies and services, that will need to communicate area specific information during local or regional emergencies, participate in the funding of our local radio station KGHP.

Sincerely,



Penny L. Hulse, PIO
Pierce County Fire Dist. 5

A Historical Look at KGHP

In the late 1980's Max Bice and Milt Boyd perceived a need for instantaneous news information for the Gig Harbor/Key Peninsula area. With only a weekly local newspaper available they realized that the 40,000 area residents were isolated. There was no way to disseminate local news immediately. Also, we would be isolated from the rest of the county in the event of a major disaster.

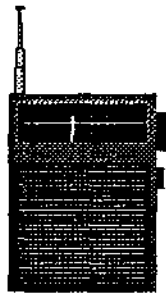
In their search for options, it became apparent that the number of radio frequencies available was rapidly diminishing. The time was right for them to proceed with establishing a radio station that would serve our community.

The community immediately took ownership over the idea of having a radio station that would broadcast local events and be available in the event of emergency. The \$24,000 necessary to get a station on the air was raised with the help of numerous community members. Several gifts of equipment were also received, thanks to Max and his contacts in the broadcast industry.

On August 30, 1988 KGHP went on the air. Besides musical entertainment, KGHP covers local sports events at both high schools, the Gig Harbor and Pioneer Days parades and political presentations. Technology now allows KGHP to broadcast from a remote site.

KGHP receives its funding from Peninsula School District's vocational education and general funds. It requires a total of \$30,000 per year to maintain and operate the station.

On September 1, 1992 Peninsula Light Company (PLC) entered into an agreement with the school district to place a remote operating facility at the PLC headquarters building in Purdy. This would allow the utility to operate independently of the host station in the event of a major storm or disaster. The intent of this partnership is to provide a community emergency management network. Peninsula Light Company pledged \$26,000 to the project.



KGHP-FM

Concern expressed over school radio station fate

Concerned the Peninsula School District budget ax. might take KGHP-FM off the air, Gig Harbor Mayor Gretchen Wilbert wants city council members to consider paying part of the operating costs for the radio station.

The demise of the school district's radio station would mean elimination of an important emergency communication system, Wilbert said in a report to council members Monday evening.

A meeting to discuss ways of keeping KGHP alive was scheduled for today (Wednesday, Aug. 10) at 2 p.m. in the Peninsula Light Company's conference room.

"This system provides our community with a vital communications link in the event of a major storm or natural disaster," Peninsula Light general manager Rob Orton and Gerald Butts, an administrator with the school district, said in a letter inviting Mayor Wilbert to the meeting.

"As you are no doubt aware, KGHP radio has been funded by the Peninsula School District since

it went on the air in 1988," the letter said. "Due to the recent levy failure, the district is looking at the potential of reducing funding for this program. Therefore, a large portion of the meeting will be spent discussing funding alternatives."

It costs about \$30,000 a year to maintain and operate the station.

At Monday's council meeting, during which she discussed today's scheduled discussion, Wilbert asked if any council members had ever actually tuned in to the station.

"I've actually heard it," Nick Markovich said. "I tried to listen to a political talk thing once. I got some of it."

Councilmember Corbett Platt suggested radio stations as a form of emergency communications would soon be made obsolete as a result of technological innovations in the area of cellular communication.

"I think it's more of a loss as a result of the vocational training it provides to students," Markovich said.



DENNIS RICHARDS
Chief of Police

City of Gig Harbor Police Dept.
3105 JUDSON STREET • P.O. BOX 145
GIG HARBOR, WASHINGTON 98335
(206) 851-2236

GIG HARBOR POLICE DEPARTMENT

MONTHLY ACTIVITY REPORT

JULY 1994

	JULY 1994	YTD 1994	YTD 1993	%chg to 1993
CALLS FOR SERVICE	<u>321</u>	<u>1873</u>	<u>1781</u>	+ <u>5</u>
CRIMINAL TRAFFIC	<u>13</u>	<u>139</u>	<u>155</u>	- <u>19</u>
TRAFFIC INFRACTIONS	<u>79</u>	<u>523</u>	<u>486</u>	+ <u>7</u>
DWI ARRESTS	<u>4</u>	<u>51</u>	<u>29</u>	+ <u>75</u>
FELONY ARRESTS	<u>5</u>	<u>37</u>	<u>28</u>	+ <u>32</u>
MISDEMEANOR ARRESTS	<u>15</u>	<u>141</u>	<u>65</u>	+ <u>116</u>
WARRANT ARRESTS	<u>0</u>	<u>47</u>	<u>54</u>	- <u>12</u>
CASE REPORTS	<u>62</u>	<u>468</u>	<u>449</u>	+ <u>4</u>

MAYOR'S REPORT

August 17, 1994

SUMMARY OF PROJECT PROGRESS

A flurry of political activity has been on my calendar all summer. Here is a summary of administrative decisions resulting in some important progress in areas of concern to all of us.

Growth Management

The Planning Staff is to be commended for moving forward with the city's responsibilities in meeting established deadlines of compliance. Even though the County Council has chosen to drag their feet in making some important land use decisions, we have decided to move ahead with our process.

I have concerns about the ramifications of what is happening on Peninsula county land. There has been a tremendous number of new short plat requests submitted to the county in the last two months. Once these requests enter the process, they are "grandfathered." Reports come to me weekly of failing water systems and sliding hillsides due to an abundance of impervious cover. In my opinion, the county is being irresponsible in continuing to do "business as usual." The folks who have the most to lose are the newest home buyers purchasing in the quarter to half a million dollar price range, i.e., large homes on small lots. Too bad!

Narrows Bridge Congestion

In June your Mayor volunteered to take a leadership roll in pulling together a forum with all transportation agencies to give a loud and clear collective community voice in opposition to the direction the D.O.T. consultants seemed to be taking and request the D.O.T. to look at alternatives. It seemed to work. The D.O.T. heard us. You will be hearing about these alternatives daily. Keep tuned.

GHMC 6.06.05 - Animal Fecal Matter

An educational effort is being put in place to inform and encourage dog owners who enjoy walking in Gig Harbor to be responsible for the proper disposal of their pet's droppings. A pick-up bag dispenser is being placed in Jerisich Park and owners will be encouraged to place the fecal matter in the enzyme container before placing the degradable plastic bag in the garbage receptacle.

Any plastic bag is appropriate, however. Each dog owner is required by the ordinance "to have in their possession the equipment necessary to remove the animal fecal matter..."

The sidewalks around the harbor have been the recipient of the droppings all summer. We'll hope this effort in education is successful.

Gig Harbor - Chosen for Pilot Program

The seventeen Gig Harbor marina owners have been chosen and are participating in a Puget Sound Water Quality Authority grant awarded to Puget Sound Alliance. The purpose of the grant is to prepare a manual for marinas to be used statewide. The manual will focus on ways marina operators can be stewards of pollution control on Puget Sound. Ms. Pat Buller is the project manager. The manual should be published by December.

More later...this needs to go to press!

Citizen group helps teach clean habits to local marinas

□ Many pollution controls apply to boat owners more than the marinas that house their vessels

By Adrian Merry

Business Examiner Staff

Puget Soundkeeper Alliance (PSA), a citizen-based environmental non-profit agency, is helping marina owners and operators in Gig Harbor conduct their business in compliance with a seemingly endless list of local, state and federal environmental regulations.

The goal of this Marina Technical Assistance Project pilot program is to write a resource manual that can apply to other similar locations around the Puget Sound region.

"It's not a regulatory manual and we are not a regulatory agency," PSA Project Manager Pat Buller said. "PSA is not a government agency, has no enforcement authority, and our Business Partnership Program is aimed at trying to make this time of change and multi-layered regulation less confusing and time consuming for business."

Working on the project with Gig Harbor Mayor Gretchen Wilbert, the citizen group has talked with 14 of the 16 marina owners or operators in the community to learn their concerns. Buller promises to contact locals repeatedly during the manual drafting process to make sure their input is used.

Business owner Richard Williams likes the idea of consulting marina owners before drafting the manual. "I think compiling everybody's input is probably a good idea," he said.

Many regulations to be listed in the manual actually apply to boat owners more than marina operators. For instance, boaters who strip finished wood or fiberglass from their vessels must make sure the sediments are properly disposed of. The plan is that marina owners and operators will help boat owners in their marinas comply with these laws.

Pearl Ray, who runs Millville Marina with her husband Ron, says she isn't afraid increased awareness of marine environmental laws is going to create any problems for tenants. As for PSA's project, "Whatever they're doing is great. We're a very small marina and don't have



Mark Haley sands a boat for repainting, carefully cleaning up sediment.

material to be contained in the manual, perhaps holding it in the Kingdoms during the Seattle Boat Show.

Mayor Wilbert welcomed the pilot project to Gig Harbor because it complements a Harbor Basin Protection Plan already in place.

"This opportunity could not have come at a better time," she said. "During the past four years, the city has been focusing on ways to control point and non-point pollution in the Gig Harbor Basin

any problems that need to be addressed," she added.

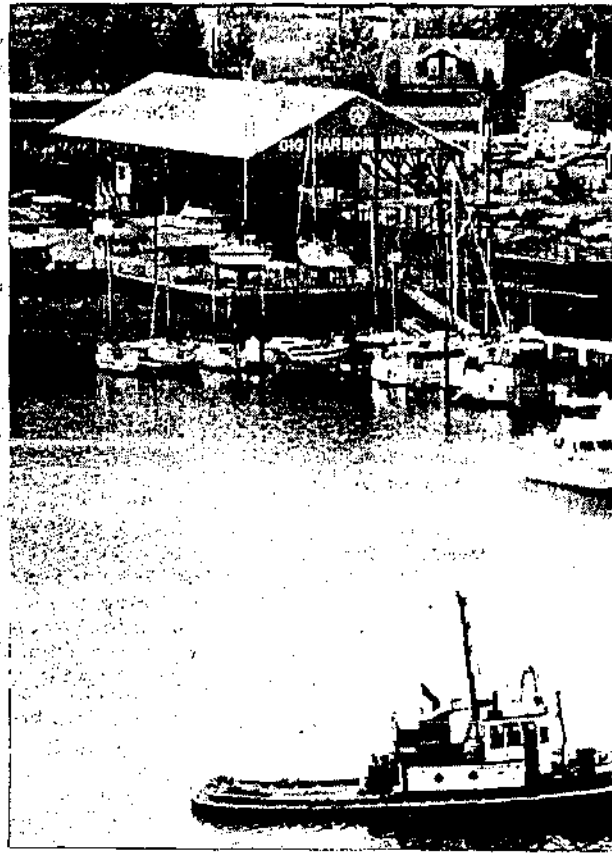
Buller expects the manual to be published by December, after first being approved by the Department of Ecology. It should be available in January to all Puget Sound marina owners and operators. She would also like to organize a January workshop to teach

with management practices for storm water as well as regularly updating the waste water treatment plant."

The pilot project was first planned for Lake Union or Lake Washington, but PSA's Marina Technical Advisory Committee thought it better to choose marinas in a smaller area that don't have big city resources like METRO to draw upon.

"Gig Harbor is uniquely suited to benefit from this project," Buller said. "It is a small harbor where residents and business owners are immediately aware of any pollution of the bay."

Gig Harbor also has a substantial number of smaller marinas and is fast becoming a more popular destination for recreational boaters."



Puget Soundkeeper Alliance is helping marinas surrounding Gig Harbor comply with water pollution regulations.

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