

GIG HARBOR CITY COUNCIL MEETING
APRIL 8, 1991

AGENDA
GIG HARBOR CITY COUNCIL MEETING
APRIL 8, 1991

PUBLIC COMMENT/DISCUSSION:

CALL TO ORDER:

APPROVAL OF MINUTES: March 25, 1991

CORRESPONDENCE:

- Gatch* 1. Letter from Louis Mentor, Mayor, Bremerton, re VA national cemetery site.
- Gatch* 2. Letter from Anthony's HomePort re Puget Sound Alliance
- Gatch* 3. Tacoma-Pierce County Board of Health Meeting - April 3, 1991

ACTION ITEMS:

OLD BUSINESS:

- Gatch* 1. Interlocal Agreement Creating Puget Sound Regional Council.

NEW BUSINESS:

- Gatch* 1. Presentation - Mr. Rob Orton, General Manager, Peninsula Light Co.
- Rege* 2. Traffic Levels of Service - Resolution
- Rege* 3. Design Review Technical Committee Report to Counsel.
4. Liquor License Review - Special Occasion - Friends Helping Friends III (a benefit for Muscular Dystrophy at Gig Harbor Eagles).

DEPARTMENT MANAGERS' REPORTS:

1. Police Department. Monthly Statistics.

ANNOUNCEMENT OF OTHER MEETINGS:

1. DOT - SR-16. April 17, at 9:00 A.M., Kimball Fire Station.
2. PNA/Home Rule - April 9, 7:00 P.M. City Hall - Annexation

APPROVAL OF PAYROLL:

APPROVAL OF BILLS:

EXECUTIVE SESSION:

1. Claim.

ADJOURN:

REGULAR GIG HARBOR CITY COUNCIL MEETING OF MARCH 25, 1991

PRESENT: Mayor Wilbert and Councilmembers Davis, Hoppen, English, Perrow. Councilmember Frisbie absent.

PUBLIC COMMENT/DISCUSSION: There was no public comment or discussion.

CALL TO ORDER: Mayor Wilbert called the meeting to order at 7:05 P.M.

APPROVAL OF MINUTES: (March 11, 1991)

MOTION: To approve the Minutes of March 11, 1991 as submitted. English\Hoppen. Unanimous.

MAYOR'S REPORT:

County Councilman, Paul Cyr reviewed the current status, activities and the representation make-up of the Puget Sound Regional Council, (formerly the Puget Sound Council of Governments), as well as the Interlocal Agreement.

OLD BUSINESS:

1. Revision to Shoreline Permit, SDP 82-01 - Hennington Place Condos.

Steve Bowman, Building Inspector, explained the requested revision to permit dock extension was within guidelines. Steve Lunjen, owner of Peninsula Yacht Basin, and John and Carol Reed, 9005 Harborview, adjoining property owners, voiced their concern, that while they had no objection to the extension of the pier itself, that if boats docking at the elongated pier extend beyond the piers' lengths, it will compound the problem of larger boats (50+ range), inhibiting, and at times obstructing, ingress and egress of smaller boats to their docks.

MOTION: To accept the Revision to Shoreline Permit SDP 82-01 as written. Perrow/English. Passed 3-1. Davis opposed.

2. 2nd Reading - Amendment to Fee Schedule Ordinance
- Fire Marshall Inspection Services.

Steve Bowman presented the background information noting that the ordinance included the provision that any required publication costs would be borne by the applicant.

MOTION: To adopt Ordinance No. 599 amending Chapter 3.40 of the Gig Harbor Municipal Code, including the new section 3.40.020.
Davis/English. Passed. Unanimous.

3. Evergreens (Cochran's Utility Contract - Sidewalk Requirement).

City Administrator Wilson reviewed Cochran's request that Council modify its requirement for sidewalk construction [1/28/91] at the estimated cost of \$20,650, and (1) require only the \$10,000 investment as estimated by Council members; or, (2) he be given a time line commensurate with the time adjacent properties are also required to install curbs and sidewalks.

Request for modification denied. Council affirmed its decision of 1/28/91 should stand: " that the contract for expanding sewer utility connection to the former KOA campground include the provision that Cochran install curbs, gutters and sidewalks along Burnham drive as approved by Pierce County". [1/28/91] .

NEW BUSINESS:

1. Resolution - Policy on Notification of Adjacent Properties on Shoreline Permit Revisions.

City Administrator Wilson introduced the Resolution.

MOTION: To adopt Resolution 310 requiring notification of adjacent property owners on requests for shoreline permit revisions.
Davis/English. Passed. Unanimous

2. Award Professional Services Contract - Well #6.

Public Works Director, Ben Yazici, enumerated the five proposals submitted, and reviewed the selection process. He recommended the contract be awarded to Carr & Associates, in an amount not to exceed \$7,544.00.

MOTION: To approve the recommendation and award the professional services contract for Well #6 to Carr/Associates in an amount not to exceed \$7,544.00. English\Hoppen. Passed. Unanimous.

3. Liquor License Review: Pendragon Management Co. (Roundtable Pizza - 5500 Olympic Drive, Building H).

No objection, no comment. No action required or taken.

DEPARTMENT MANAGERS' REPORT

1. Administrative/Finance Report

Connie Leonard, Finance Director, and City Administrator Wilson presented and reviewed the Finance Report.

MAYOR'S REPORT:

Councilmember Davis requested Council review the status of the Bogue Building remodel, particularly the bathroom installation. Davis reported receiving numerous inquiries questioning the delay. Public Works Director Yazici explained that there had been some concerns regarding size, location, sinks, etc. Councilmember Perrow reviewed Council's decision of 3/11/91; Councilmember Davis asked for a time line for completion. Public Works Director Yazici said if there was any change in numbers, he would present it to council again.

MOTION: That bids submitted to the Public Works Director be reviewed by the Public Works Committee and if within the established budget, Public Works is authorized to proceed. Perrow/Davis, English. Passed. Unanimous.

ANNOUNCEMENT OF OTHER MEETINGS:

1. Soundview Drive Street Improvements & Workshop.
March 28, 7:00 P.M. Public Works Director Yazici reviewed the status of the plan.
2. Councilmember English gave a report on the Design Review meeting.

APPROVAL OF BILLS:

MOTION: To approve bills (Claim Warrant Nos. 6919 through 7047) in the amount of \$41,588.47. Davis/Perrow. Passed. Unanimous.

EXECUTIVE SESSION: Council did not move to Executive Session.

ADJOURN:

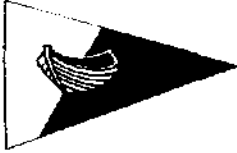
MOTION: To adjourn, at 8:20 P.M.
Hoppen/English. Passed. Unanimous.

(Tape 227, Side A and Side B to 360 ft.)

APPROVED:

Gretchen S. Wilbert, Mayor

Date



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

TO: COUNCILMEMBERS
FROM: GRETCHEN S. WILBERT, MAYOR *GW*
SUBJ: CORRESPONDENCE ITEMS - AGENDA 4/8/91
DATE: APRIL 5, 1991

The light agenda this week gives me an opportunity to share with you a few bits of correspondence received at City Hall.

1. Letter From Louis Mentor, Mayor, Bremerton re VA National Cemetery Site:

I have responded to Bremerton Mayor Louis Mentor's letter regarding the establishment of National Cemetery at the Illahee site. I concur with his assessment of advantages. My letter also pointed out access to the Peninsula is not only by ferry. The Narrows Bridge would be the route used by the families and personnel of the 2nd largest military facility in the U.S.: Fort Lewis/McChord/Madigan.

2. Letter from Anthony's Homeport re Puget Sound Alliance:

We are seeing a growing number of consortium efforts between ecology focused agencies/groups and businesses whose very survival is dependent upon the renewability of our natural resources.

3. Tacoma-Pierce County Board of Health Meeting - April 3, 1991.

The agenda of last Wednesday's regular meetings of the Tacoma-Pierce Co. Board of Health sheds some light on some of the needs addressed. We are represented on the Board by two mayors from small cities and towns.

Your questions and comments are always encouraged.

CITY OF BREMERTON

OFFICE OF THE MAYOR ■ LOUIS MENTOR, MAYOR



Gateway to the Olympics and Home of the Puget Sound Naval Shipyard

RECEIVED

APR 3 - 1991

Mayor Gretchen Wilbert
City of Gig Harbor
3105 Judson Street
P.O. Box 145
Gig Harbor, WA 98335

April 1, 1991 CITY OF GIG HARBOR

Honorable Mayor Wilbert,

The Department of Veterans Affairs (VA) has determined that there is a need for the construction of a national cemetery in the Seattle-Tacoma Metropolitan Area. The nearest national cemetery at the present time is the Willamette National Cemetery in Portland, Oregon. An initial study of 22 sites by the VA has narrowed down the most suitable location for the cemetery to four alternative sites: the Illahee site in Kitsap County; the Sultan site in Snohomish County; and the SeaTac and Tahoma sites in King County.

The proposed national cemetery will be an integral part of the National Cemetery System. It will make burial facilities available for veterans and their eligible dependents living in the 100 mile service range of the cemetery, as well as for eligible persons from outside the service area who choose to be buried there.

The proposed cemetery will provide for 61,915 gravesites, allowing a total of 123,830 burials through the year 2030. The gravesites will require about 71 acres of land plus an additional 130 acres for the remainder of the cemetery, including administrative and service facilities.

The Draft Environmental Impact Statement has been completed. For your information, I have enclosed a copy of a page from that document listing advantages and disadvantages of each site.

The City of Bremerton is very interested in having the proposed cemetery located at the Illahee site. In my opinion, Illahee can provide the most beautiful, suitable location. The proposed cemetery will be an important addition to the already available military tourist destinations throughout the Olympic Peninsula, attracting thousands of additional tourists to our communities annually.

CITY OF BREMERTON

I would appreciate it if you would write a letter supporting the location of the proposed cemetery at the Illahee site. The Department of Veterans Affairs is accepting comments until April 8, 1991. All correspondence should be addressed to:

Department of Veterans Affairs
Mr. George Hermance (088B42)
Landscape Architect
810 Vermont Avenue, NW
Washington, D.C. 20420

In closing, I thank you for your consideration. If you have questions or concerns, please call me at 478-5266.

Sincerely,



Louis Mentor
Mayor

1.4 Advantages and Disadvantages of Each Site

A summary of the advantages and disadvantages of each of the sites is as follows.

ILLAHEE	ADVANTAGES	DISADVANTAGES
	<p>Scenic views of mountains</p> <p>Disproportionately large population of active and retired military personnel in area</p> <p>Possible favorable impact on local economy</p>	<p>Site is furthest from population centers and requires a ferry ride for majority of population in area, which may not be feasible.</p>
SULTAN		
	<p>Excellent scenic views</p> <p>Possibly favorable impact on local economy</p>	<p>No public transportation</p> <p>Difficult access of winding country roads</p>
SEATAC		
	<p>Site would be donated by POS</p> <p>Has public transportation</p> <p>Convenient location</p>	<p>High noise level from nearby aircraft</p> <p>Location in aircraft safety zone could impact public safety</p> <p>Site may be intersected by extended SR 509 and by access roads from the south</p> <p>Need to accommodate recreation uses of Des Moines Creek Park</p>
TAHOMA		
	<p>Easy access from Seattle and Tacoma</p> <p>Lends itself to easy cemetery development</p>	<p>Nearby high school could present vandalism problem</p> <p>Access limited to 1,320 feet on south border</p> <p>No public transportation</p>

**You're invited to join Anthony's
in supporting the Puget Sound Alliance.**

RECEIVED
APR 1 - 1991
CITY OF SIG HARBOR

We know that clear, clean water is essential to maintain high quality standards in the seafood we serve. That is why Anthony's is pleased to support the Puget Sound Alliance, a non-profit organization dedicated to preserving, protecting and enhancing Puget Sound.

How we're helping

On April 3, Anthony's will host the second annual Oyster Olympics at the Shilshole HomePort. Between 20 and 25 teams from restaurants, hotels and premium grocery stores will participate in a variety of oyster-related competitions, with all entry fees (over \$3,000) going to PSA. (For more information, call Michaela at 455-0732.)

How you can help

Just present this letter at any HomePort restaurant or at Chinook's now through April 30, 1991. Ten percent (10%) of your guest check will automatically be donated to PSA. Offer is valid on all menu items, for any size party, upon presentation of your letter.

Anthony's annual Oyster Festival is on now, and we're featuring oysters harvested from the cold, clean waters of Washington State at all HomePort restaurants and Chinook's. Our selection includes Quilcene, Penn Cove, Westcott, Snow Creek, Shoalwater and Olympias, the "Pearls of the Northwest," which are making a comeback, thanks to improved water quality.

We invite you to sample these fine Northwest oysters now, while they're at their peak. It's a delicious way to help keep Puget Sound waters clean and beautiful!

Anthony's HomePort Locations:

Kirkland • 822-0225 Des Moines • 824-1947
Shilshole • 783-0780 Edmonds • 771-4400 Everett • 252-3333

Chinook's at Salmon Bay • 283-HOOK



**Puget
Sound
Alliance**

WORKING TO
PROTECT & ENHANCE
PUGET SOUND

March 12, 1991

Dear Friend of Puget Sound:

The problems facing Puget Sound have not gone away. There are reasons for concern in all the places we live, work and play around the Sound.

- The stomachs of juvenile salmon are full of petrochemicals from highways and urban stormwater.
- Shellfish beds continue to be decertified, closed due to threats to public health.
- Failing septic systems in our rural areas are dumping raw sewage into our most sensitive marine ecosystems.
- Sewage treatment plants still have not put in place secondary treatment, required by 1977 under the federal Clean Water Act.
- Bottom-dwelling fish have cancerous lesions and tumors as a result of exposure to toxic sediments in our bays.

A projected forty percent increase in the population of the Puget Sound basin in the 1990's will certainly magnify these problems.

The agencies charged with the protection and clean-up of the Sound are not getting the job done. For example, a recent Efficiency Commission report requested by the Department of Ecology concluded that the state NPDES program is woefully inadequate.

Last year, the restructuring of the Puget Sound Water Quality Authority compromised that agency's ability to watchdog the clean-up and protection of Puget Sound. The Puget Sound Water Quality Management Plan, called the best of its kind in the nation, has not been fully implemented or funded.

We still have the opportunity to avert disaster and avoid costly clean-up, but we must act now.

The Puget Sound Alliance, formed in 1984 to preserve Puget Sound, works to involve citizens like you and to represent your interests in the fight for Puget Sound's future. The Alliance is working for the implementation of the Puget Sound Water Quality Management Plan and is taking *action* to protect the Sound.

(over, please)



In the spring of 1990, we launched our Puget Soundkeeper program. Based in an old English model of "keepers" of waterways or common areas, the Soundkeeper program uses the tools of citizen monitoring, education and enforcement of existing laws to protect the Sound's resources.

In January of this year, the Puget Soundkeeper, Ken Moser, began regular patrols on the Sound aboard our 26-foot research vessel. He is monitoring the condition of the Sound and working with concerned citizens, businesses, representatives of governmental agencies and the media to stop the pollution of Puget Sound and the destruction of its habitats and shorelines.

Become a Puget Sound Alliance member and join our crew! Your membership now will help us pay for the purchase and operation of the *PUGET SOUNDKEEPER* boat and will support Soundkeeper education and research efforts. In return, you will receive our quarterly newsletter and notice of fun and educational events such as kayak trips and Citizen Soundkeeper Training Programs.

Our first Citizen Soundkeeper Training Program begins April 2 at the Seattle Aquarium. This six-part series will include panel presentations and three on-the-water labs to prepare you for active stewardship of the Sound's resources. Space is limited, so call us soon at 1-800-42-PUGET for more information!

Please fill in the enclosed brochure now and join us in our work to save the Sound. As a special offer, a one-dollar gift membership is available with the purchase of a membership of any category.

Join us! We look forward to working with you for the protection of Puget Sound.

Sincerely,



Tom Putnam
President



Kathy Callison
Executive Director

***P.S. Please send your membership contribution today!
Your contribution will help us keep Soundkeeper Ken Moser out on the Sound as a
full-time citizen guardian of this precious resource.***



PLEASE NOTE: DESIGNATED PARKING FOR THE BOARD OF HEALTH MEETING IS AT THE FAR EASTSIDE END OF THE BURLINGTON NORTHERN WEST CREDIT UNION BUILDING PARKING LOT OR IN THE HEALTH DEPARTMENT'S ADMINISTRATIVE SERVICES BUILDING PARKING LOT.

TACOMA-PIERCE COUNTY BOARD OF HEALTH

REGULAR MEETING

4:00 P.M. - WEDNESDAY - April 3, 1991

Tacoma-Pierce County Health Department
3633 Pacific Avenue
Basement Floor Conference Room
Burlington Northern West Credit Union Building

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APR 1 - 1991
CITY OF GIG HARBOR

CONSENT AGENDA

1. Approval of the minutes of the March 6, 1991 regular meeting.

REGULAR AGENDA

DIRECTOR OF HEALTH COMMENTS

- Changes In The Way We Do Business

Office of Administration

1. Chief Administrative Officer Comments. (Vicki Kirkpatrick)
2. Legislative Update. (Staff: Ray Day)

Community Health Division

1. Division Director Comments. (Patty Reinkensmeyer)
2. Resolution No. 91-1349 - Authorization to enter into a contract with the Pierce County AIDS Foundation, in the amount of \$25,000.00, for outreach and prevention activities targeted to youth at risk. (Staff: Patty Reinkensmeyer)

Environmental Health Division

1. Division Director Comments. (Lou Dooley)
2. Resolution No. 91-1350 - Authorization to purchase a cargo van, in the amount of \$11,816.68, through the Washington State Contract using grant funds, for the Hylebos Creek Water Quality Program. (Staff: Kim Coble)

Parent-Child Division

1. Division Director Comments. (Denese Bohanna, Acting Division Director)
2. Resolution No. 91-1351 - Authorization to submit a grant application to Pierce County Social Services, in the amount of \$231,646.00, to assure continuation of Child Guidance mental health services to abused and neglected children. (Staff: Jerry Anderson)
3. Resolution No. 91-1352 - Authorization to submit a grant application to the Department of Social and Health Services, in the amount of \$50,000.00, for funding to increase access to children's health services. (Staff: Donna Libby)

COMMENTS BY THE PUBLIC AND MEMBERS OF THE BOARD OF HEALTH

ADJOURNMENT



City of Gig Harbor. The "Maritime City."

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

TO: COUNCILMEMBERS
FROM: MAYOR GRETCHEN S. WILBERT *gw*
SUBJ: INTERLOCAL AGREEMENT
DATE: APRIL 4, 1991

You now have before you the final draft of the Interlocal Agreement for Regional Planning of the Central Puget Sound Area.

Pierce County Councilman, Paul Cyr, presented an overview of the plan at our last council meeting. He and I are in agreement it would be negligent on our part if we did not participate as a member of this reorganized group, even though we may be somewhat powerless to influence the outcome of decisions to come forth from the proposed Puget Sound Regional Council (PSRC), due to the make-up of the jurisdictional vote distribution within the proposed PSRC.

There is some urgency in asking for action on this interlocal agreement. The Regional Organizing Committee needs approval by April 15, 1991 to meet the federal and state deadlines for the metropolitan planning organizations grant application process.

I hereby respectfully request action by the Council to enter into the Interlocal Agreement creating the Puget Sound Regional Council.

Attachment

PUGET SOUND COUNCIL OF GOVERNMENTS

218 - 1ST AVE., SOUTH
SEATTLE, WASHINGTON 98104

STATEMENT

**PUGET SOUND
COUNCIL OF GOVERNMENTS
218 - 1ST AVE., SOUTH
SEATTLE, WASHINGTON 98104**

RECEIVED
MAR 26 1991
CITY OF GIG HARBOR

PAGE 1

REMITTANCE ADVICE

FOR RETURN TO THIS OFFICE
PLEASE PRINT PAYEE NAME

CHECK THOSE ITEMS IN THE TV
COLUMN BEING PAID.

CITY OF GIG HARBOR
CITY ADMINISTRATOR
P.O. BOX 145
GIG HARBOR 98335

DATE OF THIS STATEMENT
3/22/91

ACCOUNT NO.
40GIGH

ITEMS AFTER THIS
DATE WILL APPEAR
ON YOUR NEXT
STATEMENT.

PLEASE REFER TO
THIS ACCOUNT NO.
WHEN MAKING
INQUIRIES.

DATE OF THIS STATEMENT
3/22/91

ACCOUNT NO.
40GIGH

REFERENCE	DATE	TYPE	DESCRIPTION	AMOUNT	PAID	REFERENCE	TYPE	AMOUNT		
91012	1/ 1/91	I	1st HALF 1991 DUES	457.50		91012	I	457.		
			<i>Gintchen - There is no difference in the dues. I just got this.</i>							
CODES: I-INVOICE C-CR MEMO D-DR MEMO P-PAYMENT A-DISCOUNT ALLOWED F-FINANCE CHARGE				YOUR ACCOUNT IS PAST DUE		PLEASE PAY ►		457.50	TOTAL ►	457.

IF YOU HAVE ANY QUESTIONS, PLEASE CALL 587-4820

3.87
09/05/93
COMPATIBLE ENVELOPES AVAILABLE

Regional Organizing Committee
219 First Avenue South, Suite 305
Seattle, Washington 98104
Telephone: (206) 623-2744

Members

Mayor Norma Rice, Chairman
Councilmember Brian Corcoran
County Executive Tina Hill
Commissioner John Horsley
Mayor Pete Kinch
Mayor Terry Lukens
Councilmember Lois North
Mayor Bob Roegner
Councilmember Barbara Skinner
Councilmember Jim Street
Mayor Karen Vialle

March 27, 1991

The Honorable Gretchen Wilbert, Mayor
City of Gig Harbor
P. O. Box 145
Gig Harbor, Washington 98335

Dear Mayor Wilbert:

Enclosed you will find the final Interlocal Agreement creating the Puget Sound Regional Council. The Agreement has been reviewed by all central Puget Sound jurisdictions and has been grammatically corrected.

As we indicated at the Convocation of local elected officials on March 13, 1991 and in our March 19, 1991 letter, approval of this Agreement is needed by April 15, 1991. This is necessary to meet federal and state deadlines for the Metropolitan Planning Organization designation and transportation planning grant application processing.

Several jurisdictions have asked about the level of membership contributions. We expect dues to be no greater than current assessments for the remainder of 1991. Dues for 1992 and later budgets will be subject to approval by the Executive Board.

Please forward a copy of your signed Agreement to:

William H. Mahan
Regional Organizing Committee
219 First Avenue South, Suite # 305
Seattle, WA 98104
Tel. (206) 623-2744

Thank you for your cooperation.

Jim Street
Co-convener
Regional Organizing Committee

Norman B. Rice
Co-convener
Regional Organizing Committee

RECEIVED

MAR 28 1991

CITY OF GIG HARBOR

Abernates

Councilmember Bill Brubaker
Mayor Art Conduff
Mayor Linn Epperly
Councilmember Kathleen Sandor

INTERLOCAL AGREEMENT FOR REGIONAL PLANNING
OF THE CENTRAL PUGET SOUND AREA

This Agreement is entered into by and between the undersigned Counties, Cities and Towns, political subdivisions and municipal corporations of the State of Washington and federally recognized Indian tribes. This Agreement is made pursuant to provisions of the Interlocal Cooperation Act of 1967, Chapter 39.34 R.C.W. and has been authorized by the legislative body of each jurisdiction pursuant to formal action as designated on the signature page.

I. NAME AND PURPOSE

The purpose of this Agreement is to establish the PUGET SOUND REGIONAL COUNCIL, hereinafter called the "Regional Planning Agency," and the terms and conditions under which the parties shall participate in the activities of the Regional Planning Agency.

II. MISSION

The mission of the Regional Planning Agency is to preserve and enhance the quality of life in the central Puget Sound area. In so doing, it shall prepare, adopt, and maintain goals, policy, and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based on local comprehensive plans of jurisdictions within the region. The agency shall ensure implementation in the region of the provisions of state and federal law which pertain to regional transportation planning and regional growth management.

III. ESTABLISHMENT OF REGIONAL PLANNING AGENCY; DURATION

This Agreement shall become effective upon execution by sixty (60) percent of all of the units of general government in King, Kitsap, Pierce, and Snohomish Counties,

including the counties, representing three-quarters (3/4) of the population. This Agreement shall remain in force and effect perpetually or until terminated by member agencies which represent seventy-five (75) percent of the regional population.

IV. DEFINITIONS

For the purpose of this Interlocal Agreement and all other agreements, contracts and documents executed, adopted or approved pursuant to this Agreement, the following terms shall have meaning prescribed to them within this section unless the context of their use dictates otherwise:

- (1) Member agency shall mean any public agency which is a party or becomes a party to this Interlocal Agreement and is a county, city, town or federally recognized Indian tribe.
- (2) Public agency shall mean any city, town, county, public utility district, port district, fire protection district, school district, air pollution control authority, federally recognized Indian tribe, or metropolitan municipal corporation of this State, any agency of the State government or of the United States and any political subdivision of another state.
- (3) Board shall mean the Executive Board of the Puget Sound Regional Council.
- (4) State shall mean a state of the United States.
- (5) Region shall mean that territory physically lying within the boundaries of the counties of King, Pierce, Snohomish, Kitsap and any other member county.
- (6) Population shall mean that population of any general purpose local government that is a member agency last determined for each such member as certified by the State Office of Financial Management or its succeeding office of the State of Washington at the time of the signing of this document and on the first day of May of each year thereafter, except that the population of member counties shall be that population determined in the same manner for the unincorporated area of such

county; and further that the population of Indian tribes shall be the latest figures established and certified by the Federal Bureau of Indian Affairs.

- (7) Regional population shall be determined by adding together the population of the member agencies.
- (8) Local comprehensive plan: A generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to state law.
- (9) Countywide comprehensive policy plan: A policy-based document (which reflects city and county comprehensive plans), establishing countywide goals and objectives to guide the development of local comprehensive plans for cities, towns, and the unincorporated areas within a county. The plan addresses issues of countywide significance.
- (10) Certification: A statement of verification that local or countywide plans and policies are consistent and coordinated with regional plans and policies covering issues of regionwide significance.
- (11) Consistency: A condition in which plans and policies affecting the area within the regional agency's jurisdiction are compatible and mutually reinforcing. Consistency is achieved when these plans, taken together, meet state requirements for consistency in local and regional plans.
- (12) Conflict resolution: A process initiated by the Regional Planning Agency upon review of local comprehensive plans or of countywide comprehensive policy plans, when the agency finds that such a plan appears inconsistent with the certifiable elements of the regional plan. In the process, parties agree to seek a mutually acceptable accommodation of their differences among themselves or, when required, with the assistance of an independent intervener or third party. The purpose of the process is to achieve consistency and, where applicable, to assure certification of the plan. If the parties cannot accommodate their differences,

the conflict will be resolved by the board of hearing examiners described in Section 7(5) hereof.

- (13) Goal: Statement of an aim or desired outcome of a plan or planning process.
- (14) Growth management: A system for guiding, directing, limiting, and encouraging growth so that the demands for housing, infrastructure, and other growth support systems can be met. Growth management includes but goes beyond concern for natural systems, embracing also social, economic, and legal issues. At its best, a growth management system can and will separate urban and rural areas in a way that protects open space, farmland, and natural areas in the rural countryside, and provides for land, densities, and infrastructure to support needed residential, commercial, and industrial facilities.
- (15) Metropolitan Planning Organization (MPO): The agency designated by the United States Department of Transportation and the governor that is responsible, in cooperation with the State, for ensuring that transportation planning is conducted through a "continuous, cooperative, and comprehensive (3-C) process." The process is stipulated in federal law.
- (16) Minimum standard: The quantitative or qualitative measure applied to an activity, task, or function to determine if the region is achieving expectations for a planning objective. Higher standards may be set for the same objective in local plans.
- (17) Objective: Statement of a concrete result to be obtained from a plan.
- (18) Policy/Guidelines: A statement establishing the framework within which actions to achieve objectives can be taken. A policy often specifies direction but is broad enough to allow alternatives to be evaluated.
- (19) Regional growth management strategy: A planning document that establishes a vision and policy on regional aspects of growth issues, including transportation, land use, open space, housing, economic development, and environmental concerns.

(20) Regionally significant transportation projects: As defined by state law, such projects exhibit one or more of the following characteristics:

1. The project crosses boundaries of member jurisdictions;
2. The project is or will be used by a significant number of people who live or work outside the county in which the project is located;
3. Significant impacts from the project are expected to be felt in more than one county;
4. Potentially adverse impacts of the project can be better avoided or mitigated through adherence to regional policies;
5. Transportation needs addressed by the project have been identified by the regional transportation planning process and the remedy is deemed to have regional significance.

(21) Regional Transportation Planning Organization (RTPO): An agency authorized under state law to develop and adopt a regional transportation plan, and to certify that the transportation elements of local comprehensive plans conform to requirements of state law and are consistent with the regional transportation plan. In urbanized areas, the RTPO is the same as the MPO.

(22) Sensitive areas: These include the following areas and ecosystems: wetlands, groundwater aquifers, fish and wildlife habitat conservation areas, floodplains, geologically hazardous areas.

(23) Setting categories of priorities: An annual or biennial evaluation by the regional agency of regionally significant transportation projects recommended for funding. Evaluation is made on the basis of general criteria, to establish regional preference for federal and state funding and construction among the recommended projects.

(24) Urban growth areas: As defined in state law, areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature.

(25) Vision: Statement of a desired future.

V. MEMBERSHIP AND REPRESENTATION

A. Membership. Membership in the Regional Planning Agency shall be available to the County and all City governments in King, Kitsap, Pierce, and Snohomish Counties and is established by execution of this Agreement and payment of dues.

1. All federally recognized Indian Tribes within the jurisdiction area are eligible to petition for approval as members of the agency, with voting representation in the General Assembly.

2. Special purpose governments and State government agencies are eligible to petition for approval as members of the organization, but without voting representation in the General Assembly.

B. General Assembly.

1. The General Assembly shall be composed of all elected officials representing the executive and legislative branches of cities, towns, and counties which are members of the agency, and of representatives of Tribal governments which are members.

2. The General Assembly shall make decisions when a quorum is present, and on the basis of a weighted vote of the jurisdictions. The weight of each jurisdiction's vote will be proportional to the total population within the regional agency's jurisdiction.

C. Executive Board.

1. The Executive Board shall be composed of members of the General Assembly, representing the four counties and their cities.
2. Membership and votes for jurisdictions represented on the Board will be proportional to the total population within the regional agency's jurisdiction. Up to one vote in any membership category may be split to achieve greater proportional representation. Initially, the Board membership and votes shall be established as follows:

	<u>Jurisdiction</u>	<u>Members</u>	<u>Votes</u>
King County:	County	4	4
	Largest City (Seattle)	3	3
	Other Cities/Towns	3	3
Kitsap County:	County	1	1/2
	Cities/Towns	1	1/2
Pierce County:	County	2	2
	Largest City (Tacoma)	2	1-1/2
	Other Cities/Towns	1	1/2
Snohomish County:	County	2	2
	Largest City (Everett)	1	1
	Other Cities/Towns	1	1
Totals:		21	19

3. The distribution of representation on the Board between and within counties shall be reconsidered every three years based on current population data provided by the State Office of Financial Management.
4. Members of the Board shall be elected officials and shall be appointed by the local jurisdictions which they represent on the Board. Alternate representatives to the Board may be designated who are elected officials and are of the same number as the authorized Board membership for each jurisdiction or group of jurisdictions.

5. Members of the Board eligible to cast votes in the decision-making process of the Board shall be designated by the jurisdictions they represent at the beginning of each calendar year.

VI. GENERAL ORGANIZATION

- A. The agency shall be organized into a General Assembly, consisting of all voting members of the organization, an Executive Board of representatives of the voting members, and advisory boards and task forces as established by the Board.
- B. The General Assembly shall meet annually and otherwise at the request of the Board to elect officers from the Executive Board, and to review and ratify key decisions of the Board, such as the annual budget of the agency and essential policy documents, including the regional transportation plan and regional growth management strategy and amendments to them.
- C. The Executive Board, which has been appointed to represent member agencies, shall carry out all delegated powers and managerial and administrative responsibilities between the meetings of the full Assembly.
- D. Key policy boards to advise the Executive Board on recommended changes in policy or new direction on regional transportation and regional growth management will be created by the Board.
 1. As directed by state law, the Board will establish a regional Transportation Policy Board to provide advice on regional aspects of transportation issues to the Executive Board and participate in agency policy making. It will include representatives of large and small employers in the region, the Washington State Department of Transportation (WSDOT), transit and port districts in the region, representatives of community and neighborhood organizations and other interest groups, and citizens at large, as well as representatives of cities, towns, and counties which are members of the organization.

2. A regional growth management board will be similarly constituted and provide policy advice on regional aspects of growth management issues.
- E. The Board shall establish such other standing committees or task forces as may be required to provide advice and recommendations to the Board.
 - F. The Board shall hire an Executive Director who shall be subject to direction of the Board. The Executive Director shall hire necessary staff consistent with the agency's annual budget. The Board is authorized to contract for professional services to meet other support needs that may arise and otherwise enter into contracts and acquire, hold and dispose of personal and real property as necessary.

VII. FUNCTIONS/AUTHORITY

- A. Transportation. In meeting its responsibilities for regional transportation planning, the Agency shall:
 1. Produce a Regional Transportation Plan (RTP), as prescribed by federal and state law and regulations and based on local comprehensive planning. The RTP will establish planning direction for regionally significant transportation projects, as defined in state law and shall be consistent with the regional growth management strategy.

The RTP will cover major highways and roads, regional transportation connectors (bridges and tunnels), ferry systems, public transit systems, airports, seaports, and other regional transportation facilities. It will address transportation system demand management, levels of service, and capital investments.

The RTP will also include regional High-Capacity Transportation (HCT) plans, and impacts of urban growth on effective HCT planning and development, as prescribed in state law.

2. Through the RTP, establish regional transportation policy and, in cooperation with the state transportation department, set minimum standards for state government to integrate in its transportation planning and for local governments to reflect and include in the preparation of transportation elements of local comprehensive plans.
3. Carry out MPO functions as prescribed for federally funded projects in the region. These functions include preparation of an RTP, an annual work program, and a six-year capital plan (with an annual element).

As an MPO, manage right-of-way preservation proposals for highway and high-capacity transportation development to assure conformance with the RTP and associated regional development strategies.

4. Carry out RTPO functions as prescribed by state law. These functions include preparation of an RTP covering regionally significant transportation projects, as well as these other functions mandated by state law:
 - a. Certify that transportation elements of local comprehensive plans are consistent with the regional transportation plan.
 - b. Certify that transportation elements of comprehensive plans adopted by counties, cities, and towns conform with comprehensive planning provisions of state law.
 - c. Certify that all transportation projects within the region that have a significant impact upon regional facilities or services are consistent with the RTP.

- d. In cooperation with the State Department of Transportation, identify and jointly plan improvements and strategies within those corridors which are important to moving people and goods on a regional or statewide basis.
5. In the case of certification of transportation elements of all local comprehensive plans for consistency with the Regional Transportation Plan (RTP), the Board shall direct staff to review plans and recommend certification.

If staff does not recommend certification because of inconsistencies with the RTP, the local government(s) involved shall be notified, and the affected party or parties may appeal the staff recommendation to the Board for resolution. Upon receipt of an appeal, the Board will direct that a board of hearing examiners be constituted from the membership of the Executive Board to resolve the conflict, establishing consistency with the RTP, and allowing for certification.

6. Determine categories for priorities for the region among recommended regionally significant transportation projects, and forward those priorities to the State Department of Transportation for review in the development of state transportation funding programs.
7. Review and comment in the NEPA/SEPA process on proposed actions with potential significant impact on the implementation of the RTP.

B. Growth Management. The agency shall maintain VISION 2020 as the adopted regional growth management strategy. The regional growth management strategy shall be based on and developed from local comprehensive planning and address only regional issues including transportation, open space, air and water quality, economic development and regional facilities.

C. Countywide Comprehensive Plans. One year after adoption of this Agreement, a process for the regional review of countywide plans (which reflect city and county comprehensive plans) for consistency with the adopted regional growth strategy and/or the regional transportation plan shall be considered by the governing Board of the new Regional Council.

D. Regional Data Base Development. The agency shall provide for establishment and maintenance of a regional data base to:

1. Support development of the RTP and regional growth management strategy;
2. Forecast and monitor economic, demographic, and travel conditions in the region;
3. Develop the data base jointly with relevant state agencies for use in the region by local governments and the State of Washington.
4. Respond to data prepared by the State Office of Financial Management.

E. Technical Assistance. As requested, the agency shall provide technical assistance to local, state and federal governments through regional data collection and forecasting services, consistent with the mission and functions of the agency.

In addition, the agency may provide general planning assistance, consistent with the mission and functions of the agency, to small cities and towns which are members of the agency and which request help to complete planning work they are unable to staff or fund.

F. Discussion Forum. The agency may provide a forum for discussion among local and state officials and other interested parties of common regional issues.

VIII. RELATIONSHIP OF REGIONAL PLANNING AGENCY
TO LOCAL AND STATE GOVERNMENTS

A. **Planning preparation:** In a collaborative process with citizens of the region, interested groups and organizations, and local, regional and state government, the regional agency prepares the RTP and a regional growth management strategy. After public review and adoption by the Regional Planning Agency, these documents establish a vision and goals for growth and mobility in the central Puget Sound region.

The RTP and the regional growth management strategy are based on direction of state law and based on and developed from local comprehensive plans.

IX. FUNDING OF AGENCY ADMINISTRATION/OPERATIONS

- A. State and Federal Funding. Appropriations from the State through WSDOT to the Regional Planning Agency are to be provided as defined and authorized in state law. The Board is authorized to seek additional state funding as may be necessary. The agency will receive federal assistance through Urban Mass Transportation Administration (UMTA), Federal Highway Administration (FHWA), and Federal Aviation Administration (FAA) Airports Systems planning funds, and other appropriate federal sources.
- B. Local Funding. All local general purpose governments within the agency's area of jurisdiction shall pay dues, as established by the Board, based proportionally on a formula to include population and size of general fund budgets of member jurisdictions.

- C. Other Funding. The agency Board may contract on a fee-for-service basis with non-member agencies which request special services and with member agencies which may seek additional services.
- D. The Board shall establish the annual budget and the amount of dues necessary to support the functions of the Regional Planning Agency. Dues will be paid on July 1 of each year.

X. AMENDMENTS

- A. Amendments to this Agreement may be proposed by any city or county and shall be considered by all members upon recommendation by the Board. The Agreement shall be amended by adoption of affirmative resolutions by all of the prior signators.
- B. In the event 60 percent of all units of general government in King, Kitsap, Pierce, and Snohomish counties, including the counties, representing at least seventy-five percent of the regional population become signators to a new agreement involving substantially the same subject matter as this Agreement, this Agreement shall terminate.

XI. MERGER

This Agreement merges and supersedes all prior discussions, representations and/or agreements between the parties relating to the subject matter of this Agreement and constitutes the entire contract between the parties.

XII. WITHDRAWALS; DISSOLUTION

- A. Except as provided, any member agency shall have the right to withdraw from this Interlocal Agreement by giving written notice, six months prior to the annual assessment, to the Executive Board.
- B. The member counties and major cities that are parties to this Interlocal Agreement agree that withdrawal will not absolve them of responsibility for meeting financial and other obligations of annual contracts or agreements which exist between the State of Washington or the federal government and the Regional Planning Agency at the time of withdrawal.
- C. Upon termination of this Agreement any money or assets in possession of the Regional Planning Agency after payment of all liabilities, costs, expenses, charges validly incurred under this agreement, shall be returned to all contributing governments in proportion to their assessment determined at the time of termination. The debts, liabilities, and obligations of the Regional Planning Agency shall not constitute a debt, liability or obligation of any member agency.

XIII. SEVERABILITY

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

XIV. STATE RELATIONSHIP

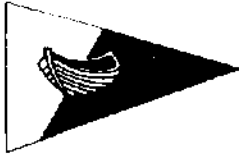
A copy of this Agreement shall be filed with the State Department of Community Development.

IN WITNESS WHEREOF, this Agreement has been executed by each party on the date set forth below:

Date: _____

Approved as to Form:

Deputy Prosecutor
or
City Attorney



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

April 5, 1991

Mr. Rob Orton
General Manager
Peninsula Light Company
13315 Goodnough Drive N.W.
Gig Harbor, WA 98335

Dear Rob:

Thank you for agreeing to be with us at the April 8th regular meeting of the Gig Harbor City Council to bring us up to date on the projects and dilemmas facing the Peninsula Light Company and us, the stockholders.

I wish to compliment you on the recent neighborhood meeting held with the residents in the area of Peacock Hill and 96th. Two hours of information sharing was a start toward solving our mutual problem.

We have been hearing a strong voice from the residents of Gig Harbor to use all the technology available to safely underground all utility lines at some point in time. Some city council members suggested at the last council meeting that I request of Peninsula Light to "bury the higher voltage lines". The developers of Gig Harbor North also indicated an earnest desire to have it happen on the long awaited East-West road. The interim measure of an "express feeder", has been suggested. That option seems to serve Fox Island and other areas well.

The city has two immediate requests for consideration. Let us plan a time to address the implications of (1) undergrounding all utilities on Peacock/96th or the East-West road; and, (2) underground utilities on Soundview. Then let's plan to continue our discussions to (3) bring together a long range plan of undergrounding throughout the city.

Rob Orton - Peninsula Light
April 5, 1991
Page 2

The time has come to begin to set out for the residents and property owners of Gig Harbor a time line of activity and costs relative to the possibility of a changeover to undergrounding throughout the city. The connection from the power source into the individual residence will also require undergrounding - a cost to the homeowner. Our meetings should provide a forum for addressing these issues.

Again, I wish to comment on the efforts of the Peninsula Light crews and administration for getting us and the entire Peninsula "back on line" as soon as possible following the happenings of this very unusual weather year.

I look forward to working with you during the coming years. Thank you again for taking the time to present the issues to the city council on April 8th and entertaining our suggestions and concerns.

Sincerely,

Gretchen S. Wilbert
Mayor
City of Gig Harbor



Peninsula Light Company

A Mutual Corporation

P.O. BOX 78, GIG HARBOR, WA 98335-0078
13315 GOODNOUGH DR, NW, PURDY
PHONE (206) 857-5950

March 19, 1991

RECEIVED

MAR 25 1991

CITY OF GIG HARBOR

The Honorable Gretchen Wilbert
Mayor, City of Gig Harbor
P.O. Box 145
Gig Harbor, WA 98335

Dear Mayor Wilbert:

Thanks to those of you who attended and participated in our neighborhood meeting on March 12.

Because of the late hour, we needed to schedule a continuing meeting in order to finish our agenda and insure that we have heard all questions and concerns about the Peacock substation project. We have scheduled another session for 6:30 p.m. Wednesday evening, April 17, and have decided to use the meeting room at our headquarters facility, where the lighting is better for the purpose of our meeting and more parking is available. The headquarters address is 13315 Goodnough Drive Northwest in Purdy; directions are on the back of this letter. As with our first meeting, we will serve light hors d'oeuvres and beverages.

We will try to have representatives of the Gig Harbor North project in attendance at this meeting.

We have decided to retain the services of a sound consultant so that we may better respond to technical questions asked by several of you regarding noise emanating from the proposed substation. I understand that the consultant will be taking extensive background noise measurements in the area of the site.

We have thought about ways to better replicate how installed transmission facilities would look under a couple of the options we have discussed. One way suggested by our staff would be to take photographs from homes whose views would be potentially impacted by the proposed transmission line route and superimpose on those pictures an image of what the actual installed facilities would look like. We thought this might be a particularly useful analysis in considering the option of undergrounding the secondary distribution facilities (along with telephone and cable television)--leaving only the new, three-wire transmission line.

If you would be interested in participating in this analysis, please contact either Pat Maynard or Debra Vosburgh at 857-5950. This is voluntary, and there will be no cost to the homeowner.

March 19, 1991
PHS-LET2
Page Two

In addition to discussing the Gig Harbor North project, we will complete our agenda regarding health issues and update you on our progress in analyzing some of the other options we discussed.

At last Wednesday's meeting, I asked participants to review the booklet we handed out on the subject of electromagnetic fields (EMF). I also asked for names of people who may be willing to serve on a review committee to stay in touch with us as we move through this important decision. I have heard from four volunteers from among you already.

Again, thanks for your interest; we look forward to seeing you on April 17. As before, an RSVP form and postage-paid return envelope are enclosed so we may be prepared for your attendance.

Sincerely,

PENINSULA LIGHT COMPANY



Robert E. Orton
General Manager

REO/dsc
Enclosures



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

TO: MAYOR WILBERT AND CITY COUNCIL
FROM: BEN YAZICI, PUBLIC WORKS DIRECTOR *BBY*
SUBJ: TRANSPORTATION LEVEL OF SERVICE STANDARDS
DATE: APRIL 2, 1991

Attached is a resolution setting forth traffic levels of service standards for the City of Gig Harbor. The Resolution has two purposes.

First, it establishes a standard for tolerable traffic congestion levels for the city streets and intersections. Currently about all of our streets and intersections are operating at or better than Levels of Service (LOS) D. The Resolution enables us to preserve this traffic carrying capacity of the city transportation network.

Secondly, the resolution also authorizes staff to request a traffic study from any development which generates 10 more peak hour trips (one single family resident generates one peak hour trip). The staff has been requesting developments to submit traffic studies without an authorization from the council.

RECOMMENDATION:

The Public Works Director recommends a council motion to approve the attached resolution which sets forth levels of transportation standards for the city.

CITY OF GIG HARBOR
RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR,
WASHINGTON SETTING FOR A POLICY RELATING TO TRANSPORTATION
LEVEL OF SERVICE STANDARDS AND REQUIRING TRANSPORTATION
IMPACT MITIGATION.

WHEREAS, it is the stated policy of the City of Gig Harbor that a transportation Level of Service of D, as defined hereafter, be maintained on intersection and roadways within and vicinal to the City. The goal and objective of the City is to ensure that design of required traffic improvements occurs at Level of Service C, construction of said improvements occurs at Level of Service D, and that development may be halted if Level of Service E occurs, until Level of Service D or better is attained; and,

WHEREAS, in the pursuit of this stated goal and objective, the following definitions shall apply:

1. Direct Traffic Impact

"Direct Traffic Impact" means any new increase in vehicle traffic or increase in vehicle traffic generated by a proposed development which equals or exceeds ten (10) peak hour directional trips on any roadway or intersection.

2. Level of Service (LOS)

A qualitative measure describing operational conditions within a traffic stream; described in volume to capacity ratio with alphabetical representations of "A" through "F" as defined in the Highway Capacity Manual Special Report 209 prepared by the Transportation Research Board of the National Research Council (1985), to indicate the amount of congestion and delay at particular locations. Level of Service "A" represents little or no congestion and delay, while Level of Service "F" represents over-capacity conditions with long delays.

3. Calculated LOS

A calculation that includes existing traffic, the traffic anticipated to be generated by previously approved developments as determined by actual land development information, (if available); otherwise growth rates based on land development information and the anticipated traffic from the subject development and other proposed developments.

4. Peak Hour

The hour during the morning or afternoon which experiences the most critical level-of-service for a particular roadway or intersection.

5. Director

The director of the City of Gig Harbor Public Works Department or his authorized designee.

and,

WHEREAS, the following mitigation requirements will be observed,

1. Development Approval, General

Any application for approval of or permit for a development in the City of Gig Harbor shall be subject to the provisions of this resolution.

2. Director Recommendation, Approval

No approval and/or permit for development shall be granted without the recommendation of the director. The director shall not recommend approval of a development unless, in his opinion, appropriate provisions for necessary road improvements are made as provided in this resolution.

3. Impact Mitigation Alternatives

- A. The applicant agrees to fund it's share of improvements needed to obtain LOS "D" or better, including necessary studies, design costs, etc.; and/or,
- B. The applicant reduces his traffic impact to achieve a Level of Service "D" by scaling his project down and/or by using Transportation

System Management techniques to reduce the number of peak hour trips generated by the project; and/or,

- C. The applicant agrees to use TSM incentives and/or phases the proposed development as determined by the Director, and/or provides mitigation for identified off-site improvements, if the roadway and/or intersection has already been improved to its ultimate roadway section; and/or,
- D. The applicant, if required by the Director, agrees and commits to participate in applicable transportation improvement districts.

NOW, THEREFORE, the City Council of the City of Gig Harbor, Washington, hereby resolves to establish the foregoing transportation levels of service for the City of Gig Harbor.

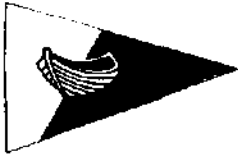
PASSED, this ____ day of April, 1991.

Gretchen S. Wilbert, Mayor


ATTEST:

Michael R. Wilson
City Administrator/Clerk

Filed with City Clerk: 4/4/91
Passed by City Council:



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

TO:  MAYOR GRETCHEN S. WILBERT AND THE CITY COUNCIL
FROM: DESIGN REVIEW TECHNICAL COMMITTEE
SUBJ.: RECOMMENDATION ON A DESIGN REVIEW PROCESS FOR THE
CITY OF GIG HARBOR.
DATE: APRIL 2, 1991

In response to the Council's request to explore design review options for the City of Gig Harbor, a design review technical committee was formed to consider and address the following:

1. The need for design review.
2. Applicability of design review.
- 3.. Design review process.

The technical committee consisted of Ron McConnell (City Hearing Examiner), Mayor Wilbert, Bill Reed (Reed/Reinvald Architects), Gary Kuzinski (Planning Commission), John English (City Council), Jack Bujajich (citizen) and Ray Gilmore. Three meetings were conducted by the committee and, although there was not 100% attendance by the committee members, there was a considerable amount of discussion on the pros and cons of design review by all present.

The Committee could not come to agreement on several points relevant to design review. There was considerable discussion on whether design review should be:

- * Mandatory or optional.
- * Apply to certain areas of the City or be City-wide.
- * Apply to all uses or just commercial and multifamily.
- * Reviewed by a design review commission, hearing examiner or a staff-based design review team. Council action would not be required, except on an appeal.

Points of agreement expressed were:

- * Some form of design review should be implemented.
- * Design review should only be undertaken with comprehensive design review guidelines, developed by a professional in urban design review. Guidelines would, of course, be community based and would be subject to public review prior to adoption by the City Council. The guidelines would address all aspects of design, including architecture, landscaping, building orientation, height, signage and the exterior color and treatment of the structure. The concept of a design theme (i.e. a "Leavenworth") for the City is not considered acceptable by the technical committee.

Optional or Mandatory?

A concern was expressed that mandating a certain design is a highly intrusive form of government that could result in the suppression of creativity. With this in mind, the suggestion that an optional design review ("strongly encouraged") was entertained. However, it was noted that this process did not encompass any legal leverage and that some individuals would opt not to participate, quite probably including those least attentive to careful design.

Another consideration on the optional form of design review would be to provide some type of program incentive to encourage participation in the design review program. This could consist of the waiver of all zoning code standards if the applicant participated in design review.

As to applicability to a use, there was general agreement that if the system were voluntary, it would apply to all uses. If the system were mandatory, it would apply to all commercial and multifamily uses.

Design Review Process

The design review process could be similar to the current site plan review process, with two major exceptions:

1. Design review would not include review by the Hearing Examiner.
2. Recommendation to the Council would not be required if it were a mandatory process. Council

review would only occur on appeal of the design review commission's decision or if design review were optional.

If a design review commission is established, the makeup of the design review commission is critical. In order to have a credible and effective design review commission, representation by professionals is vital. As an example, a five-member commission should consist of a professional architect, a professional landscape-architect, a representative of the construction or development industry, a planner and a citizen-at-large. Although it's likely that this type of representation exists within the city limits, the ability to maintain this complement, strictly within the citizen pool of the City, is unlikely. Utilization of a staff review team is possible and it would operate in a similar fashion to the design review commission.

Probably the most significant issue which may face the Council is that design review decisions would be rendered by the design review commission or some other staff-based review team, without referral or recommendation to the Council. This is essential in order to maintain the professional credibility of the process so as to avoid or minimize the potential for arbitrary or capricious decisions. Of course, a decision of the Commission could (should) be appealable to the City Council, and such an appeal would be based upon the record established at the design review commission's hearing. This type of process is a significant departure from the current hearing examiner process.

Design Review Guidelines

The design review process envisioned for the City would necessitate the development of design review guidelines, which could be developed by a qualified urban design consultant. Although no precise cost estimates have been requested for this type of project, discussions with Ron McConnell, the City Hearing Examiner, and other city planners indicate that a range of \$15,000 - \$35,000 is average.

One point that was brought out is that the results of design review will not be readily apparent. Because it would be a comprehensive and long-term program, the envisioned community appearance would take time to be realized.



Return Original to: WASHINGTON STATE LIQUOR CONTROL BOARD
License Division - MS ES -31, Olympia, WA 98504-2531

TO: MAYOR OF GIG HARBOR

DATE: 3-29-91

RE: SPECIAL OCCASION #090094
FRIENDS HELPNG FRIENDS III
PO BOX 3
OLALLA, WA CLASS: GJK

RECEIVED

APR 1 - 1991

CITY OF GIG HARBOR

DATE: APRIL 27, 1991 TIME: 4PM TO 1AM
PLACE: GIG HARBOR EAGLES, 4425 BURNHAM DR., GIG HARBOR, WA
CONTACT: ROSEMARY OWENS 283-2183

RETAIL LICENSES

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

SPECIAL OCCASION LICENSES

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

NON-RETAIL LICENSES

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

PERMITS

- Class 4 - Annual Permit
- Class 11 - Bed & Breakfast.

CCI

- CCI 1 - Interstate Common Carrier

Notice is given that application has been made to the Washington State Liquor Control Board for a license to conduct business. If return of this notice is not received in this office within 20 DAYS (10 days notice given for Class I) from the date listed above, it will be assumed that you have no objection to the issuance of the license. If additional time is required please advise.

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

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

If you have indicated disapproval of the applicant, location or both, please submit a statement of all facts upon which such objections are based. See RCW 66.24.010(8)

DATE

SIGNATURE OF MAYOR, CITY MANAGER, COUNTY COMMISSIONERS OR DESIGNEE



GIG HARBOR POLICE DEPARTMENT

Denny Richards
Chief of Police

MONTHLY POLICE ACTIVITY REPORT

MARCH

DATE: 04-01-91

	<u>MAR</u> <u>1991</u>	<u>YTD</u> <u>1991</u>	<u>YTD</u> <u>1990</u>	<u>%CHG TO</u> <u>1990</u>
CALLS FOR SERVICE	<u>201</u>	<u>565</u>	<u>358</u>	<u>+ 57</u>
CRIMINAL TRAFFIC	<u>9</u>	<u>58</u>	<u>79</u>	<u>- 26</u>
TRAFFIC INFRACTIONS	<u>91</u>	<u>278</u>	<u>424</u>	<u>- 34</u>
DWI ARRESTS	<u>1</u>	<u>12</u>	<u>26</u>	<u>- 53</u>
FELONY ARRESTS	<u>11</u>	<u>13</u>	<u>10</u>	<u>+ 30</u>
MISDEMEANOR ARRESTS	<u>15</u>	<u>41</u>	<u>30</u>	<u>+ 36</u>
WARRANT ARRESTS	<u>13</u>	<u>21</u>	<u>12</u>	<u>+ 75</u>

P.O. Box 145 • Gig Harbor, WA 98335
(206) 851-2236



**Washington State
Department of Transportation**

District 3
5720 Capitol Boulevard, Tumwater KT-11
P.O. Box 9327
Olympia, Washington 98507-9327
(206) 753-7200

Duane Berentson
Secretary of Transportation

March 29, 1991

Mayor Gretchen Wilbert
P.O. Box 145
Gig Harbor, WA 98335

RECEIVED
APR 1 - 1991
CITY OF GIG HARBOR

Dear Mayor Wilbert,

Earlier this year the Washington State Department of Transportation (WSDOT) commissioned a study by the engineering firm of H.W. Lochner, to identify improvements to SR-16 between the Jackson Avenue ramps in Tacoma and Swede Hill on the Gig Harbor Peninsula. The first phase of the engineering study is now nearing completion. We would like to take this opportunity to invite you and about thirty other community leaders to review and comment on the preliminary findings of the study.

Your participation will provide us with guidance in developing priority improvements at interchanges along SR-16. We would very much appreciate your participation in a briefing/tour of the study area on the morning of ~~Wednesday~~, April 17. The session will commence at 9:00 a.m. sharp at the Fire District #5, 6711 Kimball Drive. We will receive a briefing from the consulting engineers as we tour the study area. We should be done by 12:00 noon.

We are pleased to have this opportunity to involve residents of the Gig Harbor area early in the planning process. We believe your participation will assure that improvements made to SR-16 reflect the needs of those who use it most frequently.

We look forward to a lively discussion at the April 17th session! We have enclosed a reply card for your convenience to confirm your participation.

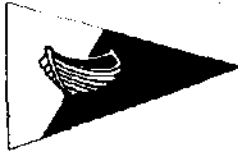
If you have any questions about the workshop/tour, please call Rita Brogan, our Public Involvement Coordinator, at Pacific Rim Resources, (206) 367-0559.

Thank you for your interest in the SR-16 Capacity Study.

Sincerely,

A. T. (Art) Smelser
District Administrator

AS:rb



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: Michael R. Wilson, City Administrator
SUBJECT: Galbraith Claim for Damages
DATE: March 29, 1991

M.R.W.

You will find attached a claim for damages submitted by Mr. Michael Galbraith in the amount of \$130 for injuries he sustained in a bicycle accident on Hollycroft on November 14, 1990. I have also attached an accident report and report from Ben Yazici which provides information on the city's response and action.

I cannot find a shread of evidence showing that the city did anything but act efficiently and quickly in responding to this accident (both the police and public works department). The city was not responsible for the accident (spill came from a private vehicle), and acted responsibly in sanding the area once notified of the problem. I would, therefore, recommend denial of the claim.



City of Gig Harbor. The "Maritime City."

3105 JUDSON STREET • P.O. BOX 145

GIG HARBOR, WASHINGTON 98335

(206) 851-8136

TO: Michael Wilson, City Administrator
FROM: Ben Yazici, Public Works Director *BBY.*
DATE: March 27, 1991
SUBJECT: Claim Against the City

On November 14, 1990, Mr. Michael S. Galbraith had lost control of his bicycle on Hollycroft St. as a result of an oil spill on the roadway. The incident resulted in damage to his bicycle and clothing, and he is requesting \$130.00 from the City to cover his expenses.

I have attached a copy of the police report for your review, which confirms the oil spill and the accident. I remember the incident and Mr. Galbraith notified City Hall personally. The Public Works Department immediately sanded the street to minimize the skidding effects. At the same time, the Police Department warned and directed the traffic.

The spill was, in our opinion, the result of a broken or leaking engine block of a vehicle, and could have not been any more than five quarts of oil. It was large enough to cause a "panic" and an unfortunate accident, but it was small enough to be controlled within a few hours.



GIG HARBOR POLICE GENERAL REPORT

INCIDENT NO. 90-5863

Public Disclosure Act OTHER: _____ PAGE 1 OF 2

2 Arrest	3 Vehicle	4 Juvenile	8 Report Name/Offense PERSON INJURED				
5 Property	6 Medical	<input checked="" type="checkbox"/> 7 Domestic Viol.	9 Type of Premise (For Vehicles State Where Parked)		10 Entry Point	11 Method	
12 Weapon/Tool/Force Used			13 Date Report'd 11/14/90	14 Time Rept'd 1120	15 Date Occur. 11/14/90	16 Time Occur. 1015	17 Day of Week Wed
18 Location of Incident Address 17 HOLLYCROFT BRWN OLYMPIC AND REID						19 Census	20 Dist.

CODE	C (Person Reporting Complaint)	V (Victim)	W (Witness)	P (Parent)	VB (Victim Business)	O (Other)
21 Code	22 NAME: Last First Middle (Maiden) GALBRAITH MICHAEL SKELLY			23 Race/Sex W/M	24 Date of Birth 10/28/46	25 Home Phone 858-1595
26 PDA	27 ADDRESS: Street City State Zip 4622 HOLLY CANTIC NW CRYSTAL 98355			28 Place of Employment/School		29 Business Phone
21 Code	22 NAME: Last First Middle (Maiden)			23 Race/Sex	24 Date of Birth	25 Home Phone
26 PDA	27 ADDRESS: Street City State Zip			28 Place of Employment/School		29 Business Phone
21 Code	22 NAME: Last First Middle (Maiden)			23 Race/Sex	24 Date of Birth	25 Home Phone
26 PDA	27 ADDRESS: Street City State Zip			28 Place of Employment/School		29 Business Phone

CODE:	A (Arrest)	S (Suspect)	SV (Suspect Verified)	R (Runaway)	M (Missing Person)	I (Institutional Impact)	
30 Code	31 NAME: Last First Middle (Maiden)					32 Home Phone	33 Business Phone
34 ADDRESS: Street City State Zip			35 Occupation	36 Place of Employment/School		37 Relation to Victim	
38 Date of Birth	39 Race	40 Sex	41 Height	42 Weight/Bld.	43 Hair	44 Eyes	45 Clothing, Scars, Marks, Tattoos, Peculiarities, A.K.A.
46	Number		47 Charge Details (Include Ordinance or R.C.W. Number)				
<input type="checkbox"/>	Booked						
<input type="checkbox"/>	Cited						

CODE:	A (Arrest)	S (Suspect)	SV (Suspect Verified)	R (Runaway)	M (Missing Person)	I (Institutional Impact)	
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46	Number		47 Charge Details (Include Ordinance or R.C.W. Number)				
<input type="checkbox"/>	Booked						
<input type="checkbox"/>	Cited						

48 Stolen*				49 Victim	50 Impound	54 License No.		55 Lic. State	56 Lic. Year	57 Lic. Type	58 Vin.
51 Recovery		52 Suspect		53 Hold							
59 Year	60 Make		61 Model		62 Body Style	63 Color	64 Peculiarities		65 Hold Requested By/For		
66 Ori. & Case No.			67 Registered Owner: Name			Address		City	State	Zip	68 Home Phone
RECOVERY	69 Condition		Stripped		70 Inventory						
	<input type="checkbox"/> Drivable		<input type="checkbox"/> Wrecked								
70 Inventory (Cont.)		71 Tow Co. & Signature									
NOTICE	72 Enter	73 Date	74 Time	75 WACIC	76 LESA	77 Initial	78 Release Info	79 Date	80 Time	81 Release No.	82 Releasing Authority
	83 Clear	84	85	86	87	88	89 Owner Notified	90	91	92 Operator's Name	

93 Signature & I.D. No. of Reporting Officer(s) W.C. COLEBY #2 61110						94 Approval 2-1-1		95 Distribution Exp.	
REPORT PROCESSING (Records Personnel Only)		DISTRIBUTION: DATE 1/15 BY WJG		Microfilmed		Filed			
		INDEXED: DATE _____ BY _____		Initials _____		Initials _____			

COPY

INCIDENT NO. 90-5763

Divorce/Separation In Progress? Yes No Payments Delinquent? Yes No Car Locked? Yes No
 Key In Switch? Yes No Key Needed? Yes No Permission To Drive Given? Yes No

STATEMENT OF PERSON REPORTING

I, the undersigned, declare this to be a true and correct report. I will testify, in court, under oath, to the facts herein, I understand that I may be charged with violation of R.C.W. 9A.76.020 "Obstructing a Public Servant" if filing a false report. If reporting a stolen vehicle, I understand I am liable for all towing and storage costs incurred in the recovery of this vehicle.

Date _____ Time _____ Signature _____

MEDICAL	97 Type of Injury or Illness ABRASIONS ON (R) ARM	98 Hospital Taken —	99 By? —	100 <input type="checkbox"/> Employee On Duty
	101 Extent of Injuries	102 Attending Physician	103 Suicide Note Found? <input type="checkbox"/>	104 Hold Placed By

105 PROPERTY	Stolen	Evidence	Recovered	Theft Inventory Att.	106 Total Theft \$	107 Total Damaged \$
	Lost	Damaged	Narrative	Theft Inventory Left		

108 Damage and Minor Property Loss

PARENT/GUARDIAN NOTIFICATION	109 Name and Relationship of Person Notified	110 Date & Time Notified	111 Notified By:
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INDEX	NARRATIVE
	<p>MR. GALBRAITH WAS RIDING HIS BIKE E/B ON HOLLYCROFT DOWNHILL. HIS BIKE ENTERED A PATH OF FRESH OIL, WHICH WAS ON THE ROADWAY, THE ENTIRE DISTANCE OF HOLLYCROFT. MR. GALBRAITH'S BIKE WENT OUT FROM UNDER HIM, CAUSING MR. GALBRAITH TO HIT THE ASPHALT PAVEMENT. MR. GALBRAITH RECEIVED MINOR INJURIES TO HIS (R) ARM AND DAMAGED HIS CLOTHING. MR. GALBRAITH DID NOT REQUEST MEDICAL ATTENTION. I WAS ABLE TO FOLLOW THE TRAIL OF OIL TO 5408 25TH AVE, GIG HARBOR, THE REYMANN RESIDENCE. NO ONE WAS FOUND AT HOME. THE CITY CREW IMMEDIATELY PUT SAND ON THE ROADWAY.</p>

112 HAZARD SECTION
 Complete the Hazard Section of this report only if the officer encounters combative resistance or physical aggression. Mere passive resistance or attempts to break free do not require completion of this section. If suspect threatens officer, check box "Threats Only".

1 <input type="checkbox"/> Combative Resistance 2 <input type="checkbox"/> Physical Aggression 3 <input type="checkbox"/> Threats Only 4 <input type="checkbox"/> Officer Injured 5 <input type="checkbox"/> Firearm 6 <input type="checkbox"/> Knife 7 <input type="checkbox"/> Other Dangerous Weapon 8 <input type="checkbox"/> Hands Fists Feet Etc.	OFFICER ASSIGNMENT 9 <input type="checkbox"/> Uniform 14 <input type="checkbox"/> One Officer Car 10 <input type="checkbox"/> Non-Uniform 15 <input type="checkbox"/> Two Officer Car 11 <input type="checkbox"/> Detective 16 <input type="checkbox"/> Officer Alone 12 <input type="checkbox"/> Foot 17 <input type="checkbox"/> Officer Assisted 13 <input type="checkbox"/> Off-Duty	RESPONDING TO: 18 <input type="checkbox"/> Ambush - No Warning 19 <input type="checkbox"/> Attempting Other Arrests 20 <input type="checkbox"/> Burglary In Progress 21 <input type="checkbox"/> Civil Disorder (Riot) 22 <input type="checkbox"/> Disturbance Call 23 <input type="checkbox"/> Mentally Deranged 24 <input type="checkbox"/> Handling Prisoner 25 <input type="checkbox"/> Robbery In Progress 26 <input type="checkbox"/> Suspicious Circumstances 27 <input type="checkbox"/> Traffic Stops 28 <input type="checkbox"/> All Others
Suspect Involved In Hazard 29 <input type="checkbox"/> Number 1 30 <input type="checkbox"/> Number 2		