

City Council Meeting

**May 24, 2021
5:30 p.m.**



AGENDA FOR GIG HARBOR CITY COUNCIL MEETING
Monday, May 24, 2021 – 5:30 p.m.

Due to public health concerns, this meeting will be accessible by phone by dialing (253) 215-8782 and entering the Meeting ID 932 1605 6382 or through Zoom at:
<https://zoom.us/j/93216056382>

Comments are only allowed during designated portions of the meeting. To speak during the meeting, press the Raise Hand button near the bottom of your Zoom window or press *9 on your phone. Please refrain from raising your hand until the Mayor has announced that he has opened the public comment portion of the meeting.

Your name or the last three digits of your phone number will be called out when it is your turn to speak. When using your phone to call in, you may need to press *6 to unmute yourself. All speakers will have up to three minutes to speak.

Instead of speaking live, you may submit comments in writing by email before the meeting. Your comments must be provided to the City Clerk by 3:00 p.m. on the day of the meeting. All written comments must be able to be read in 3 minutes or less to be included in the record and must state "FOR PUBLIC COMMENT" in the subject line of the email. Email comments to cityclerk@gigharborwa.gov. Written comments will be read during the appropriate agenda item.

CALL TO ORDER / ROLL CALL:

PLEDGE OF ALLEGIANCE:

CHANGES TO THE AGENDA:

CONSENT AGENDA:

1. a) City Council Minutes: Special Meeting - May 6, 2021 and b) Regular Meeting – May 10, 2021
2. Receive and File: a) Planning Commission Minutes - April 29, 2021; b) Parks Commission Minutes - April 7, 2021; c) Design Review Board Minutes - March 25, April 8, and April 22, 2021; d) Proclamation Honoring City Clerk Molly Towslee upon her Retirement; e) Proclamation – Pierce County Library 75th Anniversary
3. Contract for City Attorney and Special Services
4. 38th Avenue Improvements Phase 1a – PW Construction Contract Award, Contract Amendment No. 1 for Construction Support, and Professional Services Contract for Materials Testing Services
5. Municipal Cleaning Vehicle – Agreement for Purchasing Materials Amendment #1
6. Resolution 1208 – Updates to Fee Schedule
7. WWTP Biosolids Disposal & Transportation Contract Authorization
8. Gig Harbor Canoe and Kayak Race Team Lease at Ancich Park – Second Amendment
9. Approval of vouchers for May 24, 2021: Checks 95319 through 95421 and ACH payments in the amount of \$549,380.04

MAYOR'S REPORT:

1. Interim City Administrator Update
2. Sports Complex Lease with YMCA Update
3. Recognize Employees with 30 Years of Service: Kelly Busey, Jim Stattin, Tony Poling and Molly Towslee
4. Proclamation Honoring City Clerk Molly Towslee upon her Retirement

CITY ADMINISTRATOR'S REPORT:

1. Employee Engagement and Survey Update

STAFF REPORT:

1. Letters of Support for Federal Funding of Capital Projects – Tourism & Communications Director Laura Pettitt

PUBLIC COMMENT ON NON-AGENDA ITEMS:**OLD BUSINESS:****NEW BUSINESS:**

1. Ancich Mitigation Monitoring – Professional Services Contract Amendment No. 3/DCG
 - a) Report: Public Works Director Jeff Langhelm
 - b) Clarifying questions from Council
 - c) Public Comment
 - d) Council deliberation and action
2. Resolution 1209 – Adopting the Ancich Homeport Feasibility Study
 - a) Report: Public Works Director Jeff Langhelm
 - b) Clarifying questions from Council
 - c) Public Comment
 - d) Council deliberation and action

COUNCIL REPORTS / COMMENTS:

1. Public Works Committee – Councilmember Franich
2. Finance & Safety Committee – Councilmember Rodenberg

ANNOUNCEMENT OF OTHER MEETINGS:

1. City Council Study Session – Thursday, May 27 at 3:00 p.m.
2. Civic Center Closed May 31 for Memorial Day Holiday
3. Planning & Building Committee Meeting – Monday, June 7 at 3:00 p.m.
4. City Council Study Session – Thursday, June 10 at 3:00 p.m.

ADJOURN:

Americans with Disabilities (ADA) accommodations provided upon request. Those requiring special accommodations please contact the City Clerk at (253) 853-7613 at least 24 hours prior to the meeting.

MINUTES FOR GIG HARBOR CITY COUNCIL SPECIAL MEETING
Thursday, May 6, 2021 – 3:00 p.m.

Due to public health concerns, this meeting was held remotely.

CALL TO ORDER / ROLL CALL: Mayor Kuhn called the meeting to order and called roll. Those present: Councilmembers Abersold, Rodeberg, Himes, Markley, Denson, Franich and Woock.

Staff present: City Administrator Bob Larson, Assistant City Clerk Josh Stecker, City Clerk Molly Towslee, Public Works Director Jeff Langhelm, and City Attorney Daniel Kenny.

EXECUTIVE SESSION: Council entered Executive Session at 3:02 p.m. for 10 minutes per RCW 42. 30.110(1)(b) to consider the acquisition of real estate with potential action to follow.

At 3:12 p.m. Josh Stecker announced that the Executive Session would be extended for an additional 10 minutes.

Council returned to regular session at 3:28 p.m.

MOTION: Move to authorize the Mayor to execute a purchase and sale agreement consistent with the discussion in Executive Session.

Denson/Woock – Motion approved 6-1, Councilmember Franich opposed

DISCUSSION ITEMS:

YMCA Sports Complex Phase 1A Lease Agreement – Daniel Kenny reviewed the most recent revisions to the draft lease agreement with the YMCA. Council proposed no further revisions and the lease will be brought forward for adoption at the May 10 City Council Meeting. Staff will forward the lease to the YMCA for their signatures in advance of the May 10 Council Meeting.

Administration Update (oral report) – Bob Larson reported on the status of lease negotiations for the visitor center with the Chamber of Commerce.

Molly Towslee selected Councilmembers Himes, Woock, and Franich by random drawing to join the employee engagement survey committee being formed by Bob Larson which will also include a number of interested City employees.

Bob Larson announced that he will be retiring from his position as City Administrator in mid-July. He will be working with the Mayor to ensure an interim City Administrator is in place before his departure.

ADJOURN: The meeting adjourned at 4:15 p.m.

MINUTES FOR GIG HARBOR CITY COUNCIL MEETING
Monday, May 10, 2021 – 5:30 p.m.

Due to public health concerns, this meeting was held remotely.

CALL TO ORDER / ROLL CALL:

Mayor Kuhn called the meeting to order and called roll. Present: Councilmembers Abersold, Franich, Markley, Rodenberg, and Himes. Councilmember Denson joined the meeting at 5:54 p.m.

Staff: Administrator Larson, Community Development Director Knutson, Public Works Director Langhelm, Finance Director Rodenbach, Tourism/Communications Director Pettitt, City Clerk Towslee, Assistant City Clerk Stecker and City Attorney Sands

PLEDGE OF ALLEGIANCE:

CHANGES TO THE AGENDA: None.

CONSENT AGENDA:

1. City Council Minutes April 25, 2021  
2. Receive and file: a) Planning Commission Minutes Apr. 15, 2021;   b) Planning/Building Committee Minutes Apr. 5, 2021;   c) City Council Special Meeting Apr. 22, 2021;  
d) City Council Study Session Apr. 29, 2021  
3. Annexation Analysis - Professional Services Contract  
4. Purchase Authorization – RRFB Assemblies  
5. Resolution 1207-GHAC Endeavor Grant Award  
6. Comprehensive Plan Update – Professional Services Contract  
7. Approval of Payroll for the month of April: Checks #8267 through #8273 and direct deposit transactions in the total amount of \$468,879.08
8. Approval of Vouchers for May 10, 2021: Checks #95234 through 95318 and ACH payments in the amount of \$2,231,908.07.

MOTION: Move to approve the Consent Agenda as presented.
Himes / Woock – unanimously approved.

MAYOR'S REPORT:

1. [COVID-19 Phasing Update](#). Mayor Kuhn announced that we will be getting an update from the Governor's office on the 18th of May so we will know better where we stand. He encouraged everyone to wear their masks and social distance so we can move into the next phase.

2. [Donations Update](#)  . Mayor Kuhn reported on donations of two benches and a water bottle fill station. Gloria Riley donated the bench located at Skansie Brother's Park and Gina Bertolino donated the bench installed at Wilkinson Farm Park. The bottle filler at Crescent

Creek is due to the generosity of the Shields' family. This will be operational later due to COVID-19. Mayor Kuhn also reported that he sent a letter of gratitude to Pastor Toone and the Leadership Team of Chapel Hill Presbyterian Church for allowing the use of their campus for several vaccination events.

PUBLIC COMMENT ON NON-AGENDA ITEMS:

[Tom Tomlinson – 7019 Stanich Avenue](#) shared his frustration with the tri-plex being constructed on Stanich Avenue which is zoned single-family residence. He has been waiting for a response to the two code enforcement requests filed.

[Thomas Wick – Hunt Street](#). Mr. Wick echoed the previous speaker's frustration with lack of response to enforcement issues, asking the Mayor to allow staff to accept the donation of a storm drainage study.

There were no further public comments.

STAFF REPORT:

1. [Conservation Futures Property Update](#). Public Works Director Jeff Langhelm explained that the Purchase and Sale Agreement is proceeding. The next step is to issue the notice to proceed with the appraisal, a notice to proceed the Phase 1 Environmental Impact Statement, and the notice to proceed with a property survey. All reports will be reviewed by council before continuing to the next step.

2. [Stinson / Rosedale Roundabout Project](#). Public Works Director Jeff Langhelm reported that most of the work is complete. He described the few items that needs to be completed to finish out the contract work.

OLD BUSINESS: None.

NEW BUSINESS:

1. [First Reading and Adoption of Ordinance 1461 amending GHMC 5.28 Special](#)

[Events](#)   Assistant City Clerk Josh Stecker explained that these amendments would allow the city flexibility to refund application fees for events that are cancelled due to unforeseen reasons such as COVID. In addition, these amendments would allow special expressive events to be approved with less than 60-days' notice. He recommended that Council adopt this ordinance at first reading because we are entering into the summer season and organizers want to submit applications. He answered questions.

MOTION: Move to approve Ordinance 1461.
Woock / Abersold – Motion passed 6-1 with Councilmember Franich voting no.

Councilmember Denson left the meeting at this time.

2. [Gig Harbor Canoe and Kayak Race Team Lease at Ancich Park – Second](#)

[Amendment](#).   Public Works Director Jeff Langhelm provided a to-date summary of the project to construct a community paddler's dock. He explained that this amendment would

adjust the terms of the lease to establish a new donation amount of not less than \$100,000 which does not include previous donation amounts.

There were no public comments. No Councilmember brought forward a motion. Mayor informed them that without a motion this could not be discussed.

MOTION: Move to approve and authorize the Mayor to execute the Second Amendment to the Ancich Park Lease and Agreement for Services with the Gig Harbor Canoe and Kayak Race Team.
Abersold / Markley -

Director Langhelt addressed Council questions as they deliberated the terms of the second amendment to the lease. Council was unwilling to pass the motion without amendments. An amendment to the motion was offered and clarified prior to the vote.

AMENDMENT: Move to amend Section 3 to allow one 5-year lease starting July 1, 2021 with any future extensions to be subject to Council approval.
Franich / Himes – motion passed 6-0.

MAIN MOTION: Move to approve and authorize the Mayor to execute the Second Amendment to the Ancich Park Lease and Agreement for Services with the Gig Harbor Canoe and Kayak Race Team *as amended*.
Abersold / Markley – motion passed 6-0.

[The Mayor announced a brief recess at 7:09 p.m.](#) The meeting resumed at 7:17 p.m.

3. [Murphy's Landing Marina Navigation Channel Dredge Agreement](#) .

Public Works Director Jeff Langhelt explained that the intent of the agreement is to resolve the existing and future responsibility for dredging of the navigation channel that occurs due to the sedimentation process that occurs in the basin. This authorized the city to perform the design and permitting process. He addressed questions.

[Thomas Wick](#) – Hunt Street. Mr. Wick said he thinks the city should incur all costs, including the dredging. He talked about the silt runoff from Donkey Creek.

[Raelene Rogers, Property Manager at Murphy's Landing – 3901 Harborview Drive](#). Ms. Rogers shared that they had a special assessment to build a berm to address the Donkey Creek Settlement, but this agreement isn't part of that. She said the outfall had a breach.

There were no further public comments.

MOTION: Move to approve and authorize the Mayor to execute the Dredging Agreement with the Murphy's Landing Marina.
Woock / Himes – motion passed 6-0

4. [On-Call Private Development Review Assistance – Professional Services](#) Contract

Public Works Director Jeff Langhelt explained that this contract will help meet the level of service needed for providing engineering review of private development projects. He answered questions.

The Mayor opened the public comment period.

[Thomas Wick – Hunt Street](#). Mr. Wick commented that the shortage of engineering employees to perform private development could affect him, and shared concern with several terms in the contract.

There were no more public comments.

Community Development Director Knutson and Public Works Director Langhelm and addressed the concerns voiced by Mr. Wick regarding records retention, the software they use, site visits, and liability coverage. He explained that the engineer that would be working on city projects is former city employee Josh Gilchrist, who lives close and is familiar with our procedures. Community Development Director Knutson also added her support for this consulting firm.

MOTION: Move to approve and authorize the Mayor to execute a Professional services Contract with 3J Consulting Inc. for on-call private development review assistance to support Public Works Engineering Division private development review processes, in an amount not to exceed \$60,060.00.
Himes / Woock – motion passed 6-0

5. [Sports Complex Lease Agreement – YMCA](#)   Exhibits: D-1 Phase I ESA  ;
D-2 Cultural Resources Assessment  ; D-3 Business Park at Harbor Hill Plat  ; E
Recommended Grading Analysis  .

City Administrator Bob Larson provided the background and provided highlights on the terms for this agreement to build the Sports Complex Phase 1A Improvements, provide public access, and use of the fields. He and [Attorney Sands](#) addressed questions on the language in the recommended motion.

The Mayor opened the public comment period.

[Thomas Wick – Hunt Street](#) voiced concern with the vague language in the contract.

There were no further public comments. The Mayor and Council shared positive input on this agreement which took three years to develop.

MOTION: Move to authorize the Mayor to sign the lease agreement with the YMCA of Pierce and Kitsap Counties as presented, with any corrections to scrivener errors that may occur.
Franich / Himes – motion passed 6-0

COUNCIL REPORTS / COMMENTS:

1. [Planning/Building Committee](#). Councilmember Himes said the discussion focused on Growth Targets. The committee remains active on that topic and will present a proposal in the near future.

2. [Parks Commission](#) – Councilmember Abersold reported that the committee discussed the following: an inventory of Parks Facilities, implementing an Adopt-A-Park Program, Ancich

Waterfront Park storage rental types and fees, election of new officers, the homeless in Grandview Forest Park, classes being held in Crescent Creek Park without permits, and the Eagle Scout project proposed by Edward Peterson, Scout Troop 2217, to install service member flags at Veteran's Park.

[Mayor Kuhn](#) announced that three Councilmembers were included in virtual interviews for Interim City Administrator this morning. He asked if Councilmembers Franich, Rodenberg and Markley could attend another session on Wednesday. He stressed that he wanted to give every Councilmember an opportunity to meet the candidates.

ANNOUNCEMENT OF OTHER MEETINGS:

1. Public Works Committee – Tu. May 11 at 3:00 p.m.
2. Intergovernmental Affairs Committee: Mon. May 24 at 4:00 p.m.

ADJOURN:

MOTION: Move to adjourn at 8:04 p.m.
Franich / Himes – unanimously approved

Mayor Kit Kuhn

Molly Towslee, City Clerk



**Minutes Planning Commission Gig
Harbor Civic Center
Thursday, April 29th, 2021 5:00 P.M.**

5:00 p.m. - Call to order, roll call Commissioner Krawczyk, Commissioner Grina, Commissioner Soltess, Commissioner Brown, Commissioner Bradbury, Commissioner Bennett & Chair Commissioner Hoeksema
Staff Carl de Simas, Senior Planner; Kim Mahoney, Associate Planner & Michelle Thomas, Planning Technician

Approval of Minutes: April 15, 2021 Meeting Motion Bradbury/Krawczyk All in favor minutes approved as written



Agenda Items

I. Shoreline Master Program Amendment: Public Art – Study Session- Changes to definitions, including Public Right of Way, Location verbiage



Other Business

Next Meeting May 6, 2021 6:00 PM Joint Public Hearing

Adjournment Motion to Adjourn 6:05 Krawczyk /Grina All in favor meeting adjourned

MINUTES
GIG HARBOR PARKS COMMISSION
Wednesday, April 7, 2021 – 5:30 p.m.
Virtual Meeting

CALL TO ORDER / ROLL CALL

Present (via Zoom webinar):

Parks Commission Members: Present-Chair Ben Coronado, Vice Chair Mary Barber, Louise Tieman, Sara McDaniel, Roger Henderson, Nicole Hicks, Ben Lieurance, Anastasia Wright

Staff: Public Works Director Jeff Langhelm, Public Works Assistant Terri Garrison, Tourism & Communications Director Laura Pettit

Welcome to new Commissioner Anastasia Wright and recognizing the re-appointments of Mary Barber and Ben Lieurance for new 3-year terms.

APPROVAL OF MINUTES

Approval of March 3, 2021 Parks Commission Meeting Minutes

MOTION: Move to approve the March 3, 2021 Parks Commission Minutes

Barber / Lieurance – motion passed unanimously

Introduction to Laura Pettit, Tourism/Communications Director

OLD BUSINESS

1. **Inventory of Parks Facilities Discussion (Update for 2022 PROS Plan) -**
Commissioner Tieman shared that the survey program data had been collected. This program was created to collect park inventory data to be used for the upcoming PROS Plan update. Public Works Director asked for three Commissioners to participate in a subcommittee to help with the PROS Plan update. He shared a draft schedule for completion of the update by the end of February 2022. Commissioners Barber, Henderson and Coronado volunteered to participate, with Lieurance as an alternate. Staff will coordinate scheduling of meetings starting in late April/early May. Survey inventory answers will be discussed at May meeting.
2. **Creating an Adopt-A-Park Program –** A list showing proposed Adopt-A-Park task details, group size and frequency of cleanups for each park was distributed. A resolution for recommending City Council adoption of the program to be proposed at the May meeting, then moved forward for Public Works Committee review. Public Outreach will be coordinated with Tourism & Communications department.

NEW BUSINESS

1. **Harbor History Museum Update** – Executive Director Stephanie Lile, provided a presentation of the museum history, current work/programming and capital plans coming up at the Museum.
2. **Ancich Human-Powered Storage** – Public Works Director Langhelm shared a draft layout for the inside storage facility. He asked the Commission to provide input on the lease terms for the public side of the building to include pay structure, security locks, type of crafts allowed and initial offering options. Ideas should be forwarded to staff by the morning of April 26th. To be discussed at May Parks Commission meeting.

PARKS UPDATE REPORT – Public Works Director Langhelm provided updates regarding proposed new signage for the Austin Park area, the Crescent Creek Park visioning process, and park donations. Commissioner Hicks mentioned the recent increase in cougar sightings in the vicinity of Crescent Creek Park. Sightings can be reported to the City. Chief Busey will work with the Operations department and Tourism and Communications to get the word out.

COMMITTEE REPORTS

Commissioner Henderson gave an update on the Leafline Trails Coalition. The Coalition asked if the City would be willing to provide a signature of support to Washington's Congressional delegation to prioritize trails in infrastructure spending. Commissioner Henderson will forward request to staff for the Mayor's consideration.

PUBLIC COMMENT

Colene Acker, 3320 Lewis Street, Gig Harbor: I would like to make a suggestion for the skateboard park near city hall. Recently in the news, the city of Bonney Lake has started requiring skateboarders to wear helmets after one of their young people suffered severe head trauma. Isn't it time to start that requirement at Gig Harbor's skatepark? They are aware it will be difficult to enforce so one plan is to offer incentives to skateboarders wearing helmets. The Subway on Kimball would be a popular location for young people--close and inexpensive. If nothing else, at least the city is taking a stand that helmets should be worn for safety. Perhaps if required, more skateboarders would be encouraged to wear one--even if it's not cool.

The only park for kids in the city hall area is the small playground near the skateboard park. It really needs some updating. Even before the merry-go-round was wrapped in yellow tape, it barely moved. It took a huge effort to push the grandkids around. Perhaps it needs grease. The climbing structure is very small and appropriate for a toddler. If there's ever some extra park budget money, perhaps some money could be put into creating a larger more interesting structure in the city hall park.

Marlene Druker, 7010 Stanich Avenue, Gig Harbor: Pedestrian and Cyclist Advisory - Safety Concern - Crosswalk at Hollycroft Wye NW / Olympic Drive / Cushman Trail/ Cushman Trail Park. This comment is to bring public attention to a "dangerous by design" intersection within the City of Gig Harbor. The crosswalk connecting Cushman Trail Park to the section of Cushman Trail between Hollycroft Wye NW (as this street is labeled on maps) and 14th Avenue NW has been the site of several collisions and many "near-misses". This crosswalk is

part of Cushman trail, the majority of which is a City of Gig Harbor park. (map view attached)

The lack of traffic control for cars turning right onto Hollycroft Wye NW from Olympic Drive and the large radius of the curve at this corner encourages high speeds and a trend of drivers failing to notice crosswalk users. The drivers wishing to make a left onto Olympic have a stop sign in their direction. They also have a difficult angle to view Olympic and try to find an opening in traffic in both directions. They also often fail to notice crosswalk users.

This configuration is unsafe and I believe the city would be held liable if someone was seriously injured there. I am calling upon you to remedy this flawed intersection in an effective way before this occurs. Signage has been shown to have little or no effect. Please consider closing this spur to traffic or at least trying blocking it off on a trial basis. This area could be eventually be re-purposed as part of the park and/or as a parking area for the park. Directing turning vehicular traffic to at the traffic light at Hollycroft street, just on the other side of Cushman Trail Park, would also improve safety for people in motor vehicles. The city being unwilling to take action would show a disgraceful lack of regard for human life, which does not reflect my values or, I believe, the values of the people who live here. Thank you for giving this serious issue serious consideration.

ADJOURN

MOTION: Move to adjourn at 7:59 p.m.

Henderson / Barber - Motion passed unanimously



MINUTES
City of Gig Harbor Design Review Board
Virtual Meeting of March 25, 2021 at 5:00 pm

NO PUBLIC COMMENT WILL BE ALLOWED AT THIS MEETING.

If you wish to submit any public comment please provide your input / questions to the Planning Division by Wednesday, March 24, 2021. All written comments must be able to be read in 3 minutes or less to be included in the record and have the title: **FOR PUBLIC COMMENT** included. Written comments will be read during the appropriate agenda item.

Please click the link to join the webinar: <https://zoom.us/j/91997909316>

Or Telephone: | 1 253 215 8782 | Webinar ID: 919 9790 9316

- I. **Call to Order:** 5:04 pm
- II. **Roll call:** Brett Marlo-Desantis, Jon Ashlock, Nels Peterson, Linda Pitcher, Marlene Druker and Tomi Kent-Smith
- III. **Staff Present:** Katrina Knutson, Kim Mahoney, Cindy Andrews,
- IV. **Applicant Present:** Jeff Langhelm and Marcos McGraw
- V. **Approval of Minutes:** February 25, 2021
 - a. **MOTION:** Move to approve the minutes of February 25, 2021 as written. Filand / Druker. All in Favor – Motion carried.
- VI. **Agenda Items for Formal Review**
 - a. Announcement of Application
 - b. Open Public Meeting Announcement
 - c. Appearance of Fairness Issues
 - d. Staff Report
 - e. Applicant Introduction and Presentation
 - f. Public Comment (See Assistance Memo)
 - g. Discussion and Voting
1. **City of Gig Harbor, 3510 Grandview Street, Gig Harbor, WA 98335:**
DECISION: STATUS OF EDDON BOAT BRICK HOUSE LISTING ON CITY REGISTER OF HISTORICAL PROPERTIES

Staff Presentation: Kimberly Mahoney provided staff's presentation.

MOTION: Move to keep the Brick House on the Historic Registry. Ashlock / Druker. All in favor - Motion carried

- and -

2. **City of Gig Harbor, 3510 Grandview Street, Gig Harbor, WA 98335:**
CERTIFICATE OF APPROPRIATENESS, EDDON BOAT PARK
BRICK HOUSE REMODEL – HEAT PUMP & CHIMNEY: (PL-HR-21-0001) The applicant proposes to relocate a heat pump from its previously approved location beneath the deck on the waterward-side of the structure to an at-grade location on the southeast corner of the structure. The applicant also proposes to rebuild the removed brick chimney located on the northeasterly (waterward) roof plane, which will include removing additional unstable brick below the roof plane's visibility and rebuilding the chimney with material that will both preserve its historic appearance and meet current construction standards. The site is located at 3805 Harborview Dr. on the northeast side of Harborview Dr., at the intersection of Stinson Ave and Harborview Dr, parcel no. 0221053074

Item #1 - Chimney Repair

Staff presentation: Associate Planner, Kimberly Mahoney provided staffs presentation.

Applicant presentation: Jeff Langhlem, City of Gig Harbor Public Works director provided the applicant presentation. Mr. Langhlem discussed the intent of the applicant to use the original bricks that were removed from the chimney and any original bricks on site to rebuild the chimney.

Mr. Ashlock asked what the chimney was originally used for and if it was lined and capped. Ms. Pitcher, stated that it was the responsible action to remove the brick chimney as it was a safety issue, and asked why staff had not consider this as an emergency repair. Ms. Mahoney addressed Ms. Pitcher's questions. Ms. Knutson provided additional information and clarification. Ms. Pitcher continued to discuss her concerns. Ms. Druker asked for clarification as to the purpose that the chimney provides and should it be reconstructed. Mr. Ashlock stated that the chimney should remain as it is an architectural feature and an historic part of the site. Ms. Druker discussed the removal vs restoring the chimney.

Applicant Langhlem and McGraw addressed the board members questions and discussed the inspections scheduled for both chimneys.

Ms. Kent-Smith, commented that there are two brick chimneys that are being repaired do to water damage, this is a repair not new construction, those bricks could have been handmade bricks, we are retaining the historical structure by repairing.

MOTION: To allow the city to rebuild the chimney as is water, protected it and keep the historic classification on it. Ashlock / Pitcher – All in favor. Motion carried.

Item #2 - Heat Pump location:

Applicant Marcos McGraw provided the applicant.

Ms. Pitcher discussed the proposed location. Mr. Ashlock asked if there currently was a heat pump in the house. Mr. McGraw stated that it was part of the grant, also there is only one functional window upstairs in the building. Mr. Ashlock would rather see the windows repaired to open as opposed to the installation of a heat pump, Mr. Ashlock stated that, "As it is adding a mechanical unit to an Historic Structure, Mr. Ashlock would rather see the windows repaired to open. Mr. Pitcher agreed that functional windows would be the first choice, but a heat pump would be good for air/quality control, but is concerned about the noise, still would rather see the unit placed by the kitchen. Mr. Ashlock would like to add forced air with dehumidifier and no heat pump. Mr. Langhelm addressed Mr. Ashlock's questions and clarified the type of unit proposed, a duct less unit. Mr. Ashlock has less of an issue with a duct less unit. Ms. Pitcher agrees but would like to see the windows operable. Mr. Langhelm addressed the operable question. Mr. McGraw also discussed the window repairs.

MOTION: Move to accept the installation of the mini-split heat pump at the desired location as long as the condensation drain lines and service lines are not being run along the exterior of the building and visible on the brick structure.

Ashlock / Pitcher – All in favor. Motion carried.

Ms. Katrina stated that the applicant has not requested to repair the windows it could be a suggestion by the DRB.

Mr. Ashlock suggested that the windows not be touched during this construction phase, however, if the applicant wishes to repair the windows that the applicant return to the DRB for consideration.

MOTION: Move to adjourn at 6:08 pm. Ashlock / Smith. All in favor – Motion carried

VII. Upcoming Meetings

April 8, 2021

VIII. Adjourn

[RECORDING](#)

PROCLAMATION OF THE MAYOR OF THE CITY OF GIG HARBOR

Honoring City Clerk Molly Towslee upon her Retirement

WHEREAS, in 1991 Molly Towslee began her service with the City of Gig Harbor; and

WHEREAS, Ms. Towslee has provided exemplary and trustworthy support to the Mayor and City Council during her years of service as the City Clerk; and

WHEREAS, Ms. Towslee has provided leadership and guidance in support of the Gig Harbor Arts Commission; and

WHEREAS, Ms. Towslee has diligently served as the City's Risk Manager and a member of the City's Safety Committee, proactively working to keep our City safe; and

WHEREAS, Ms. Towslee is respected and admired by her co-workers for her dedication, knowledge and willingness to tackle any challenge before her; and

WHEREAS, Ms. Towslee has been accredited as a Master Municipal Clerk and has served as the President of the Pierce County Clerks and Financial Officers Association, earning the respect of her peers; and

NOW, THEREFORE, BE IT RESOLVED THAT, I, Kit Kuhn, Mayor, City of Gig Harbor, do hereby express my sincere appreciation and gratitude for Molly Towslee's 30-year dedication and commitment to the City, and congratulate her on the occasion of her retirement from the City of Gig Harbor, and wish her the best and continued success in her future endeavors and the next chapter in her life.

In Witness Whereof, I have hereunto set my hand and caused the Seal of the City of Gig Harbor to be affixed this 24th day of May, 2021.

Mayor, City of Gig Harbor

Date

PROCLAMATION OF THE MAYOR OF THE CITY OF GIG HARBOR

***Whereas**, the Pierce County Library System started serving 55,000 people on May 1, 1946, offering 6,385 books, from seven locations, with 1,108 card holders; and*

***Whereas**, today, the Pierce County Library serves 620,000 people, offering nearly 1 million books, movies, and other items, from 20 locations and online, with approximately 360,000 card holders; and*

***Whereas**, the format of books and materials and requests from the public have transformed in the past 75 years, the Library System has reimagined services to meet the public's needs to be a major regional leader to provide learning resources for all ages; deliver books, materials, and classes for enjoyment; and offer welcoming places and spaces for diverse communities to connect; and*

***Whereas**, 1946 Pierce County Library may not recognize 2021 Pierce County Library with computers, printers, online books instantly available on computers, tablets, and phones, and live online classes and events, 1946 Pierce County Library would know 2021 Pierce County Library by its continued commitment to connect people with valued, reliable resources at the right time; and*

***Whereas**, the Library continues to be dedicated stewards of the public's investment to support residents' growth and curiosity, offer excellent reading choices, and work to connect and strengthen growing and changing communities; and*

***Whereas**, the Pierce County Library thanks Pierce County communities for allowing the Library System to be the community's choice for the discovery and exchange of information and ideas and to spark success for residents for 75 years;*

Now therefore, be it resolved by the City of Gig Harbor that May 1 through December 31, 2021 be proclaimed as:

PIERCE COUNTY LIBRARY SYSTEM'S 75TH DIAMOND ANNIVERSARY

In Witness Whereof, I have hereunto set my hand and caused the Seal of the City of Gig Harbor to be affixed this 24th day of May 2021.

Kit Kuhn, Mayor

Date

Business of the City Council City of Gig Harbor, WA

Subject: Contract for City Attorney and Special Services

Proposed Council Action: Move to authorize the Mayor to sign the Engagement Letter for City Attorney and Special Services with Ogden, Murphy, Wallace.

Dept. Origin: Administration

Prepared by: Bob Larson, City Administrator

For Agenda of: May 24, 2021

Exhibits: Engagement Letter- City Attorney and Special Services

Concurred by Mayor:

Approved by City Administrator:

Approved as to form by City Atty:

Approved by Finance Director:

Approved by Public Works Director:

Initial &
Date

VLK 5-6-21
RL 5/6/21

Email

OP 5/6/21
N/A

Expenditure Required	\$TBD	Amount Budgeted	\$0.00	Appropriation Required	\$0.00
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INFORMATION/BACKGROUND

The Ogden Murphy Wallace firm has provided civil legal services to the City since 2009 and intermittent years prior to that date. The contract with the firm expires July 31, 2021. Staff is recommending a renewal of the contract for three years through July 31, 2024. Thereafter, the contract will automatically renew for successive one-year terms unless the City decides to terminate it, which may be done at any time, with or without cause.

An Engagement Letter is attached that contains the terms and conditions of the contract including a description of the Scope of Services to be provided by the firm.

FISCAL CONSIDERATION

Costs for civil legal services for the balance of this year are in the 2021 budget. The 2022 budget will need to include an amount that covers this contract.

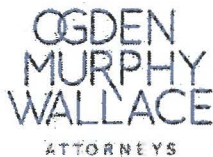
Beginning October 1, 2021, and each successive year on that date, the rates will be adjusted by the Consumer Price Index (CPI) for the Seattle-Tacoma-Bellevue area for the prior one-year period. For reference, the CPI for this area in 2020 was 1.6%.

BOARD OR COMMITTEE RECOMMENDATION

None.

RECOMMENDATION/MOTION

Move to authorize the Mayor to sign the Engagement Letter for City Attorney and Special Services with Ogden, Murphy, Wallace.



OGDEN MURPHY WALLACE, PLLC
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DANIEL P. KENNY
206.447.2258
dpkenny@omwlaw.com

May 5, 2021

VIA EMAIL ONLY

The Honorable Mayor Kit Kuhn
City of Gig Harbor
3510 Grandview Street
Gig Harbor, Washington 98335

Re: Engagement Letter – City Attorney and Special Services

Dear Mayor Kuhn:

Thank you for engaging our firm to represent the City of Gig Harbor as City Attorney and for engaging our firm to continue representing the City on additional special services on an as needed basis. We have a long history of serving the City and are proud and pleased to continue performing this service. We hold the City, its staff and its elected officials in the highest regard and appreciate the opportunity to continue our professional relationship. The purpose of this letter is to confirm that we represent you and to describe how our services will be provided. I will be your primary contact here at the firm, but you should always feel free to contact any of the other attorneys that may work on your matters.

Terms of Engagement

In our representation of clients, we think it is critical that our clients and the firm share the same understanding of the attorney-client relationship. To that end, enclosed is a copy of our Terms of Engagement. This engagement letter and the enclosed standard Terms of Engagement set forth our agreement with the City of Gig Harbor. Please review them carefully and if you understand and agree to both documents, please sign this letter where indicated and return it to us. Please let us know if you have any questions or comments regarding our relationship.

Legal Fees and Term

You will be billed for our services on an hourly basis and invoice statements will be sent monthly. Statements will be provided by E-Mail unless requested otherwise. Our billing rate for general

The Honorable Mayor Kit Kuhn
May 5, 2021
Page 2

matters performed by member attorneys is discounted at \$300.00 per hour. The associate attorney billing rate is \$250.00 per hour. In cases where our fees are reimbursed, such as franchise negotiations and development agreement review, our rates for reimbursement are \$385 for members and \$290 for associates. Our rates will automatically increase on October 1 of each year, starting in 2021, by the Consumer Price Index (CPI) for the Seattle-Tacoma-Bellevue area for the prior one-year period.

This agreement will commence on August 1, 2021 and remain in place for a period of three (3) years (the "Initial Term"). This agreement will automatically renew for successive one-year terms at the conclusion of the initial term ("Renewal Terms"). Consistent with the Standard Terms of Engagement attached hereto, you may terminate our representation at any time, with or without cause, by notifying us.

Advance Fee Deposit To Commence Representation

We are waiving our customary advanced fee deposit. In the event any specific matter (e.g., significant litigation) would arise for which advance fees or costs might be appropriate, I will discuss that with you in advance. We charge for some costs and will include those on our invoices.

Supervising Attorney and Assistance

As supervising attorney, I will be responsible for seeing that the work is carried out in an efficient and economical manner. I may be assisted by other attorneys and legal assistants in our office. They are all bound to you by the same duties of loyalty and confidentiality that bind me.

Scope of Services

Based upon our discussion of your legal matters, and subject to approval by the City Council, you agreed that we should undertake the services described in this letter and as are reasonably required, which represents the full scope of the services we have agreed to perform at this time:

1. City Attorney Services (tracked under the "General Matters" 900000). This includes, but is not limited to, the following general matters: attendance at City Council and other City meetings, advising on the range of public law and municipal legal matters, handling day-to-day needs of the City, as well as administrative hearings and judicial litigation, etc. (excluding labor, employment and prosecution services).
2. Certain special services will be tracked independently for the purpose of specific project accounting. This includes separate matter numbers for each individual reimbursable project as well as other special projects which the City wishes to specifically

The Honorable Mayor Kit Kuhn
May 5, 2021
Page 3

track, such as litigation. The inclusion within a special services number does not change the rate for the work. These special services will either be billed under the general matter rate or, if applicable, under the reimbursable rate.

3. Other services as agreed.

We appreciate your expression of confidence in Ogden Murphy Wallace, P.L.L.C. and would like to assure you that we will do our best to provide you with high quality legal services. If you have any questions or concerns during the course of our relationship, we encourage you to raise them with our Managing Member, Geoff Bridgman, or me. We look forward to working with you.

Yours sincerely,

Ogden Murphy Wallace, P.L.L.C.



Daniel P. Kenny

Enclosure

cc: Accounting Department

THE FOREGOING LETTER AND THE ENCLOSED STANDARD TERMS OF ENGAGEMENT ARE UNDERSTOOD AND AGREED:

CITY OF GIG HARBOR

By: _____
Mayor Kit Kuhn
Date: _____

The Honorable Mayor Kit Kuhn
May 5, 2021
Page 4

OGDEN MURPHY WALLACE, P.L.L.C.

STANDARD TERMS OF ENGAGEMENT

General Rates

The usual basis for determining our fees is the time expended by attorneys, paralegals and legal assistants of the firm. Whenever it is appropriate, we will use associate attorneys, law clerks or legal assistants in our office to keep your costs as low as possible.

Other Factors in Rates

Although time expended and costs incurred are usually the sole basis for determining our fees, by mutual agreement billings to you for legal services may, in some instances, be based on a more comprehensive evaluation of the reasonable value of the firm's services. The firm is committed to charging reasonable fees for its services. In certain situations, factors other than the amount of time required will have a significant bearing on the reasonable value of the services performed. Such factors include: the novelty and complexity of the questions involved; the skill required to provide proper legal representation; familiarity with the specific areas of law involved; the preclusion of other engagements caused by your work; the magnitude of the matter; the results achieved; customary fees for similar legal services; time limitations imposed by you or by circumstances; and the extent to which office forms and procedures have produced a high quality product efficiently.

In circumstances where our fees will be based on or include factors other than our normal hourly charges and costs, we will notify you promptly and prior to proceeding. Any basic document fee that we may charge in your business matters has been and will be set in light of these various factors.

Billing Fees and Costs

We will bill you on a regular basis, normally each month, for all the time spent on your project and for other costs incurred relating to our work or on your behalf. The activities for which our time will be billed will include: conference time, whether in person or on the telephone; document preparation and revision; negotiations; correspondence; staff or attorney supervision; factual and legal research and analysis; travel; and other matters directly pertinent to and related to your business and/or litigation matters handled by our firm. Typical of the costs for which you will be billed would be: filing fees; delivery fees; computer assisted legal research; copying; imaging; charges of outside experts and consultants; and travel.

The Honorable Mayor Kit Kuhn
May 5, 2021
Page 5

Payment; Interest

You agree to make payment within thirty (30) days of receipt of our monthly statement. Outstanding balances that are not paid when due will accrue interest at the rate of one percent compounded monthly from the date of invoice until paid.

Advance Fee Deposit

New clients are usually requested to provide an advance fee deposit to the firm. The advance fee deposit is placed in a trust account as described below, and fees and expenses for legal services are then charged against the account. Paying an advance fee deposit does not relieve the client's obligation to pay monthly invoices. If an invoice remains unpaid after 15 days, the firm reserves the right to apply the advance fee deposit to the unpaid balance and require an additional advance fee deposit before commencing further work. At the conclusion of our legal representation or at such time as the deposit is unnecessary, the remaining balance or an appropriate part of it will be returned to you.

Trust Deposits

All trust deposits from you will be held in a client trust account. By court rule in Washington, funds deposited to a trust account are subject to IOLTA (Interest on Lawyers Trust Account) participation in a pooled trust account. The exception is when the deposit is large enough to earn interest in excess of bank and administrative costs, and you request that it be held in a separate account, in which case the interest earned will be added to the deposit for your benefit and will be taxable income to you. IOLTA funds are used to support law-related charitable and educational activities.

Termination

You may terminate our representation at any time, with or without cause, by notifying us. Upon such action, all fees and expenses incurred before the termination are due to the firm. If such termination occurs, your original papers will be returned to you promptly upon receipt of payment for outstanding fees and costs. If you wish to have a paper or electronic copy of your file at the conclusion of our representation, we will provide it to you at the current copy rate per page then in effect at this firm.

Estimates

You may, from time to time, ask us for estimates of our fees and expenses either in whole or in part. We are hesitant to give estimates because of their potential inaccuracy. However, if you require it, and if we do provide you with such estimates, they will be based upon our professional judgment, but always with a clear understanding that it is not a maximum or fixed fee quotation. We cannot guarantee that the actual fees and expenses will be at or below the estimates because of factors outside the control of the firm.

The Honorable Mayor Kit Kuhn
May 5, 2021
Page 6

Confidentiality and Electronic Communications

We owe a duty of confidentiality to all of our clients. Accordingly, you acknowledge that we will not be required to disclose to you, or to use on your behalf, any information in our possession with respect to which we owe a duty of confidentiality to another current or former client. As part of our work for you, we may transmit information by email, cellular telephones, voice over Internet and electronic data/document web sites and other means of electronic communication. If you need to have any information relating our work for you encrypted prior to transmission, let us know prior to any electronic communications. In the absence of a specific request for encryption, we do not regularly encrypt our communications. By agreeing to engage us as your attorneys, you consent to the use of these communication methods.

Dispute Resolution

If you disagree with the amount of our fee, please take up the question with your principal attorney contact or with the firm's managing member. Typically such disagreements are resolved to the satisfaction of both sides with little inconvenience or formality. Any disputes relating to these Terms of Engagement or the accompanying engagement letter (collectively this "agreement") or the amount of legal fees related thereto, will be submitted to arbitration through the American Arbitration Association (the "AAA") in Seattle, Washington, according to its then-effective rules, and Ogden Murphy Wallace, P.L.L.C. and you agree to be bound by the results of such arbitration. Please be aware that by agreeing to arbitration, you are waiving the right to a trial by jury and your right to appeal, that the arbitrator will be bound by the AAA rules and not by state or federal law, and that discovery will be limited to what is allowed under the AAA rules. Arbitration fees and expenses shall be borne equally by the parties. In the event of non-payment such that we have to pursue collection of your account, you agree to pay the costs of collecting the debt, including court costs and fees, and a reasonable attorney's fee.

Withdrawal

We reserve the right to withdraw from representing you if, for any reason, our fees are not timely paid in accordance with this agreement, or for any other appropriate reason, as determined by the firm in accordance with applicable law and the Rules of Professional Conduct.

Disclaimer

You acknowledge that we have made no guarantees regarding the disposition, outcome, or results of your legal or business matters, and all expressions we have made relevant thereto are only our opinions as lawyers based upon the information available to us at the time. Our beginning work on your behalf will constitute your acceptance of this agreement unless we receive a written objection from you within ten (10) days of the date of the accompanying engagement letter.

The Honorable Mayor Kit Kuhn
May 5, 2021
Page 7

Independent Advice

Since this agreement is legally binding and affects your legal rights, you may wish to seek the advice of independent counsel prior to executing it.

Conclusion

Thank you for retaining our firm. We look forward to working with you.



Business of the City Council City of Gig Harbor, WA

Subject: 38th Avenue Improvements Phase 1a – PW Construction Contract Award, and Professional Services Contract for Materials Testing Services.

Proposed Council Actions:

1. Authorize the Mayor to execute a Public Works Contract with Massana Construction, LLC in an amount not to exceed \$1,343,926.00;
2. Authorize the Mayor to execute a Professional Services Contract for Materials Testing with Krazan & Associates, Inc., in an amount not to exceed \$11,878.00;
3. Authorize the City Engineer to approve additional Public Works contract expenditures up to \$30,000.00.

Dept. Origin: Public Works/Engineering

Prepared by: Marcos McGraw
Project Engineer

For Agenda of: May 24, 2021

Exhibits:

- Public Works Construction Contract
- Professional Services Contract for Materials Testing Services Scope and Fee

Concurred by Mayor:

Approved by City Administrator:

Approved as to form by City Atty:

Approved by Finance Director:

Approved by Public Works Director:

Approved by City Engineer:

Initial & Date

KK 5-18-21
AK 5/17/2021
Email – 5/14/2021

AK 5/17/21
W 5/17/21

Expenditure Required	\$1,413,966.01	Amount Budgeted	\$ 1,500,000.00	Appropriation Required	\$0.00
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INFORMATION/BACKGROUND

The 38th Avenue Improvements Phase 1a Project provides for new bike lane, new pervious concrete sidewalk, curb and gutter, retaining walls, storm drainage pipes and structures, illumination system, pavement markings, and permanent signing. This project will be built along the east side of 38th Avenue from the southerly city limits to the intersection with Briarwood Lane.

BID RESULTS

The Project was competitively bid using the City's Public Works Bidding process. On May 6, 2021, the City received seven (7) responsive bids for the Project. The bid amounts are shown below.

BIDDER	TOTAL BID AMOUNT
1. Massana Construction, LLC	\$ 1,343,926.00
2. HCON Incorporated	\$ 1,353,432.00
3. Olson Brothers	\$ 1,479,697.50
4. Sound Pacific Excavation	\$ 1,491,546.00
5. Northwest Cascade	\$ 1,510,945.25
6. Active Construction	\$ 1,606,606.00
7. JR Hayes	\$ 1,683,675.60

FISCAL CONSIDERATION

The Project is included in the 2021 Budget. A budget summary is shown in the table below:

2021 Budget Project Funding:	
38 th Avenue Phase 1a – Street Capital, Objective 5	\$ 1,500,000.00
Total 2021 Budget:	\$1,500,000.00
Project Expenses:	
Design services during 2021 – David Evans & Associates	(\$ 28,162.01)
Public Works Construction Contract – Massana Construction	(\$1,343,926.00)
Materials Testing Services – Krazan & Associates, Inc. / Professional Services Contract	(\$11,878.00)
City Engineer Change Order Authority Amount *	(\$30,000.00)
Total Remaining Budget **:	\$ 86,033.99

*City Engineer change order authority provides for, if required, addressing any unforeseen additional work under the Public Works contract with Massana Construction.

** City staff are negotiating with David Evans and Associates for professional services contract amendment related to construction support.

BOARD OR COMMITTEE RECOMMENDATION

This project was presented at the June 11, 2019 Public Works Committee meeting as part of the Six-Year Transportation Improvement Program (TIP).

RECOMMENDATION/MOTION

1. Authorize the Mayor to execute a Public Works Contract with Massana Construction, LLC in an amount not to exceed \$1,343,926.00;
2. Authorize the Mayor to execute a Professional Services Contract for Materials Testing with Krazan & Associates, Inc., in an amount not to exceed \$11,878.00;
3. Authorize the City Engineer to approve additional project expenditures up to \$30,000.00.

PUBLIC WORKS CONTRACT

38TH AVENUE IMPROVEMENTS PHASE 1A CSP-1901

THIS AGREEMENT, made and entered into, this ____ day of _____, 20____, by and between the City of Gig Harbor, a Non-Charter Code city in the State of Washington, hereinafter called the "City", and Massana Construction, Inc., organized under the laws of the State of Washington, located and doing business at, 4810 Point Fosdick Dr., STE 237, Gig Harbor, WA 98335 hereinafter called the "Contractor."

WITNESSETH:

That in consideration of the terms and conditions contained herein and attached and made a part of this Contract, the parties hereto covenant and agree as follows:

1. The Contractor shall do all of the work and furnish all of the labor, materials, tools, and equipment necessary for the construction of the 38th Ave Improvements Phase 1a Project, all in accordance with the Technical Specifications, Conditions of the Construction Contract and Supplementary Conditions of the Contract, and shall perform any changes in the Work, all in full compliance with the Project Manual entitled "38th Ave Improvements Phase 1a Project, CSP-1901," which are by this reference incorporated herein and made a part hereof; and agrees to accept payment for the same in accordance with the said Project Manual, including the schedule of prices in the "Proposal," the sum One Million Three Hundred Forty-Three Thousand Nine Hundred Twenty-Six Dollars and Zero Cents, (\$1,343,926.00), including state sales tax, subject to the provisions of the Project Manual.
 2. Work shall commence and contract time shall begin as stated in Section SC 1-08.5 of the Supplementary Conditions. All Contract Work shall be physically complete as stated in Section SC 1-08.5.
 3. The Contractor agrees to pay the City Liquidated Damages for each and every working day all Work remains uncompleted after expiration of the specified time, as stated in Section SC 1-08.9.
 4. The Contractor shall provide for and bear the expense of all labor, materials, tools and equipment of any sort whatsoever that may be required for the full performance of the Work provided for in this Contract upon the part of the Contractor.
 5. The term "Project Manual" shall mean and refer to the following: "Invitation to Bidders," "Bid Form," "Addenda" if any, "Specifications," "Plans," "Contract," "Performance Bond," "Payment Bond," "Notice to Proceed," "Change Orders" if any, and any documents referenced or incorporated into the Project Manual, including, but not limited to the Standard General Conditions, the Supplementary Conditions and the Technical Specifications.
 6. The City agrees to pay the Contractor for materials furnished and Work performed in the manner and at such times as set forth in the Project Manual.
-

7. The Contractor for himself/herself, and for his/her heirs, executors, administrators, successors, assigns, agents, subcontractors, and employees, does hereby agree to the full performance of all of the covenants herein contained upon the part of the Contractor.
8. It is further provided that no liability shall attach to the City by reason of entering into this Contract, except as expressly provided herein.

IN WITNESS WHEREOF the parties hereto have caused this Contract to be executed the day and year first hereinabove written:

CITY of GIG HARBOR:

CONTRACTOR:

Kit Kuhn, Mayor
City of Gig Harbor
Date: _____

(Signature of Official)

(Print Name)

(Title)

(Email Address)

Date: _____

ATTEST:

City Clerk

APPROVED FOR FORM:

City Attorney



GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

May 12, 2021

KA Proposal No. T21094WAP Page 1 of 4

Mr. Marcos McGraw
CITY OF GIG HARBOR
3510 Grandview St
Gig Harbor, WA 98335

Tel: (253)853-2647
Email: mmcgraw@gigharborwa.gov

RE: PROPOSAL FOR CONSTRUCTION TESTING AND INSPECTION SERVICES
38th Ave Ph 1A Improvements; City Project No. CSP-1901
38th Ave
Gig Harbor, WA

Dear Mr. McGraw,

Krazan & Associates, Inc. appreciates the opportunity to submit this proposal for testing and inspection for the 38th Ave Improvements project.

Krazan & Associates is certified by the Washington Association of Building Officials (WABO) and accredited by the American Association of State Highway and Transportation Officials (AASHTO) with in house geotechnical and environmental engineering capabilities. Our testing/inspection capabilities in conjunction with our geotechnical engineering capabilities allow us to provide our client a single source for inspection and consulting needs.

We take pride in our ability to provide quality service to our clients and feel you will be greatly pleased with the selection of our firm. On the following pages we present our anticipated scope of work, hourly fees, an estimate of the cost of our services, general conditions, and contract. Again, we appreciate the opportunity to provide you with services on this project. If you have any questions, or if we can be of further assistance, please do not hesitate to call our office at (360) 598-2126.

The following items are included as an Attachment:

☒ Attachment A – Budget Estimate

Respectfully submitted,

KRAZAN & ASSOCIATES, INC.

David Wright, EIT
Field Services Manager

E-Mail: davidwright@krazan.com

Offices Serving The Western United States

1230 Finn Hill Rd NW STE A • Poulsbo, WA 98370 • (360) 598-2126 • Fax (360) 598-2127

PROJECT DESCRIPTION

The project as we understand it consists of improvements to 38th Ave, including the construction of a new bike lane, sidewalks, lighting, and utilities.

SCOPE OF WORK

The Scope of Work listed below is based on our review of bid drawings. Geotechnical recommendations are to be provided by others.

Structural Reinforced Concrete Inspection – The inspector will monitor placement of cast in place concrete to verify adherence to project specifications. Each load, as required, will be checked for proper mix design and adherence to slump requirements. Air content testing is available upon request. Concrete specimens will be cast, transported, and cured as per applicable ASTM requirements. Three (3) cylinders will be cast for each 150 cubic yards of each separate mix design of concrete, or fraction being placed each day. Additional cylinders may be cast for early breaks or to hold at the client's request.

Pervious Concrete Inspection – The inspector will monitor placement of the pervious concrete to verify adherence to project specifications. Each load, as required, will be checked for proper mix design and adherence to slump requirements. The inspector will monitor compaction of pervious concrete and verify mix design at placement. Client shall remove a 4-inch diameter core 24 hours after concrete placement (or Krazan may core, if requested) for laboratory determination of void content.

Structural Proprietary Anchor / Epoxy Dowel Inspection (Luminaire bases & pedestrian guard) – The inspector will verify structural anchor and epoxy dowel installation. Inspection will include depth, diameter, and cleanliness of hole. The inspector will periodically verify that the mixing and application of two-part epoxy is per manufacturer recommendations. If conditions warrant, test cubes will be cast of the mixed two-part components to verify setting of mixture. This may include inspection of life safety, pressurized piping, access flooring, and emergency equipment (emergency generators) anchors.

Soil Compaction Testing – The inspector will periodically observe and monitor placement and compaction of all structural fills during mass grading of site / pavement areas. In-place soil densities and moisture contents will be measured using a nuclear densometer to check for compliance with the compaction specifications. Representative samples of the fill soils will be collected for laboratory testing. Samples of on-site and import fill soils will be tested in accordance with ASTM D1557 (Modified Proctor) to determine the maximum compacted unit weight and optimum soil moisture content for use in compaction testing. Additional testing of the soils samples to confirm compliance with the required physical properties may include: Sieve Analysis (coarse and fine); Atterberg Limits; Hydrometer; Sand Equivalent; CBR; Organic Content. Specific tests that are anticipated to be performed are listed in the Cost Estimate.

Asphalt Compaction Testing – The inspector will continuously witness placement of hot mixed asphaltic concrete to verify adherence to project specifications for each type of asphalt used. The inspector will record ambient and asphalt temperature and results of in place compaction testing using a nuclear densometer. Samples of the asphaltic concrete will be taken every 400 tons of asphalt placed or at least one sample per day for laboratory testing. Laboratory testing will include maximum theoretical density (rice value) and extraction / gradation. Additional laboratory services are available upon request.

Report Preparation – Krazan & Associates will process both field and laboratory data. A copy of each report will be e-mailed on a weekly basis, as a minimum. As required by the ICC, reports will be distributed to the client, the project architect or engineer and to the building official or as directed by the client. Our inspectors will provide immediate verbal notification of field tests and inspection results to your designated on-site representative and the contractor. The inspector will prepare a written report after each inspection prior to leaving the site. Final reports of field inspections and laboratory analysis will be reviewed by the Krazan & Associates project manager before subsequent submittal to the project team members.

Project Management – The project manager assigned to this project will track inspection data and costs and provide the project design team with status reports when requested. The project manager will oversee and direct all phases of inspections and supervise and direct all Krazan & Associates personnel associated with this project.

FEE STRUCTURE

We will perform the services listed above on a time and material basis in accordance with our 2021 standard rate schedule. Based on the scope of work described in this proposal and our experience with similar projects, Krazan & Associates' estimates the costs for testing and inspection services to be about \$11,878.00. A detailed breakdown of this cost estimate is attached as Attachment A. Costs for construction testing and inspection services are highly dependent on contractors schedule; weather, overlapping of work, additional inspections that may be required, and other factors. Krazan & Associates does not control the work or production rate. Actual costs will vary due to the frequency of scheduling by others. Therefore the quantities listed in our cost estimate should be considered approximate. **The estimate provided herein is a not-to-exceed fee, which shall not be exceeded without written approval of the Client.** Consistent with good engineering practice, we will work with the contractor to keep inspection costs at a minimum. If provided with a construction schedule this cost estimate can be further refined and quantified.

COORDINATION

The above scope of services will be performed when scheduled by the General Contractor or the client's designated representative. Proper scheduling is imperative to the success of the special inspections program. Krazan & Associates cannot take responsibility for work that has not been inspected if we have not been scheduled nor can we take responsibility for delays due to insufficient lead-time in scheduling inspections. We recommend that the person scheduling the inspections contact our office prior to the job starting to discuss required inspection and scheduling procedures.

CONDITIONS

1. Additional services requested outside of our stated scope of work will be billed in excess of the estimated amount at our current rates. A price list for these services will be provided upon request.
2. This offer terminates ninety calendar days from the date of issue, unless otherwise stated and agreed.
3. Inspections which are cancelled with less than twenty-four (24) hours' notice, or after an inspector has been dispatched to the project site, will be charged the minimum fee associated with the type of inspection or testing requested.
4. All concrete samples will be cast in 4-inch diameter x 8-inch high molds unless otherwise agreed.
5. Additional samples for contractor convenience testing and/or field cure samples are not included in this estimate.
6. Contractor will provide curing facilities in accordance with ASTM requirements for initial curing (the first 24 hours after specimens are cast) and protection of concrete test specimens on site.
7. Krazan & Associates, as a professional services firm, is typically not subject to the prevailing wage agreements. Should by Federal ruling, our services be subject to prevailing wage rates, this proposal is null and void. A new proposal will be provided to account for additional services and increased wage rates associated with the ruling. This includes any apprenticeship programs, equal opportunity submittals, affirmative action, union referral statements and/or certified payroll. These items were excluded from this proposal.

5/12/2021



ATTACHMENT B

Estimated Fees for Continuous and Periodic Special Inspection and Materials Testing Services
38th Ave Ph 1A Improvements; City Project No. CSP-1901
38th Ave
Gig Harbor, WA

KA Proposal No.: T21094WAP

Item		Trips/Tests	Hours	Rate	Total
1	Field Quality Control Services				
	Soils Compaction Testing	10 trips	40	\$ 75.00	\$ 3,000.00
	Maximum Density/Optimum Moisture (ASTM D1557)	4 each	N/A	\$ 225.00	\$ 900.00
	Sieve Analysis Coarse (ASTM C136)	4 each	N/A	\$ 125.00	\$ 500.00
	Sand Equivalent	2 each	N/A	\$ 125.00	\$ 250.00
	Fracture Face	2 each	N/A	\$ 125.00	\$ 250.00
	Degradation	2 each	N/A	\$ 250.00	\$ 500.00
	LA Abrasion	2 each	N/A	\$ 300.00	\$ 600.00
	Subtotal				\$ 6,000.00
2	Concrete & Masonry Quality Control Services				
	Reinforced Concrete Inspection	5 trips	20	\$ 75.00	\$ 1,500.00
	Proprietary Anchor Inspection (If Needed)		0	\$ 75.00	\$ -
	Compression Test: Concrete 4" x 8" (ASTM C39)	15 each	N/A	\$ 25.00	\$ 375.00
	*Assumes batch plant is NRMCA certified and batch plant inspection are not required				
	Subtotal				\$ 1,875.00
3	Asphalt Quality Control Service				
	Asphalt Compaction Testing	2 trips	20	\$ 75.00	\$ 1,500.00
	Asphalt Extraction - Ignition	2 each	N/A	\$ 225.00	\$ 450.00
	Sieve Analysis on Extracted Sample	2 each	N/A	\$ 125.00	\$ 250.00
	Theoretical Maximum Unit Wt., RICE (ASTM D2041)	2 each	N/A	\$ 150.00	\$ 300.00
	Subtotal				\$ 2,500.00
4	Miscellaneous				
	Sample Pick up	5 each	N/A	\$ 90.00	\$ 450.00
	Vehicle Round Trip Charge (associated mileage)	17 each	N/A	\$ 9.00	\$ 153.00
	Subtotal				\$ 603.00
5	Project Support Services				
	Project Administration	N/A	6	\$ 55.00	\$ 330.00
	Project Manager	N/A	6	\$ 95.00	\$ 570.00
	Subtotal				\$ 900.00

Estimated Total Cost: \$ 11,878.00

NOTES: This cost estimate is based on the scope of work and assumptions outlined in our proposal number T21094WAP, dated May 12, 2021 which are inclusive by reference. A 4-hour minimum charge, portal-to-portal charge applies to all inspections. Costs for construction testing and inspection services are highly dependent on contractors schedule; weather, overlapping of work and other factors. Therefore the quantities listed in our cost estimate should be considered approximate. Krazan & Associates does not control the work or production rate. The estimate provided is a not-to-exceed fee which shall not be exceeded without written approval from the client. This cost estimate does not include overtime, retests, or change in conditions or schedule.

**PROFESSIONAL SERVICES CONTRACT
BETWEEN THE CITY OF GIG HARBOR AND
KRAZAN & ASSOCIATES, INC.**

THIS AGREEMENT is made by and between the City of Gig Harbor, a Washington municipal corporation (the "City"), and Krazan & Associates, Inc., a State of Washington corporation (the "Consultant").

RECITALS

WHEREAS, the City is presently engaged in Testing and Inspection Services for 38th Ave Phase 1 A Improvements and desires that the Consultant perform services necessary to provide the following consultation services; and

WHEREAS, the Consultant agrees to perform the services more specifically described in the Scope of Work including any addenda thereto as of the effective date of this Agreement, all of which are attached hereto as **Exhibit A – Scope of Work**, and are incorporated by this reference as if fully set forth herein;

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed by and between the parties as follows:

TERMS

1. **Retention of Consultant - Scope of Work.** The City hereby retains the Consultant to provide professional services as defined in this Agreement and as necessary to accomplish the scope of work attached hereto as **Exhibit A** and incorporated herein by this reference as if set forth in full. The Consultant shall furnish all services, labor and related equipment necessary to conduct and complete the work, except as specifically noted otherwise in this Agreement.

2. **Payment.**

A. The City shall pay the Consultant an amount based on time and materials, not to exceed Eleven Thousand Eight Hundred Seventy-Eight Dollars and Zero Cents (\$11,878.00) for the services described in Section 1 herein. This is the maximum amount to be paid under this Agreement for the work described in **Exhibit A**, and shall not be exceeded without the prior written authorization of the City in the form of a negotiated and executed supplemental agreement. The Consultant's staff and billing rates shall be as described in **Exhibit B – Schedule of Rates and Estimated Hours**. The Consultant shall not bill for Consultant's staff not identified or listed in **Exhibit A** or bill at rates in excess of the hourly rates shown in **Exhibit B**, unless the parties agree to a modification of this Contract, pursuant to Section 17 herein.

B. The Consultant shall submit monthly invoices to the City after such services have been performed, and a final bill upon completion of all the services described in this Agreement. The City shall pay the full amount of an invoice within 45 days of receipt. If the

City objects to all or any portion of any invoice, it shall so notify the Consultant of the same within 15 days from the date of receipt and shall pay that portion of the invoice not in dispute, and the parties shall immediately make every effort to settle the disputed portion.

3. **Duration of Work.** The City and the Consultant agree that work will begin on the tasks described in **Exhibit A** immediately upon execution of this Agreement. The parties agree that the work described in **Exhibit A** shall be completed by March 1, 2022; provided however, that additional time shall be granted by the City for excusable days or extra work. Further, the parties may extend the duration of this Agreement consistent with the terms of Section 17 below.

4. **Termination.** The City reserves the right to terminate this Agreement at any time upon ten (10) days written notice to the Consultant. Any such notice shall be given to the address specified above. In the event that this Agreement is terminated by the City other than for fault on the part of the Consultant, a final payment shall be made to the Consultant for all services performed. No payment shall be made for any work completed after ten (10) days following receipt by the Consultant of the notice to terminate. In the event that services of the Consultant are terminated by the City for fault on part of the Consultant, the amount to be paid shall be determined by the City with consideration given to the actual cost incurred by the Consultant in performing the work to the date of termination, the amount of work originally required which would satisfactorily complete it to date of termination, whether that work is in a form or type which is usable to the City at the time of termination, the cost of the City of employing another firm to complete the work required, and the time which may be required to do so.

5. **Non-Discrimination.** The Consultant agrees not to discriminate against any customer, employee or applicant for employment, subcontractor, supplier or materialman, because of race, color, creed, religion, national origin, marital status, sex, sexual orientation, age or handicap, except for a bona fide occupational qualification. The Consultant understands that if it violates this provision, this Agreement may be terminated by the City and that the Consultant may be barred from performing any services for the City now or in the future.

6. **Independent Status of Consultant.** The parties to this Agreement, in the performance of it, will be acting in their individual capacities and not as agents, employees, partners, joint ventures, or associates of one another. The employees or agents of one party shall not be considered or construed to be the employees or agents of the other party for any purpose whatsoever.

7. **Indemnification.**

A. The Consultant shall defend, indemnify and hold the City, its officers, officials, employees and volunteers, harmless from any and all claims, injuries, damages, losses or suits including attorneys fees, arising out of or resulting from the negligent or wrongful acts, errors or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

B. In the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees or volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Consultant's waiver of immunity under Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

8. Insurance.

A. The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

B. No Limitation. The Consultant's maintenance of insurance as required by this Agreement shall not be construed to limit the liability of the Consultant to the coverage provided by such insurance, or otherwise limit the City of Gig Harbor's recourse to any remedy available at law or in equity.

C. Minimum Scope of Insurance. The Consultant shall obtain at no cost to the City and maintain said insurance in force for the duration of this agreement, insurance of the types described below:

1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.
2. Commercial General Liability insurance shall be written on ISO occurrence form CG 00 01 or a substitute form providing equivalent liability coverage and shall cover liability arising from premises, operations, independent contractors and personal injury and advertising injury. The City shall be named by endorsement as an additional insured under the Consultant's Commercial General Liability insurance policy with respect to the work performed for the City.
3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
4. Professional Liability insurance appropriate to the Professional's profession.

D. Minimum Amounts of Insurance. The Consultant shall maintain the following insurance limits:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
2. Commercial General Liability insurance shall be written with limits no less

- than \$1,000,000 each occurrence, \$2,000,000 general aggregate.
3. Employer's Liability, each accident \$1,000,000, Employer's Liability Disease- each employee \$1,000,000, and Employer's Liability Disease - Policy Limit \$1,000,000.
 4. Professional Liability insurance shall be written with limits no less than \$1,000,000 per claim.

E. Other Insurance Provisions. The insurance policies are to contain, or be endorsed to contain, the following provisions for Automobile Liability, Professional Liability and Commercial General Liability insurance:

1. The Consultant's insurance coverage shall be primary insurance as respect to the City of Gig Harbor. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Consultant's insurance and shall not contribute to it.
2. The City of Gig Harbor will not waive its right to subrogation against the Consultant. The Consultant's insurance shall be endorsed acknowledging that the City of Gig Harbor will not waive its right to subrogation. The Consultant's insurance shall be endorsed to waive the right of subrogation against the City of Gig Harbor, or any self-insurance, or insurance pool coverage maintained by the City of Gig Harbor.
3. The Consultant's insurance shall be endorsed to state that coverage shall not be cancelled by either party, unless thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.
4. If any coverage is written on a "claims made" basis, then a minimum of a three (3) year extended reporting period shall be included with the claims made policy, and proof of this extended reporting period provided to the City.

F. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII and licensed to conduct business in the State of Washington.

G. Verification of Coverage. The Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the work.

9. **Ownership and Use of Work Product.** Any and all documents, drawings, reports, and other work product produced by the Consultant under this Agreement shall become the property of the City upon payment of the Consultant's fees and charges therefore. The City shall have the complete right to use and re-use such work product in any manner deemed appropriate by the City, provided, that use on any project other than that for which the work product is prepared shall be at the City's risk unless such use is agreed to by the Consultant.

10. **City's Right of Inspection.** Even though the Consultant is an independent contractor with the authority to control and direct the performance and details of the work authorized under this Agreement, the work must meet the approval of the City and shall be

subject to the City's general right of inspection to secure the satisfactory completion thereof. The Consultant agrees to comply with all federal, state, and municipal laws, rules, and regulations that are now effective or become applicable within the terms of this Agreement to the Consultant's business, equipment, and personnel engaged in operations covered by this Agreement or accruing out of the performance of such operations.

11. Records.

A. The Consultant shall keep all records related to this Agreement for a period of three years following completion of the work for which the Consultant is retained. The Consultant shall permit any authorized representative of the City, and any person authorized by the City for audit purposes, to inspect such records at all reasonable times during regular business hours of the Consultant. Upon request, the Consultant will provide the City with reproducible copies of any such records. The copies will be provided without cost if required to substantiate any billing of the Consultant, but the Consultant may charge the City for copies requested for any other purpose.

B. Consultant acknowledges that the City is an agency governed by the public records disclosure requirements set forth in chapter 42.56 RCW. Consultant shall fully cooperate with and assist the City with respect to any request for public records received by the City concerning any public records generated, produced, created and/or possessed by Consultant and related to the services performed under this Agreement. Upon written demand by the City, the Consultant shall furnish the City with full and complete copies of any such records within ten business days. Consultant's failure to timely provide such records upon demand shall be deemed a material breach of this Agreement. To the extent that the City incurs any monetary penalties, attorneys' fees, and/or any other expenses as a result of such breach, the Consultant shall indemnify and hold harmless the City as set forth in Section 7. For purposes of this section, the terms "public records" and "agency" shall have the same meaning as defined by chapter 42.56 RCW, as construed by Washington courts.

C. The provisions of this section shall survive the expiration or termination of this Agreement.

12. Work Performed at the Consultant's Risk. The Consultant shall take all precautions necessary and shall be responsible for the safety of its employees, agents, and subconsultants in the performance of the work hereunder and shall utilize all protection necessary for that purpose. All work shall be done at the Consultant's own risk, and the Consultant shall be responsible for any loss of or damage to materials, tools, or other articles used or held by the Consultant for use in connection with the work.

13. Non-Waiver of Breach. The failure of the City to insist upon strict performance of any of the covenants and agreements contained herein, or to exercise any option herein conferred in one or more instances shall not be construed to be a waiver or relinquishment of said covenants, agreements, or options, and the same shall be and remain in full force and effect.

14. Resolution of Disputes and Governing Law.

A. Should any dispute, misunderstanding, or conflict arise as to the terms and conditions contained in this Agreement, the matter shall first be referred to the City Engineer or Director of Operations and the City shall determine the term or provision's true intent or meaning. The City Engineer or Director of Operations shall also decide all questions which may arise between the parties relative to the actual services provided or to the sufficiency of the performance hereunder.

B. If any dispute arises between the City and the Consultant under any of the provisions of this Agreement which cannot be resolved by the City Engineer or Director of Operations determination in a reasonable time, or if the Consultant does not agree with the City's decision on the disputed matter, jurisdiction of any resulting litigation shall be filed in Pierce County Superior Court, Pierce County, Washington. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. The prevailing party in any such litigation shall be entitled to recover its costs, including reasonable attorney's fees, in addition to any other award.

15. Written Notice. All notices required to be given by either party to the other under this Agreement shall be in writing and shall be given in person or by mail to the addresses set forth below. Notice by mail shall be deemed given as of the date the same is deposited in the United States mail, postage prepaid, addressed as provided in this paragraph.

CONSULTANT:
ATTN: David Wright
Krazan & Associates, Inc.
1230 Finn Hill Rd NW, STE A
Poulsbo, WA 98370

City of Gig Harbor
ATTN: Trent A. Ward, P.E.
City Engineer
City of Gig Harbor
3510 Grandview Street
Gig Harbor, WA 98335
(253) 851-6170

16. Subcontracting or Assignment. The Consultant may not assign or subcontract any portion of the services to be provided under this Agreement without the express written consent of the City.

17. Entire Agreement. This Agreement represents the entire integrated agreement between the City and the Consultant, superseding all prior negotiations, representations or agreements, written or oral. This Agreement may be modified, amended, or added to, only by written instrument properly signed by both parties hereto. If extending the duration of the Agreement only, the parties may agree to such duration extension by written instrument approved and signed by the Consultant and by the Department Director if all other terms of the Agreement are unchanged and remain in full force and effect for the entire new duration of the Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement this _____
day of _____, 20____.

CONSULTANT

CITY OF GIG HARBOR

By: _____
Its: _____

By: _____
Mayor Kit Kuhn

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney



Business of the City Council City of Gig Harbor, WA

Subject: Municipal Cleaning Vehicle –
Agreement for Purchasing Materials
Amendment #1

Proposed Council Action: Approve and
authorize the Mayor to execute Amendment #1
to the Agreement for Purchasing Materials with
Power Line Industries, Inc. for the purchase of
a Municipal Cleaning Vehicle.

Dept. Origin: Public Works

Prepared by: Ken Andrews
Public Works Superintendent

For Agenda of: May 24, 2021

Exhibits: Purchasing Agreement Amendment
#1

Concurred by Mayor:

Approved by City Administrator:

Approved as to form by City Atty:

Approved by Finance Director:

Approved by Public Works Dir.:

Initial & Date

KL 5-18-21

RL 5/17/21

email 5-11-21

AD 5/14/21

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

The City is entered into an Agreement with Power Line Industries Inc. for the purchase of a Municipal Cleaning Vehicle on February 12, 2021. The deadline for delivery in the Agreement was specified to be delivered by May 31, 2021. The delivery of the unit has been delayed due to the vendor having some issues getting the materials needed to construct the machine.

The City and the Vendor wish to amend Section III of the Agreement to extend the date to July 30, 2021. Section IX of the Agreement requires the parties to execute an amendment to the Agreement in order to waiver, alter, or modify any of the provisions of the Agreement.

FISCAL CONSIDERATION

None

BOARD OR COMMITTEE RECOMMENDATION

None

RECOMMENDATION/MOTION

Approve and authorize the Mayor to execute Amendment #1 to the Agreement for Purchasing Materials with Power Line Industries, Inc. for the purchase of a Municipal Cleaning Vehicle.

**FIRST AMENDMENT
TO
AGREEMENT FOR PURCHASING MATERIALS
BETWEEN THE CITY OF GIG HARBOR AND
POWER LINE INDUSTRIES, INC.**

THIS FIRST AMENDMENT is made to that certain Agreement for Purchasing Materials dated February 12, 2021 (the "Agreement"), by and between the City of Gig Harbor, a Washington municipal corporation (hereafter the "City"), and Power Line Industries, Inc., a Utah corporation ("Vendor").

RECITALS

WHEREAS, the City is presently engaged in Purchasing a Municipal Cleaning Unit from the Vendor and desires to extend the deadline for delivery in connection with the project; and

WHEREAS, section IX of the Agreement requires the parties to execute an amendment to the Agreement in order to modify any of the provisions of the Agreement;

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed by and between the parties in this Amendment as follows:

- 1. Deadline for Delivery.** Section III of the Agreement is amended to extend the deadline for delivery to July 30, 2021.

[Remainder of page intentionally left blank.]

EXCEPT AS EXPRESSLY MODIFIED BY THIS AMENDMENT, ALL TERMS AND CONDITIONS OF THE AGREEMENT SHALL REMAIN IN FULL FORCE AND EFFECT.

IN WITNESS WHEREOF, the parties have executed this Amendment on this _____ day of _____, 20__.

CONSULTANT

CITY OF GIG HARBOR

By: _____
Its Principal

By: _____
Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney



Business of the City Council City of Gig Harbor, WA

Subject: Updates to Fee Schedule

Dept. Origin: Administration

Proposed Council Action: Approve Resolution
1208 Adopting 2021 Fee Schedule

Prepared by: Molly Towslee, City Clerk *mt*

For Agenda of: May 24, 2021

Exhibit: Resolution

Initial &
Date

Concurred by Mayor:

Approved by City Administrator:

Approved as to form by City Atty:

Approved by Finance Director:

Approved by Department Head:

KV 5-18-21
12/05/18/2021
email

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

As needed, City departments review the City's current fee schedule as compared to actual costs to determine if updates are needed. Accordingly, all fees listed on the Fee Schedule for 2021 have been adjusted.

There are math errors that have been corrected, and the term "Police Services" has been included in the resolution to clarify that this department has fees in the records request and a fingerprinting schedule. The term "Master Use Permit" has been added to the Franchise Agreement section, and language regarding Wireless Technical Review and Small Wireless Facility Permits have also been added.

Additions and updates have been indicated in Exhibit A by underlines and strikeouts.

FISCAL CONSIDERATION

Fees were last updated April 2019.

BOARD OR COMMITTEE RECOMMENDATION

The Finance and Safety Committee reviewed these proposed updates at their regular meeting of May 17, 2021 and recommended it go forward to the full Council for approval.

RECOMMENDATION/MOTION

Move to approve Resolution No. 1208 adopting the 2021 Fee Schedule

RESOLUTION NO. 1208

A RESOLUTION OF THE CITY OF GIG HARBOR, WASHINGTON, ESTABLISHING FEES FOR POLICE SERVICES, LAND USE APPLICATIONS AND PERMITS, BUILDING PERMIT FEES, ENGINEERING FEES, COPY SERVICE FEES, AND PUBLIC RECORDS REQUEST FEES; AND REPEALING RESOLUTION NO. 1144.

WHEREAS, the City of Gig Harbor has established police services, land use, engineering, building permit, other development review fees, and copy service fees by Resolution; and

WHEREAS, the Gig Harbor City Council has requested that all departments evaluate fees on an annual basis and, as necessary, propose adjustments to the fee schedule; and

WHEREAS, the last update to the Fee Schedule was approved on May 6, 2019 in Resolution No. 1144; and

WHEREAS, the revised fee schedule reflects the City's increased costs relating to the processing of police services, land use applications, franchise agreements, engineering permits, fire permits, and building permits; and

WHEREAS, under the Public Records Act (PRA) chapter 42.56 RCW, agencies can charge a requester for certain costs associated with providing copies of records in response to the requester's public records request, and the City is required to establish, maintain, and make publicly available a statement of these costs; and

WHEREAS, the proposed fee schedule adjustments are deemed necessary to maintain fair and equitable service and application fees; NOW, THEREFORE,

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

Section 1. The City Council hereby repeals Resolution No. 1144 and adopts the Administration, Police, Land Use, Engineering, Building, and Public Records Fee Schedule attached as Exhibit "A" and incorporated herein by this reference.

Section 2. Effective Date. This Resolution shall take effect upon adoption.

PASSED by the City Council this 24th day of May, 2021.

APPROVED:

Kit Kuhn, Mayor

ATTEST:

Molly Towslee, City Clerk

Filed with City Clerk: 04/29/21
Passed by City Council: 5/24/21
Resolution No. 1208

Exhibit "A" CITY OF GIG HARBOR FEE SCHEDULE

A. ADMINISTRATION

1) PUBLIC RECORDS REQUEST FEE SCHEDULE

a)	Inspection of records at Civic Center	No fee
b)	8-1/2" x 11", 8-1/2" x 14" & 11" x 17" B&W Copies	\$ 0.15 per page
	No charge for first 50 pages	
c)	Scanned copies	\$ 0.10 per page
	No charge for first 50 pages	
d)	Scanned documents: greater than 11" x 17"	\$ 0.50 per page
e)	Electronic Files or attachments to an email	\$ 0.05 per every 4
	If the number of files is 80 or less, the fee will be waived. 84 files = \$1.05	
f)	Records transmitted in electronic format	\$ 0.10 per gigabyte
g)	Digital Storage Media Device (CD/DVD, flash drive)	actual cost
h)	Outside Vendor	actual cost
i)	Envelope / Postage	actual cost
j)	Customized Service Charge *	actual cost
k)	<u>Police body camera or dash camera video redactions</u> (redacting, altering, distorting, pixelating, suppressing, or Otherwise obscuring) per RCW 42.56.240(14) **	\$60.25 per hour

In the event a request is estimated to exceed \$25, the City may require a deposit in an amount not to exceed 10% of the estimated cost prior to the duplication of record(s).

* When the request would require the use of IT expertise to prepare data compilations or when such customized access services are not used by the agency for other business purposes. The agency may charge actual cost.

** Unless otherwise exempted from such fee by applicable RCW.

2) DOG LICENSE FEES

Dog license are issued and current for one year from date of original licensing.

a)	Senior Citizens	\$ 5.00
b)	Altered Dogs	\$ 7.00
c)	Unaltered Dogs	\$ 17.00
d)	Dangerous Dogs	\$ 100.00

3) CIVIC CENTER ROOM RENTAL

The city is pleased to share its facilities with the public. Rental rates are per day unless otherwise noted.

Weekdays:

a)	City Council Chambers	\$ 150.00
b)	Lobby Area	\$ 75.00
c)	Community Room A	\$ 75.00
d)	Community Room B	\$ 75.00

Weekends:

e)	City Council Chambers	\$ 75.00
f)	Lobby Area	\$ 50.00
g)	Community Room A	\$ 50.00
h)	Community Room B	\$ 50.00

Custodial charges: Custodial charges will be required for weekend, holiday and after-hours building use or if the City Administrator or designee has determined the need. Cost for custodial services will be calculated at the time of the rental with a minimum charge of 2 hours including ½ hour before, duration of the event, and the ½ hour after (total 3 hours).

4) PARK RENTALS

- a) Reservations at the Crescent Creek Park Shelter can be made for the following time blocks:
(8 am – 12 pm) (1 pm – 5 pm) (6 pm – 9 pm)
Fees for reservations at the shelter are:
 \$50 for parties of under 30 people
 Refer to the Special Events fees for parties of 30 people or more
- b) The Pavilion at Skansie Brothers Park falls under the Special Events regulations

5) SPECIAL EVENTS

Special Events held on public land.

- | | |
|-----------------------------------|-----------|
| a) City Sponsored Event | \$ 0.00 |
| b) City Co-Sponsored Event | \$ 50.00 |
| c) Not for Profit Sponsored Event | \$ 150.00 |
| d) Profit/Commercial Event | \$ 500.00 |

6) BUSINESS LICENSE

Business Licenses are processed through Business License Services a Division of the Washington state Department of Revenue.

- a) Annual Business License Fee
 (for those who meet the \$2000 threshold) \$ 40.00
 The Washington State Fee is \$19.00 plus \$5.00 per Trade Name.

Temporary Business License *

- | | |
|-------------|-----------|
| a) Per day | \$ 30.00 |
| b) Per year | \$ 400.00 |

Cabaret License are processed through the City. Cabaret is defined as a place that serving the public that includes various forms of live entertainment.

- | | |
|---------------------------|----------|
| a) Annual Cabaret License | \$ 25.00 |
|---------------------------|----------|

Peddlers Licenses are processed through the City of Gig Harbor and are good for ninety days. Licenses can be reapplied for multiple times.

- | | |
|---------------------------|----------|
| a) 90 Day Peddler License | \$ 50.00 |
|---------------------------|----------|

Adult Entertainment Business License

- | | |
|--------------------------------|------------------|
| a) Original license | \$ 500.00 |
| b) Renewal | \$ 100.00 |
| c) Adult Entertainer / Manager | yearly \$ 100.00 |

* A Temporary Business License is required for each person conducting sales

7) FINGERPRINTING AND WEAPON PERMITS

The Police Department processes fingerprints and ~~Concealed Weapons Permit~~ Pistol License.

- a) Fingerprinting
- | | |
|-------------------------|----------|
| 1) Each Card | \$ 15.00 |
| 2) Each Additional Card | \$ 3.00 |

- b) ~~Concealed Weapon Permits~~ Pistol License – Fees are set according to RCW: 9.41.070

1) New	\$ 49.25
2) Renewal	\$ 32.00
3) Late Renewal	\$ 42.00
4) Replacement of Lost Permit	\$ 10.00

B. LAND USE PERMIT APPLICATION FEES

When a development proposal involves two or more permits listed in 3 through 14 below being consolidated and processed concurrently, the highest cost land use permit shall be charged the full fee and all other land use permits charged 50% of the applicable fee. Specified engineering fees, building/fire fees, third party review fees and the fees listed in 1 and 2, and 15 through 24 below are not subject to the 50% reduction. The fees below are paid at submittal of application and include public notice fees; see section F for required deposits and fees incurred during the review process.

1) Amendment to Comprehensive Plan

a) Map Amendment	\$4,129.00
b) Urban Growth Area Adjustment	\$4,129.00
c) Text Amendment	\$4,129.00

2) Amendments to Municipal Code

a) Zoning District Boundary	\$4,020.00
b) Text	\$4,108.00
c) Height Restriction Area Amendment	\$4,020.00

3) Conditional Use Permit

a) Single-family / Accessory Dwelling Unit	\$1,082.00
b) Nonresidential/Multiple-family in existing building	\$1,706.00
c) New Nonresidential / Multiple-family Dev.	\$4,051.00

*Above fees include \$130.00 for Building/Fire review

4) Variance/Interpretation

a) Single-family Variance	\$1,056.00
b) Non-Single-family Variance	\$1,560.00
c) Administrative Variance	\$ 645.00
d) Interpretation	\$ 676.00

*Above variance fees include \$98.00 for Building/Fire review

5) Site Plan Review and Landscape Plans

a) Major Site Plan Review

New use or building – Combined Total	\$5,297.00
Planning	\$ 3,937.00
Building/Fire	\$ 260.00
Engineering	\$ 1,100.00
Existing/approved site plan modifications/expansions – Combined Total	\$3,337.00
Planning	\$ 2,507.00
Building/Fire	\$ 130.00
Engineering	\$ 700.00
Modification of conditions of approval – Combined Total	\$2,057.00
Planning	\$ 1,477.00
Building/Fire	\$ 130.00
Engineering	\$ 450.00
Regional stormwater ponds – Combined Total	\$1,927.00
Planning	\$ 1,477.00
Engineering	\$ 450.00

b) Minor Site Plan Review	
Change in use	\$ 115.00
Changes to GFA/impervious surface – Combined Total	\$ 1,178.00
Planning	\$ 630.00
Building/Fire	\$ 98.00
Engineering	\$ 450.00
Changes to landscaping/common areas/vegetation retention areas/parking lot layout with no impervious surface change	\$ 630.00
Demolition	\$ 115.00
Changes to stormwater facilities – Combined Total	\$ 1,080.00
Planning	\$ 630.00
Engineering	\$ 450.00
Changes to Conditions of Approval	\$ 630.00
Rapid Charging Stations	\$ 115.00
c) Alternative Landscape Plan	\$ 630.00

6) Planned Residential District (PRD)

(Exclusive of Subdivision fees)

a) Preliminary PRD – Combined Total	\$ 4,415.00
Planning	\$ 3,765.00
Building/Fire	\$ 325.00
Engineering	\$ 325.00
b) Final PRD	\$ 1,280.00
c) Major PRD Amendment – Combined Total	\$ 2,130.00
Planning	\$ 1,300.00
Engineering	\$ 700.00
Building/Fire	\$ 130.00
d) Minor PRD Amendment – Combined Total	\$ 1,078.00
Planning	\$ 630.00
Building/Fire	\$ 98.00
Engineering	\$ 350.00

7) Planned Unit Development (PUD)

(Exclusive of subdivision fees)

a) Preliminary PUD – Combined Total	\$ 4,415.00
Planning	\$ 3,765.00
Building/Fire	\$ 325.00
Engineering	\$ 325.00
b) Final PUD	\$ 1,280.00
c) Major PUD Amendment – Combined Total	\$ 2,130.00
Planning	\$ 1,300.00
Building/Fire	\$ 130.00
Engineering	\$ 700.00
e) Minor PUD Amendment – Combined Total	\$ 1,078.00
Planning	\$ 630.00
Building/Fire	\$ 98.00
Engineering	\$ 350.00

8) Performance Based Height Exception

\$ 1,658.00

Planning	\$ 1,560.00
Building/Fire	\$ 98.00

9) Transfer of Density Credit Request	\$ 630.00
10) Subdivisions	
a) Preliminary Plat – Combined Total	\$ 6,425.00 + \$ 55.00/lot
Planning	\$ 4,025.00 + \$ 55.00/lot
Engineering	\$ 2,075.00
Building/Fire	\$ 325.00
b) Minor Preliminary Plat Revisions – Combined Total	\$ 1,807.00
Planning	\$ 1,259.00
Building/Fire	\$ 98.00
Engineering	\$ 450.00
c) Final Plat – Combined Total	\$3,789.00 + \$ 55.00/lot
Planning	\$ 2,164.00 + \$ 55.00/per lot
Engineering	\$ 1,625.00
d) Plat Alterations/Vacations – Combined Total	\$ 2,358.00
Planning	\$ 1,560.00
Building/Fire	\$ 98.00
Engineering	\$ 700.00
11) Short Subdivisions and Boundary Line Adjustments	
a) Preliminary Short Plat Approval – Combined Total	\$ 2,287.00
Planning	\$ 1,477.00
Engineering	\$ 550.00
Building/Fire	\$ 260.00
b) Final Short Plat Approval – Combined Total	\$ 830.00
Planning	\$ 630.00
Engineering	\$ 200.00
c) Boundary Line Adjustment – Combined Total	\$ 853.00
Planning	\$ 630.00
Engineering	\$ 125.00
Building/Fire	\$ 98.00
12) Binding Site Plans	
a) Binding Site Plans – Combined Total	\$ 3,779.00
Planning	\$ 2,106.00
Engineering	\$ 1,575.00
Building/Fire	\$ 98.00
b) Amendment/Modification/Vacation – Combined Total	\$ 866.00
Planning	\$ 801.00
Building/Fire	\$ 65.00
13) Shoreline Management Permits	
a) Substantial Development (based upon actual costs or fair market value, whichever is higher)	
< \$10,000	\$ 1,560.00
> \$10,000 < \$100,000	\$ 2,793.00
> \$100,000 < \$500,000	\$ 4,020.00
> \$500,000 < \$1,000,000	\$ 6,511.00
> \$1,000,000	\$ 9,626.00
b) Variance	\$ 4,020.00
c) Conditional Use	\$ 4,020.00
d) Revision	\$ 1,519.00

e) Request for Exemption	\$ 661.00
14) Communications Facilities Application Review	
a) General Application Review – Combined Total	\$ 955.00
Planning	\$ 890.00
Building/Fire	\$ 65.00
b) Special Exception	\$ 630.00
c) Conditional Use	\$ 4,020.00
15) Wetlands/Critical Areas Analysis	
a) City staff review:	
Steep Slopes/Erosion Hazard/Landslide Hazard	\$ 630.00
Critical Habitat/Streams	\$ 630.00
Aquifer Recharge Hydrogeologic Report	\$ 630.00
Critical Areas Preliminary Site Investigation	\$ 630.00
Critical Areas Report/Mitigation Review	\$ 630.00
Reasonable Use Permit	\$ 1,904.00
Variance	\$ 1,904.00
Flood Plain Development	
i) Flood Hazard Permit	\$ 115.00
ii) Elevation Certificate Review	\$ 515.00
b) Third Party review:	
Critical areas analysis report	Actual Cost
Critical areas mitigation/monitoring report	Actual Cost
Special flood hazard area habitat assessment	Actual Cost
16) Design Review	
a) Administrative Approval/DRB Recommendation/Exceptions:	
Nonresidential and Multifamily	
Up to 10,000 sq. ft. gross floor area (GFA)	\$ 104.00/each 1,000 sq. ft.
10,001-20,000 sq. ft. GFA	\$ 136.00/each 1,000 sq. ft.
>20,000 sq. ft. GFA	\$ 162.00/each 1,000 sq. ft.
Subdivision	\$ 744.00
Site plans with no buildings/GFA	\$ 744.00
Single-family/duplex dwelling	\$ 172.00
b) Administrative Review of Alternative Designs:	
Single-family/duplex dwelling	\$ 515.00 for first 2 alternatives requested + \$ 162.00 for each additional.
Tenant Improvement	\$ 822.00 for first 2 alternatives requested + \$ 401.00 for each additional.
c) Amendments to existing or approved plans/buildings: (Fees below are cumulative based on the type of revisions)	
Minor Adjustment to Hearing Examiner Decisions	\$ 822.00
Revisions to parking, landscaping, site amenities	\$ 401.00*
Revisions to existing or approved building	25% of fees required by 16a above based on the GFA of the building being revised with a minimum of \$401.00 for each building revised.
Revisions to single-family/duplex dwelling	\$ 84.00
Revisions to subdivision	\$ 401.00

* Fee for revisions to parking, landscaping, site amenities not collected if design review permit is processed concurrently with minor site plan review.

17) Sign Permits

a) All signs less than 25 sq. ft.	\$ 52.00
b) Change of Sign, all sizes	\$ 52.00
c) Request for Variance	\$ 1,560.00
d) Projecting	\$ 84.00
e) Wall Sign, non-illuminated:	
25-50 sq. ft.	\$ 84.00
51-99 sq. ft.	\$ 115.00
>100 sq. ft.	\$ 136.00
f) Wall Sign, illuminated:	
25-50 sq. ft.	\$ 104.00
51-99 sq. ft.	\$ 125.00
>100 sq. ft.	\$ 151.00
g) Ground Sign, non-illuminated:	
25-50 sq. ft.	\$ 125.00
51-100 sq. ft.	\$ 151.00
h) Ground Sign, illuminated:	
25-50 sq. ft.	\$ 151.00
51-100 sq. ft.	\$ 177.00
i) Master Sign Plan Review and any revisions (per Building)	
1 - 5 Tenants	\$ 125.00
6 - 12 Tenants	\$ 188.00
13+ Tenants	\$ 250.00

18) Development Agreements

a) Development Agreements – Combined Total	\$ 3,986.00 + City Attorney fees
Planning	\$ 2,996.00 + City Attorney fees
Engineering	\$ 990.00
b) Development Agreements which include deviations from development standards other than extending the approval duration or phasing of projects	
Combined Total	\$ 8,994.00+ City Attorney fees
Planning	\$ 6,864.00 + City Attorney fees
Engineering	\$ 2,000.00
Building/Fire	\$ 130.00

19) Special Use Permit

a) General	\$ 128.00
Planning	\$ 63.00
Building/Fire	\$ 65.00
b) Food Truck	\$ 136.00
Food Truck – Annual Renewal	75% of Initial Cost

20) Temporary Use Permit

Planning	\$ 63.00
Building/Fire	\$ 65.00

21) Land Clearing Permit

\$ 312.00

22) Nonconforming Use and Structure Review

a) Nonconforming use review	\$ 801.00
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- b) Changes from one nonconforming use to another \$1,560.00
- c) Nonconforming structure review \$ 801.00

23) Historic Preservation

- a) Local Register Nomination/Removal \$ 125.00
- b) Certificate of Appropriateness/Waiver \$ 125.00
- c) Special Property Tax Valuation \$ 125.00

24) Appeals/Reconsideration

- a) To the Hearing Examiner:
 - Reconsideration \$ 188.00
 - Administrative Variance \$ 312.00
 - Administrative Decision \$ 312.00
 - Notice of Violation \$ 312.00

Note: Appellants who substantially prevail on appeal or reconsideration as determined by the planning director will be refunded the above appeal fee and will not be billed hearing examiner fees. Appellants who do not substantially prevail on appeal or reconsideration, or whose appeal is dismissed for lack of standing will be billed for the hearing examiner costs. No hearing examiner deposit is required for appeals or reconsideration.

- b) To the Building Code Advisory Board: \$ 572.00

- 25) a) Danger/Hazard Tree Removal Review \$ 250.00

C. ENVIRONMENTAL REVIEW (SEPA)

- 1) Checklist \$ 510.00
- 2) Environmental Impact Statement
 - a) Prepared by Staff Actual Cost
 - b) Prepared by Consultant Actual Cost
- 3) Appeals of Decisions
 - a) Administrator's Final Determination (DNS or EIS) \$ 312.00

Note: Appellants who substantially prevail on appeal or reconsideration as determined by the planning director will be refunded the above appeal fee and will not be billed hearing examiner fees. Appellants who do not substantially prevail on appeal or reconsideration, or whose appeal is dismissed for lack of standing will be billed for the hearing examiner costs. No hearing examiner deposit is required for appeals or reconsideration.

D. ANNEXATION PETITION

- 1) Notice of Intent to Commence Annexation \$ 520.00
- 2) Annexation Petition (once accepted by Council)
 - a) Less than 10 acres \$ 1,503.00
 - b) 10 - 50 acres \$ 2,512.00
 - c) 50 - 100 acres \$ 3,656.00
 - d) 100 + acres \$ 5,944.00

*Above fees include \$195.00 for Building/Fire and \$500 for Public Works review
- 3) Enumeration actual cost with deposit

E. REQUESTS FOR INFORMATION

- 1) Land-use information, verbal (up to 15-minutes). Information exchange not requiring code

interpretation, research or written/official response. (e.g. What is my zone? What are the requirements for tree retention?).
No Charge

2) Land-use information, verbal (more than 15-minutes). \$ 130.00/hour

3) Land-use information, written response requested related to active permit.
No Charge.

4) Land-use information, written response requested not related to active permit (e.g. zoning verification letter) \$ 130.00/hour

F. PREAPPLICATION REVIEW

Staff Pre-Application Conference \$ 635.00
(includes a written summary of the meeting)

Planning \$ 375.00

Building/Fire \$ 130.00

Public Works \$ 130.00

DRB Pre-Application Meeting

First meeting is free

Subsequent pre-application meetings \$ 645.00 each

G. INVOICED FEES AND DEPOSITS:

1) **Additional Submittal Review Fees:** The costs above in section A include the review of the initial application and two revisions (three submittals total) plus the preparation of staff reports and administrative decisions. If a project requires staff review of more than three submittals, the applicant will be charged a rate of \$104.00 per hour (minimum of eight hours) for the time the project planner spends reviewing each submittal thereafter. The applicant shall pay \$800.00 prior to staff commencing review of each additional submittal.

2) **Recording Fees:** For those applications which require recording of the final document, the applicant shall bear the costs of all recording.

3) **Hearing Examiner Fees:** For those applications which require a public hearing, an appeal hearing, or a reconsideration decision, the applicant/appellant shall bear all the costs of the hearing examiner. The applicant shall deposit \$1,000.00 at time of application to cover hearing examiner costs. Actual costs in excess of the deposit will be billed to the applicant. Actual costs below the deposit will be refunded. In the case of appeals or reconsiderations, appellants who do not substantially prevail on appeal or reconsideration, or whose appeal is dismissed for lack of standing will be billed for the hearing examiner costs. No deposit is required for appeals or reconsideration.

4) **Development Agreement Attorney Deposit:** For those applications for a development agreement, the applicant shall bear all the costs of the city attorney for review of the development agreement. The applicant shall deposit \$2,000.00 at time of application to cover attorney costs. Actual costs in excess of the deposit will be billed to the applicant. Actual costs below the deposit will be refunded.

5) **Critical Area Review Deposit:** For those applications which require third-party consultant review of critical area reports, delineations and mitigation, the applicant shall bear all the costs of the third-party consultant review. The applicant will be required to submit a deposit for the anticipated review prior to the consultant starting review of the project.

6) **Annexation Enumeration Deposit:** An applicant shall pay for the actual cost of annexation enumeration if approved. Prior to adoption of an ordinance annexing property, the applicant shall deposit an amount determined by the Planning Director, based on the size and expected population, to be used for enumeration by the city. Actual costs in excess of the deposit will be billed to the

applicant. Actual costs below the deposit will be refunded. If the annexation petition is denied, the deposit will be refunded.

- 7) **Franchise Agreement / Master Use Permit Review Fees and Attorney Deposit:** For those applications for a franchise agreement / master use permit, the applicant shall pay the City's review fee of \$2,080 and bear all the costs of the city attorney for review of the agreement. At the time of application, the applicant shall pay the fee and deposit \$5,000 to cover attorney costs. Actual costs in excess of the deposit will be billed to the applicant. Actual costs below the deposit will be refunded.
- 8) **Cellular Facility Lease Agreement Siting Fee and Attorney Deposit:** For those looking to site a cellular facility, the applicant shall pay the City's review fee of \$1,040 and bear all the costs of the city attorney to prepare a lease agreement. At the time of cellular facility application, the applicant shall pay the fee and deposit \$5,000 to cover attorney costs. Actual costs in excess of the deposit will be billed to the applicant. Actual costs below the deposit will be refunded.
- 9) **Technical Feasibility Review of Wireless Communication Facilities:** For those applications looking to place wireless communications in the City, the applicant shall bear all costs for a third-party review to verify technical feasibility of the proposed wireless communication facilities. At the time of application, the applicant shall pay a deposit of \$3,000 to cover the third-party review. Actual costs in excess of the deposit will be billed to the applicant. Actual costs below the deposit will be refunded.
- 10) **Wireless Technical Review Deposit:** For those applications which require third-party consultant review of technical reports, data, or emissions for proposed wireless services, the applicant shall bear all the costs of the third-party consultant review. The applicant will be required to submit a deposit for the anticipated cost of review prior to the consultant starting review of the project.

H. COPY SERVICES/ADDRESS LABELS

- | | |
|---|-----------------------------------|
| 1) Zoning Map/Comprehensive Plan
Land Use Map (24" x 36") | \$ 6.80 |
| 2) Zoning Code | \$ 35.00 |
| 3) Comprehensive Plan | \$ 15.00 |
| 4) Shoreline Master Program | \$ 39.00 |
| 5) Critical Areas Map (24"x 36") | \$ 6.80 |
| 6) Visually Sensitive Area (24"x 36") | \$ 6.80 |
| 7) Design Manual (GHMC 17.99) | \$ 10.00 |
| 8) Full Size Bond Reproduction (By Outside Service) | Charge by outside service+\$ 5.00 |
| 9) Full Size Bond Reproduction (In House) | \$ 6.80 per page |
| 10) 8-1/2 x 11", 8-1/2" x 14" & 11" x 17" B&W Copies
No charge for first 50 pages | \$ 0.15 per page |
| 11) 8-1/2" x 11", 8-1/2" x 14" & 11" x 17" Color Copies
No charge for first 50 pages | \$ 0.20 per page |
| 13) Scanned documents for electronic records request
8-1/2 x 11", 8-1/2" x 14" & 11" x 17" B&W
No charge for first 50 pages | \$ 0.05 per page |
| 14) Scanned documents
8-1/2 x 11", 8-1/2" x 14" & 11" x 17" Color
No charge for first 50 pages | \$ 0.10 per page |
| 15) Scanned documents
All sizes greater than 11" x 17" | \$ 0.50 per page |
| 16) Copy of existing CD or burning documents to CD | \$ 1.00 per CD |
| 17) Address labels of property owners within 300 feet of project – included in permit fees | |

I. FEE REIMBURSEMENTS

Application fees may be reimbursed at the following rate (percent of total fee):

Request to withdraw application prior to any public notice issued	100%
Request to withdraw application after any public notice issued.	85%
Request to withdraw application after 1 st comprehensive review of project	50%
Request to withdraw application after 2 nd comprehensive review of project, issuance of staff report, or SEPA threshold determination	35%
Request to withdraw application after 3 rd comprehensive review of project, or following a public hearing, or issuance of administrative decision	0%

Traffic report preparation fees, if addressed in a Hearing Examiner appeal, may be reimbursed to the extent directed by the Examiner in the Examiner's final decision.

J. UTILITY EXTENSION REQUEST \$ 583.00

K. ENGINEERING FEES

1) Traffic Report Preparation

Traffic Report Preparation Fees shall be charged as follows based on the number of PM Peak Hour Trips:

<u>Tier</u>	<u>PM Peak Hour Trips</u>	<u>Traffic Report Preparation Fee</u>
I	>2 up to 50	\$ 2,000
II	51 - 150	\$ 3,300
III	151 - 300	\$ 6,600
IV	301 - 750	\$ 10,000
V	>750	\$ 10,000 plus \$28 per trip over 750

2) Engineering Permit Fees: (For Civil Permits, see items 3 and 5)

Public Works Variance	\$ 2,098.00
Engineering	\$ 2,000.00
Building/Fire Review	\$ 98.00
Actual or Projected Sewer Use Review	\$ 2,000.00
Sewer Exception Review	\$ 2,000.00
Building Review-Single Family Residence (SFR)	\$ 98.00
Building Review-Tenant Improvement w/Change in use	\$ 180.00
Encroachment (Administrative and Inspection)	\$ 250.00
Encroachment (Temporary)	\$ 50.00
Right of way / Vacation	\$ 2,098.00
Engineering	\$ 2,000.00
Building/Fire	\$ 98.00
Water CRC (Non-SFR)	\$ 90.00
Sewer CRC (Non-SFR)	\$ 90.00
Small Wireless Facility Permit	\$ 135.00 per antenna
Transportation CRC (Non-SFR)	\$ 90.00
Utility Comprehensive Plan Amendment	\$ 2,000.00 (plus consultant fees)

Utility Comprehensive Plan Technical Amendment	\$ 1,000.00 (plus consultant fees)
Utility System Consistency Review	\$ 2,000.00 (plus consultant fees)
Planning - \$900.00	
Engineering - \$1,100.00	
Banner installation/removal fee	\$ 100.00
(in addition to Encroachment (Temporary) fee)	
Fire Hydrant Indemnification Processing Fee	\$ 1,428.00
Engineering	\$ 1,330.00
Building/Fire Review	\$ 98.00

3) Civil Permit Review Fees:

Water: linear feet	\$ 165.00 for 1st 150 linear feet (lf) + \$0.30/lf
Sewer: linear feet	\$ 165.00 for 1st 150 linear feet (lf) + \$0.30/lf
Street or street w/curb, gutter and sidewalk	\$ 165.00 for 1st 150 linear feet (lf) + \$0.40/lf
Curb, gutter and sidewalk only	\$ 165.00 for 1st 150 linear feet (lf) + \$0.40/lf
Storm: Number of catch basins	\$ 120.00 for 1st + \$16.28 for each additional
Storm: Retention and detention facilities	\$ 165.00 for each facility
Lighting (per luminaire)	\$ 135.00 plus \$10.85 per luminaire
Signals	\$ 555.00 per intersection
Encroachment Permit	\$ 75.00
Civil Permit Review – Building/Fire	\$ 325.00

Grading Plan Review Fees	
0 to 50 Cu. Yds	\$ 130.00
51 to 100 Cu. Yds.	\$ 240.00
101 to 1000 Cu Yds.	\$ 510.00
1,001 to 10,000 Cu. Yds.	\$ 760.00
10,001 to 100,000 Cu. Yds.	\$1,000.00
100,001 Cu. Yds. or more	\$1,240.00

4) Additional Resubmittal Review Fees: The fees above for Engineering Plan Review include the initial review of the plans and two revisions (three submittals total). If a project requires staff review of more than three submittals, the applicant will be charged a rate of \$100.00 per hour (minimum of four hours) for the time the staff reviewer spends reviewing each submittal thereafter, and the minimum fee is due prior to start of review of the fourth submittal. Fees above the minimum resubmittal fee shall be billed to the applicant.

5) Civil Permit Inspection Fees:

Water: linear feet	\$ 300.00 for 1st 150 linear feet (lf) + \$1.63/lf
Sewer: linear feet	\$ 300.00 for 1st 150 linear feet (lf) + \$1.63/lf
Sewer: residential step system	\$ 210.00 for each residence
Street	\$ 300.00 for 1st 150 linear feet (lf) + \$1.20/lf
Curb, gutter and sidewalk only	\$ 300.00 for 1st 150 linear feet (lf) + \$1.20/lf
Storm	\$ 145.00 per retention area + \$0.60/lf pipe
Lighting (per luminaire)	\$ 145.00 + \$16.48 per luminaire
Signals	\$1,140.00 per intersection
Grease interceptor permit	\$ 500.00

Grading Inspection Fees

0 to 50 Cu. Yds. or less	\$201.00
51 to 100 Cu. Yds. or less	\$371.00
101 to 1000 Cu. Yds.	\$1,155.00
1,001 to 10,000 Cu. Yds.	\$1,938.00
10,001 to 100,000 Cu. Yds.	\$3,237.00
100,001 Cu. Yds or more	\$9,162.00

6) Water service special charges: The City shall impose special service charges for meter installations and street crossings as described in GHMC Section 13.04.070 Special Charges.

L. BUILDING PERMIT FEES

**Table 1-1
Building Permit Fees**

Total Valuation	Fee
\$1.00 to \$500.00	\$34.00
\$501.00 to \$2,000.00	\$34.00 for the first \$500.00 plus \$5.00 for each additional \$100.00 or fraction thereof to and including \$2,000.00
\$2,001 to \$25,000	\$96.00 for the first \$2,000.00 plus \$21.00 for each additional \$1,000.00 or fraction thereof, to and including \$25,000.00
\$25,001.00 to \$50,000.00	\$535.00 for the first \$25,000.00 plus \$15.00 for each additional \$1,000.00 or fraction thereof, to and including \$50,000.00
\$50,001.00 to \$100,000.00	\$880.00 for the first \$50,000.00 plus \$11.00 for each additional \$1,000.00 or fraction thereof, to and including \$100,000.00
\$100,001.00 to \$500,000.00	\$1,358.00 for the first \$100,000.00 plus \$9.00 for each additional \$1,000.00 or fraction thereof, to and including \$500,000.00
\$500,001.00 to \$1,000,000.00	\$4,420.00 for the first \$500,000.00 plus \$8.00 for each additional \$1,000.00 or fraction thereof, to and including \$1,000,000.00
\$1,000,001.00 and up	\$7,666.00 for the first \$1,000,000.00 plus \$5.00 for each additional \$1,000.00 or fraction thereof
Demolition Permit	\$119.00
Residential Reroof, SFR or Duplex	\$150.00
Building Permit Plan Review Fees	
Building permit plan review fees	The fee for review of building plans will equal 65% of the permit fee in addition to the permit fee.
Base Plan Fees	
Base Plan Application Filing Fee.	\$55.00

New Base Plan Review Fee.	150% of plan review fee calculated under T. 1-1 for new construction.
Establish base plan from plan previously approved by the City.	100% of plan review fee calculated under T 1-1 for new construction.
Subsequent plan review fee for use of established base plan.	25% of the plan review fee calculated under T 1-1 for new construction.

Table 1-2
Square Foot Construction Costs^{a,b,c}

Group (2018 IBC/IRC)		Type of Construction								
		IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
A-1	Assembly, theaters, with stage	244.21	236.18	230.55	221.01	207.82	201.82	214.02	189.83	182.71
	Theaters, without stage	223.45	215.42	209.89	200.25	187.31	181.32	193.26	169.33	162.21
A-2	Assembly, nightclubs	190.08	184.73	180.34	172.99	163.33	158.82	166.99	147.83	142.92
	Restaurants, bars, banq. halls	189.08	183.73	178.34	171.99	161.33	157.82	165.99	145.83	141.92
A-3	Assembly, churches	224.47	216.44	210.82	201.27	189.73	183.73	194.28	171.74	164.62
A-3	General, comm. halls, libraries museums	188.77	180.74	174.11	165.57	151.59	146.63	158.58	133.64	127.52
A-4	Assembly, arenas	222.45	214.42	207.80	199.25	185.31	180.32	192.26	167.33	161.21
B	Business	195.88	188.76	182.90	173.98	159.08	153.13	167.31	139.76	133.67
E	Educational	207.44	200.32	195.11	186.22	173.62	164.85	179.83	151.63	147.30
F-1	Factory/Industrial, mod. Hazard	115.30	109.99	103.87	99.84	89.72	85.56	95.69	73.79	69.57
F-2	Factory/Industrial, low hazard	114.30	108.99	103.87	98.84	89.72	84.56	94.69	73.79	68.57
H-1	High hazard, explosives	107.85	102.54	97.43	92.40	83.50	78.33	88.25	67.57	N.P.
H-2-4	High hazard	107.85	102.54	97.43	92.40	83.50	78.33	88.25	67.57	62.34
H-5	HPM	195.88	188.76	182.90	173.98	159.08	153.13	167.31	139.76	133.67
I-1	Institutional, supervised	194.98	188.36	182.90	175.20	161.40	157.01	175.29	144.58	140.08
I-2	Institutional, hospital	327.69	320.57	314.72	305.80	289.87	N.P.	299.12	270.56	N.P.
I-2	Institutional, nursing homes	227.45	220.33	214.47	205.56	191.65	N.P.	198.88	172.34	N.P.
I-3	Institutional, restrained	222.66	215.54	209.69	200.77	187.11	180.16	194.09	167.80	159.71

Group (2018 IBC/IRC)		Type of Construction								
		IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
I-4	Institutional, day care	194.98	188.36	182.90	175.20	161.40	157.01	175.29	144.58	140.08
M	Mercantile	141.54	136.19	130.80	124.45	114.24	110.73	118.45	98.74	94.83
R-1	Residential, hotels	196.81	190.20	184.74	177.03	162.97	158.58	177.13	146.15	141.65
R-2	Residential, multi-family	165.05	158.44	152.98	145.27	132.00	127.61	145.37	115.18	110.65
R-3	Residential, 1/2 family	154.04	149.85	145.98	142.32	137.11	133.50	139.93	128.29	120.75
R-4	Residential, care/asst. living	194.98	188.36	182.90	175.20	161.40	157.01	175.29	144.58	140.08
S-1	Storage, moderate hazard	106.85	101.54	95.43	91.40	81.50	77.33	87.25	65.57	61.34
S-2	Storage, low hazard	105.85	100.54	95.43	90.40	81.50	76.33	86.25	65.57	60.34
U	Utility, miscellaneous	83.66	79.00	74.06	70.37	63.47	59.32	67.24	50.19	47.80

- a. Private garages use Utility, miscellaneous
- b. Unfinished basements (all use group) = \$22.45 per sq. ft.
- c. N.P. = not permitted

**Table 1-3
Plumbing Permit Fees**

Permit Issuance

- | | |
|----------------------------|---------|
| 1. For issuing each permit | \$28.00 |
|----------------------------|---------|

Unit Fee Schedule (in addition to items 1 above)

- | | |
|---|---------|
| 1. For each plumbing fixture on one trap or a set of fixtures on one trap (including water, drainage piping and backflow protection therefore) | \$10.00 |
| 2. For each building sewer and each trailer park sewer | \$21.00 |
| 3. Rainwater Systems - per drain (inside building) | \$10.00 |
| 4. For each private sewage disposal system | \$55.00 |
| 5. For each water heater and/or vent | \$10.00 |
| 6. For each gas-piping system of one to five outlets | \$ 8.00 |
| 7. For each additional gas-piping system outlet (per outlet) | \$ 3.00 |
| 8. For each industrial waste pretreatment interceptor including its trap and vent, except kitchen-type grease interceptors functioning as fixture traps | \$21.00 |
| 9. For each installation, alteration, or repair of water piping and/or water treating equipment, each | \$10.00 |
| 10. For each repair or alteration of drainage or vent piping, each fixture | \$10.00 |
| 11. For each private landscape irrigation system on any one meter including backflow protection devices therefore. | \$10.00 |
| 12. For each atmospheric-type vacuum breakers not included in item 11: | \$ 2.00 |
| 13. For each backflow protective device other than atmospheric-type vacuum breakers: | \$20.00 |
| 14. For each gray water system | \$55.00 |
| 15. For initial installation and testing for a reclaimed water system (excluding initial test) | \$42.00 |
| 16. For each medical gas piping system serving one to five inlet(s)/outlet(s) for a specific gas | \$69.00 |
| 17. For each additional medical gas inlet(s)/outlet(s) | \$ 8.00 |

Plan Review Fee

A plan review fee equal to 65% of the permit fee shall be charged in addition to the permit fee for all plumbing permits. **Exception:** No plan review fee will be charged for plumbing permits related to residential construction regulated under the International Residential Code.

Table 1-4
Mechanical and Fuel Gas Permit Fees

Permit Issuance

- | | |
|----------------------------|----------|
| 1. For issuing each permit | \$ 34.00 |
|----------------------------|----------|

Unit Fee Schedule (in addition to issuance fee above)

- | | |
|---|----------|
| 2. HVAC units including furnace, RTU, heat pump & split | \$ 22.00 |
| 3. Each appliance vent or diffuser or return without appliance | \$ 11.00 |
| 4. Repair of each appliance & refrigeration unit | \$ 19.00 |
| 5. Each boiler / compressor | \$ 22.00 |
| 6. Each air handler | \$ 16.00 |
| 7. Each VAV box | \$ 16.00 |
| 8. Each evaporative cooler other than portable type | \$ 16.00 |
| 9. Each ventilation fan connected to a single duct | \$ 11.00 |
| 10. Each ventilation system not part of a system under permit | \$ 16.00 |
| 11. Each commercial hood served by mech. exhaust system including the ductwork | \$ 16.00 |
| 12. Each piece of equipment regulated by the mechanical code but not listed in this table (fireplace inserts) | \$ 16.00 |
| 13. Each fuel gas piping system of one to five outlets | \$ 8.00 |
| 14. Each additional fuel gas outlet | \$ 3.00 |
| 15. Propane tank installation | \$ 66.00 |

Plan Review Fee

A plan review fee equal to 65% of the permit fee shall be charged in addition to the permit fee for all mechanical permits. **Exception:** No plan review fee will be charged for mechanical permits related to residential construction regulated under the International Residential Code.

**Table 1-5
Fire System Permit Fees**

Type of Fire Protection System	Fees (includes plan review, testing, and inspection)
Fire Alarm Systems	
New Com./Multi. Fam.	\$472.00 plus \$2.00 per device
Tenant Improvement	\$354.00 plus \$2.00 per device
Residential (1-2 fam. dwellings)	\$190.00 plus \$2.00 per device
Sprinkler supervision/notification only	\$201.00 plus \$2.00 per device
Relocation or addition of up to 5 devices	\$75.00 plus \$2.00 per device
System upgrade/panel replacement	One half the above listed fees for new work.
AES Radio retrofit	\$100.00
Fire Sprinkler Systems	
NFPA 13, 13 R Systems	
1. Each new riser up to 99 heads	\$207.00+4.00/head
2. Each wet riser over 99 heads	\$578.00
3. Each dry riser over 99 heads	\$718.00
4. Each new deluge or pre-action system	\$718.00
5. Each new combination sprinkler/standpipe system including a single riser	\$931.00
6. Sprinkler underground	\$225.00
7. Revision to existing system	\$75.00+3.00/head
8. For each electronic permit for installation/relocation of not more than 10 heads and not involving installation/modification of branch or main piping.	\$75.00
9. High piled stock or rack system	
Add to riser fee	\$371.00
NFPA 13D systems	
1. Per dwelling unit fee	\$298.00
Standpipe Systems	
1. Each new Class 1 system	
Dry system	\$286.00
Wet system	\$409.00
2. Each new Class 2 system	\$495.00
3. Each new Class 3 system	\$495.00
Fire Pumps	\$898.00
Type I Hood Suppression Systems	
1. Pre-engineered	\$234.00
2. Custom engineered	\$409.00
Fixed Pipe Fire Suppression	
1. Pre-engineered	\$248.00
2. Custom engineered	\$569.00

**Table 1-6
Additional Services**

1.	Inspections outside of normal business hours	\$ 75.00/hr ¹
2.	Reinspection fee	\$ 75.00/hr
	Reinspection fees double accumulatively when work requiring reinspection is not corrected prior to request for reinspection. (2 nd reinspection = \$150.00; 3 rd reinspection = 300.00 etc.)	
3.	Expired permit renewal within 1 year of expiration	One-half (50%) of the original permit fee.
4.	Inspections for which no fee is specifically indicated	\$ 75.00/hr
5.	Fire Code Operational Permit Inspection	\$ 75.00/hr
6.	Additional plan review required by changes, additions or revisions to approved plans (per hour - minimum charge one-half hour)	\$ 75.00/hr
7.	Temporary Certificate of Occupancy	\$ 236.00
8.	Certificate of Occupancy for change in use	\$ 75.00/hr
9.	Adult Family Home licensing inspection	\$ 75.00/hr
10.	Investigation fee for work without a permit	100% of the permit fee in addition to the permit fee.
11.	Expedited plan review by third party contract	Actual Cost but not less than 65% of the permit fee.
12.	Incident management and investigation	\$ 75.00/hr ¹
13.	Fire flow test	\$130.00
14.	Appeal of director's decision to BCAB	\$130.00
15.	Street name or street name change	\$ 50.00

¹ A two hour minimum fee will be charged for all additional services involving employee overtime.

Table 1-7
Fire Code Operational and Construction Permit Fees

Operation	Fee
Aerosol Products	\$ 66.00
Amusement Buildings	\$ 66.00
Aviation Facilities	\$130.00
Carnivals and fairs	\$ 66.00
Battery systems	\$130.00
Cellulose nitrate film	\$ 66.00
Combustible dust producing operations	\$ 66.00
Combustible fibers	\$ 66.00
Compressed gases	\$ 66.00
Exception: Vehicles using CG as a fuel for propulsion	
See IFC T. 105.6.9 for permit amounts	
Covered mall buildings - Required for:	\$ 66.00
placement of retail fixtures and displays, concession equipment,	
displays of highly combustible goods and similar items in the mall;	
display of liquid or gas fired equipment in the mall;	
use of open flame or flame producing equipment in the mall.	
Cryogenic fluids	\$ 66.00
Exception: Vehicles using cryogenic fluids as a fuel for propulsion	
or for refrigerating the lading.	
See IFC Table. 105.6.10 for permit amounts	
Dry cleaning plants	\$ 66.00
Exhibits and trade shows	\$ 66.00
Explosives	\$198.00
Fire hydrants and valves	\$ 66.00
Exception: Authorized employees of the water company	
or fire department.	
Flammable and combustible liquids	\$132.00
In accordance with IFC 105.6.16	
Floor finishing	\$ 66.00
In excess of 350 sq. ft. using Class I or Class II liquids	
Fruit and crop ripening	\$ 66.00
Using ethylene gas	
Fumigation and thermal insecticidal fogging	\$ 66.00
Hazardous materials	\$ 66.00
See IFC T. 105.6.20 for permit amounts	
HPM facilities	\$132.00
High piled storage	\$132.00
In excess of 500 sq. ft.	

Table 1-7
Fire Code Operational and Construction Permit Fees - cont.

Hot work operations	\$ 66.00
In accordance with IFC 105.6.23	
Industrial ovens	\$ 66.00
Lumber yards and woodworking plants	\$ 66.00
Liquid or gas fueled vehicles or equipment	\$ 66.00
In assembly buildings	
LP Gas	\$132.00
Exception: 500 gal or less water capacity container serving group R-3 dwelling	
Magnesium working	\$ 66.00
Miscellaneous combustible storage	\$ 66.00
In accordance with IFC 105.6.29	
Open burning	\$ 66.00
Exception: Recreational fires	
Open flames and torches	\$ 66.00
Open flames and candles	\$ 66.00
Organic coatings	\$ 66.00
Places of assembly	\$ 66.00
Private fire hydrants	\$ 66.00
Pyrotechnic special effects material	\$ 66.00
Pyroxylin plastics	\$ 66.00
Refrigeration equipment	\$ 66.00
Regulated under IFC Ch. 6	
Repair garages and motor fuel dispensing facilities	\$ 66.00
Rooftop heliports	\$ 66.00
Spraying or dipping	\$ 66.00
Using materials regulated under IFC Chapter 24	
Storage of scrap tires and tire byproducts	\$ 66.00
Temporary membrane structures, tents and canopies	\$ 66.00
Except as provided in IFC 105.6.43	
Tire re-building plants	\$ 66.00
Waste handling	\$ 66.00
Wood products	\$ 66.00

Required Construction Permits

Automatic fire extinguishing systems	Ref. Table 1-5
Battery systems	\$132.00
Compressed gases except as provided under IFC 105.7.23	Ref. Table 1-3
Cryogenic fluids	\$132.00
Emergency responder radio coverage system	Ref. Table 1-1
Fire alarm and detection systems and related equipment	Ref. Table 1-5
Fire pumps and related equipment	Ref. Table 1-5
Flammable and combustible liquids - in accordance with IFC 105.7.58	\$132.00
Hazardous materials	\$132.00
Industrial ovens regulated under IFC Chapter 30	\$132.00

LP Gas - installation or modification of LP gas system	Ref. Table 1-4
Private fire hydrants - installation or modification of private fire hydrants	Ref. Table 1-5
Solar photovoltaic power systems	Ref. Table 1-1
Spraying or dipping - installation or modification of a spray room, dip tank, or booth	\$132.00
Standpipe system	Ref. Table 1-4
Temporary membrane structures tents and canopies	Included in Op.
Except as provided under IFC 105.7.16	Permit Fee

Any required Fire Code Construction Permit for which a fee is not specifically delineated shall utilize Table 1-1 to calculate the required fee.



Business of the City Council City of Gig Harbor, WA

Subject: Wastewater Treatment Plant
Biosolids Disposal & Transportation – Contract
Authorization

Dept. Origin: Public Works/Wastewater
Treatment Plant

Proposed Council Action: Approve and authorize the Mayor to sign the contract with Olympic Ag, LLC for Beneficial Use of Biosolids, substantially in the form attached for Biosolids Disposal and Transportation from the City of Gig Harbor Wastewater Treatment Plant.

Prepared by: Darrell Winans, Supervisor *DW*
Wastewater Treatment Plant

For Agenda of: May 24, 2021

Exhibits: Contract

Initial &
Date
KK 5-18-21
Concurred by Mayor:
Approved by City Administrator: *PL 05/18/2021*
Approved as to form by City Atty: *ok'd by email 5-17-21*
Approved by Finance Director: _____
Approved by Department Head: _____

Expenditure Required	\$33,075	Amount Budgeted	\$125,000	Appropriation Required	\$0
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INFORMATION/BACKGROUND

With the recent purchase of the self-unloading biosolids trailer, we now have the flexibility of using a new disposal site on the west side of the state in the dry months of the year. Between owning our own trailer and a shorter haul for part of the year, it would be a potential savings to the City. We will continue to use our current sludge disposal site on the east side of the state (Natural Selection Farms) during the wet months of the year when Olympic Ag, LLC cannot apply.

The City of Gig Harbor currently meets the requirements of Class B biosolids. The Department of Ecology supports sending our biosolids to Olympic Ag, LLC as well as Natural Selection Farms.

FISCAL CONSIDERATION

The 2021 City Wastewater Treatment Plant Utilities/Sludge Disposal budget provides sufficient funds for this endeavor.

BOARD OR COMMITTEE RECOMMENDATION

N/A

RECOMMENDATION/MOTION

Approve and authorize the Mayor to sign the contract with Olympic Ag, LLC for Beneficial Use of Biosolids, substantially in the form attached for Biosolids Disposal and Transportation from the City of Gig Harbor Wastewater Treatment Plant.

**AN AGREEMENT BETWEEN THE
CITY OF GIG HARBOR, WASHINGTON, AND
OLYMPIC AG LLC
FOR THE BENEFICIAL USE OF BIOSOLIDS**

This Contract is made and entered into as of the ____ day of ____ 2021, (the “Effective Date”) by and between the City of Gig Harbor, a Washington municipal corporation (the “Generator”), and Olympic Ag LLC (Olympic Ag), a Washington State LLC.

Whereas, the Generator produces sewage sludge in the form of solid biosolids (hereinafter collectively referred to as “biosolids”) as a by-product of its sanitary sewage treatment process at the Gig Harbor Wastewater Treatment Plant, 4216 Harborview Dr., Gig Harbor, Washington, and desires to recycle biosolids from the plant for beneficial use; and

Whereas, Olympic Ag has the ability to perform land application of biosolids in an approved manner at appropriate sites; and

Whereas, Olympic Ag and Generator now wish for Olympic Ag to perform the land application of biosolids tendered by Generator to Olympic Ag in accordance with the terms more fully set forth herein;

Now, therefore, in consideration of the mutual promises and covenants herein contained and for other good and valuable consideration, it is hereby agreed as follows:

1. **Purpose.** Generator and Olympic Ag enter into this Contract to establish terms and conditions for Olympic Ag to receive Generators Biosolids and perform the land application of biosolids produced by Generator and tendered to Olympic Ag.
2. **Generators Obligations.** Generator shall be obligated to perform the following with respect to biosolids currently located at the Generator’s facilities in Gig Harbor Washington, in such quantities as the parties may mutually agree upon:
 - a. City of Gig Harbor shall provide self-unloading semi-trailer for the purpose of transporting class B biosolids generated at the City of Gig Harbor Wastewater Treatment Plant. The City will be responsible for the trailer’s maintenance, including the trailer manufacturer’s recommended preventative maintenance.
 - b. schedule loading of biosolids onto Gig Harbor trucks/trailers or trucks/trailers arranged for or otherwise provided by Olympic Ag, at a time mutually agreeable to Generator and Olympic Ag; provided, that Generator shall make available a loader and operator to load said trucks in a timely and proper fashion;

- c. ensure that the tendered biosolids meet federal, state and local standards governing land application of biosolids as the same currently exist and as they may be modified or altered from time to time, and as set forth herein at Section 3;
 - d. test the tendered biosolids for the parameters set forth in 40 CFR Part 503 for Class B Biosolids in accordance with best available testing procedures and applicable federal, state, and local laws and regulations and provide Olympic Ag all information required by law or that otherwise is necessary for Olympic Ag to use and manage application of the biosolids in a safe, consistent, and reliable manner, including providing to Olympic Ag test results confirming acceptable compliance with all applicable trace metal and pathogen standards as well as confirming percent solids by weight and nitrogen content as expressed by total Kjeldahl nitrogen (TKN).
 - e. pay Olympic Ag service fees as provided in Section 6 below;
 - f. pay all costs, whether in the form of fees, levies, or other charges, charged by any local agency related to the importation, management, disposal, or use of biosolids tendered to Olympic Ag under this Contract. In the event that any such cost or fee is charged to Olympic Ag, Generator agrees to timely pay the same prior to delinquency promptly upon presentation of any invoice therefore submitted to Generator by Olympic Ag; and
 - g. pay such amounts as may be reasonably incurred by Olympic Ag in order for Olympic Ag or Olympic Ag's contractor to efficiently accept and load Generators biosolids, provided that the parties mutually agree upon such costs in advance. The failure to so agree will relieve Olympic Ag of any further obligation to accept biosolids pursuant to this Contract but will not otherwise alter the remaining rights and obligation of the parties hereunder.
3. **Generators Covenants and Warranties.** The Generator warrants that all biosolids tendered to Olympic Ag shall comply with all specified testing standards and results stated herein and all requirements under federal, state and local laws and regulations applicable to the land application of biosolids, as the same currently exist and as they may be modified or altered from time to time.
4. **Olympic Ag's Obligations.** Subject to Section 7 below, Olympic Ag (or Olympic Ag's Contractor) shall:
- a. provide truck/tractor, whether owned or contracted, to pull Generator's trailer (2a, above)
 - i. Olympic Ag or it's contractor shall be responsible for pre-trip inspection.

- ii. Any damage caused by Olympic Ag or it's Contractor will be immediately reported to the City for further evaluation and remedy (such as corrective actions and insurance claims).
 - iii. Olympic Ag or it's Contractor shall carry insurance on 2021 36' Trinity Trailer model T1502 Tri/A Eagle Bridge, Equipment # 3022 and name the City as additional insured for the amount of original purchase price.
 - b. receive biosolids at the Generator's Gig Harbor facilities located at 4216 Harborview Dr., Gig Harbor, Washington, for application and use thereof on agricultural lands in Washington as a nutrient based soil amendment, or other permitted beneficial use, and
 - c. receive biosolids and return trailer in a timely fashion:
 - i. Within the same day unless otherwise arranged with the Generator
 - ii. Trailer pick-up and return hours are generally:

Monday through Friday,

6 am to 3 pm.

Pick up times outside this window will need to be prearranged with the waste water treatment plant and Olympic Ag.
 - d. provide all of the facilities, equipment, and personnel necessary for such work, and perform the application of Generator's biosolids in compliance with all applicable local, state, and federal regulations.
 - e. obtain and maintain all required permits and approvals for its operations and activities under this Contract in accordance with law.
 - f. maintain a current, DOE compliant, Biosolids Spill Plan approved by the Generator.
5. **Olympic Ag's Covenants and Warranties.** Olympic Ag warrants and represents that it has the business, professional, and technical expertise to use and manage the application of biosolids and shall at all times do so in a prudent and workmanlike manner. Furthermore, Olympic Ag warrants and represents that it has the equipment (subject to the terms of paragraph 2(f) above), facility and employee resources required to perform this contract. Such equipment shall, at all times relevant to the performance of services hereunder, be maintained in a good and safe condition fit for use a required.

6. Billing and Payment

- a. **Billing.** Olympic Ag shall provide the Generator, by the thirtieth (30th) day after acceptance of the Generator's Biosolids, a statement in a format that is mutually agreeable to Olympic Ag and the Generator, detailing the number of wet tons/ gallons (as applicable) of biosolids accepted by Olympic Ag. The method of determining tonnage shall be by public or private certified truck scales as may agreeable to both parties. The scale charge for weighing on the truck scales shall be reimbursed to Olympic Ag by the Generator and included on monthly invoices.
- b. **Service Fees.** The Generator shall pay Olympic Ag's service fees as provide herein. Generator shall pay Olympic Ag the sum of \$73.50 per wet ton to receive the Generator's biosolids from the Generator's wastewater treatment plant at Gig Harbor, Washington, for use at a beneficial use land application facility selected by Olympic Ag, in Olympic Ag's sole discretion.

Of this amount, \$44.00 shall on the date of execution be allocated to fuel and transportation related charges and \$29.50 shall on the date of execution be allocated to non-fuel and non-transportation related charges.

These minimum service fees will be adjusted from time to time as set forth herein.

- c. **Loading.** (place holder)
- d. **Price Adjustment for Change in Law.** Olympic Ag may, after notice to Generator increase the minimum service fee by one hundred percent (100%) of Olympic Ag's reasonable actual increased costs of performing its obligations under this Contract due to a change in law. For purposes of this section, a "change in law" includes new laws, regulations, ordinances of general application and modifications of them; new decisions of tribunals, either judicial or administrative, and any modifications of them; or the imposition of any material conditions on the renewal of any permit, license or approval which makes the transportation, storage, land application or other management of biosolids more burdensome financially than under the requirements in effect at the Effective Date; a "change in law" shall include, without limitation, a determination that performance by Olympic Ag of the terms of the Contract requires that Olympic Ag pay prevailing wage rates, as may be required by law; it being a basis of the price terms in this Contract that Olympic Ag is and shall not be required to pay prevailing wage rates. Whether or not a change in law material to this Contract has occurred shall be determined by Olympic Ag, in Olympic Ag's sole discretion. Such increase in service fees may occur only for reasonable costs that are actually incurred, and shall not be allowed for any cost increases that are in any way attributable to activities caused by Olympic Ag or its subcontractors, employees, or agents, or are otherwise within Olympic Ag's control. In the event that the Generator does not approve an increase for a change in

law as provided for herein, then either party may terminate this Contract upon 30 days written notice.

- e. In the event of any material change in the nature of the biosolids subject to this Contract, including but not limited to any deviation from the test parameters set forth above, or in the event of any other change in circumstances that causes an increase in Olympic Ag's cost or the time and equipment required for performance of any part of the work under this Contract, Olympic Ag may propose an equitable adjustment in the service fee, the delivery schedule, or both. If the same shall be acceptable to the Generator, the Contract shall be modified in writing accordingly. If no such change may be agreed upon by the parties, then either party may terminate this Contract upon 30 days written notice.

- 7. **Conditions Precedent.** Obligations of Olympic Ag hereunder are strictly contingent upon Olympic Ag obtaining all applicable and necessary permits, licenses and approvals of any federal, state, and local government or governmental authority.
- 8. **Term of Extension; Adjustment of Fees.** The term of this Contract shall expire on midnight, December 31st, 2025; provided, however, that this term shall be automatically extended for one additional 5 year term, expiring on midnight, December 31st, 2030, unless notice of non-renewal is provided by either party to the other party by not later than November 1, 2025.

The non-fuel-related service fee set forth above shall be adjusted annually on March 1st or prior to the 1st biosolids load of the land application season, beginning one year after the date of execution. Said adjustment shall be dictated by, and directly proportional to, the percentage change in the Consumer Price Index for All Urban Consumers (CPI-U) for all US Cities over the same period of time.

The fuel-and transportation related service fee set forth above shall be adjusted quarterly (as needed), beginning three months after the date of execution and continuing every three months after the date of execution and continuing every three months thereafter. Said adjustment shall be dictated by, and directly proportional to, the percentage change in the data found in the Bureau of Labor Statistics Producer Price Index-Commodities Data for #2 diesel fuel (Series ID: WPU057303), or its successor index, as found at www.bls.gov.

- 9. **Insurance; Waiver of Subrogation.** At all times during the term of this Contract, Olympic Ag shall maintain an insurance policy that insures all aspects of Olympic Ag's operation hereunder, regardless of what insurance the Generator may maintain, and which shall provide limits of liability of not less than \$2,000,000 comprehensive bodily injury and property damage. It is further agreed that certificates of insurance showing all of said coverage and endorsements shall be provided to the Generator, and that the Generator shall be named as an additional insured thereon.

The parties hereby mutually release each other from liability and waive all right of recovery against each other for any loss from perils insured against under their respective insurance contracts, including any extended coverage endorsements thereto, provided, that this paragraph shall be inapplicable to the extent that it would have the effect of invalidating any insurance coverage otherwise available.

10. Termination; Default.

- a. Olympic Ag may terminate this Contract if:
 - i. the Generator fails to make any payment required hereunder within fifteen (15) days after receiving notice of nonpayment from Olympic Ag;
 - ii. the Generator breaches any material representation or warranty set forth herein;
 - iii. the Generator defaults in the performance of any other obligation of the Generator under this Contract and fails to cure such default within thirty (30) days after receiving written notice thereof from Olympic Ag;
 - iv. any applicable law or governmental regulations or other circumstances outside Olympic Ag's control cause the services required of Olympic Ag to be economically unfeasible for Olympic Ag, or Olympic Ag otherwise prohibited from providing the services required of it by the Contract; or
 - v. as provided in Section 6(d) and 6(e) above.
- b. Generator may terminate this Contract if:
 - i. Olympic Ag breaches any material representation or warranty set forth herein;
 - ii. Olympic Ag defaults in the performance of any other material obligation of the Generator under this Contract and fails to cure such default within thirty (30) days after receiving written notice thereof from the Generator;
 - iii. Olympic Ag fails to comply with any federal, state, or local laws, rules, orders or ordinances, or regulations that pertain to the transportation or use of biosolids and fails to cure such non-compliance within thirty (30) days after receiving written notice from the appropriate agency or court; or
 - iv. as provide in Section 6(s) and 6(e) above.

11. **Non-conforming Biosolids.** Olympic Ag shall be entitled to inspect and analyze each load of biosolids tendered by the Generator. Olympic Ag's right to verify Generator's biosolids testing under this section is entirely discretionary and imposes no duty on Olympic Ag. Generator bears sole responsibility under this Contract for tendering only biosolids that conform to the warranty standards set forth in Section 3 above. If Olympic Ag tests Generator's biosolids and the biosolids are found to be non-conforming, Generator shall pay Olympic Ag's commercially reasonable costs incurred in the testing. If Olympic Ag determines that the biosolids do not conform to the warranty standards set forth in Section 3 above, it may reject the biosolids by notifying the Generator in writing, with documented test results. Timely removal (if necessary) and disposal of biosolids rejected according to these warranty standards shall be at the Generator's sole cost and responsibility; provide that if Olympic Ag rejects biosolids as non-conforming, Olympic Ag reserves the right to transport the biosolids to a disposal site or to return the biosolids to the Generator's site, and to collect from the Generator any commercially reasonable expenses or damages incurred thereby, including but not limited to transport, storage or disposal costs.

12. **Indemnification.**

- a. Olympic Ag agrees to defend, indemnify and hold Generator harmless from and against:
 - i. any and all claims, demands, causes of action, damages, liabilities, losses, expenses, penalties and costs of defense relative thereto, including legal fees, ("Losses") caused by or resulting from Olympic Ag's breach of this Contract; and
 - ii. any and all Losses caused by or resulting from Olympic Ag's intentional or negligent act or omission in the performance of its duties as described in this Contract.
- b. Generator agrees to defend, indemnify and hold Olympic Ag harmless from and against:
 - i. any and all Losses caused by or resulting from Generator's breach of this Contract (specifically including any breach of Generator's obligation to tender only biosolids that conform to the warranty standards set forth above); and
 - ii. any and all Losses caused by or resulting from Generator's intentional or negligent act or omission in the performance of its duties as described in this Contract.

Notwithstanding any other provision herein, the obligations created by this section shall survive any termination of this Contract.

13. **Safety Standards and Instruction.** Olympic Ag shall provide adequate training of its personnel involved in management of biosolids. Olympic Ag shall inform its personnel that sewage treatment plants process sanitary and industrial waste that any workers involved in biosolids management may be exposed to pathogens, and that such workers shall follow proper hygiene and workplace safety practices.
14. **Compliance with Laws.** The Generator and Olympic Ag shall each fully comply with all applicable laws, ordinances, decisions, orders, rules or regulations of any government or governmental agency pertaining to its handling, storage, transportation, treatment, use or management of the biosolids.
15. **Disputes, Governing Law, Venue.** This Contract shall be governed by and construed in accordance with the laws of the State of Washington. If litigation arises concerning the interpretation of any of the terms of this Contract, venue for such litigation shall be in the Superior Court of the State of Washington in Pierce County. The prevailing party in any legal action brought to enforce this Contract shall be entitled to reasonable attorney's fees incurred therein.
16. **Savings.** If any part of this Contract is declared to be invalid or unenforceable, the rest of the Contract shall remain binding, unless such invalidity or unenforceability destroys the purpose and intent of this Contract.
17. **Independent Contractor, No Partnership.** Each party hereto is and shall perform this Contract as an independent contractor, and as such, shall have and maintain complete control over all of its employees, agents, and operations. Neither party nor anyone employed by it shall be, represent, act, purport to act or be deemed to be the agent, representative, employee, partner or servant of the other party.
18. **Force Majeure.** Should either party be prevented wholly or in part from performing its respective obligations under this Contract by a cause reasonably outside of and beyond the control of the party affected thereby, including but not limited to war, government regulation, strike, lockout, accidents, storms, earthquake, fire, acts of God or public enemy or any similar cause beyond the control of the parties, then such party shall be excused hereunder during the time and to the extent that the performance of such obligations are so prevented, and such party shall have no liability whatsoever for any damages, consequential or otherwise, resulting therefrom.
19. **Non-Waiver.** Either party's failure to strictly enforce its rights under any provision of this Contract shall not be construed to be a waiver of that provision. No waiver of any breach of this Contract shall be held to be a waiver of any other breach.

20. **Assignment.** This Contract shall not be assignable by either party without the written consent of the other, which shall not be unreasonably withheld.

21. **Notices.** All notices required under this Contract shall be personally delivered or mailed by certified or registered mail, postage prepaid as follows:

If to the Generator, address to:

Mr. Darrell Winans
Wastewater Treatment Plant Supervisor
4216 Harborview Dr.
Gig Harbor, WA 98335

If to Olympic Ag, addressed to:

Olympic Ag LLC
45 La Verne Rd
Montesano, WA 98563

Or to such other address as any party shall specify by written notice so given. Notices shall be deemed to have been given and received as of the date so delivered or three (3) business days after being deposited in the U.S. Mail.

22. **Equal Employment Opportunity Requirements.** Olympic Ag will not discriminate against any employee or applicant for employment because of creed, color, race, sex, age, national origin, or the presence of any sensory, mental or physical handicap unless based on a bona fide occupational qualification.

23. **No Third Party Beneficiary.** This Contract is entered into solely for the benefit of the parties hereto. This Contract shall confer no benefits, direct or indirect, on any third persons, including employees of the parties. No person or entity other than the parties themselves may rely upon or enforce any provisions of this Contract.

24. **Parties and Successors.** Subject to the limitations on assignment provided in this Contract, this Contract shall inure to the benefit of, and be binding upon the parties, their successors and assigns.

25. **Counterparts/ Facsimile.** This Contract may be executed simultaneously or in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement. Facsimile transmissions of any signed original document, and re-transmissions of any signed facsimile transmissions, shall be the same as deliver of any original.

26. **Entire Contract, Amendment.** This Contract constitutes the entire agreement between the parties concerning the subject matter hereof and supersedes any and all other communications, representations, proposals, understandings or agreements, either written or oral, between the parties with respect to such subject matter. This Contract may not be modified or amended, in whole or in part, except by a writing signed by both parties.

IN WITNESS WHEREOF, the parties have executed this Contract as of the date first above written.

OLYMPIC AG LLC
A Washington State LLC

By: 

Sara Rux,

Program Manager

CITY OF GIG HARBOR
A Washington municipal corporation

By: _____

Name: _____

Title: _____



Business of the City Council City of Gig Harbor, WA

Subject: Gig Harbor Canoe and Kayak Race Team Lease at Ancich Park – Second Amendment

Proposed Council Action: Approve and authorize the Mayor to execute the Second Amendment to the Ancich Park Lease and Agreement for Services with the Gig Harbor Canoe and Kayak Race Team.

Dept. Origin: Public Works

Prepared by: Jeff Langhelm, PE
Public Works Director

For Agenda of: May 24, 2021

Exhibits: Second Amendment

Initial &
Date

Concurred by Mayor:

Approved by City Administrator:

Approved as to form by City Atty:

Approved by Finance Director:

Approved by Department Head:

KK 5-18-21
AL 05/18/2021
via email: 5/17/21

via email: 5/17/21

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

The City and Gig Harbor Canoe and Kayak Race Team (Team) have been engaged in discussions since 2017 to coordinate the construction of the human-powered watercraft floats at Ancich Park, now known as the Community Paddler's Dock (Dock). As part of the Agreement the Team agreed to attempt to fund raise \$500,000 towards the \$1.2 million project costs of Dock. Subsequently, the Team donated \$60,421.86 towards the project costs between 2018 and February 2020.

In early 2020 the City intended on pursuing the design and construction of the Dock with a goal of completing the Dock in 2020. By March 2020 the first lease amendment was adopted that established fundraising obligations of the Team and the mandatory milestones for the donations whereby the Team would donate no less than \$500,000 towards the \$1.4 million project costs estimated in 2020.

In August 2020 a change in the layout for Dock was adopted by the City due to the City subleasing a portion of an existing private aquatic lease. This change in the layout for the Dock provided less view blockage of Gig Harbor bay from the shoreline and lowered project costs for the Dock. Prior to the design consultant providing an initial cost estimate for the revised scope the City Council adopted the 2021 budget to fully fund the Dock without additional donations from GHCKRT based on an anticipated project cost of \$400,000. However, the Dock is now at final design and the project cost is estimated at \$730,000 and the City is considering alternatives to provide additional funding for the Project.

The proposed second amendment to the Ancich Park Lease and Agreement for Services provides for the City and Team to work together to fund the Dock by adjusting the terms of the existing lease for the new donation amount to be not less than \$100,000, not including any previous donations provided from the Team. The second amendment was presented to Council at the May 10 meeting where Council directed Staff to revise the second amendment to terminate the lease on or before June 30, 2026 and remove future extensions without mutual agreement. Additional revisions were required as a result of Council's motion on May 10 that necessitate further approval of the Amendment by council.

FISCAL CONSIDERATION

The proposed second amendment will reallocate funding for the Community Paddler's Dock by reducing the City's obligation by at least \$100,000.

BOARD OR COMMITTEE RECOMMENDATION

This second amendment has not been presented to a board or committee for their review.

RECOMMENDATION/MOTION

Approve and authorize the Mayor to execute the Second Amendment to the Ancich Park Lease and Agreement for Services with the Gig Harbor Canoe and Kayak Race Team.

**SECOND AMENDMENT
TO
AGREEMENT FOR SERVICES BETWEEN
THE CITY OF GIG HARBOR AND
GIG HARBOR CANOE/KAYAK RACING TEAM**

THIS SECOND AMENDMENT is made to that certain Agreement for Services dated December 18, 2017 (the "Agreement") by and between the City of Gig Harbor, a Washington municipal corporation (hereafter the "City"), and Gig Harbor Canoe/Kayak Racing Team (hereafter "GHCKRT") a Washington nonprofit.

RECITALS

WHEREAS, the Parties have been engaged in discussions since 2017 to coordinate the construction of the human-powered watercraft floats at Ancich (the "Project"); and

WHEREAS, as part of the Agreement the GHCKRT agreed to attempt to fund raise \$500,000 towards the \$1.2 million project costs of such floats estimated in 2018; and

WHEREAS, between 2018 and February 2020, GHCKRT donated \$60,421.86 towards the project costs; and

WHEREAS, in March 2020 the Parties desired to formally include within this lease agreement the fundraising obligations of the GHCKRT and the mandatory milestones for such donations as part of first lease amendment; and

WHEREAS, when the first lease amendment was adopted in March 2020 the City intended on pursuing the Project with a goal of completion in 2020 and proceeded with the understanding that GHCKRT would donate no less than \$500,000 towards the \$1.4 million project costs estimated in 2020 ; and

WHEREAS, the first amendment was executed along with a Memorandum of Understanding of Funding Obligation (UFO); however, the project has evolved since the UFO was executed and the proposed second amendment no longer requires the UFO; and

WHEREAS, the City revised the scope of the Project in August 2020 due to the City subleasing a portion of an existing private aquatic lease, provided less view blockage of Gig Harbor bay from the shoreline, and lowered project costs; and

WHEREAS, prior to the design consultant providing an initial cost estimate for

the revised scope the City Council adopted the 2021 budget to fully fund the Project without additional donations from GHCKRT based on an anticipated project cost of \$400,000; and

WHEREAS, the Project is at final design and the project cost is estimated at \$730,000 so the City is considering alternatives to provide additional funding for the Project; and

WHEREAS, the City and GHCKRT agrees to work together to fund the Project by adjusting the terms of the existing lease for the new donation amount being requested by the City to be not less than \$100,000, not including any previous donations provided from GHCKRT to the City for this project; and

WHEREAS, due to the donation amount requested by the City being reduced well below the previously anticipated amount, the City is adjusting the initial term of the lease and removing future extensions for the lease without mutual agreement.

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed by and between the parties in this Amendment as follows:

1. **Rent Adjustments.** Section 3.2 of the Agreement is amended to read as follows:

Rental Adjustments. Beginning January 1, 2019, the base rent under this Agreement shall increase or decrease annually in an amount equal to the increase or decrease in the CPI for the Seattle-Tacoma-Bellevue area for the June-to-June time period for the prior year, if any.

2. **Rent Credit.** Section 3.3 of the Agreement shall be deleted and replaced with the following:

GHCKRT agrees to undertake a Capital Campaign no later than 2021 with the goal of raising funds towards the development and construction of a public low-profile float system at the Property. The City agrees that GHCKRT shall have a credit against any current and future rent or other monies owed by GHCKRT under this Lease and any extensions in the same amount as any and all funds donated to the City by GHCKRT for the Project or for design, permitting, or construction of watercraft storage racks to be used by the public installed in the public portion of the Ancich Waterfront Park Boat Storage Building. In no case will any credit be in excess of actual monies owed under this lease or any extensions.

3. **Extensions and Conditions.** Section 4.1 of the Agreement shall be deleted and replaced with the following:

4.1 Initial Term and Renewal. The initial term of this lease shall be from June 28, 2019 until June 30, 2021. Thereafter there shall be a five (5) year

Renewal Term commencing on July 1, 2021, and expiring on June 30, 2026, unless terminated sooner pursuant to the terms and conditions of this lease.

The Parties agree that the term and extensions for this Lease will be controlled by the following terms:

i. GHCKRT shall provide an initial donation of \$50,000 to the City on or before October 1, 2021. Failure to timely make the initial donation shall result in the Renewal Term being terminated on July 1, 2023.

ii. GHCKRT shall provide a second donation of \$50,000 to the City on or before June 30, 2023. Failure to timely make the second donation shall result in the Renewal Term being terminated on July 1, 2025.

iii. Donations may be made on a rolling basis, no more often than every 90 days, as long as the cumulative total of all donations within the relevant period meet or exceed the required installment amounts.

4. **Extensions and Conditions.** Section 4.2 of the Agreement shall be deleted in its entirety.

EXCEPT AS EXPRESSLY MODIFIED BY THIS AMENDMENT, ALL TERMS AND CONDITIONS OF THE AGREEMENT AND SUBSEQUENT AMENDMENT SHALL REMAIN IN FULL FORCE AND EFFECT.

IN WITNESS WHEREOF, the parties have executed this Amendment on this _____ day of _____, 2021.

GIG HARBOR CANOE/KAYAK
RACE TEAM

CITY OF GIG HARBOR

By: _____
Signature

By: _____
Mayor Kit Kuhn

Printed

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney



Business of the City Council City of Gig Harbor, WA

Subject: Ancich Mitigation Monitoring –
Professional Services Contract Amendment
No. 3/Davido Consulting Group

Proposed Council Action: Approve and authorize the Mayor to execute Amendment No. 3 to the Professional Services Contract with Davido Consulting Group, Inc. in an amount not to exceed \$6,500.00.

Dept. Origin: Public Works

Prepared by: Jeff Langhelm, PE
Public Works Director

For Agenda of: May 24, 2021

Exhibits: Professional Services Contract
Amendment No. 3

Concurred by Mayor:	Initial & Date <i>KK 5-18-21</i>
Approved by City Administrator:	<i>PL 05/17/2021</i>
Approved as to form by City Atty:	email 5-11-21
Approved by Finance Director:	
Approved by Public Works Dir.:	<i>AK 5/13/21</i>

Expenditure Required	\$6,500	Amount Budgeted	\$0	Appropriation Required	\$0
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INFORMATION/BACKGROUND

The purpose of this work is to verify the mitigation plantings at Ancich Park are establishing adequately enough to meet the requirements of the issued Army Corps permits. The permits require that we survey plant establishment in the first, second, third, and fifth years after construction. The monitoring itself is rather rigorous including transect based surveys, individual plant counts, and thorough report.

Davido Consulting Group was brought on board in 2019 to start the work for Year 1. Their field work and reporting in 2019 was completed and submitted to the City. Their findings indicated that plant establishment was not meeting permit requirements at that time. The findings were submitted to the Army Corps which stated that we would continue monitoring. In Year 2, we found the plantings to be better established than the previous year and submitted to the Army Corps.

To continue to meet the monitoring requirements, we are making whatever efforts available by maintenance staff to assist the plants in establishing themselves. This scope of work is for Year 3 (2021) monitoring. This includes an emailed submittal of the report and cover letter to the USACE, with optional coordination with the Army Corps after submittal of the report.

FISCAL CONSIDERATION

This work was not included in the City's 2021 Budget Parks Development budget, but sufficient funds are available to cover the cost in the Parks Operating Professional Services budget.

BOARD OR COMMITTEE RECOMMENDATION

None

RECOMMENDATION/MOTION

Approve and authorize the Mayor to execute Amendment No. 3 to the Professional Services Contract with Davido Consulting Group, Inc. in an amount not to exceed \$6,500.00.

**THIRD AMENDMENT
TO
PROFESSIONAL SERVICES CONTRACT
BETWEEN THE CITY OF GIG HARBOR AND
DAVIDO CONSULTING GROUP**

THIS THIRD AMENDMENT is made to that certain Professional Services Contract dated September 6, 2019 (the "Agreement"), as amended (the "Agreement") December 19, 2020, as amended again July 16, 2020, by and between the City of Gig Harbor, a Washington municipal corporation (hereafter the "City"), and Davido Consulting Group, a Washington corporation organized under the laws of the State of Washington (hereafter the "Consultant").

RECITALS

WHEREAS, the City is presently engaged in completing the Ancich Park Conceptual Monitoring and Contingency Plan per the USACE permit NWS-2016-733 Project and desires to extend consultation services in connection with the project; and

WHEREAS, section 17 of the Agreement requires the parties to execute an amendment to the Agreement in order to modify the scope of work to be performed by the Consultant and to amend the amount of compensation paid by the City;

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed by and between the parties in this Amendment as follows:

1. Scope of Work. Section 1 of the Agreement is amended to add the work as shown in **Exhibit A**, attached to this Amendment and incorporated herein.

2. Payment. Section 2(A) of the Agreement is amended to increase compensation to the Consultant for the work to be performed as described in **Exhibit A** in an amount not to exceed Six Thousand Five Hundred Dollars and Zero Cents (\$6,500.00), as shown in **Exhibit A**, attached to this Amendment and incorporated herein.

3. Duration of Work. Section 3 of the Agreement is amended to extend the duration of this Agreement to December 31, 2021.

[Remainder of page intentionally left blank.]

EXCEPT AS EXPRESSLY MODIFIED BY THIS AMENDMENT, ALL TERMS AND CONDITIONS OF THE AGREEMENT SHALL REMAIN IN FULL FORCE AND EFFECT.

IN WITNESS WHEREOF, the parties have executed this Amendment on this _____ day of _____, 20__.

CONSULTANT

CITY OF GIG HARBOR

By: _____
Its Principal

By: _____
Kit Kuhn, Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney



March 3, 2021

City of Gig Harbor
3589 Harborview Dr
Gig Harbor, WA 98332
Attn: Jeff Langhelm

Re: Proposal for Environmental Services
Conceptual Monitoring and Contingency Plan at Ancich Park – Amendment 03

Dear Jeff Langhelm,

David Consulting Group, Inc. (DCG) is pleased to submit a proposal for the project noted above. In this proposal, we have summarized the project understanding, DCG's scope of work, deliverables, assumptions, schedule, and fees.

Project Understanding

DCG is proposing to assist the City of Gig Harbor (City) with their annual mitigation monitoring, per the conditions set forth in the U.S. Army Corps of Engineers (USACE) Permit NWS-2016-733. Following the updates, DCG will submit the document to the USACE and provide optional coordination with the USACE should the City request it.

Scope of Work

Task 1 – Year 3 Conceptual Monitoring and Contingency Plan

Per the conditions set forth in Army Corps Permit NWS-2016-733, the Ancich Park mitigation will be monitored for 5 years starting in the first summer following construction. This scope of work is for Year 3 (2021) monitoring. Please note, Year 4 (2022) does not require monitoring. Additionally, this report will include a report cover letter that states the City will continue to conduct annual reporting absent of clear direction from the USACE. This task includes an emailed submittal of the report and cover letter to the USACE. Monitoring tasks are further described in the attached mitigation documents (Attachment 3 Sections 5.3 and 5.4 and Attachment 4 Section 8).

Task 2 – Coordination with the USACE After Submittal (Optional)

Following submittal of the report to the USACE, the City may request that DCG coordinate with the future USACE project manager. DCG efforts may include in-person meetings, email correspondence, telephone communications, and coordination efforts with the City. As the amount of effort in this task is highly dependent on the individual project manager, it will be billed on an hourly basis at the rates specified (Attachment 1). This task will end once the USACE declares what deliverable(s)/outcome(s) they would like produced.

Seattle
9706 4th Ave NE, Suite 300
Seattle, WA 98115
tel 206.523.0024

Mount Vernon
2210 Riverside Dr, Suite 110
Mount Vernon, WA 98273
tel 360.899.1110

Federal Way
31620 23rd Ave S, Suite 307
Federal Way, WA 98003
tel 253.237.7770

Whidbey Island
1796 E Main St, Suite 105
Freeland, WA 98249
tel 360.331.4131

Conceptual Monitoring and Contingency Plan at Ancich Park
March 3, 2021

Deliverables

DCG will submit the following Deliverables:

DESCRIPTION	COPIES*	DESCRIPTION/SIZE/FORMAT
Task 1 – Conceptual Monitoring and Contingency Plan Updates		
Year 3 Annual Monitoring Report with Cover Letter DRAFT	As Required	PDF, color, 8 ½"x11"
Year 3 Annual Monitoring Report with Cover Letter FINAL	As Required	PDF, color, 8 ½"x11"

*Note: DCG has provided a budget for expenses including printing/copying costs. If the Client requests printing/copying resulting in costs higher than the budget amount, then additional expenses will apply at the rates shown on the attached 2019 DCG In-House Photocopy Rates (Attachment 2).

Scope Exclusions/Assumptions

The following assumptions apply to this proposal:

1. DCG will submit the reports to the USACE, via email, and address all agency comments/questions only if requested by the City.
2. Monitoring will occur yearly for 5 years, but this Scope and Fee is valid only for 2021.
3. This scope of work includes one round of City revisions to the report and zero revisions from the USACE.

Schedule

Per the conditions set forth in Army Corps Permit NWS-2016-733, monitoring shall occur in late summer with report submittal to the USACE in December of that year. Year 3 monitoring will take place around Late-August/September 2021. We will complete the Task 1 deliverables 6 weeks after the site visits and Task 2 will be completed following the City's review and submittal to the USACE.

Payment

The cost of work for services described below shall be on an hourly service basis. Invoices will be submitted monthly and shall be due within 30 days of the invoice date. Accounts past due 30 days or more are subject to finance charges of 1.5% per month. Estimated fees are summarized below and detailed within Attachment 1.

1. Year 3 Monitoring.....	\$5,000
2. Coordination with the USACE After Submittal (Optional).....	\$1,250
Expenses	\$250
Total Fee	\$6,500

Additional Services

The work noted in the above tasks is for a one-time performance only. Additional work to be reimbursed on an hourly basis at the rates specified in the 2021 Hourly Rates Summary (Attachment 1) for Year 3. Additional services shall not be performed without prior Client authorization.

Conclusion

If our proposal is satisfactory, please sign and return one copy of this proposal to us. We appreciate the opportunity and look forward to working with you towards the successful completion of the project. Please do not hesitate to contact us if you have any questions.

Conceptual Monitoring and Contingency Plan at Ancich Park
March 3, 2021

Sincerely,

Davido Consulting Group, Inc.

Erik Davido, PE
Principal | Civil Engineering

Authorization to proceed:

Jeff Langhelm

Name/Title

Signature

Date

Client Billing Address:

3510 Grandview Street

Address

Gig Harbor WA 98335

City State ZIP

Attachments: Attachment 1 – 2021 Hourly Rates Summary
Attachment 2 – 2021 In-House Photocopy Rates
Attachment 3 – Critical Area Study
Attachment 4 – Mitigation Plan



Attachment 1 – 2021 Hourly Rates Summary

Seattle
9706 4th Ave NE, Suite 300
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Mount Vernon
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Mount Vernon, WA 98273
tel 360.899.1110

Federal Way
31620 23rd Ave S, Suite 307
Federal Way, WA 98003
tel 253.237.7770

Whidbey Island
1796 E Main St, Suite 105
Freeland, WA 98249
tel 360.331.4131

Date: 5/14/2021



DAVIDO CONSULTING GROUP, INC.
PROFESSIONAL ENGINEERING SERVICES ESTIMATE

Project: Ancich Park Mitigation Monitoring
Client: City of Gig Harbor
DCG PM: Steve Robert, PE

Mitigation Monitoring Year 3-Attachment 1

DCG LABOR CATEGORIES

Task No.	Task Description	Principal Engineer	Engineer V	Engineer III -	Env Scientist	Total Hours	Sub total
1	Monitoring and contingency plan at Ancich Park- Am 3						
	Year 3 conceptual monitoring and Contingency plan		8		37.6	45.6	\$5,000
	Coordination with USACE after submittal		2		9.4	11.4	\$1,250

TOTAL ESTIMATED HOURS BY LABOR CATEGORY 0 10 0 47 57

HOURLY RATE \$206.00 \$155.00 \$117.00 \$100.00

TOTAL ESTIMATED CHARGES BY LABOR CATEGORY \$0 \$1,550 \$0 \$4,700 \$6,250

Subtotal: **\$6,250**

DCG Expenses: \$250

TOTAL ESTIMATED MAXIMUM FEES: **\$6,500**



Davido Consulting Group, Inc.
2021 Hourly Billing Rates
Effective: 1/1/2021

Position	Rate
Principal Engineer/President	\$262
Principal Engineer	\$251
Engineer VI	\$186
Engineer Tech VII	\$158
Engineer V	\$154
Engineer Tech VI	\$147
Engineer IV	\$146
Engineer III	\$132
Engineer Tech V	\$113
Engineer Tech IV	\$108
Engineer II	\$106
Environmental Scientist	\$106
Project Coordinator	\$98
Engineer I	\$95
Engineer Tech III	\$89
Engineer Tech II	\$85
Administrative Assistant	\$82
Engineer Tech I	\$74

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Federal Way, WA 98003
tel 206.523.0024

Whidbey Island
1796 E Main St, Suite 105
Freeland, WA 98249
tel 360.331.4131



Attachment 2 – 2021 In-House Photocopy Rates

Seattle
9706 4th Ave NE, Suite 300
Seattle, WA 98115
tel 206.523.0024

Mount Vernon
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Mount Vernon, WA 98273
tel 360.899.1110

Federal Way
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Federal Way, WA 98003
tel 253.237.7770

Whidbey Island
1796 E Main St, Suite 105
Freeland, WA 98249
tel 360.331.4131



Davido Consulting Group, Inc.
2021 In-House Photocopy Rates
Effective: 1/1/2021

Description	Rate
Photocopies - In House B&W 8.5x11	\$0.18 per page
Photocopies - In-House B&W 11x17	\$0.38 per page
Photocopies - In-House B&W 22x34	\$1.47 per page
Photocopies - In-House B&W 24x36	\$1.70 per page
Photocopies - In-House B&W 30x42	\$2.48 per page
Photocopies - In-House B&W 36x48	\$2.72 per page
Photocopies - In House Color 8.5x11	\$0.74 per page
Photocopies - In-House Color 11x17	\$1.51 per page
Photocopies - In-House Color 22x34	\$5.90 per page
Photocopies - In-House Color 24x36	\$7.44 per page
Photocopies - In-House Color 30x42	\$10.67 per page
Photocopies - In-House Color 36x48	\$10.78 per page
Photocopies - In-House Digital Mylar 22x34	\$26.25 per page
Photocopies - In-House Digital Mylar 24x36	\$31.50 per page



Business of the City Council City of Gig Harbor, WA

Subject: Resolution 1209 – Adopting the Ancich Homeport Feasibility Study

Proposed Council Action: Approve Resolution 1209.

Dept. Origin: Public Works

Prepared by: Jeff Langhelm, PE
Public Works Director

For Agenda of: May 24, 2021

Exhibits: Resolution 1209

Concurred by Mayor:

Approved by City Administrator:

Approved as to form by City Atty:

Approved by Finance Director:

Approved by Department Head:

Initial &
Date

KK 5-18-21

RL 05/18/2021

Signed in Email

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

In 2013, the City passed Resolution 949 to capture the visioning process for Ancich Waterfront Park (Park) that continues to guide the development of the site, even with the Park uplands now open to the public. Previous work at the Park has created collaborative and compatible uses within the community, preserved the historic netshed and views of the open waters of Gig Harbor bay as well as provided boat storage opportunities and public access to the water and shoreline. Two over-arching goals of Resolution 949 that remain to be completed include providing moorage for commercial fishing vessels and water access from a dock dedicated for small, human-powered watercraft.

In 2019 the City gathered Ancich Park stakeholder representatives, including commercial fishing operators, neighbors, the Gig Harbor Canoe and Kayak Race Team, and the general public, for discussions on how to best layout the size and configuration of the commercial fishing homeport moorage dock (Homeport). When considering the impacts to all user groups most stakeholders supported a compromise to implement the Homeport; however, the City agreed to have an independent consultant collect additional data to establish an independent conclusion.

Subsequently, in early 2020 the City selected Davido Consulting Group (DCG) to work with local commercial fishing operators, adjacent property owners, and park stakeholders to review and assess a variety of alternative layouts for a future commercial fishing homeport dock located at the City's Ancich Waterfront Park. The resulting Feasibility Study for the Commercial Fishing Homeport (Study) provided a preferred homeport dock alternative based on moorage needs of local commercial fishing operators, site opportunities, and site constraints. Specifically, DCGs Study included community

outreach including interviews with local commercial fisherman and park neighbors, an economic analysis, a parking analysis, and a transportation analysis.

The Study concluded that Homeport dock Alternative E is the recommended dock layout and Resolution 1209 recommends the City Council adopt the Study's conclusion.

FISCAL CONSIDERATION

The recommended Alternative E is estimated to have the least expensive design and construction costs of all alternatives considered and can expand and adjust moorage layouts by allowing future options for moorage as commercial fishing vessels change dimensions and layouts.

BOARD OR COMMITTEE RECOMMENDATION

None.

RECOMMENDATION/MOTION

Approve Resolution 1209.

RESOLUTION NO. 1209

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, ADOPTING THE CONCLUSION FROM THE INDEPENDENT 2020 FEASIBILITY STUDY FOR THE COMMERCIAL FISHING HOMEPORT AT ANCICH WATERFRONT PARK.

WHEREAS, in 2013, the City passed Resolution 949 to capture the visioning process for Ancich Waterfront Park (Park) and continues to guide the development of the site, even with the Park uplands now open to the public; and

WHEREAS, previous work at the Park has created collaborative and compatible uses within the community, preserved the historic netshed and views of the open waters of Gig Harbor bay, as well as provided boat storage opportunities and public access to the water and shoreline; and

WHEREAS, two over-arching goals of Resolution 949 that remain to be completed include providing a dock for moorage for commercial fishing vessels and water access from a dock dedicated for small, human-powered watercraft; and

WHEREAS, while design and permitting for the human-powered watercraft dock is well underway, the size and configuration of a commercial fishing homeport dock (Homeport) has yet to be established; and

WHEREAS, in 2019 the City gathered Ancich Park stakeholder representatives, including commercial fishing operators, neighbors, the Gig Harbor Canoe and Kayak Race Team, and the general public, for discussions on how to best implement the Homeport; and

WHEREAS, when considering the impacts to all user groups most stakeholders supported a compromise to implement the Homeport; however, the City agreed to have an independent consultant collect additional data to establish an independent conclusion on how to best implement the Homeport; and

WHEREAS, subsequently, in 2020 the City, and Davido Consulting Group (DCG) worked with local fishermen, adjacent property owners, and other Homeport parties to develop and consider commercial fishing moorage needs, impacts, benefits, and various dock layout alternatives that were considered as part of the City's Commercial Fishing Homeport Feasibility Study (Study); and

WHEREAS, the site is intended to provide a connection between land and water for a variety and size of watercraft and user abilities, therefore the primary concern and focus is to provide the safest facility for these users that are sharing the water; and

WHEREAS, the purpose of the Study was to provide economic analysis and community opinions for the layout of the proposed Homeport dock based on current and future demand, including project feasibility relative to proportionate impacts while considering potential mitigation and safety improvements; and

WHEREAS, throughout the study, DCG interviewed members of the local fishing fleet and Park neighbors, held meetings with City Council, evaluated decision criteria for the Homeport, and developed a discussion of possible traffic and parking impacts the Homeport would have on the neighborhood; and

WHEREAS, the Study also included economic information that quantified the direct costs and revenues the Homeport would have for the City; and

WHEREAS, the Study summarized those findings in a concise manner, provided the methodology of our evaluation of the community's comments, recorded stakeholder input, and delivered accurate cost estimates and revenues for each dock alternative; and

WHEREAS, permitting agencies at all levels have expressed support for the alternative with the least amount of overwater coverage and requiring the least amount of mitigation while minimizing the potential for conflicts with maneuvering vessels as outlined in Alternative E; and

WHEREAS, the City recognizes the existing available moorage for commercial fishing vessels in Gig Harbor remains unfilled, therefore the assumed demand may not exist; and

WHEREAS, the existing private commercial fishing docks in Gig Harbor continue to be redeveloped and the City may unwittingly be encouraging the sale of existing private commercial fishing docks, which may as a result not increase the moorage opportunities in Gig Harbor for commercial fishing vessels; and

WHEREAS, Alternative E provides the ability to moor up to 13 vessels with rafting at a capital cost of mooring only 8 vessels; and

WHEREAS, Alternative E provides future flexibility to expand and adjust moorage layouts by allowing moorage options as commercial fishing vessels change dimensions and layouts; and

WHEREAS, Alternative E with rafting requires the least amount of maneuvering area and would only take about 40% of the open water in front of the Park below extreme low tide; and

WHEREAS, the Alternative E maneuvering area minimizes the potential for conflicts between commercial fishing vessels and human-powered watercraft users of the Park while maximizing safety for all users; and

WHEREAS, the Study concluded the Homeport layout Alternative E is the recommended layout because of the relatively high conformance to the historic working waterfront, the low net cost, the limited impact to traffic and parking, high moorage capacity, the minimal mitigation impacts, and the high benefit of on-water safety; and

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

Section 1.

The City accepts and adopts Davido Consulting Group's conclusion of the Commercial Fishing Homeport Feasibility Study for the City of Gig Harbor, dated September 2020 and the recommended Alternative E conceptual layout as attached.

RESOLVED this ____ day of _____, 2021.

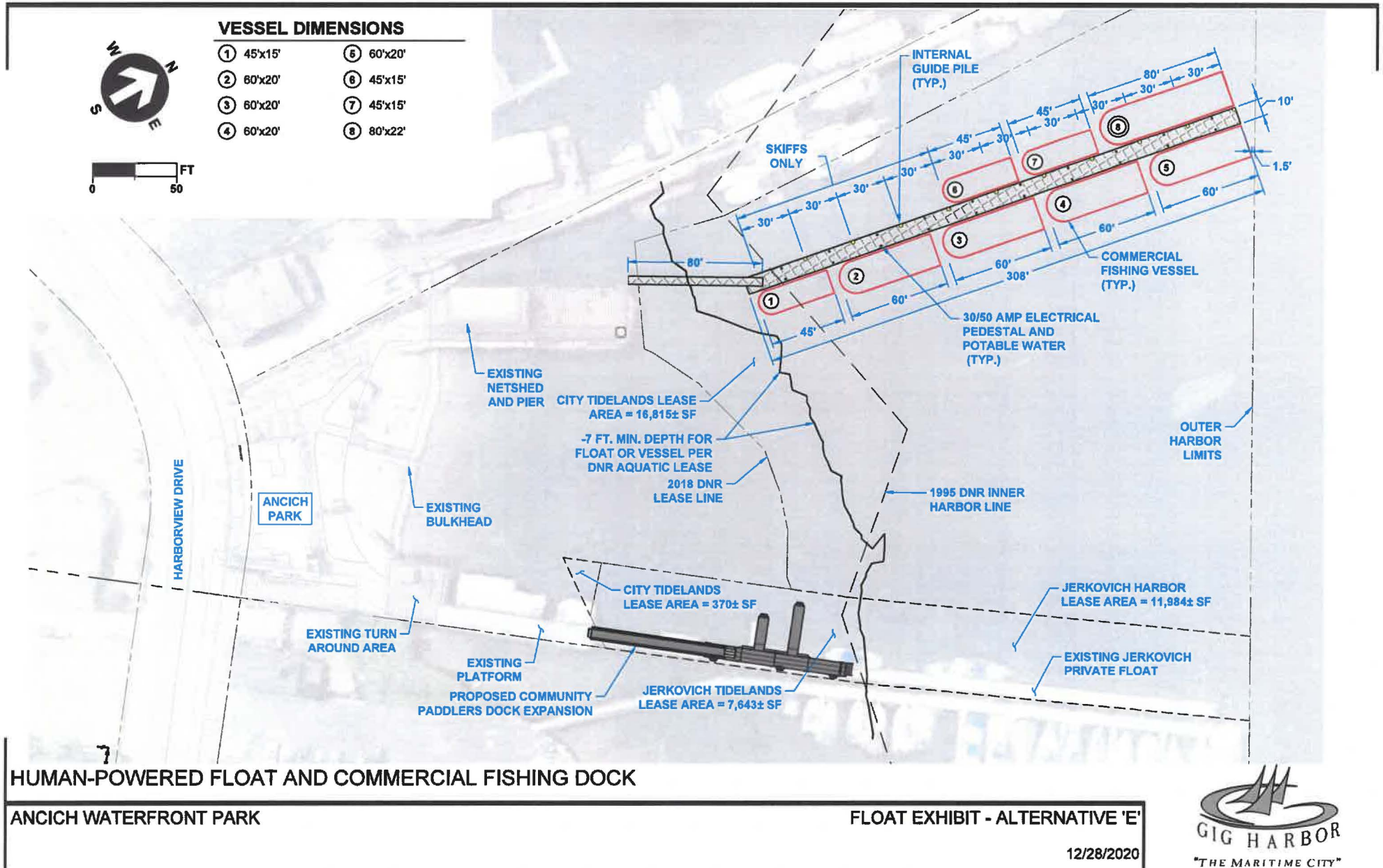
APPROVED:

KIT KUHN, MAYOR

ATTEST/AUTHENTICATED:

CITY CLERK, MOLLY TOWSLEE

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL: 05/24/2021
RESOLUTION NO. 1209



Feasibility Study

for the

Commercial Fishing Homeport at Ancich Waterfront Park

City of Gig Harbor

September 2020

Perpared for:

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ACRONYMS AND ABBREVIATIONS

Anchor	Anchor QEA, LLC
BST	BST Associates
City	City of Gig Harbor
DCG	David Consulting Group, Inc.
FTE	Full-Time Equivalent
ITE	Institute of Transportation Engineers
MSP	Marine Spatial Plan
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
USGCRP	U.S. Global Change Research Program

1 INTRODUCTION

In 2013, the City of Gig Harbor (City) passed Resolution 949 to capture the visioning process for Ancich Waterfront Park and, even with the park open to the public, this resolution continues to guide site developments. Previous work at the park has created collaborative and compatible uses within the community, preserved and strengthened City views and the historic netshed, as well as provided boat storage opportunities and public beach access. However, one overarching goal of Resolution 949 remains to be completed: To provide dock access and moorage facilities for both small, human powered crafts and commercial fishermen. While design and permitting for the human powered craft dock is well underway, configuration of a commercial fishing Homeport has yet to be established. Various configurations have been generated by local fishermen, the City, and Davido Consulting Group (DCG). The purpose of this Feasibility Study is to provide economic analysis and community opinions for the layout of the proposed Homeport facility.

Throughout the study, DCG along with Anchor QEA (Anchor) have interviewed members of the local fishing fleet and park neighbors (as directed by the City), held meetings with City Council, evaluated decision criteria for the dock, and developed a discussion of possible traffic and parking impacts a Homeport facility would have. Concurrent to these efforts, BST Associates (BST) has prepared economic information that aims to quantify the direct costs and revenues a Homeport facility will have for the City. This Feasibility Study summarizes those findings in a concise manner, provides the methodology of our evaluation of the community's comments, records stakeholder in-put, and delivers accurate cost estimates and revenues for each dock alternative.

2 COMMUNITY OUTREACH

DCG and Anchor worked with the City to initiate community outreach early in the Project. The team identified three objectives to structure the community outreach. The community outreach effort aimed to:

1. Gather local knowledge and specific information to inform the feasibility study and preferred concept design for the Ancich Waterfront Park Commercial Fishing Homeport
2. Identify opportunities and constraints that will inform the feasibility study analysis
3. Establish transparent communication and begin to build community consensus on a future Ancich Waterfront Park Commercial Fishing Homeport preferred concept design

DCG and Anchor interviewed community members over the phone and with follow-up questionnaires. The team also presented Project progress at one City Council. The following provides details on the community outreach and summarizes what the team heard from the fishing community and Ancich neighbors.

2.1 Interviews

2.1.1 Phone Interviews

The City identified 13 community members to interview. Identified community members included commercial fishermen and Homeport neighbors (Table 1). Of those community members, the City desired to only interview those fishermen who made the moorage decisions for their fishing vessels.

Table 1. Interview Participants

No.	Interviewee	Relationship to Homeport
1	Guy Hoppen	Commercial Fisherman
2	Andy Babich	Commercial Fisherman
3	Nick Jerkovich Jr.	Commercial Fisherman
4	Dawn Stanton	Homeport Neighbor, Marina Owner, Fishing Family Member
5	Randy Babich	Commercial Fisherman
6	Leif and Katie Dobzinsky	Commercial Fishermen
7	Nancy Jerkovich	Homeport Neighbor, Marina Owner
8	Gregg Lovrovich	Commercial Fisherman
9	Jim Franich	Homeport Neighbor, City Councilman, Former Commercial Fisherman
10	Nick Babich	Commercial Fisherman
11	Mary Ellen Gilmour	Homeport Neighbor
12	Karen McDonell	Homeport Neighbor, Fishing Family
13	Jake Bujacich Jr.	Homeport Neighbor, Commercial Fisherman

All interviews occurred as 20 minute Skype calls (without video) on Tuesday, March 17, 2020. Interviewers included Nicole Jones-Vogel from the City, Steve Robert from DCG, and Anna Spooner from Anchor. Each interview began with a team introduction, an overview of the community outreach objectives, and a rundown of the Project background and feasibility study scope. The Project team then asked the following five interview questions:

- 1.A. What do you want the City to offer as part of the Homeport?
- 2.A. What is the biggest challenge to the proposed Homeport?
- 3.A. How could the Homeport financially support itself?
- 4.A. How would you use the new Homeport facility? At what times of the year would you use the Homeport facility?
- 5.A. How do you think the Homeport will impact the Millville neighborhood?

The interviews seemed to indicate two visions for the facility amongst community members based on the need, intent, size, and use of a potential Homeport facility. Refer to Appendix I for complete notes for each interview. The following provides an overview of what the team heard from interviewees, in no particular order:

- 1.A. What do you want the City to offer as part of the Homeport?
 - Maximize moorage for fishermen
 - Adequate moorage for fishermen
 - Moorage for historic fleet only
 - Netshed
 - Power and water hookups
 - Preserve views
 - Loading/unloading (crane vs. no crane)
 - Consider safety
 - Consider climate change
- 2.A. What is the biggest challenge to the proposed Homeport?
 - Politics
 - Mitigation
 - On-water safety
 - Space constraints

- Who gets the stalls
- What to charge for stalls
- Funding
- Parking
- Congestion
- Harborview Drive safety

3.A. How could the Homeport financially support itself?

- Maximize moorage
- Transient moorage while fishermen are fishing
- Cost of moorage (various costs discussed)
- Cost of transient moorage
- Consider if economic development is a park mission

4.A. How would you use the new Homeport facility? At what times of the year would you use the Homeport facility?

- Fishermen are moored September to May; gone mid-June to August
 - Fishermen repair boats while moored; typically, that does not involve the crew
 - Crews are active to mobilize/demobilize boats
- Opportunity for transient moorage while fishermen are gone
- Some fishermen are gone January to March (Dungeness crabbing)
- Congestion and site constraints at Ancich could be problematic for fishermen
- Ancich provides viewing opportunities
 - Views to water and working waterfront
 - The pier is the closest place to the water's edge

5.A. How do you think the Homeport will impact the Millville neighborhood?

- Increase in traffic and congestion
 - Some say minimal increase and only during small windows of time
 - Some say large increase in cars to accommodate crews
- Insufficient parking
- Safety along Harborview Drive; multiple users (kayakers, kids, fishermen, public)
- No impact. This is part of Millville's working waterfront and industrial history
 - Congestion will come from kayakers and tourists
- This will improve the Millville neighborhood
- Impacts to view corridor (less open space)

2.1.2 Follow-Up Questionnaire

Following the interview sessions, the team sent a follow-up questionnaire to interviewees. The questionnaire focused on specific questions and issues that were discussed during the phone calls to gather additional community feedback. Refer to Appendix II for complete notes for each interview. The questionnaire asked the following suite of questions:

- 1.B. Should the City provide amenities to the Homeport other than basic hookups for moorage (water and electrical)? If so, what amenities are desired?
- 2.B. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?
- 3.B. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g., driveway slope implications, increased usage at the site, etc.)?
- 4.B. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.

- 5.B. Should a new pedestrian crossing at the Harborview Drive curve be installed with this Project? Why or why not?
- 6.B. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?
- 7.B. Should the City consider acquiring additional parking for the Ancich Waterfront Park?
- 8.B. Please provide any further comments that are not addressed in your interview or the questions above that you feel the Project team should be aware of.

Of the 13 interviewees, nine responded to the questionnaire. Of the responses, the outreach revealed that, while interviewees were split between whether to maximize the Homeport's moorage or to prioritize the existing view corridor, there was some agreement amongst the questionnaire responses. Overall, most interviewees did not feel that the City needed to offer amenities beyond basic electrical and water hookups, the City should consider transient moorage when the fishing fleet is not using the facility, and a pedestrian crossing at the Harborview Drive curve should be considered. The following provides a detailed summary of interviewee responses to the questions:

Question 1.B.

In response to Question 1.B., should the City provide amenities to the Homeport other than basic hookups for moorage (water and electrical), seven interviewees answered "no" (Figure 1). When asked what amenities are desired, interviewees responded that:

- Pumpouts are available elsewhere
- Minimum 1,200 linear feet of commercial fishing moorage should be provided
- Commercial fishing use of netshed and dock with provision for public access
- A crane could be installed later
- Use of restroom

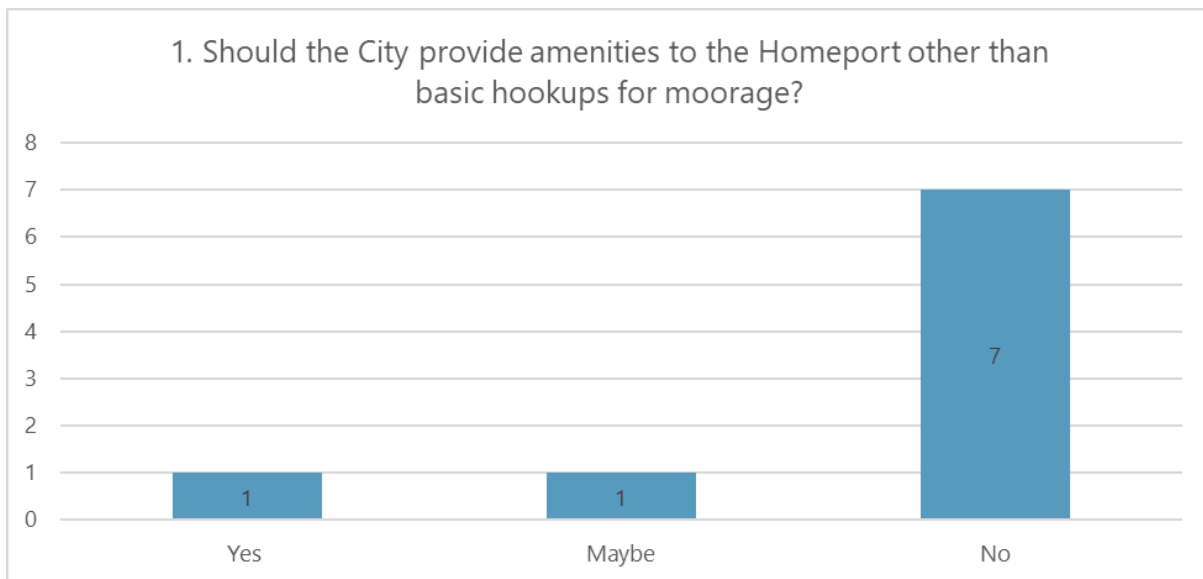


Figure 1. Responses to Question 1.B.

Question 2.B.

In response to Question 2.B, should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float, six interviewees responded "yes" (Figure 2). When asked why or why not, interviewees stated that:

- This would offset the costs at Ancich
- The City could charge approximately \$2.00 per foot per day

- This would provide seasonal economic benefit to the City
- This is supported by the Gig Harbor Waterfront Association
- The City needs to consider site management for the fleet and for transient moorage
- The fishing fleet should be prioritized over transient moorage

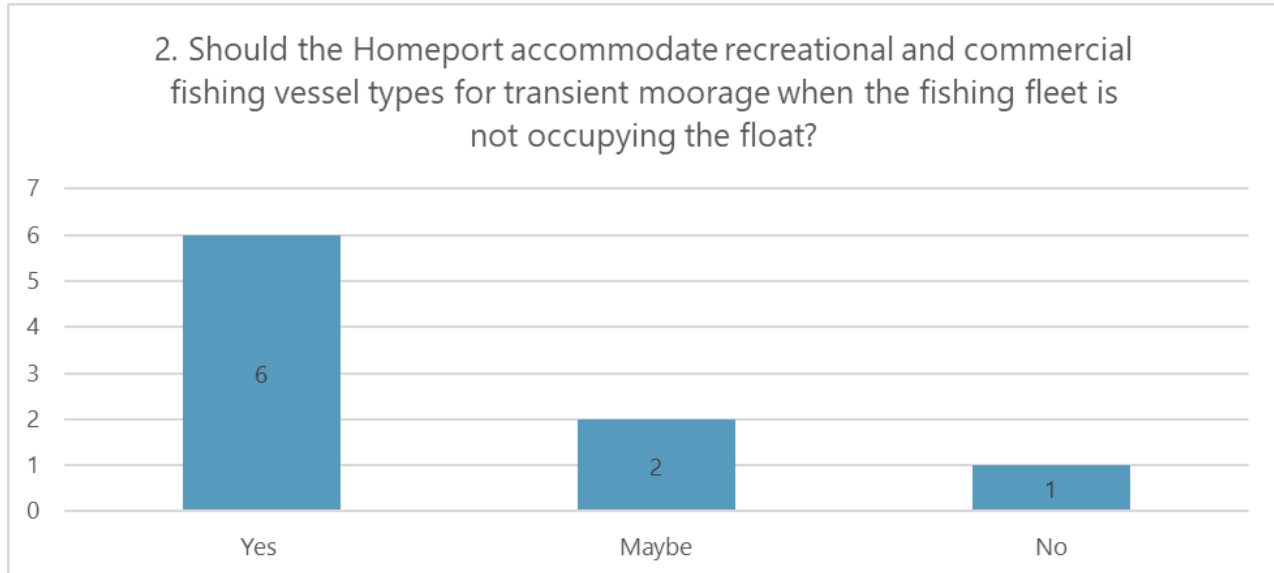


Figure 2. Responses to Question 2.B.

Question 3.B.

In response to Question 3.B., what safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier, interviewees mentioned the following to consider:

- No crane needed
- Knuckle boom or hydraulic boom
- Consider adding crane later
- Load/unload and caution signs
- Flagging and monitoring at driveway and along Harborview Drive
- Site security
- Existing load/unload at Maritime Park does not have safety issues
- Commercial fishing lease of netshed; fishing community can manage public safety

Question 4.B.

In response to Question 4.B., what is your estimate of the current local fishing fleet size, interviewees provided a range of answers. One interviewee stated that the fleet is down to 12 boats and will likely continue to shrink over time. Another stated that there are 23 local boats and eight are in need of moorage. The Project team noted the disparity in responses and followed up with a specific fleet questionnaire targeted for local commercial fishermen as described in this section 2.1.2 including a table for respondents to provide revisions to the vessel list.

Question 5.B.

In response to Questions 5.B., should a new pedestrian crossing at the Harborview Drive curve be installed with this Project, 5 interviewees responded “yes” (Figure 3). When asked why or why not, interviewees provided the following responses:

- Visibility on the curve is poor
- Vehicles are often speeding
- The City could monitor this over time and provide improvements as needed

- The City should consider removing the Stinson/Harborview crossing and install a cross at the curve

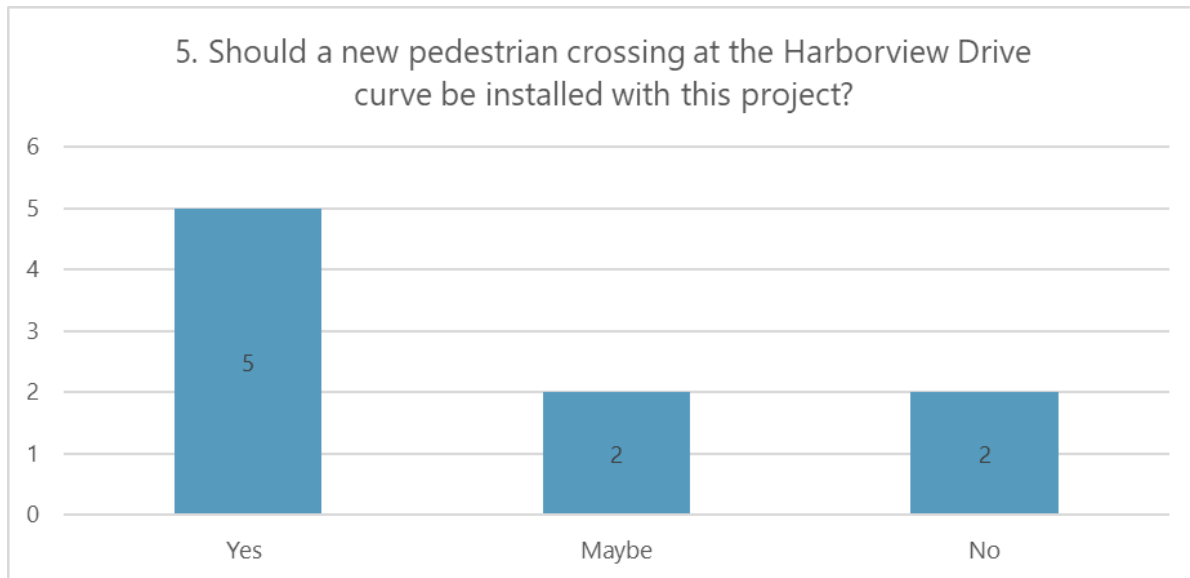


Figure 3. Responses to Question 5.B.

Question 6.B.

In response to Question 6.B., should the Homeport float layout prioritize view corridors or prioritize maximizing moorage, the interviewee responses were nearly split. Five interviewees responded that the City should maximize moorage, and four interviewees responded that the City should prioritize the site's view corridor as shown in Figure 4.

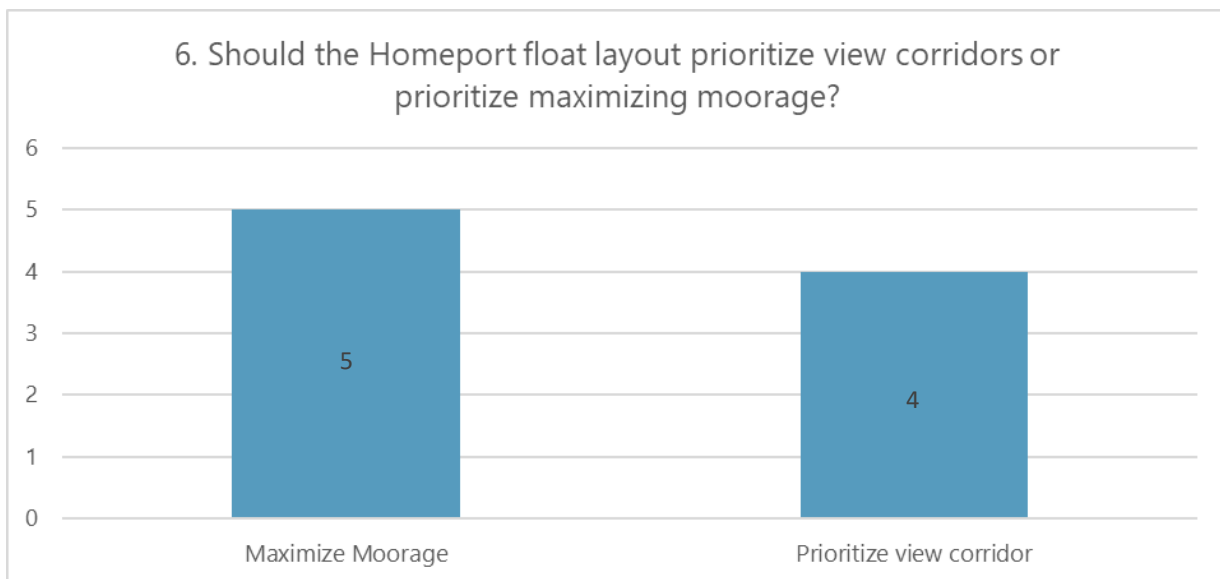


Figure 4. Responses to Question 6.B.

Question 7.B.

In response to Question 7.B., should the City consider acquiring additional parking for the Ancich Waterfront Park, interviewees were again split as shown in Figure 5.

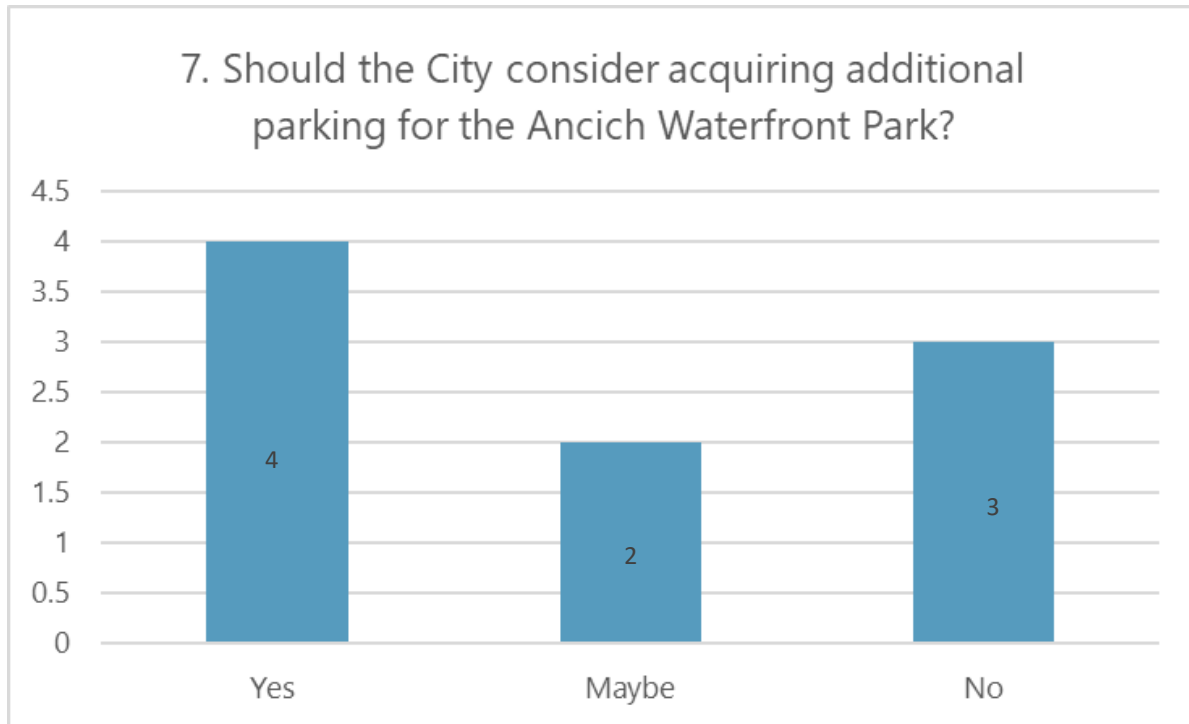


Figure 5. Responses to Question 7.B.

Question 8.B.

The questionnaire's final question, Question 8.B., asked for interviewees to provide any further comments that were not previously addressed. Interviewees stated the following:

- The sample size of the interview is small and narrow (seven fishermen, six neighbors, and one fisherman/neighbor). Why were more fishermen not consulted? Why are no other user groups involved?
- Gig Harbor moorage is exclusive and there is a great need
- Providing a space for existing commercial fishing moorage is a good thing to do
- Do not overbuild the moorage facility
- A public Homeport would carry on the Gig Harbor legacy industries
- Configure the Homeport like other commercial/family docks and the Historic Working Waterfront; it should be linear
- This study should engage more fishermen in the process
- Consider the history of the working waterfront and particular history of the Ancich Waterfront Park property
- Consider the views of the place and the hardworking families and the view corridor that captured both the harbor's natural and working waterfront
- Commercial moorage facility should not be built
- Each fishing boat has five crew
 - If there were 10 boats, that would add 50 cars during peak times
 - If there were 20 boats, that would add 100 cars during peak times
- Who is eligible for moorage? How does the City decide who gets to moor and who does not?

2.1.3 Fleet Questionnaire

In addition to the phone interviews and follow-up questionnaire, the City sent a seven multi-part question survey to local fishermen. This survey was initially developed by DCG and BST for the economic study and was revised per City direction. The seven questions aimed to inform the economic study and understand potential future use of the Homeport by the commercial fishing fleet. The City sent the survey to 21 local

vessel owners, of whom 17 participated in the survey over the phone between May 1 and May 5, 2020. The surveys were conducted by the City Clerk, Deputy City Clerk, Finance Technician, and Public Works Executive Assistant; one interview was conducted by the Mayor. The City staff transcribed the verbal survey responses during the phone calls. Refer to Appendix III for complete notes for each interview. The DCG and BST team was not on the phone during the interviews and cannot verify the responses provided by the interviewees.

The following narrative and graphics provide a high-level summary of the survey responses. Survey responses are also incorporated in the economic study in Section 4. The multi-part questions were not uniformly responded to by participants, which led to a challenging effort to summarize the data. Overall, the results align with the discussion heard during the initial phone interviews summarized in Section 2.1.1.

Question 1.C.

Question 1.C. focused on future use at the Homeport facility and asked the following:

- Will you need moorage at the proposed Homeport facility?
- How much are you willing to pay (per linear foot) for moorage at the Homeport facility?
- Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot? If so, how much?
- Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport? If so, how much?
- How long would you moor your vessel at the Ancich commercial fishing Homeport? Place an "X" in months that your vessel will be moored in Gig Harbor (city limits). Circle the amenities you will need while moored at the Homeport: electrical service (30-, 50-, 100-amp), water service, pump-out, fuel, security, laundry.

Most of those interviewed answered that they are members of the Gig Harbor Commercial Fishermen's Club, and, as shown in Figure 6, that they would support the club funding a portion of the Homeport's construction costs.

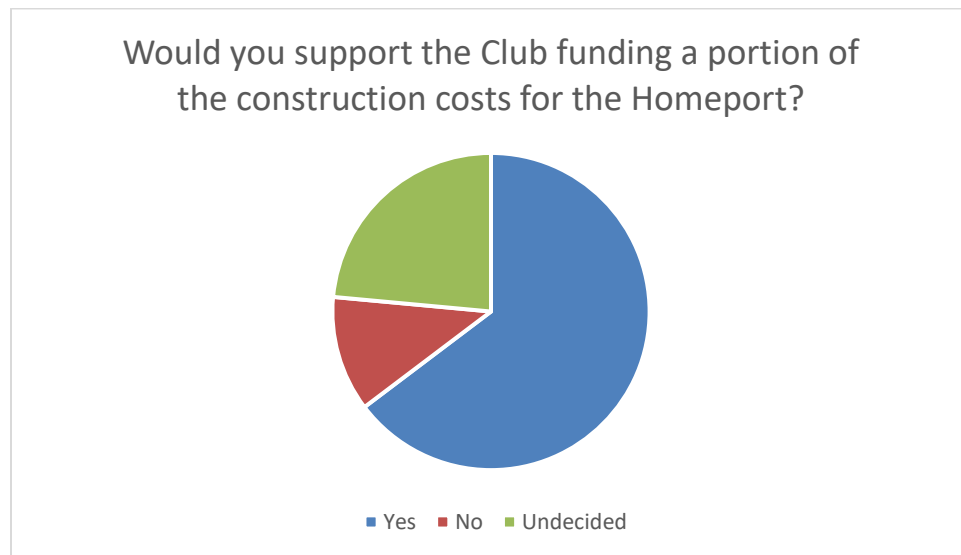


Figure 6. Responses to Question 1.C.c.

Local fleet survey participants consistently answered (as shown in Figure 7) that they would use moorage much of the year but would not use moorage during summer months (late June through early September).

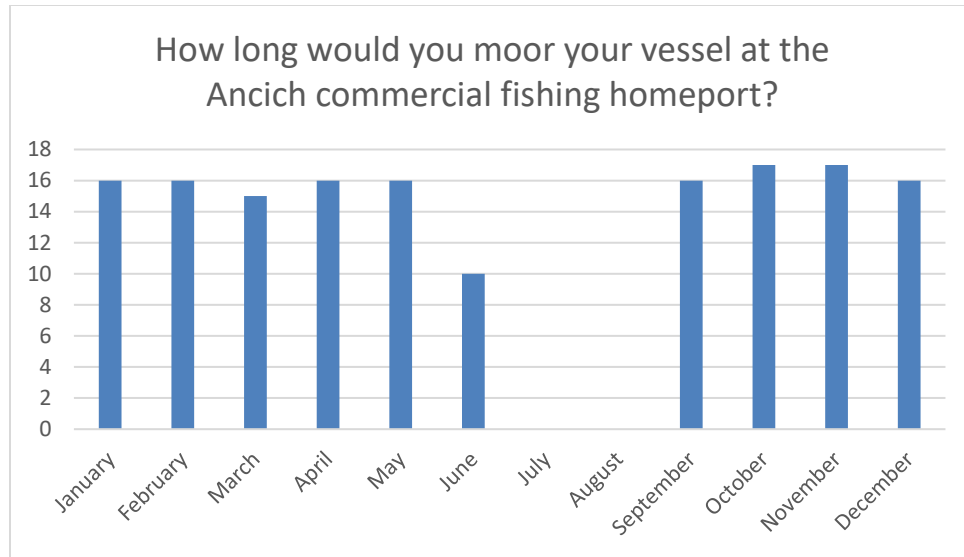


Figure 7. Responses to Question 1.C.e.

While moored at the Homeport, most survey participants answered that they would use 30- and 50-amp electrical services and water services. Other amenities were not identified as necessary as shown in Figure 8.

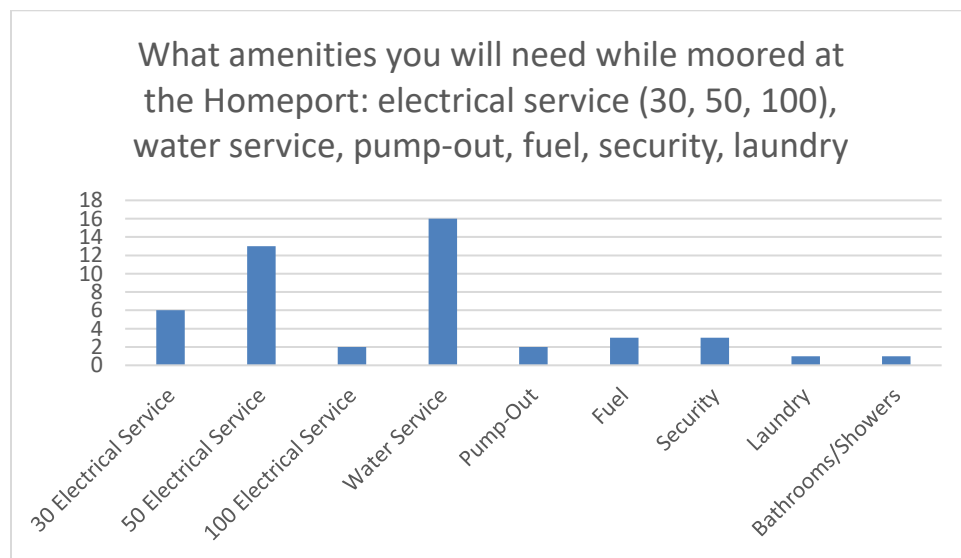


Figure 8. Responses to Question 1.C.e. Continued

Question 2.C.

Question 2.C. focused on the current Gig Harbor fishing fleet and asked the following:

- Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard documentation number?
- List name of each boat and type (gillnetter, purse seiner, tender, etc.).
- Where do you fish? Circle one: Washington – Puget Sound, Washington – Coast, Alaska, Oregon, Other
- What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?
- Has the vessel been lengthened and/or widened? If so, by how much?

Most of those interviewed answered that they do commercially fish in Washington, as shown in Figure 9.

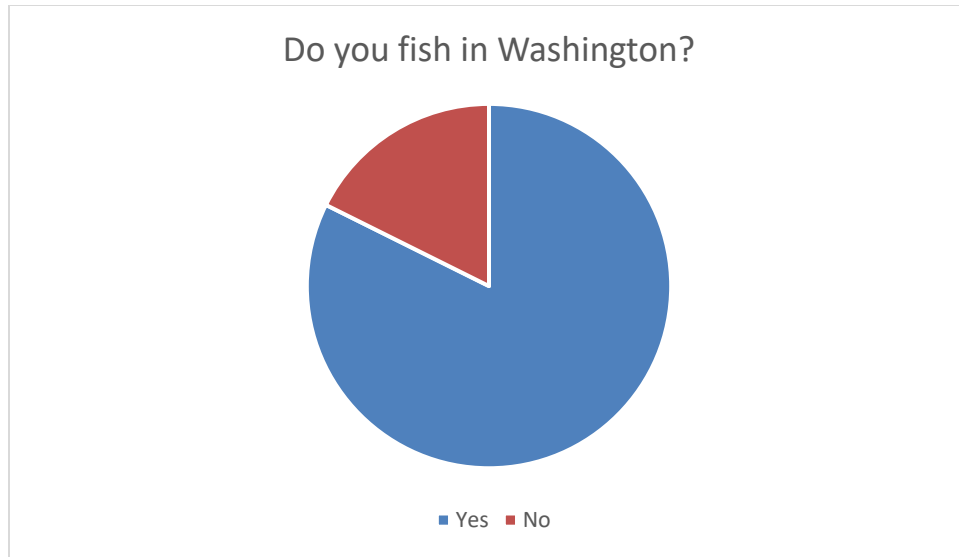


Figure 9. Responses to Question 2.C.c.

When asked to identify where they fish, most interviewed fishermen identified the Puget Sound and Alaska, as shown in Figure 10.

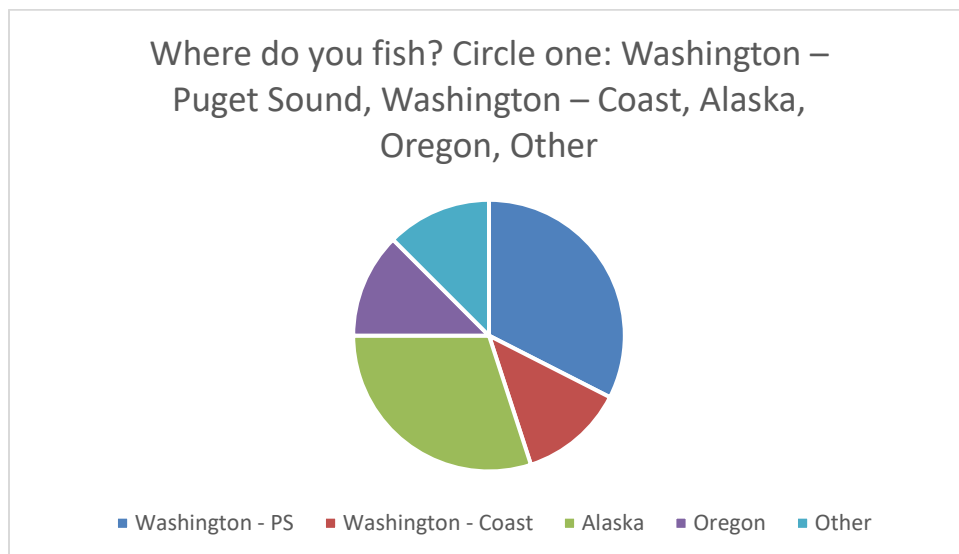


Figure 10. Responses to Question 2.C.c. Continued

Figure 11 summarizes the responses to what species the interviewees fish for. The largest responses were for salmon and crab.

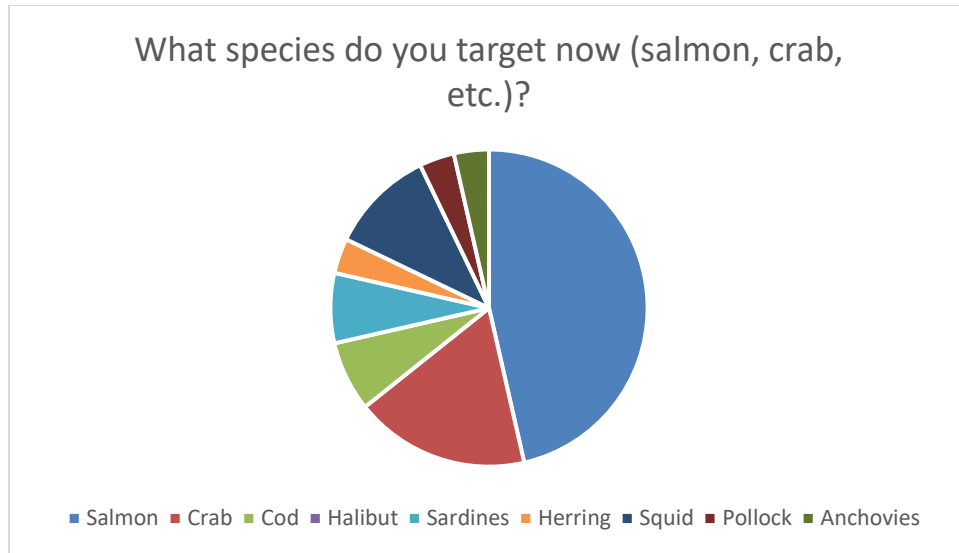


Figure 11. Responses to Question 2.C.d.

Question 3.C.

Question 3.C. focused on moorage and asked the following:

- Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?
- List moorage locations used (outside Gig Harbor) and rate per linear foot.
- If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in months that your vessel will not be moored in Gig Harbor (city limits).

Figure 12 graphs the months when interviewees stated that their vessels would not be moored within Gig Harbor city limits, even if the Homeport had available slips. One to seven fishermen (of the 17 interview participants) answered that during the year they would not moor within the city limits. The month of March had the highest count of interviewees mooring outside of the city limits and the month of October had the fewest.

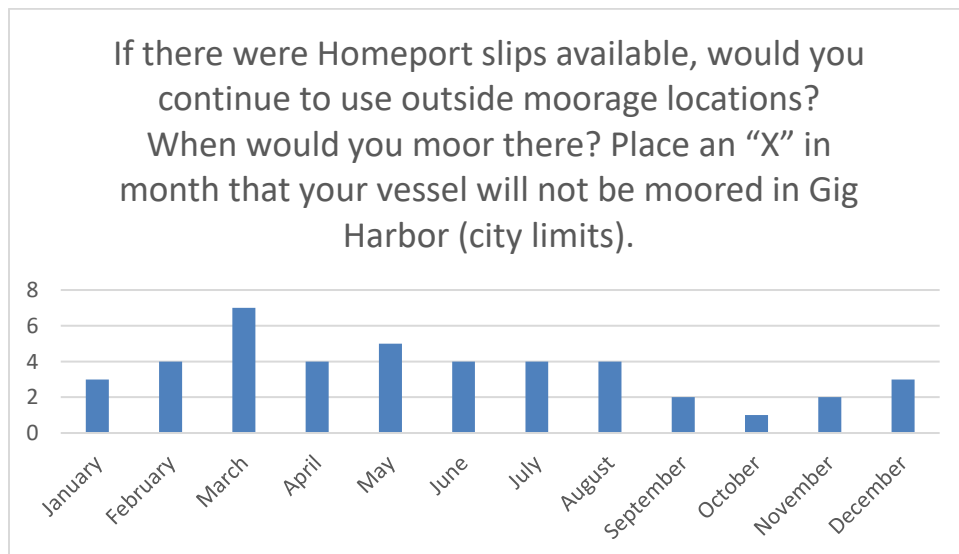


Figure 12. Responses to Question 3.C.c.

Question 4.C.

Question 4.C. focused on vessel maintenance and operations. The responses to Question 4 closely inform the economic study (Section 4) and have been integrated into the economic model. The following are the multi-part questions asked as part of Question 4:

- Where is work on the vessel performed?
- How many crew members work on the vessel at dock?
- How many days of work are completed dockside in Gig Harbor?
- Would crew park nearby while working on boats?

Question 5.C.

Similar to Question 4.C., the responses to Question 5.C. informed the economic study and responses have been integrated into the economic model. The question focused on the fishing industry and asked interviewees about their average crew size.

Question 6.C.

Question 6.C. also closely informed the economic study and responses have been integrated into the economic model, asking commercial fisherman how many stalls they would like to see at the Homeport.

Question 7.C.

Question 7.C., the final question, asked commercial fishermen to place an “X” in months that their vessels were moored in Gig Harbor (city limits) in 2019. The majority of the fishermen (of the 17 interview participants) were moored within the city limits during most of the year. Most fishermen left during the summer months (Figure 13).

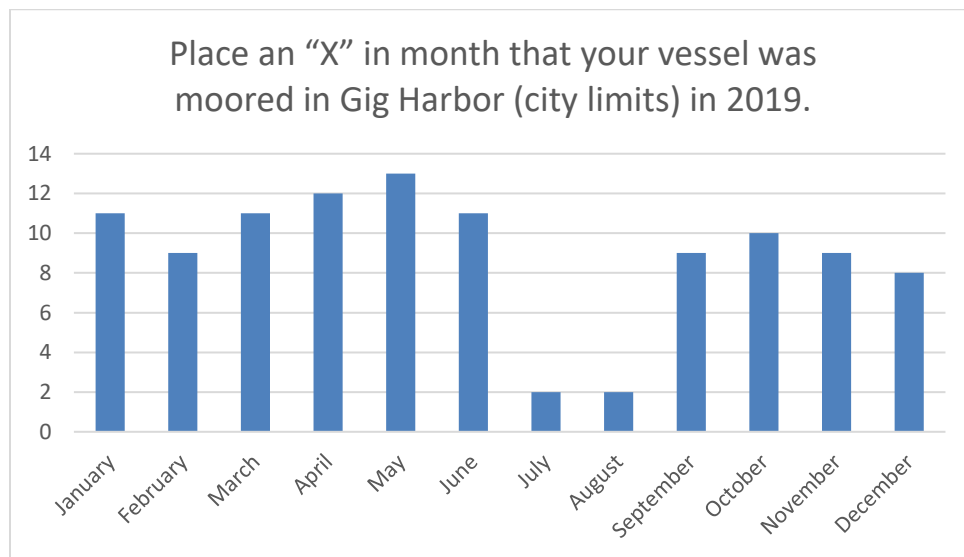


Figure 13. Responses to Question 7.C.

2.2 City Council Meetings

The Project team presented an overview of the community outreach planning and completed work to the City Council on April 2, 2020, as a virtual meeting. The presentation reviewed the three community outreach objectives and how the interviews were conducted. Refer to Appendix IV for the complete City Council Presentation. The Project team was still awaiting responses from the interviewees on the follow-up questionnaire, and therefore did not present results to the City Council at this meeting. A second City Council meeting will occur following the submittal of this report to the City.

3 CONCEPT ANALYSIS

3.1 Concept Development

Five Homeport facility alternatives were developed considering all facilities that could be feasibly constructed within City property. Three were eliminated based on objectives and decision criteria informed from the initial outreach stage (Table 2). Refer to Appendix V for site plans of the initial alternatives examined, but not considered.

Table 2. Initial Alternatives Examined

Alternative	Description	Analysis
A	Alternative A is a 264 foot long dock with five finger floats of varying lengths. This is the largest facility the City can commit to constructing.	Early indications from the Fishermen was that they saw opportunities for moorage and this alternative was put into consideration and was evaluated for its impact to the neighborhood.
B	Similar to Alternative A but extending directly into the harbor in alignment with the gangway. Resulting in less separation from the human powered craft dock. Five low freeboard floats were also included.	Removed from consideration because it is only feasible if revisions to the human powered craft dock were considered due to close proximity to vessels and kayaks (i.e. the required vessel maneuvering area).
C	The smallest facility including five float modules to save on construction costs.	Removed from consideration because this concept does not show a consensus in the vision of the completed facility. It will continue to be considered as the first phase of construction.
D	Combination of Alternatives C and E with two separate facilities on the same site. The alternative proposed two access points for each use respectively and attempted to reduce cost by connecting both facilities to one pier.	Removed from consideration because it was determined that the two separate access points were not far enough apart for safety and were not found to substantially reduce costs by connecting to one pier.
E	Alternative E is a 308 foot long linear style dock that more aligns with the historical character of the area.	Early indications from the community was that they saw opportunities to accommodate the fleet of the Millville working waterfront.

It was clear from the outreach stage that two facilities were being proposed; one facility that maximized all available square footage for fishing moorage, the other a dock without slips extending to the harbor line without fingers. The questions asked were used to develop concepts as follows.

- Considering Question 1.B., **should the City provide amenities to the Homeport other than basic hookups**, both concepts show basic water and electrical hookups. Nothing further.
- Considering Question 2.B., **should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float**, both concepts were analyzed to anticipate a mixed use.
- Considering Question 3.B., **what safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier**, both concepts were drafted with recommended upland improvements including a midblock pedestrian crossing and possibly acquisition of additional public parking to alleviate load from the human powered craft launch and this new proposed facility.
- Considering Question 4.B., **what is your estimate of the current local fishing fleet size**, Facilities with a bit more and a bit less moorage capacity were shown in the two respective alternates for analysis.
- In response to Questions 5.B., **should a new pedestrian crossing at the Harborview Drive curve be installed with this project**, both concepts were drafted with recommended upland improvements as shown in Section 3.3.3. This includes a midblock pedestrian crossing and possibly acquisition of additional public parking to alleviate load from the human powered craft launch and this new proposed facility.

- Considering Question 6.B., **should the Homeport float layout prioritize view corridors or prioritize maximizing moorage**, facilities with a bit more view impact and a bit less view impact were shown in the two respective alternates for analysis.
- Considering Question 7.B., **should the City consider acquiring additional parking for the Ancich Waterfront Park**, both concepts were drafted with recommended upland improvements as shown in Section 3.3.3.

3.2 Decision Criteria

Throughout these feasibility study decision criteria arose based on input from various stakeholders. These criteria are defined in Table 3.

Table 3. Decision Criteria Definitions

Criteria	Definition
Conformance to Historic Working Waterfront	• Maintain the view corridor • Maintain the historic character of the working waterfront
Net Cost	• Cost associated with construction and maintenance vs. projected revenue. See Table 6 for further details.
Moorage Capacity	• The number of boats moored at a time
Regulatory Compliance	• Complexity of the permitting process because of the mitigation opportunities/needs
Traffic and Parking	• Crew size/cars going to work on boats • Estimated new trips per the Institute of Transportation Engineers (ITE) Manual, 10th Edition • Backing/maneuvering in steep driveways
On-Water Safety	• Safety of users including pedestrians and kayakers, and commercial fishermen.

3.3 Alternatives

Concept design was based on a 1.5L turning zone for vessels ranging from 34-88 feet in length and 11-26 feet in width. Both alternatives include an 80 foot long gangway from Ancich Pier to the dock and both designs assume polytub, aluminum framed floats with grating, steel guide piles, and Eaton power pedestals. Refer to Appendix VI for the Alternatives Examined and Considered.

3.3.1 Alternative A – Full Buildout

Alternative A is a 264 foot long dock with five finger floats of varying lengths (Figure 6). This dock has enough moorage for approximately 15 commercial fishing boats depending on length, internal guide piles, and a 30/50 Amp Electrical Pedestal with Potable Water Hookup. This alternative was created to examine the advantages and disadvantages of fully building out the facility. This is the most moorage thought to be reasonably possible at the site, given needed offsets from the neighboring facilities and harbor line. Advantages and disadvantages to Alternative A are provided in Table 4.

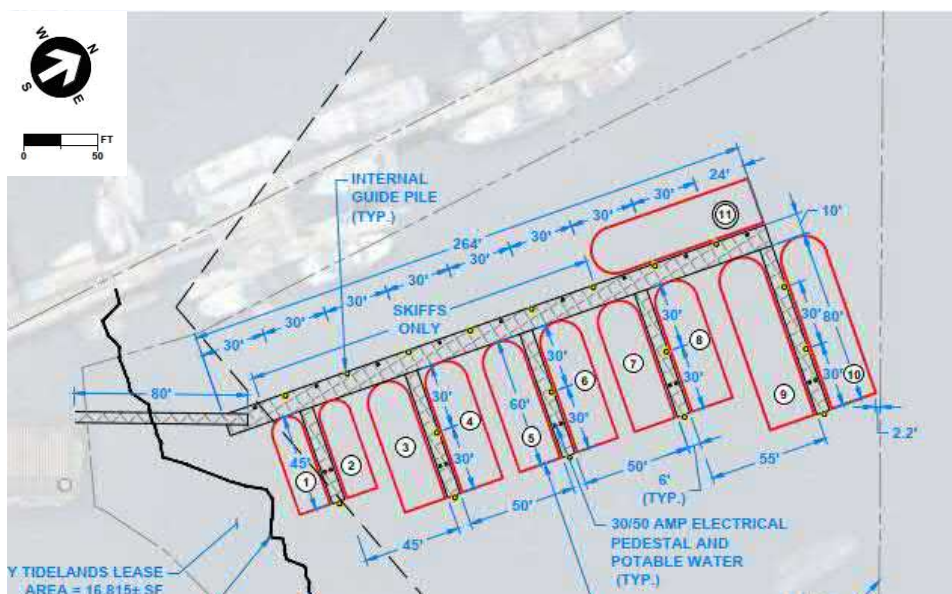


Figure 13. Alternative A – Full Buildout

Table 4. Alternative A Advantages and Disadvantages

Criteria	Advantages	Disadvantages
Conformance to Historic Working Waterfront	The facility benefits a historic working waterfront use	Is not cohesive with the City's history of linear moorage
Net Cost		The City will have to subsidize the facility at a greater cost than Alternative E at the outset
Moorage Capacity		Less moorage length than Alternative E due to opportunity for rafting
Regulatory Compliance		Will need significant mitigation due to the overwater coverage and impacts to benthic kelps
Traffic and Parking		Will negatively impact both. Mitigating measures should be considered
On-Water Safety		Poses safety concerns to human powered craft

Notes: See Table 6 for further details.

3.3.2 Alternative E – Linear Facility

Alternative E is a 308 foot long linear style dock that more aligns with the historical character of the area and could allow rafting (Figure 14). This dock has enough moorage for approximately 10 commercial fishing boats depending on length, internal guide piles, and a 30/50 Amp Electrical Pedestal with Potable Water Hookup. Advantages and disadvantages to Alternative E are provided in Table 5.

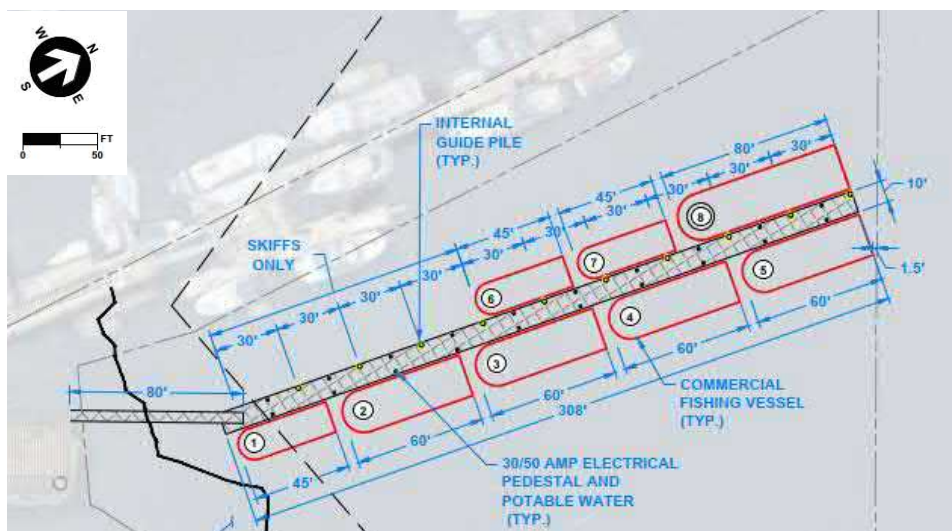


Figure 14. Alternative E – Linear Facility

Table 5. Alternative E Advantages and Disadvantages

Criteria	Advantages	Disadvantages
Conformance to Historic Working Waterfront	This facility (1) benefits a historic working waterfront; and (2) is cohesive with the City's history of linear moorage	
Net Cost		The City will have to subsidize the facility
Moorage Capacity	Rafting could be allowed and more moorage length available with linear moorage due to rafting opportunity	Moorage area not maximized
Regulatory Compliance		Will need considerable mitigation (less than Alternative A) due to the overwater coverage and impacts to benthic kelps
Traffic and Parking		Will negatively impact both. Mitigating measures should be considered
On-Water Safety	Reasonable separation of uses	

Notes: See Table 6 for further details.

3.3.3 Upland Improvements

Crossing Harborview Dr to Ancich Waterfront Park can be difficult for any pedestrian due to the curve of the road (Figure 8) and with limited parking in the area, the public will mostly be accessing the site on foot. Community members even recommend upland improvements to mitigate the not only the previous park development, but also the proposed human powered craft dock and the Homeport facility. Upland improvements on Harborview Dr could include a variety of options such as, but not limited to, the following:

- Traffic calming measures along Harborview Drive such reduce vehicle speeds or a new crosswalk that could be supported by flashing lights on both sides of the roadway to signal to drivers that a pedestrian crossing is approaching and drivers should slow down and watch for pedestrians.

- Installation of mirrors at the top of the park's driveways so drivers can view Harborview Dr and the sidewalk as they move up the steep driveways. Drivers entering the driveways from Harborview Dr can use the mirrors to view down the hill prior to entry to ensure no vehicles are driving up.
- Signage where the park's shoreline pathway intersects the driveway. The signage would signal to pedestrians and park users that they are entering an active driveway for the Homeport and to take caution.
- Seasonal flaggers at the entrance to the Ancich Waterfront Park driveway to support drivers as they enter and exit. A second seasonal flagger could be located at the base of the driveway where the park's shoreline pathway intersects the driveway. The second flagger is stationed there to keep pedestrians from entering the active driveway and reduce potential user conflicts between pedestrians and commercial fisherman. Seasonal flaggers would be stationed during the fleet's busiest times, when crews are preparing to leave for the season and when they return.
- Acquisition of additional public parking to alleviate loads. However, the team does not see evidence from this study or responses to rank either alternative as having worse traffic than the other.

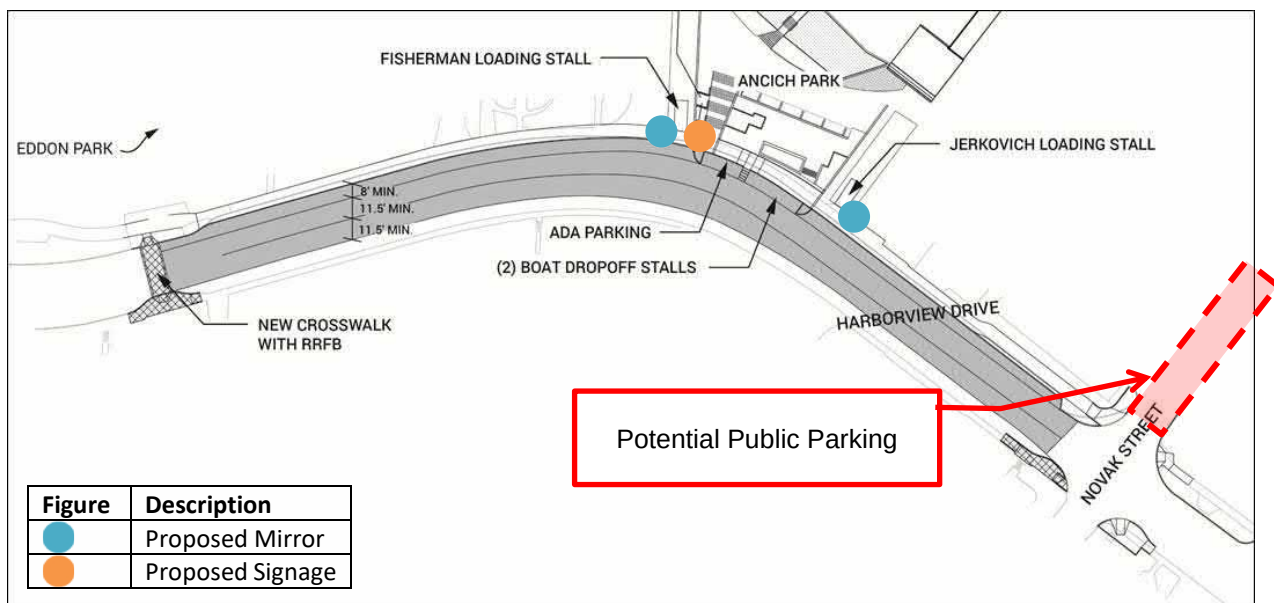


Figure 15. Areas for Potential Upland Improvements
Area for potential upland improvements outlined in red.

3.4 Evaluation

The two facilities are very similar and differ mostly by scale and size. The following is an account of team's documentation of the City's selected participants' opinion structured within the decision criteria topics.

For each criterion, the team has assigned a ranking of low medium or high for the Alternative's conformance to its respective definition based on community responses:

- **Conformance to Historic Working Waterfront** - The Millville Neighborhood is zoned as Historic Working Waterfront; interview respondents indicated this should be carefully respected. Any facility that accommodates the fleet should meet the historic use. The main topic of discussion was view impacts. Some interviewees contend that a larger facility would impact views more and would not moor boats in a historic fashion. However, this opinion was split right down the middle and the team did not see clear evidence to rule one way or the other on the view corridor.
- **Net Cost** – Table 6 below in the economic study shows that the City will have to subsidize either facility. The sunk cost is similar for either alternative. Alternative A brings in revenue to mitigate its greater construction cost. Overall, the team does not see evidence from the economics or responses to rank

Alternative A or Alternative E greater than the other. Both facilities provide benefit to the community in achieving the goals in the Comprehensive Plan; even though the City would have to subsidize this development, there is value added to the waterfront accommodating and displaying the historic use.

- **Moorage Capacity** – Total moorage capacity for Alternative A is greater than Alternative E, so it was ranked higher. Alternative E does provide quite a bit of moorage capacity though.
- **Regulatory compliance** – Interviewees stated that it is not known how a facility would be permitted at the site. Mitigation will be required for either facility. However, the cost of mitigation is anticipated to be less for Alternative E than for alternative A. Alternative E will be slightly simpler to permit and create slightly less impact to macrovegetation so it was ranked higher.
- **Traffic and Parking** – Interviewees stated that traffic and parking on the site and nearby are a concern. It was also a clear response that fishing vessels would not be at the site during the summer when both traffic and parking are most strained. Numerical impact on traffic and parking for any facility is clearly a net increase for any facility. Fishermen are also anticipated to need backing and maneuvering into the steep driveway. It was also stated that the previous park development and proposed human powered launch facility should include mitigating measures for traffic and parking. These were the responses given. Clear data on the difference between the impacts to traffic between Alternative A and Alternative E could only be obtained by modeling that is not included in this scope or recommended due to cost to contrast less than 20 trips per day for each alternative, therefore, the alternatives were ranked the same. It seems most prudent for the City to pursue items in section 3.3.3 regardless of whether the Homeport is constructed.
- **On-Water Safety** – Interviewees stated that there were serious concerns about human powered vessels operating in close proximity to fishing vessels. It is clear from responses and practicality that Alternative E provides greater separation and safety than Alternative A and therefore was ranked higher.

The decision criteria were compared side-by-side in Table 6. Each was ranked on a scale of high, medium, and low with high being a benefit to the Project and low being a detriment. Alternative E was found to have the most benefits and the fewest detriments to the Project.

Table 6. Alternative Comparison

Criteria ¹	Alternative A – Full Buildout	Alternative E – Linear Facility
Conformance to Historic Working Waterfront	Medium	High
Net Cost ²	Low	Low
Moorage Capacity	High	High ³
Regulatory Compliance	Low	Medium
Traffic and Parking	Low	Low
On-Water Safety	Medium	High

¹ See Table 3 for criteria definitions.

² See Section 4.2.3 for details on cost vs. revenue.

³ If rafting is utilized, the moorage will be greater than or equal to Alternative A.

4 ECONOMIC STUDY

Section 4 is an account of the full analysis supporting the financial data informing the net cost decision criterion above.

4.1 Fishing Industry Trends

The goal of this section is to provide information on trends in commercial fishing, which affect the local Gig Harbor fleet.

4.1.1 Local Fleet

The local commercial fishing fleet identified as the primary market for the proposed facility consists of 28 vessels that are owned or operated by Gig Harbor residents.

The vessels are licensed to fish in Washington, Alaska, and/or Oregon¹. As shown in Table 7, 17 of the local vessels are licensed to fish in Washington, 15 are licensed in Alaska, and four are licensed in Oregon. There are also four vessels that do not appear to have commercial licenses in any of these states.

In total, the 28 vessels in Gig Harbor have 36 state-issued commercial fishing licenses, or an average of 1.29 licenses per vessel. The number of licenses is greater than the number of vessels because approximately half of the vessels are licensed in multiple states. This includes six vessels that are licensed in both Washington and Alaska, two that are licensed in Washington and Oregon, and two that are licensed in all three states. The other half of the fleet includes vessels licensed in only one state, including seven that are licensed in Washington only and seven that are licensed in Alaska only.

Table 7. Gig Harbor Fleet Characteristics

State Commercial License	Length Range					
	Under 40'	40' to 49'	50' to 58'	59' to 70'	Over 70'	Total
Total Licenses by State						
Washington	0	3	12	1	1	17
Alaska	1	3	9	0	2	15
Oregon	0	0	2	1	1	4
None	1	0	3	0	0	4
Total	2	4	18	1	3	28
State License Combinations						
Washington Only	0	1	6	0	0	7
Alaska Only	1	1	3	0	2	7
Oregon Only	0	0	0	0	0	0
Washington & Alaska	0	2	4	0	0	6
Washington & Oregon	0	0	0	1	1	2
Washington, Alaska, & Oregon	0	0	2	0	0	2
None	1	0	3	0	0	4

Source: WDFW, Alaska CFEC, ODFW, BST Associates²

Washington Fishing Licenses

The 17 Gig Harbor vessels with Washington commercial fishing licenses hold a total of 28 licenses. This means that, on average, each vessel holds 1.65 licenses.

The most common Washington license is Puget Sound Salmon Purse Seine gear, which 12 of the 17 Washington-licensed vessels hold. The next most common gear type is Sardine Purse Seine (four vessels), followed by Dungeness Coastal Crab Pots (three vessels) and Herring Lampara (two vessels). There are an additional seven license types that are held by one Gig Harbor vessel each (Table 8).

¹ According to surveys of vessel owners, some of the Gig Harbor vessels also fish in California; however, California does not release information on commercial fishing vessels.

² BST Associates created this table based on the 28 vessels identified by the City of Gig Harbor as comprising the local fleet. Information on the commercial licenses held by these vessels was developed by comparing this list with databases of registered vessels from the Washington State Department of Fish and Wildlife, Alaska Commercial Fisheries Entry Commission, and Oregon Department of Fish and Wildlife.

Table 8. Washington Licenses Held by Gig Harbor Fleet

State Commercial License	Length Range					
	Under 40'	40' to 49'	50' to 58'	59' to 70'	Over 70'	Total
Baitfish Lampara	0	1	0	0	0	1
Coastal Pacific Mackerel	0	0	0	0	1	1
Dungeness Coastal Crab Pots	0	0	2	0	1	3
Herring Dip Bag Net	0	0	1	0	0	1
Herring Lampara	0	1	1	0	0	2
Non-Salmon Ocean Delivery	0	0	0	1	0	1
Ocean Delivery Pink Shrimp	0	0	0	0	1	1
Puget Sound Salmon Purse Seine	0	2	9	0	1	12
Puget Sound Whiting Trawl	0	0	1	0	0	1
Sardine Purse Seine	0	0	3	0	1	4
Squid Gear	0	0	0	0	1	1
Total	0	4	17	1	6	28

Source: WDFW, BST Associates³

4.1.2 Fleet Size

Washington

The number of vessels licensed to fish commercially in Washington fell substantially between 1991 and 2019, dropping from nearly 4,500 vessels to less than 1,300. Representing a decline of 71% (Figure 169). Most of this decline occurred between 1991 and 2000, when the fleet decreased by approximately 2,850 vessels, or nearly two-thirds. The fleet size remained relatively steady from 2000 through 2006, averaging approximately 1,640 boats. From 2006 through 2018, the fleet size slowly decreased and from 2014 through 2018 it averaged 1,330 vessels.⁴

Small boats accounted for most of the decline in the Washington commercial fleet. Between 1991 and 2019 the number of boats less than 40 feet in length fell by 2,861 and accounted for 86% of the total fleet decline of 3,323 boats. Vessels less than 40 feet in length accounted for 77% of the fleet in 1991, compared with 55% in 2019.

All other vessel size ranges saw declines in the number of boats between 1991 and 2019, as well, but these declines were not as large as those for vessels under 40 feet (Figure 9). For example:

- The number of vessels ranging 40 feet to 58 feet in length dropped by 49% and accounted for 12% of the total fleet decline.
- The number of vessels ranging 59 feet to 65 feet in length dropped by 23%, and accounted for less than 1% of the total fleet decline
- The number of vessels ranging 66 feet to 90 feet fell by 30% and accounted for less than 2% of the total fleet decline.
- The number of vessels longer than 90 feet fell by 36% and accounted for less than 1% of the total fleet decline.

³ BST Associates created this table based on the 28 vessels identified by the City of Gig Harbor as comprising the local fleet. Information on the commercial licenses held by these vessels was developed by comparing this list with databases of registered vessels from the Washington State Department of Fish and Wildlife, Alaska Commercial Fisheries Entry Commission, and Oregon Department of Fish and Wildlife.

⁴ Washington State Department of Fish and Wildlife. Database of vessels licensed to fish commercially in Washington.

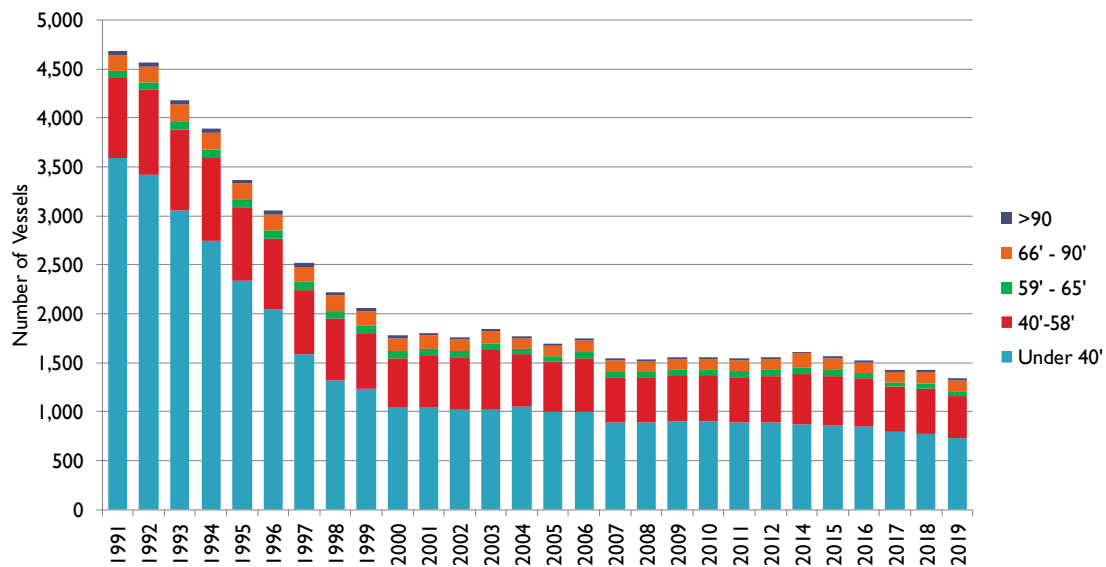


Figure 16. Washington Fishing Fleet Trends

Source: Washington State Department of Fish and Wildlife

The decline in the size of the Washington commercial fishing fleet is largely attributable to the decline in salmon fishing. As shown in Table 9, during the mid-1970s there were more than 7,000 commercial salmon licenses in Washington. A combination of license buyback programs and natural attrition reduced this number to just 838 commercial salmon licenses in 2006, a reduction of 88%. From 2006 through 2019 the number of commercial salmon licenses dropped by an additional 211, and the 627 remaining licenses represented a total decline of 91% from the mid-1970s.

A series of buyback programs aimed at reducing the number of commercial salmon fishing vessels occurred during the 1980s and 1990s, in response to several factors. Primary among these was severe declines in harvest volumes, due to over-fishing and declining fish populations. In addition, compliance with the so-called “Boldt decision” (which allocated a share of the harvest to Native Americans) was also a major factor.

The number of Puget Sound salmon licenses fell from more than 2,500 in 1974 to just 211 licenses in 2019, a decline of 92%. This decline has impacted commercial fishing harbors throughout Puget Sound, including Gig Harbor.

Table 9. 1984 through 2019 Salmon License Buyback Activity⁵

Activity	Coastal Salmon Troll	Coastal Gillnet	Puget Sound Gillnet	Puget Sound Reefnet	Puget Sound Purse Seine ¹	Coastal Salmon Charter ²	Total
Starting year	1978	1974	1974	1974	1974	1974	
Starting licenses	3,291	816	1,990	85	437	404	7,023
Purchased licenses (buybacks)	833	227	643	37	209	99	1,618
Natural attrition through 2006	2,301	333	1,149	37	153	20	3,993
Total reduction through 2006	3,134	560	1,792	74	362	119	6,041
Remaining in 2006	157	256	198	11	75	141	838
Percent reduction through 2006	-95%	-69%	-90%	-87%	-83%	-65%	-88%
Additional decline 2006-2019	33	98	65	0	8	7	211
Remaining in 2019	124	158	133	11	67	134	627
Percent reduction through 2019	-96%	-81%	-93%	-87%	-85%	-67%	-91%

Source: WDFW, BST Associates

Notes:

¹ 2019 figure includes Puget Sound Drag Seine

² 2019 figure includes all Salmon Charter

Fleet buybacks have also been instituted in other key fisheries, including the groundfish trawl, Dungeness crab, and pink shrimp fisheries. Vessels that were purchased under this program were permanently removed from the commercial fleet. These buybacks permanently removed 91 vessels and 239 fishing permits.⁶

Alaska

The Alaska fishing fleet shrank significantly over the past three decades, falling from approximately 17,500 boats in 1991 to just 8,700 boats in 2019. The largest decline occurred between 2004 and 2005, when the fleet decreased by more than 13,700 boats, although the number of boats had been falling in most years from 1991 through 2004. The number of boats licensed to fish in Alaska in 2019 was the lowest on record (Figure 10). The main driver behind the decline was a change from an open-entry system for most fisheries (with no limit on the number of permits issued) to a system of individual transferrable quotas. What typically occurs when a fishery is converted to the quota system is that existing permit holders are issued the right to a share of the total harvest, based on catch totals for recent years. The permit owners can then continue to fish for that share of the harvest, or they can sell that share. This has tended to result in consolidation of the fleet, with a smaller number of boats controlling larger shares of the harvest.⁷

Another major change that has occurred in the Alaska commercial fleet is that the average vessel length has grown over time. In 1980 the weighted average vessel length was 29.4 feet, but by 2019 it had grown to 38.2 feet. The growth in average vessel length was primarily a function of a sharp decline in the number of smaller vessels. Specifically, in 1980 more than seven out of eight boats were less than 40 feet long, or 87.0% of the entire fleet. By 2019 fewer than six out of eight boats (i.e. 71.9%) were less than 40 feet long.

⁵ WDFW. Washington Coastal Dungeness Crab Fishery License Buy-Back Program, October 1, 2008.

⁶ National Oceanic and Atmospheric Administration. *50 CFR Part 600 [Docket No. 041029298–5168–03; I.D.052004A] RIN 0648–AS38*, Federal Register /Vol. 70, No. 133. Wednesday, July 13, 2005.

⁷ Alaska Commercial Fisheries Entry Commission. Database of commercial fishing vessels for 2019.

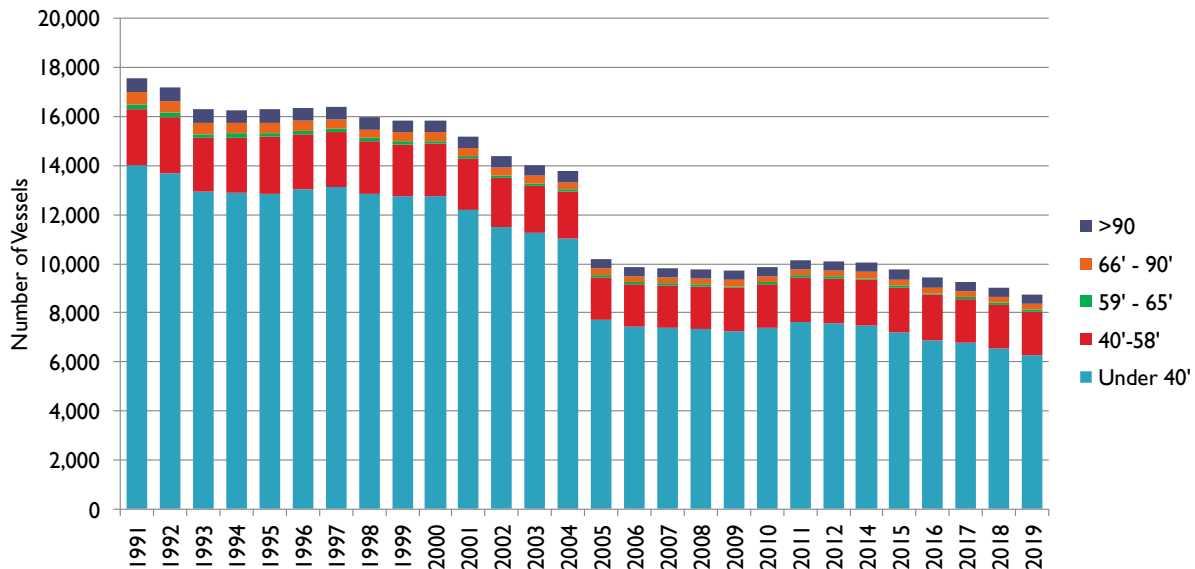


Figure 17. Alaska Fishing Fleet Trends

Source: Commercial Fisheries Entry Commission

Oregon

Similar to Washington and Alaska, the number of vessels licensed for commercial fishing in Oregon has trended downward over the past decade. In 2011, a total of 1,737 vessels had commercial licenses and by 2019 this number had fallen to 1,570. This decline was not consistent from year to year, however, and the number of vessels licensed in 2019 is actually higher than the numbers licensed from 2016 through 2018 (Figure 11).⁸

The distribution of vessels sizes remained relatively consistent from 2011 through 2019. A majority of commercial vessels in Oregon are less than 40 feet long; the share of the fleet accounted for by this size of vessel ranged between 53% and 57%. The next largest share of vessels is those that are 40 feet to 58 feet in length; these vessels accounted for 31% to 33% of the fleet between 2011 and 2019. Vessels longer than 58 feet accounted for 12% to 14% of the Oregon commercial fleet from 2011 through 2019. Most of these vessels are 66 feet to 90 feet long (i.e. 8% to 9% of the fleet). Vessels 59 feet to 65 feet account for 3% to 4% of the fleet, and vessels longer than 90 feet account for less than 1% of the fleet.

⁸ Oregon Department of Fish and Wildlife. Database of vessels licensed to fish commercial in Oregon.

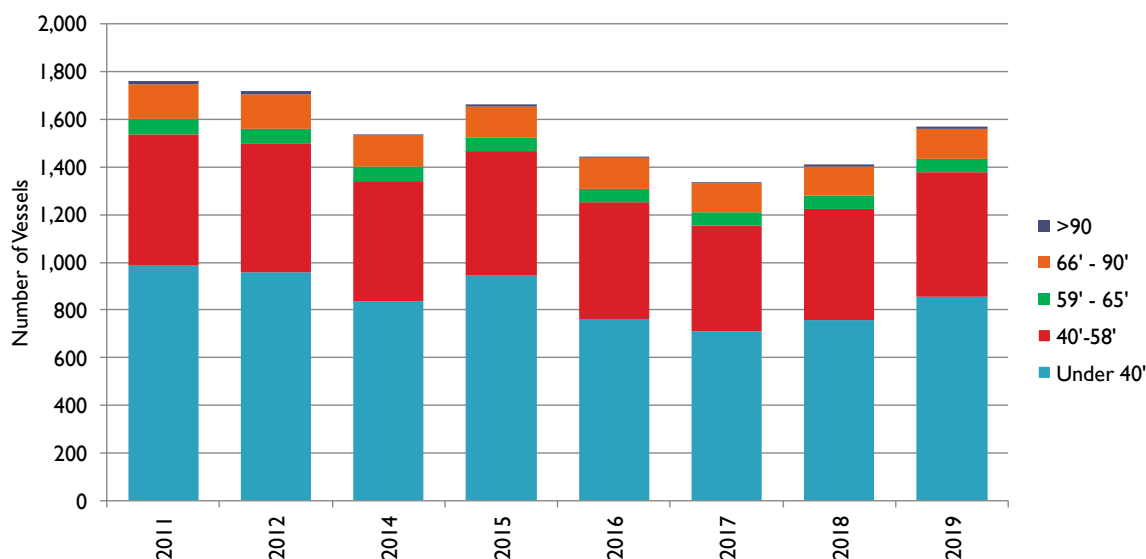


Figure 18. Oregon Fishing Fleet Trends
Source: Oregon Department of Fish and Wildlife

4.1.3 Harvest

Most of the commercial fishing effort in Washington and Oregon occurs on the coast, with relatively little occurring on inland waters. As shown in Figure 12, most of the regional harvest (by weight) is landed at the top five coastal ports (i.e. Astoria, Westport, Newport, Coos Bay-Charleston, and Ilwaco-Chinook) while the value of the harvest is spread among a larger number of ports, including several on Puget Sound (i.e. Bellingham, Anacortes-La Conner, Shelton, and Olympia) (Figure 13).⁹

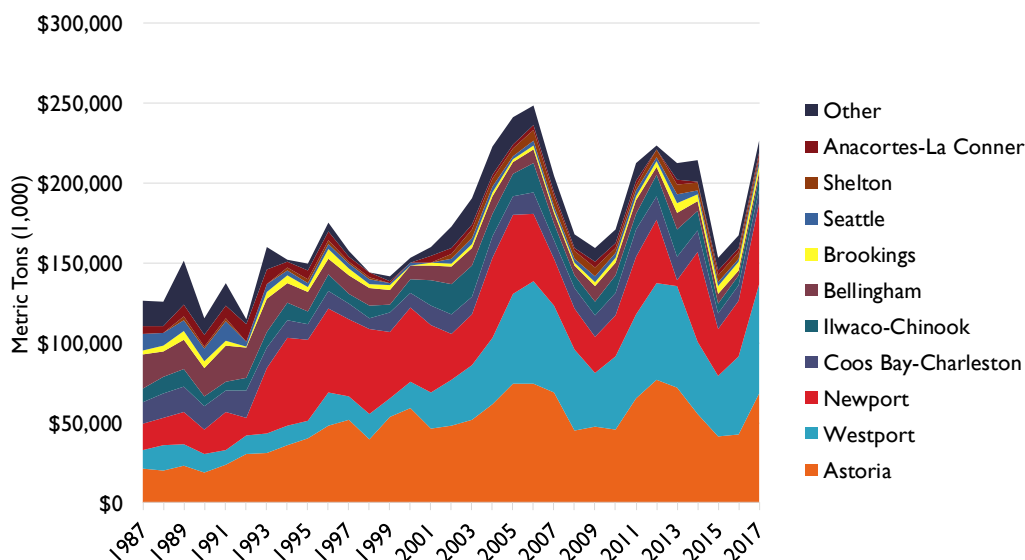


Figure 19. Weight of Fish Landings by Port, Top 10 in Ports Oregon & Washington (Metric Tons)
Source: National Ocean Economics Program, NMFS

⁹ NMFS National Ocean Economics Program. Top Commercial Fishing Search webpage, <https://www.oceaneconomics.org/LMR/topPorts.asp>, accessed April 3, 2020.

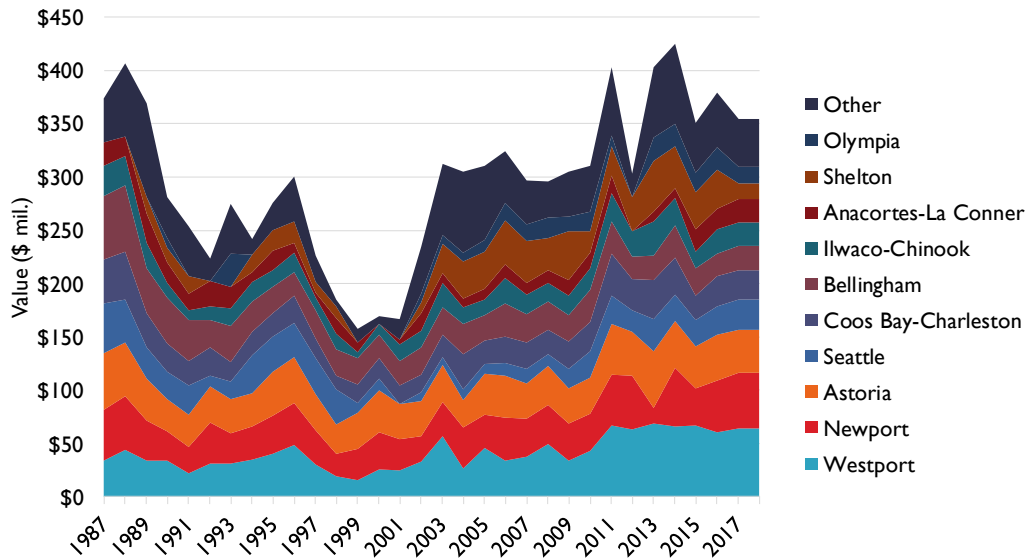


Figure 20. Value of Fish Landings by Port, Top 10 in Ports Oregon & Washington (2017 Dollars)
Source: National Ocean Economics Program, NMFS

As previously discussed, the Gig Harbor fleet currently holds 28 Washington fishing licenses. The largest number of these (i.e. 12 licenses) is for Puget Sound Salmon Purse Seine fishing. The next largest number is four Sardine Purse Seine licenses, followed by three Dungeness Coastal Crab Pots licenses and two Herring Lampara licenses. There are seven additional licenses types, with one each. The following section provides information on the main fisheries in which the Gig Harbor fleet operates.

Salmon

From 2000 through 2018, salmon landings at Washington coastal ports (primarily Westport) averaged approximately 1,150 metric tons per year. During that period the harvest experienced volatility, with landings ranging from as low as 425 metric tons to as high as 2,650 metric tons. Since 2014, the landed volume has been less than 1,000 metric tons each year and has fallen each year, to a low of 425 metric tons in 2018. As with other natural resource industries, salmon fishing is subject to influence from outside factors such as endangered species regulations, Canada-United States salmon treaties, and catch and processing allocation decisions. These uncertainties tend to increase the volatility in the industry.

The coastal commercial salmon fishery is currently limited to a spring opening and a summer opening. For 2019, the spring opening ran from May 6 through the earlier of June 28 or when the fish limit was reached. The summer fishery started on July 1 and was scheduled to run until the earlier of September 30 or when limits were reached.

Sardines

Since 2009, the sardine fishery in Washington has been limited to 16 permanent licenses, which can be transferred or sold. In addition, temporary annual permits may be issued at the discretion of the WDFW Director, with the total number of permanent and temporary annual licenses not exceeding 25.

The sardine harvest is highly cyclical, with the Washington harvest ranging from less than 5,000 metric tons in 2000, 2006, and 2007 to more than 15,000 metric tons in 2002 and more than 12,000 metric tons in 2010. Harvest levels spiked in 2012 and 2013, hitting highs of nearly 35,000 metric tons in 2012 and 30,000 metric tons in 2013, but the 2014 harvest fell to just 7,100 metric tons. The 2015-2016 season was cancelled in

Washington, Oregon, and California due to poor sardine abundance, and has been cancelled in each of the following years¹⁰ (Figure 14).

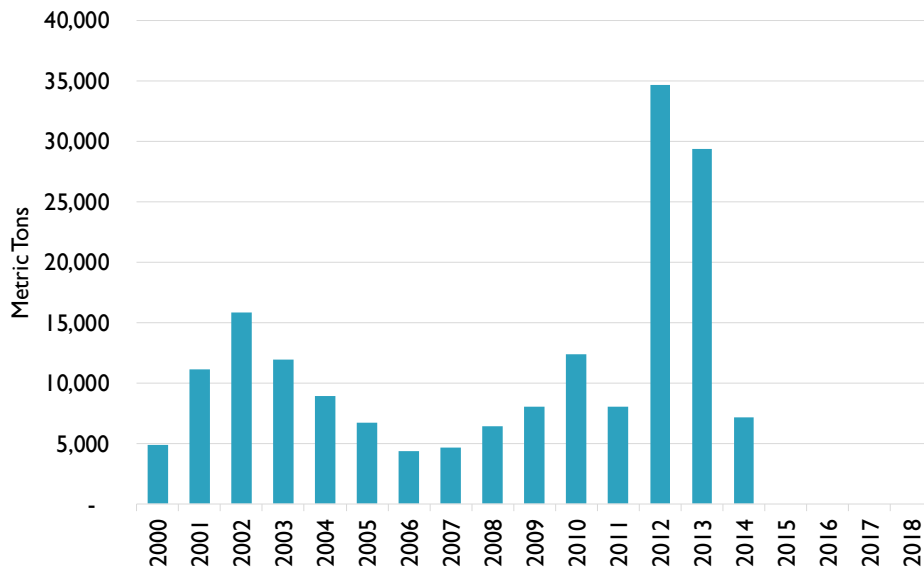


Figure 21. Washington Commercial Sardine Harvest

Hake

Hake (also known as Pacific whiting) season begins on May 15, for both at-sea and shore-based fisheries. Most of the fishing effort occurs between June and October.

Processing of hake is allocated between shore-based processors, at-sea mothership processors, and at-sea catcher processors. The current allocation, which has been in effect since 1997, divides the U.S. non-tribal harvest between shore-based processors (42%), catcher-processors (34%), and mothership processors (24%). Since 2011, the non-tribal U.S. fishery has been fully rationalized, with allocations in the form of Individual Fishing Quotas (IFQs) to the shore-based sector and group shares to cooperatives in the at-sea mothership and catcher-processor sectors. Starting in 1996, the Makah Indian Tribe has also conducted a fishery with a specified allocation in its “usual and accustomed fishing area”.¹¹

Crab

There are 228 Washington coastal commercial Dungeness crab license holders, with approximately 200 fishers who are active participants in this highly competitive fishery. The season typically starts on December 1 and runs through September 15. The main ports of landing for the coastal commercial Dungeness crab fishery are Ilwaco, Chinook, Westport, Tokeland and La Push.¹²

Washington coastal Dungeness crab landing data back to 1950 shows a large fluctuation in harvest, ranging from a low of 2.5 million pounds in 1981 to a high of 25 million pounds in 2004-05 averaging at 9.5 million pounds. It is believed that this large fluctuation in landings is not a result of harvest patterns, but likely due to varying ocean conditions including water temperature, food availability, and ocean currents¹³ (Figure 15).

¹⁰ WDFW. https://wdfw.wa.gov/fishing/commercial/sardine/fishery_notices.html, accessed 1-29-2019.

¹¹ Joint Technical Committee of the Pacific Hake/Whiting Agreement Between the Governments of the United States and Canada. Status of the Pacific Hake (Whiting) Stock in U.S. and Canadian Waters in 2018. March 2nd, 2018

¹² WDFW. <https://wdfw.wa.gov/fishing/commercial/crab/coastal/>, accessed 1-29-2019.

¹³ *ibid*

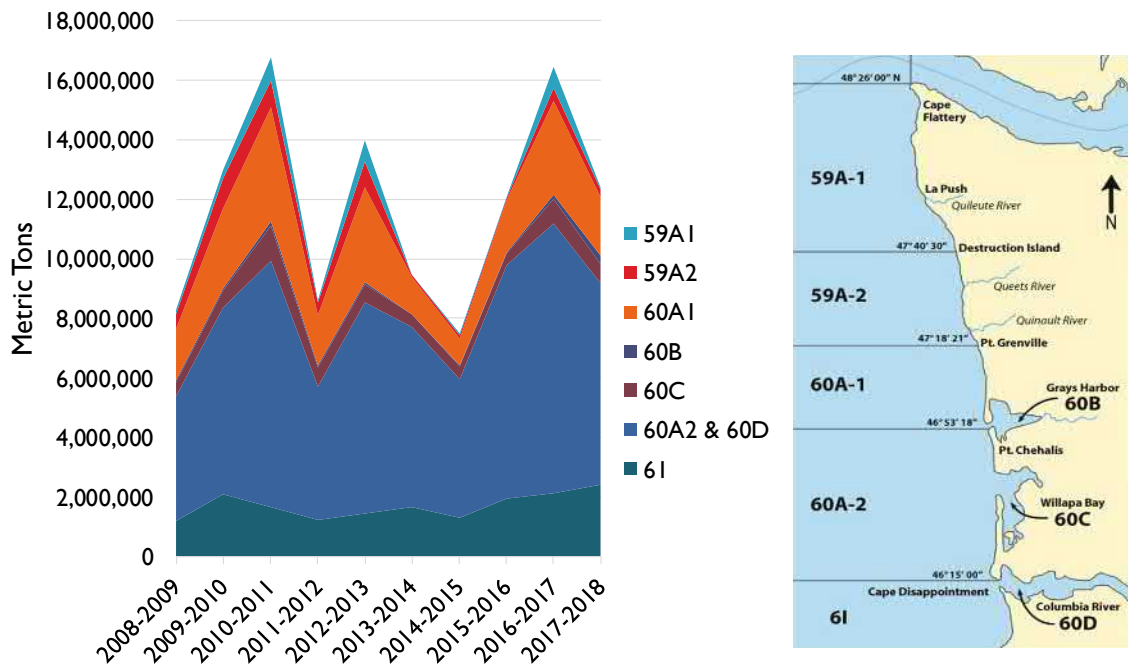


Figure 22. Non-Treaty Coastal Commercial Dungeness Crab Landings by Catch Reporting Area
Source: WDFW

Shrimp

Commercial shrimp fishing on the Washington coast began off Grays Harbor in 1956 and focuses on pink shrimp. Washington coastal shrimp fishing activity is split between Westport and Ilwaco, with processors located at each. Pink shrimp are caught by trawl gear during daylight hours. The typical commercial trip ranges from 3 to 6 days including transit to and from the fishing grounds, with shorter trips when fishing is especially productive. Along the Washington coast, the pink shrimp fishery operates in federal waters (3-200 miles); most commercial gears, including trawl, are prohibited inside Washington state waters (0-3 miles). The status of pink shrimp stocks off the coast of Washington has not been specifically determined, but there are strong indications it is stable. The Oregon pink shrimp fishery in waters adjacent to Washington is well-documented and appears to be resilient to both naturally caused variations in distribution and fishery impacts. As much as one-third of the shrimp landed into Oregon ports come from waters off Washington State, and these landings are included in Oregon's extensive sampling and logbook evaluation program. By many measures, the Washington and northern Oregon stocks are considered contiguous.¹⁴ Since 1982, the three Pacific Coast states (Washington, Oregon, and California) have operated a common season, which opens on April 1 and closes on October 31.

In 1994, the Washington limited entry (LE) license program established 143 licenses. As of 2014, the number of LE licenses stood at 83. The LE licenses must be renewed annually, but do not need to be fished actively to remain valid; the decline is attributed to LE license owners electing not to renew.

4.1.4 Future Issues

The Washington Department of Ecology recently lead an effort to develop a marine spatial plan (MSP) for Washington's Pacific coast. The plan was developed in coordination with a number of agencies, and engaged

¹⁴ WFDW. <https://wdfw.wa.gov/fishing/commercial/shrimp/>, accessed 1-3-2019.

coastal stakeholders, the public, and local, tribal and federal governments. One of the reports that resulted from this effort identified issues of concern to the fishing and fish processing industries:¹⁵

- Factors affecting the fishing sector:
 - Barriers to entry and success
 - Limitations in use of space
 - Ocean acidification
 - Oil industry conflict
 - Overfished species
 - Potential for concentration of ownership
 - Regulatory uncertainty
 - Salmon production and survivability
 - Laws and regulations limiting catch.
- Factors affecting the fish processing industry:
 - Infrastructure issues related to whether water or byproduct use in the processing process will overwhelm existing infrastructure
 - A decline in wholesale prices for seafood
 - Major expansion of the onshore Pacific whiting fishery
 - Horizontal integration of processors and consolidation of processing plants in fewer locations
 - Vertical integration into distribution and harvesting operations
 - Return of small processors to offering specialty products in niche markets

NOAA Fisheries prepares an annual report that “highlights the work toward the goal of maximizing fishing opportunities while ensuring the sustainability of fisheries and fishing communities.”¹⁶ In the 2017 and 2018 reports, selected salmon stocks generated most of the concern.

The impact of climate change on commercial fisheries is studied by the U.S. Global Change Research Program (USGCRP). A recent report from this effort concluded that: 1) ocean warming, acidification, and deoxygenation are projected to increase changes in fishery-related species, reduce catches in some areas, and challenge effective management of marine fisheries and protected species, 2) marine fisheries and fishing communities are at high risk from climate-driven changes in the distribution, timing, and productivity of fishery-related species, and 3) extreme events are expected to increase, including combinations of very high temperatures, very low oxygen levels, or very acidified conditions.¹⁷

Figure 16 illustrates the projected impact on fisheries from the base period (1991–2010) to the target period (2041–2060). Along most of the U.S. West Coast, potential catch may decline by up to 10%. The largest expected decline is a 22% reduction in salmon harvest in Washington state— a loss valued at \$3 billion. The southern half of the British Columbia coast and the very northern portion of the Washington coast could experience a decline of 10% to 20% during this period. Gulf of Alaska is projected to increase by approximately 10%, and the Bering Sea catch potential may increase by approximately 46%. There could be an uptick from new species moving into the newly-warmer waters in the area but Bering Sea pollock and Pacific cod expected to decline. Ocean acidification will have a negative impact on Tanner crab, red king crab, and pink salmon.

¹⁵ WDOE Marine Spatial Planning, Marine Sector Analysis Report: Non-Tribal Fishing, IEC, 2014.

¹⁶ www.fisheries.noaa.gov/national/2018-report-congress-status-us-fisheries

¹⁷ Pershing, A.J., R.B. Griffis, E.B. Jewett, C.T. Armstrong, J.F. Bruno, D.S. Busch, A.C. Haynie, S.A. Siedlecki, and D. Tommasi, 2018: Oceans and Marine Resources. In Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment, Volume II [Reidmiller, D.R., C.W. Avery, D.R. Easterling, K.E. Kunkel, K.L.M. Lewis, T.K. Maycock, and B.C. Stewart (eds.)]. U.S. Global Change Research Program, Washington, DC, USA, pp. 353–390. doi: 10.7930/NCA4.2018.CH9 On the Web: <https://nca2018.globalchange.gov/chapter/oceans>; page 354

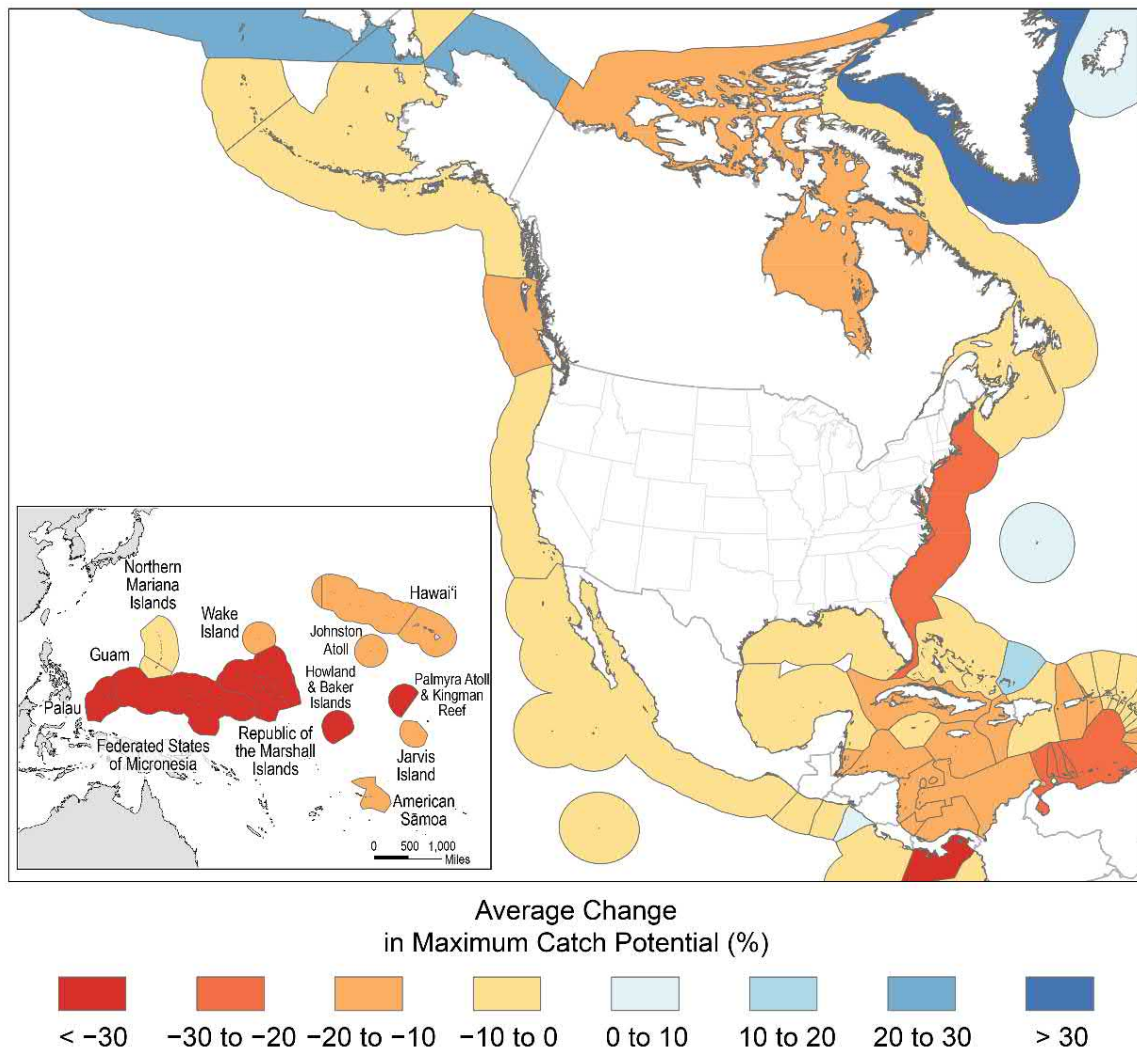


Figure 23. Climate Change Impact on Fisheries¹⁸

4.1.5 Fishing Industry Trends Summary

In summary, several key conclusions stand out including the following:

- The number of commercial fishing vessels in the region is much smaller than it was in past decades and is still slowly shrinking.
- Most commercial fisheries in the region are sustainably managed.
- Most commercial fishing occurs on the Coast, as opposed to inland waters (i.e. Puget Sound).
- Climate change is likely to negatively impact commercial fisheries in the future.

4.2 Finance

The purpose of this chapter is to provide preliminary information on the finances of the proposed dock project. Key sections of this chapter include:

¹⁸ The figure shows average projected changes in fishery catches within large marine ecosystems for 2041–2060 relative to 1991–2010 under a higher scenario (RCP8.5). All U.S. large marine ecosystems, with the exception of the Alaska Arctic, are expected to see declining fishery catches. Ibid page 363.

- Estimates of revenue, based on market rates for moorage at selected competing ports in the region
- Estimates of construction costs and operating costs for Ancich Dock
- Comparison of the potential revenue with the estimated costs

This is a high-level analysis and is based on a number of assumptions. It is recommended that a more detailed analysis be developed as the project moves forward.

4.2.1 Revenue

This analysis assumes that Ancich Dock will generate revenue from two sources: monthly moorage from commercial fishing vessels, and daily moorage from transient recreational vessels.

Commercial Moorage Rates

The primary source of revenue for the Ancich Dock commercial fishing facility will be moorage fees. As the dock is intended primarily for commercial fishing vessels, market rates were collected for the main commercial vessel facilities in the region. These include:

- Port of Anacortes, Cap Sante Marina
- Port of Bellingham, Blaine Harbor
- Port of Bellingham, Squalicum Harbor
- Port of Everett Marina,
- Port of Port Townsend Boat Haven
- Port of Seattle, Fishermen's Terminal

These six facilities account for the majority of commercial vessel moorage in the region. In addition, there are numerous smaller, private facilities that offer moorage to relatively few vessels; this includes several of the docks in Gig Harbor. The market rate for commercial fishing vessels at the major public marinas in the region ranges from \$6.39 per foot to \$10.86 per foot, and averages \$7.67. These are base rates, and do not include leasehold excise tax (LET), or other additional fees. With the LET included, moorage rates in the region range from \$7.21 to \$12.25 per foot per month¹⁹ (Table 10).

Table 10. Moorage Rates for Commercial Fishing Vessels

Marina	Current Rate per Linear Foot	
	Base	Base + Tax*
Port of Anacortes	\$7.51	\$8.48
Port of Bellingham Blaine Harbor <80'	\$6.39	\$7.21
Port of Bellingham Blaine Harbor 80'+	\$7.20	\$8.12
Port of Bellingham Squalicum Harbor <80'	\$6.39	\$7.21
Port of Bellingham Squalicum Harbor 80'+	\$7.20	\$8.12
Port of Everett	\$7.52	\$8.49
Port of Seattle Fishermen's Terminal <80'	\$7.73	\$8.72
Port of Seattle Fishermen's Terminal 80'+	\$10.86	\$12.25
Port of Port Townsend <71'	\$7.44	\$8.40
Port of Port Townsend 71'+	\$8.47	\$9.56
Average	\$7.67	\$8.66

Source: Individual Port Districts

¹⁹ Leases with public agencies, such as Port Districts, are subject to the Leasehold Excise Tax, which is 12.84% of the base lease value.

According to interviews with local fishing vessel owners, the rate that they pay for moorage in Gig Harbor ranges between \$4.50 per foot per month and \$8.00 per foot per month; the lower rates are based on a “friends and family” discount. Several owners also reported mooring at their own docks, and do not pay moorage fees. This analysis assumes that the occupancy rate from commercial vessels will vary throughout the year, depending on where the different members of the fleet are fishing. The occupancy for each month was estimated based on the results of interviews with vessel owners. This preliminary financial analysis presented below uses a rate of \$8.00 per foot per month.

Transient Recreational Rate

Jerisich Dock is operated by the City as part of the Parks department, and provides approximately 800 feet of transient moorage, primarily for recreational vessels. This analysis assumes that the rates at Ancich Dock for transient recreational moorage will be the same as that at Jerisich Dock:

- \$1.00 per foot per day – peak season (Memorial Day Weekend through Labor Day)
- \$0.50 per foot per day – off peak

The financial analysis incorporates several assumptions regarding transient recreational vessels:

- Usage patterns will be similar to those at Jerisich Dock
- Monthly commercial moorage will have precedent over transient recreational moorage

One important issue is that Ancich Dock could potentially impact occupancy at Jerisich Dock. During periods of peak demand from transient recreational vessels this would not likely be the case, but during periods of lower demand it is possible that the vessels using Ancich Dock may represent a shift from Jerisich Dock, and not new revenue. Moorage rates were estimated to grow at 2.0% per year.

4.2.2 Costs

The costs associated with the Ancich Dock project include capital costs (design and construction) and operations and maintenance costs.

Construction Costs

Construction costs for the project were developed by the Davido Consulting Group, Inc (DCG). DCG developed estimates for two alternatives as demonstrated below. Refer to Appendix VII for the Construction Cost Estimates.

- Alternative A provides a combination of linear moorage and finger piers. Total moorage is 875 feet, and the estimated cost is \$1,561,004
- Alternative E provides linear moorage along both sides of a 310-foot dock (a total of 620 feet of moorage), with an estimated cost of \$1,158,944

Operations and Maintenance

Projected annual operations and maintenance costs for the Ancich Dock were estimated using data from Jerisich Dock. Jerisich Dock is operated by the City as part of the Parks department, and provides approximately 800 feet of transient moorage, primarily for recreational vessels. According to City of Gig Harbor data, the annual operating cost of Jerisich Dock was approximately \$23,000 in 2019, with utilities accounting for the majority (i.e. approximately \$16,800). General supplies that are purchase for use at all park facilities (such as restroom supplies) are not included.

The annual operations and maintenance cost at Ancich Dock was estimated based on the amount of moorage available under each Alternative. Under Alternative A operating cost is estimated to be \$25,134 in 2020 dollars, and under Alternative E it is estimated to be \$18,065 in 2020 dollars. In addition, each of the alternative includes allocated personnel time, estimated as 0.1 full-time equivalent (FTE) at a rate of \$55 per

hour, or a total of \$11,440 in 2020 dollars. Including the personnel time, the total operations and maintenance cost under Alternative A is estimated to be \$36,574 in 2020 dollars, and under Alternative E it is estimated to be \$29,505 in 2020 dollars. Costs were estimated to grow at a rate of 2.1% per year, based on CPI.

4.2.3 Costs Versus Revenue

Net revenue was estimated by subtracting the operations and maintenance costs from the projected revenue. This annual figure was then converted into a net present value (NPV), using interest rates of 3% and 7%, over a period of 20 years. Comparisons of the NPV with construction cost are presented in Table 11. Under each of the alternatives and each of the interest rates, the NPV of projected revenues is less than the estimated construction costs. For Alternative A, construction costs exceed NPV of revenue by approximately \$682,000 to \$930,000. For Alternative E, construction costs exceed NPV of revenue by approximately \$705,000 to \$836,000. As noted above, this is a preliminary analysis based on a number of assumptions, including: occupancy rates, moorage rates, interest rates, and finance periods, among others.

Table 11. Summary of Costs vs. Revenues Over 20 Years

Industry Sector	Alternative A		Alternative E	
	Interest Rate 3%	Interest Rate 7%	Interest Rate 3%	Interest Rate 7%
Net Revenue NPV	\$815,896	\$567,565	\$431,992	\$300,663
Construction Cost	\$1,561,004	\$1,561,004	\$1,158,944	\$1,158,944
Cost less Net Revenue NPV	(\$745,108)	(\$993,439)	(\$726,952)	(\$858,281)

4.3 Economic Impact

Economic impact estimates typically include three main parts: direct, indirect, and induced impacts. Within each of these three parts economic impacts are measured in output, jobs, and income.

- **Direct** impacts refer to the output, jobs, and income at the firm or industry being analyzed.
- **Indirect** impacts are the output, jobs, and income that occur from the purchases of inputs (materials, components, equipment) from suppliers to the subject industries.
- **Induced** impacts are the output, jobs, and income that occur from the purchases made by the employees of the subject industries.

For the commercial fishing industry, the direct impacts include:

- Output – revenue generated from selling the fish harvested
- Jobs – fishing vessel crews
- Income – crew shares, wages, and owner's income from fishing

4.3.1 Direct Impacts

According to interviews with vessel owners, some vessel work is performed at the dock by the owners and crews, but most heavy work is performed in boatyards. Most of the work that is performed at the docks in Gig Harbor is in preparation for fishing, and typically occurs in the two weeks leading up to the vessel's departure for fishing. The number of people performing work on the vessel ranges between one and five, with one or two the most common responses. The direct employment impact of this labor is limited, when converted into full-time equivalent (FTE) jobs. Using: 28 vessels, average maintenance crew of two, and two weeks of maintenance work, the dockside maintenance work supports approximately two FTE, or two full-time equivalent jobs in Gig Harbor. Fishing crews typically have four to five members, including the owner or captain. Total crew employment for the Gig Harbor fleet is estimated to range between 110 and 140, based on 28 vessels and crew size of four or five.

Overall, the analysis found the direct impacts to be relatively low for the Homeport project.

4.3.2 Indirect Impacts

Indirect impacts include the output, jobs, and income at industries from which the fishing vessel owners/operators purchase goods and services. These impacts are typically estimated through the use of an input-output model. The creation of such a model requires gathering detailed expenditure data from individual vessel owners and was beyond the scope of work for this analysis.

According to data from the National Marine Fisheries Service (NMFS), typically approximately two-thirds of vessel expenses (excluding crew and owner income) is related to vessel repair/maintenance and fuel/lubricants.²⁰ In Gig Harbor, the only boat haul-out facility is the Gig Harbor Marina & Boatyard, and this yard does not have a hoist capable of lifting most fishing vessels. As a result, most of the vessels owners interviewed for this analysis reported using yards in Port Townsend, Seattle, Coos Bay and other ports. None of the vessel owners reported using boatyards in Gig Harbor or other Pierce County locations.

Fuel and lubricants are the second-largest category of fishing vessel expenses (excluding wages and other crew income). Gig Harbor no longer has a marine fuel facility, so there is essentially no indirect impact from fuel purchases by the fishing fleet.

According to the NMFS model inputs, moorage accounts for only a small share of annual fishing vessel costs, typically 2.0% to 3.0% of total costs (excluding wages and other crew income). The Gig Harbor fishing vessel owners that were interviewed for this analysis reported spending as much as \$8.00 per foot per month for moorage in Gig Harbor, but most reported spending less. Several of the owners reported spending \$4.50 to \$5.00 per foot (based on a friends and family discount from the dock owner), and several others reported moorage at docks that they own. In addition, most of the vessels moor in Gig Harbor only during the off-season for fishing; as a result, they do not necessarily pay for year-round moorage in Gig Harbor. Trip-related expenses for commercial vessels include food and crew provisions, ice, and bait. It is likely that vessels purchase food and crew provisions for the first part of their voyage in Gig Harbor. Depending on which fishery a boat works, it is likely that additional food and crew provisions are obtained from the port where the boat delivers fish during the season. *In total, the indirect impact in Gig Harbor due to spending by commercial fishing vessels is likely to be relatively limited.*

Overall, the analysis found the indirect impacts to be relatively low for the Homeport project.

4.3.3 Induced Impacts

Induced impacts are those that result from spending of income by crew members and vessel owners.

According to the U.S. Census Bureau, in 2017 there were 16 residents of Gig Harbor employed in the Agriculture, Forestry, Fishing and Hunting sector, the same number as in 2002. In contrast, during the period of 2002 through 2017, the number of jobs held by residents of Gig Harbor grew from 2,871 to 3,258. The Agriculture, Forestry, Fishing and Hunting sector accounted for 0.5% of jobs held by Gig Harbor residents in 2017, a decrease from the 0.6% share in 2002.²¹ The same data also reports the number of jobs in Gig Harbor, regardless of where the worker resides. According to this data, the total number of jobs in Gig Harbor grew from 5,203 in 2002 to 9,243 in 2017, while the number of jobs in the Agriculture, Forestry, Fishing and Hunting sector fell from eight to five (Table 12). Based on the estimate of 110 to 140 fishing crew members associated with the Gig Harbor commercial fleet, *the induced impact in Gig Harbor due to the spending of income by crew members is likely limited, if most of these crew members do not live in Gig Harbor.*

²⁰ National Marine Fisheries Service, Input-Output Model for Pacific Coast Fisheries.

²¹ U.S. Census Bureau OnTheMap website, <https://onthemap.ces.census.gov/>, accessed 5/26/2020.

Table 12. Jobs in Agriculture, Forestry, Fishing and Hunting

Industry Sector	2002	2017
<i>Residents of Gig Harbor</i>		
Agriculture, Forestry, Fishing and Hunting	16	16
Total	2,871	3,258
Share of Total	0.6%	0.5%
<i>Jobs in Gig Harbor</i>		
Agriculture, Forestry, Fishing and Hunting	8	5
Total	5,203	9,243
Share of Total	0.2%	0.1%

5 CONCLUSION

The study finds that Alternative E is the best option. This alternative clearly demonstrates the fewest disadvantages while still meeting goals of the community.

Appendix I – Phone Interview Notes

Interview Session Notes

Ancich Waterfront Park Homeport Feasibility Study

March 2020, Skype Calls

Interview Schedule

Nicole Jones-Vogel, Steve Robert, and Anna Spooner interviewed 13 members of the Gig Harbor community on March 17, 2020 to ask questions about the City's proposed Ancich Waterfront Park Homeport (Homeport). Each interview lasted 20 minutes. The interviews took place over skype. The following table provides the interview schedule and information on each interviewee. Interviewee included members of the Gig Harbor commercial fishing community (highlighted in blue below) and Homeport neighbors (highlighted in green below).

	Interview Time	Interviewee	Relationship to Homeport
1	9:40 a.m.	Guy Hoppen	Commercial fisherman
2	10:05 a.m.	Andy Babich	Commercial fisherman
3	10:30 a.m.	Nick Jerkovich	Commercial fisherman
4	11:00 a.m.	Dawn Stanton	Homeport neighbor
5	11:25 a.m.	Randy Babich	Commercial fisherman
6	11:50 a.m.	Leif + Katie Dobzinsky	Commercial fishermen
7	12:15 p.m.	Nancy Jerkovich	Homeport neighbor
8	2:00 p.m.	Gregg Lovrovich	Commercial fisherman
9	2:30 p.m.	Jim Franich	Homeport neighbor, former commercial fisherman
10	3:00 p.m.	Nick Babich	Commercial fisherman
11	3:30 p.m.	Mary Ellen Gilmour	Homeport neighbor
12	4:00 p.m.	Karen McDonell	Homeport neighbor
13	4:25 p.m.	Jake Bujacich	Homeport neighbor, commercial fisherman

Overview of Project scope

Each project team member introduced themselves. Steve then reviewed the scope of the feasibility report and the project's background including:

- The City has completed the upland park development at Ancich Waterfront Park. The human powered float is fully funded and scheduled for construction in fall 2020 (pending environmental permits). The City is developing a full build design for the commercial fishing homeport.

- He reviewed the provided in-water facility plans.

Interview Objectives

Nicole kicked off each interview session and reviewed the objectives:

- To gather local knowledge and specific information to inform the feasibility study and preferred concept design for the Ancich Waterfront Park commercial fishing homeport, specifically how much do we build now?
- To identify opportunities and constraints that will inform the feasibility study analysis.
- To establish transparent communication and begin to build community consensus on a future Ancich Waterfront Park commercial fishing homeport preferred concept design.

Interview questions and notes from each session

Anna then lead each interviewee through five questions. The question were provided to each interviewee before the interview. The following provides notes on each interviewee response and follow up conversation with the group.

1. What do you want the City to offer as part of the Homeport?

Interview 1 - Guy Hoppen

- Jersich is not available for commercial use at all. Maritime provides loading/unloading, not moorage
- Steve: what kind of loading/unloading would happen at Homeport?
 - Netshed use = unloading nets and working on nets is primary use, plan should include a knuckle boom or hydraulic boom to lift 3000-4000 lbs (equipment and groceries)
 - Lots of gill netters, trollers in Gig Harbor - can self-load/unload - impetus for knuckle boom there
- Moorage and one space moving forward for fisher people - especially the younger group
 - They need space to work on the boats and gear
 - We have 5 or 6 crabbers in town now
- Things are gentrifying, hard for fishing families to buy waterfront property; equally hard to get acreage to build a shop
 - Net shed will become more and more valuable to future generations

Interview 2 - Andy Babich

- Obviously, the answer is moorage; all they are hoping for is future moorage
- The Ancich property is tough because it is space limited but what is practical is moorage; there is not space for other amenities. Power and water should be included with the facility (50amp, 30 amp)
 - He doesn't think a crane is practical unless a private entity takes that on

Interview 3 - Nick Jerkovitch

- Moorage is the number one and will need electrical and water connections. Aside from moorage, not sure what else could be offered
 - A pumpout would be a nice thing. They can always go to the other dock and pumpout. A crane? He wouldn't use it, but others might.

Interview 4 - Dawn Stanton

- The Homeport should provide fishing moorage for our local fleet
 - Local is the target. She does not want to initiate a resurgence of the fishing industry in the area. There are 5 active docks that local fleet use right now - in total 15 boats. Of those, maybe 7 or 8 float around to available sites. This Homeport is needed to service to local fleet
 - She is disappointed in a float system to expand use - the park does not have the capacity for expansion (roads, neighbors, kayakers, users)
 - She would prefer a linear float system consistent with marina facilities through out harbor. Linear would accommodate 7 boats and would not preclude rafting
 - This would provide more flexibility for in-water maneuverability (commercial and recreational)
 - This would preserve views
 - This would provide safety and separate users
- She stated that we need this but that the local fleet is decreasing. There are constraints on the industry (all areas south) - there is a squeeze with climate change. The city should not accommodate fisherman beyond our local fleet

Interview 5 - Randy Babich

- He says he is coming from different universe compared to other fisherman
- A large moorage facility is not applicable, and he is not for it. There are climate change issues impacting the industry
- There is moorage outside of Gig Harbor. Port of Tacoma has no commercial vessels left (they have an unused facility)
- The dock would be a great facility if folks want to use it; no one would use crane

Interview 6 - Leif and Katie Dobzinsky

- Maximize the amount of linear feet of dock space - mainly because he feels that if you build it, it will come
 - He would angle the fingers on the current layout design, knowing the currents in the dock and the space between the proposed dock to west

- Commercial vessels are getting wider because boats are doing more fisheries to stay busy
 - These boats need a homeport to get maintenance
- He is low maintenance regarding amenities. He has his own storage shed. The Homeport would definitely need water and electrical (30, 50, 100 amp service). Get 100 amp for transient moorage in summer
 - Pumpout - yes if there is funding, it would help
 - Fuel - not an advantage
 - Working netshed - he would use it for very small projects, used for crab gear, loading/unloading crawl gear, you could use it for staging
- There is a need for moorage outside of Seattle; new fisherman can't afford to live in Seattle; Port Townsend (where his boat is) doesn't have room, Anacortes is full, there is a need

Interview 7 - Nancy Jerkovitch

- That is a weird question - what else would you want?
- Why are there three 80-ft stalls? The 60-ft stalls make more sense. Some of the stalls are only 20-ft across. Most of the boats are wider than that.
- The City should offer laundry, fuel, and cocktail lounge (she was joking). Security is very important
 - Other amenities could include Laundry, showers, etc would not benefit fisherman. It would benefit others such as yachts.
- She noted that there is no store close by.
- The yachts will come - they are out there

Interview 8 - Gregg Lovrovich

- The netshed is a great thing - he just needs the keys
- The City should provide adequate moorage - power (50 and 30 amp) and water
 - For transit - you would also need water
- Fuel - not going to be able to put it there. Fuel would be great in Gig Harbor but tough to be economically feasible and there isn't space at Ancich
- Pump-out - boats have holding tanks and other facilities. Not needed at Ancich

- There is also a portable person that goes out and pumps out tanks
 - Piped at Maritime but not open for use
 - Maybe a better option for live aboards, not fisherman
- Floats - they should not be too low, similar to what is around
- Please reach out to commercial fisherman during design process

Interview 9 - Jim Franich

- The City needs to consider future needs of moorage availability for commercial fishing fleet
- The City needs to consider impacts to the surrounding neighborhood
- Comparing this site to other Ports and moorage facilities (commercial) is night and day - this location is very unique and a totally different makeup
 - Our situation is complex
- Expectations for this site are different compared to others. Most of fishing fleet is tied up at private moorage facilities. Gig Harbor fisherman are used to just having a place to tie up and have water. That's all that is offered at the locations they are at now

Interview 10 - Nick Babich

- Moorage is the most important
- Just need power and water, no luxury needed
- A crane down there is not a necessity; they have been dealing without a crane for years. Need a place to tie up the boat

Interview 11 - Mary Ellen Gilmour

- One of the initial thoughts on this - we need fishing vessel moorage dock for Gig Harbor. Ancich is appropriate because it is within the historic working waterfront
 - She wants to make it so - a dock for fisherman who need moorage
- We don't need moorage for vessels outside of fleet
- She has reservations about bringing in the Tacoma fleet - worried about safety and other things

- The size should accommodate the fleet, not a grandiose Port that invites more and more fisherman
- Loading and unloading - her family would use these amenities if they are achievable

Interview 12 - Karen McDonell

- She was under the impression that the netshed and the floats in front of it would be for the fishing fleet
- She hasn't been inside the netshed - does it provide storage for fisherman? *Steve responded that no, it does not include storage*
- Restoration of the netshed - due to SMP designation as working waterfront. Whatever amenities fisherman need for their moorage.
- Steve: should this focus on fisherman only or also accommodate transient moorage
 - She doesn't think the two uses mix. Not in favor of yachts doing their boat work on the float system. She felt the same for the kayakers - it interferes with the working waterfront
 - She has no problem having them on the dock - okay with them tying up to floats

Interview 13 - Jake Bujacich

- The big thing is the moorage facility and you need to consider there is no parking
 - This will create a hardship on the whole area including the residents
- *Anna: where could that parking be?*
- There is proposal to put stalls over by Eddon Boatyard; the City would need to condemn property to get areas for parking
- He has concerns with blocking views to the harbor
- Biggest concern - construction and development
- He was opposed to kayak launch there - there is so much right there
- This will create a problem for downtown
- If the fisherman use the dock, the crane would be an adequate thing

2. What is the biggest challenge to the proposed Homeport?

Interview 1 - Guy Hoppen

- The only challenge is securing mitigation since the kayak dock has taken much of site mitigation
- Otherwise no challenges, just get it done

Interview 2 - Andy Babich

- Limited space, mitigation and money
- Maximize the facility size but balance with mitigation and money

Interview 3 - Nick Jerkovitch

- There are many - but he thinks the biggest is how many stalls and how you are going to determine who gets these stalls and how are you going to charge for them
 - Be sure you can fill all of them if you offer them at a cheap rate? If they are cheap and full - you wouldn't be able to pay for it though.

Interview 4 - Dawn Stanton

- Politics - fishing is a romantic notion and people get behind them; there is a push to get what you want when you can. There is a push saying there is a need that goes beyond the local fleet

Interview 5 - Randy Babich

- He thinks the City should ask - should this be built at all?
- There is no parking here
- Fisherman will not want to pay 11-12/LF.

Interview 6 - Leif and Katie Dobzinsky

- He has been paying attention this last year - the biggest aspect is the NIMBY aspect. The neighbors are loud
- The other issue is funding

- People are interested in fishermen and boats. There isn't anything against the commercial facility. But the Homeport will impact the neighboring property owners

Interview 7 - Nancy Jerkovitch

- How will they decide who ties there? The price will determine who ties there. The price will be a challenge. If you live in the City and pay taxes, you should be higher on the list. Are locals going to be able to tie there the same as out of towners? What about the people that live in the harbor and want to tie up?
 - *Nicole - we don't have that answer but it is good to hear that the City needs to answer this. Same question for boat storage facility - will it be by lottery? How long can a lottery winner have the space?*
- This homeport will compete with other ports, so you need to be able to provide amenities to complete.
 - Does the fleet want a crane - most fisherman wouldn't need that crane. There are some that would like it and the yacht people would like it. Who would operate the crane and take on the liability? A crane is something you could add later. Is the crane safe for the public?
- The problem - you are hearing from various people and everyone is worried about themselves. The crane doesn't affect her so she doesn't really have an opinion
- Safety is a big concern - and liability

Interview 8 - Gregg Lovrovich

- Funding - says the mayor. You design what you want. If you really want it, funding can be figured out. He doesn't see funding as a reason to not build what you want
- Biggest challenge - getting city, council, mayor on board with what the fishing fleet wants/needs
- Finding mitigation is a challenge

Interview 9 - Jim Franich

- A facility that isn't overwhelming the neighborhood but still has space available for moorage

- This site, once all uses are there (kayakers first), is going to be a mad house. Over the last 2 months the project has taken on a totally different approach. Previously it was the 2 dock solution. There will be a lot of commotion with 2 users types
- The amount of people coming and going at peak use (when all users are there) - a couple of months in the spring (getting boats ready). Potential massive impacts from the influx of people in neighborhood. And then in the fall - varies year to year

Interview 10 - Nick Babich

- The neighbors and the City (with this whole project)
- Need to get the City on board to build this float
 - The Council has changed a bit. The City has shifted towards kayaking and away from the commercial fishing industry. He doesn't see the drive to get this done for the fisherman. The kayakers are vocal and have the City's ear.

Interview 11 - Mary Ellen Gilmour

- The space is small, and the community is ambitious. Everyone wants to be there
- Concerned about on-water safety - conflicts with different types of vessels - fishing boats and kayaks
 - The less that is jammed in there, the better
- Traffic and parking concerns - it is a tough corner to park on
 - Fall - this would especially be a problem

Interview 12 - Karen McDonell

- She is not sure. She thinks there will be a lot of traffic in that area with small boats. The kayakers are separate but there are lots of them and there will be a lot of public use.
 - She is worried about hazards and dangers in water.

Interview 13 - Jake Bujacich

- Parking is the biggest challenge

- When a fisherman is getting their gear - each boat has a 4-5 crew. Where do they park?
Just about everyday, the on-street parking is full. When the kayakers and Homeport fisherman come, there will be a big parking issue. Not good for residents
- The driveway is steep and this site is hazardous to kids
- The whole project is very poorly planned from the beginning
- If the City had done the whole project at the same time, they wouldn't have the problems the City has now

3. How could the Homeport financially support itself?

Interview 1 - Guy Hoppen

- Few properties have an economic benefit
- 1200 linear feet of moorage, \$7/foot - 100K per year for
- Current plan has shrunk to about 800 LF which reduced potential income from moorage
- The facility has shrunk to the point that is tough for fisher families
- Reorient this slip to maximize fishing moorage; the full amount of linear feet should go to commercial fleet; consider revising to similar to the drawing he developed
- Perhaps community use in summer; but there is pushback on transient moorage - vocal members of community do not want that

Interview 2 - Andy Babich

- The cost of moorage - \$6-10 per foot (per month); so moorage could help pay for it; \$7-8 per foot range is the average. Ports he has been to 6.50-8.50 range
- *Steve: What about a fee to use the netshed (repairs, etc)?*
- Andy - most of us have our own netshed; he wouldn't use it. It would be difficult to use. The moorage is the main thing. Andy isn't in Gig Harbor (he is in Port Angeles). He is an example of how difficult it has become.

Interview 3 - Nick Jerkovitch

- How much does it cost to do this work? Are there costs against the facility that needs to be generated?
 - *Steve: paddler's facility is about a million. The homeport is a little larger but it is floating. Steve estimates roughly 2M*
- He is lifetime resident of Gig Harbor and commercial boats all his life. He has 4 boats and moors in 5-6 facilities up and down west coast
- There is nowhere to tie up for \$5-6/linear foot. \$6/ linear foot moorage would be a low charge. That would need to be government subsidies; not financially viable.
- *Anna - how much are people willing to pay?*
- Anything up to \$10/ linear foot would work.

Interview 4 - Dawn Stanton

- She hopes the City would consider what all facilities (private moorage) are charging and don't undercut them
 - She pays \$9/LF

Interview 5 - Randy Babich

- He discussed the need to substantiate the return on investment
- Some data has shown how many dollars the fishing community provides to City. It is a ruse and not true.
- There are fewer fisherman. He can't 'think of anyone who has kids who will keep this going.

Interview 6 - Leif and Katie Dobzinsky

- Moorage is an opportunity
- It is not that complicated - you could offer a discount for paying for a full year
 - And then figure out transient moorage option
- Cost - keep in alignment with other Puget Sound moorage
 - Port Townsend - \$510/month (includes power)
 - He would prefer to pay less
 - Seattle is bit cheaper than Port Townsend, Bellingham is cheaper than Seattle
- Economic development is not a park mission

Interview 7 - Nancy Jerkovitch

- Tough one. There are lots of numbers out there. You need to have high fees to pay this off. But you need low fees to get people there.
 - 6-7/LF - it will be really popular
 - 10/LF - folks will want to moor but don't undercut others
- She finds it hard to believe it will pay for itself.

- Folks will want an incentive - get something for that high fee
 - City will need to provide security, meter reader, management

Interview 8 - Gregg Lovrovich

- Moorage facility - so fund with year-round moorage spots
 - Need to fill those spots year round
 - Depends on size - bigger you build it, the more money it generates
 - Doesn't need to be a total build out but provide moorage
- Transient moorage - people are on foot (no parking) - great summer use
 - Shilshole/Elliot Bay charge \$2/LF per day for transient - generates a lot of income
- *Steve: are you fine with idea that transit boats take vacant spots while fisherman are fishing?*
 - Yes, it makes sense for the City's investment - you are mobilized and building, might as well go big and make more money over time.

Interview 9 - Jim Franich

- Charge the market rate (look at private facilities where fleet is now).
- Last council and current council - agreement that there would be recreational boating use at homeport when fishermen are not there. It will be hard for this location to be used when Jersich Park is \$1/LF overnight moorage - hard to compete with that. Depends on how many boaters will be willing to pay more. Jersich appears to be accommodating recreational boaters. Who knows about the future and the level of activity.

Interview 10 - Nick Babich

- This won't be cheap to build.
- He has boats scattered all over the place
- For a City like Gig Harbor, the fishermen are ideal - they are not there in the summer so the City can bring in a lot of revenue then
- He pays a lot of moorage right now - he has two boats tied up together and is paying \$1000/month
 - His boat brings in more revenue than a yacht

- It would bring in more money than a park
- One boat in Port Townsend, remaining boats in Gig Harbor

Interview 11 - Mary Ellen Gilmour

- Would the fisherman contribute to dock project?
 - *Nicole - there has been talk about. No offer by the fleet has been provided*
- Is there summer moorage opportunity? *Nicole responded that it is possible*
 - The two-use thing could get tricky. Is the net shed just for fisherman? *Nicole responded yes it is for mending nets.* Mary Ellen responded that is a lot of space for mending nets. A lot of the year it won't be used at all.
 - The double income could be nice. You would need a summer manager for summer moorage. It adds complexity.
- City, fisherman, transient moorage provide three options for financial support

Interview 12 - Karen McDonell

- Fishing boats and transient boats paying moorage
- Her father has moorage two dock down and holds spots for fisherman

Interview 13 - Jake Bujacich

- Take the overall cost and see how the moorage could finance the construction over time
- He owns a moorage facility in the harbor
 - Most of the fisherman are paying \$10-12/LF but last season the fisherman didn't make much money
- The overall local fleet is diminishing. Everyone used to have their own docks, but those docks are now gone. The families need a dock
- Transit moorage? Back to the parking issue - where do they park? He is worried they will park on his property (he owns the vacant property adjacent to site)

4. How would you use the new homeport facility? At what times of the year would you use the homeport facility?

Interview 1 - Guy Hoppen

- In summer, most vessels will be gone and there could be an opportunity for others to use moorage; this type of facility could be valuable for community; this doesn't impact fisherman
- Commercial should be given priority over others,
- Most of these questions could be answered in one work - moorage. He probably won't use it but his kids might
- Generation behind Guy will utilize this; it has come full circle - it not economically viable to buy a big amount of land

Interview 2 - Andy Babich

- Normally in Gig Harbor, he would use year-round
- Most of the fleet is active in summers so mid-June until end of August, the fleet is in AK
 - Tied up in September through January - for repairs, then mid-March until June
 - January to March - Dungeness crabbing - he takes his boat to crab, lots of fleet does not do that

Interview 3 - Nick Jerkovitch

- Boats are gone 3-4 months during the summer and then over the winter as well; tying up for 6 months or so total
- If you offer moorage at 6/LF; he would be there 6 months a year
 - In Ventura - in order to keep his stalls, he pays for those stalls 12 months a year, if his boat is there or not
 - They sub-rent them while he is gone, and he gets no credit
 - He also must pay property taxes on those stalls
 - Ventura - generates 125% of what moorage is
- *Steve: do you think someone would be willing to lease it for an entire year?*
 - If it is a requirement in order to have the stall for your seasonal use; then yes. If you can get the stall without paying the year, then no.

Interview 4 - Dawn Stanton

- She would not use it; her family is out of fishing
- The next generation of fishing family is not carrying on
- There is a report that talks about bringing outside boats to Gig Harbor. Unless you can prove those boats will bring in economic gain, there is push back. What are those boats spending their money on? There is no gas, no boat services, no amenities. Those boats do not bring money into Gig Harbor. The only way is by charging per linear foot.
- This site has safety and size issues - why bring in boats from outside of Gig Harbor.
- This facility will not have haul out facilities or commercial gas; there is probably not an industrial service store

Interview 5 - Randy Babich

- He would not use it. He has his boat at a marina by his house
- The dock has difficult logistics - getting a truck in there
 - Maritime is a great facility
- Loading and unloading nets there is easy
- Ancich is not easy to use

Interview 6 - Leif and Katie Dobzinsky

- His schedule:
 - Moorage Labor Day through April 1 or May 1 (depends on year); back in June for a bit for salmon
 - Gone June 15 through Labor Day
- Netshed use - only staging or minor repair
- Loading/unloading gear - with Ancich and Maritime, there would be plenty of options
- *Steve: while moored, you would be working on boat?*
 - He has a family business, so he and his brother and his dad would work on the boat. Gig Harbor does not have the infrastructure to do big boat projects.

- Parking - it is nice to park closer but people would need to self-police and park elsewhere and walk to Ancich
- Activity in June while folks are getting ready and then in September when fleet is back
- Biggest congestion issue is the proximity to the recreational use

Interview 7 - Nancy Jerkovitch

- Most of the guys fish in the summer, some crabbing in winter months
- She would use it more in the fall when she does maintenance
- It would be great to have yearround slip there
- We would use it if it where there

Interview 8 - Gregg Lovrovich

- Open space is a big deal, especially for residents
- The current design layout is tilted the wrong way
- He designed a concept years ago having the float system come straight off the ramp, so float is parallel to inner harbor line
 - This would provide enough maneuverability
 - You could extend the outside finger and possibly add one more finger
 - You could add 4 more boats
- Current concept looks off - you will have issues with ramp at high and low tides; designing it the way he did would look better
- Making it bigger will impact open water space

Interview 9 - Jim Franich

- The heart of the matter is that the fishing boats are tied up year-round except in the summer and early fall
 - A small segment of fishing families fish in CA in the winter

Interview 10 - Nick Babich

- He would use it September to May. He would be gone in the summer
- He doesn't like the angle of the current design - it does not make the best use of the area
 - It limits the amount of moorage you could have
- He would rather have that design than nothing though
- There are still a lot of fisherman left - they don't have their own docks. This partnership with the City is their last opportunity to get a homeport
- There is the ideal opportunity to mix in transient use while fishermen are out fishing
 - Every place he ties up does this.
- There are a lot of people who would love to come to Gig Harbor, but they know the moorage isn't there

Interview 11 - Mary Ellen Gilmour

- Mostly it is fall fishing, and the fishermen are gone in the summers
- There is a lot of loading and unloading to prepare for fishing seasons
- She uses the end of the pier where the tables are - people use it to have a picnic lunch
 - It is the closest you can get to edge of dock and water
- Her family would use the crane and the moorage
- She loves watching the view - watching the still water, it is a peaceful place; you can see the other side of the harbor and you can watch the activity
- She is hoping that the Homeport won't disrupt what is there too much

Interview 12 - Karen McDonell

- She loves watching the dock - she thinks the public will love watching fisherman in action
 - Going down there at night and watching fisherman offload their crab pots and nets would be great to see
 - She loves the park's viewing platform so people can witness the fishing industry at work
- Gig Harbor is a tourist town. People come, and they love watching the fishing boats and the working waterfront. The homeport is consistent with the Gig Harbor culture and its draw

Interview 13 - Jake Bujacich

- If they use the docks - they would get out there in April/May so they could be ready to leave in June. The whole fleet is gone all July and August. They start coming back in September.
- They come and go through the fall - gone for 1-3 days at a time
- The boat are tied up all winter
- 2-3 months of the year would be available for transit moorage

5. How do you think the Homeport will impact the Millville neighborhood?

Interview 1 - Guy Hoppen

- First and foremost - this has been an industrial stretch of land (old sand and gravel company, eddon boatyard, commercial fishing). The idea is to not change this use
 - City's comp plan is clear - preserve this fleet, SMP goals is consistent with this commercial moorage use
- Parking issue always rears it head - but policies are there to work with, GHMC says parking is exempt.
- This homeport would shift use down the beach; it is already there. He doesn't see this impacting the neighborhood
- Historically this area is commercial fishing. Harborview Drive has always been a buffer between this use and the City
- No impacts foreseen that would diminish this use
- It is incorrect to assume that this industry is going away; his kids have just purchased boats and this industry is continuing into future.

Interview 2 - Andy Babich

- More traffic. The winter months are just owners on their boats, no crews - not a big impact
 - Mid-Oct to early Nov, there is crew involved - little local fishery in harbor
- *Steve - what kind of vehicle use do you envision?*
 - Lots of fisherman tie their boats up and leave
 - Crews involved - get ready for season, but pretty limited - not a ton of crew activity; most of the boat owners though due their own work
 - Everyone is gone in the summer

Interview 3 - Nick Jerkovitch

- How many people have you interviewed that live in the Millville neighborhood? Nick lives there. When there are improvements, there is an increase of traffic and congestion, etc.

- During season open, 4 crew per boat and each in own car - could be up to 20-30 extra cars around. There will also be an impact from kayak launch.
- Congestion could get tough. Who benefits? Not the neighborhood residents.
- *Steve: is there was an opportunity to provide parking someone - would you support?*
 - Sure. The Gig Harbor glass property could provide parking - right location and could alleviate a lot of the problems. There probably are positive ways to reduce the impact
- This gets back to costs - but this is government, so it doesn't need to pencil out immediately
- Has the City thought about who would be eligible for moorage here? Would it be Gig Harbor residents only?
 - *Nicole: yes that is a good question. Potentially a lottery and yes we could consider Gig Harbor residents. They are tracking these type of questions - the City is gathering these types of questions and identify data gaps.*

Interview 4 - Dawn Stanton

- Getting in/out of the driveway - this needs protocols to ensure safety. For example - flaggers.
- Backing out of her driveway is a headache. They do not rent her grandmother's house to families with little kids due to safety concerns
- Impact has to do with number of boats, owners, and crews. It is seasonal but there are times with heavy congestion in the middle of the public park with kayaking, kids and public
- Crossing Harborview and driveway to get to Netshed is dangerous
- There are ripple effects associated with capacity
- The objective for City to support moorage there - but it is only for local fleet
 - She is in favor of moorage - but wants a linear float to reduce boat stalls

Interview 5 - Randy Babich

- It would be absolutely not good. The fisherman have a waiver on parking. If you had 12-15 boats down there and, 4 to 5 guys per boat, that is an additional 60 cars. That with the kayak use, there would be a lot of congestion
- It would negatively impact the neighborhood
- *Steve - follow up question. How big is the fleet and is there a decline?*

- There are not 26 vessels left today and absolutely there is a decline.
 - There used to be a fleet in Tacoma with a nice facility (still there) with affordable moorage and now there are no more boats there.
 - He would hate to see a large facility built to eventually provide moorage for large yachts
- *Steve - do you see any fisheries that would be sustainable in the future - AK for example*
 - No, he does not. Sustainable fisheries will be farmed salmon, tilapia. Climate change is real, Carbonic acid is real. He can't see a fleet 10-12 years from now. He is a realist - face it, adapt and move on. He thinks others are not adapting and they feel entitled.
- *Steve - if not the fleet, this could be transient and yachts - thoughts on that?*
 - He has been in Gig Harbor since 1949. You need open space, ecosystem habitat. Gig Harbor has a lot of yacht moorage. He doesn't want Gig Harbor to get overly congested. These facts should be communicated to public and voted on in a bond.

Interview 6 - Leif and Katie Dobzinsky

- Parking, congestion, foot traffic for recreational use as discussed above
- Last comments: the industry is very healthy; this facility would be used

Interview 7 - Nancy Jerkovitch

- She has been going down to the dock for 40+ years. Harborview Drive is dangerous at Ancich - it is on a curve. She is concerned for kayakers. Crossing Harborview is dangerous - for kids, fisherman, kayakers and the public
- There is a traffic and parking problem in Gig Harbor
 - There is congestion and noise, lights on at night
- More cars there in the fall. Crew of 4-6 on each boat and they don't carpool. They will need a place to park
- Her main concern is safety That street crossing is tough

Interview 8 - Gregg Lovrovich

- Commercial fishing has been impacting the neighborhood for decades
- It used to be a bigger impact

- Parking - anything you build will have parking issues
 - It will only be problematic at certain times - during haul times
 - The whole crew does not come down and work on boats, just a couple of folks
 - There could be crews working on nets
- The impacts to the neighborhood will be positive impacts. It is part of Millville
- Question from Gregg - you didn't interview everyone that responded with interest? *Nicole - correct it was limited to a handful. We may revisit that later.*

Interview 9 - Jim Franich

- It will be a very negative impact to the neighborhood. There is no parking at the site for any user group at all.
- Years ago there was an exemption put in place - no parking for commercial fishing boats (for private marinas)
- In the fall they are fishing right outside of harbor (hood canal). You have 5 crewman per boat - that is potentially taking up a lot of parking spaces
- Most of the historic fleet is tied up in the historic working waterfront. In fall - street parking along Harborview is full each day. It will be even more problematic if/when Ancich homeport is open
- Closing comment - This project needs to be aware of the neighborhood sensitivity. There is not a lot of open space or useable land at Ancich. The site is very constrained.

Interview 10 - Nick Babich

- It would be a plus for the neighborhood
- Fishermen don't spend all their time at the boat - traffic increase would be minimal compared to kayakers. Congestion would be from tourists
- Bring the waterfront back to how it used to be - historic working waterfront
- Parking impacts from Homeport would be minimal

Interview 11 - Mary Ellen Gilmour

- It will be noisier, busier, and will impact the view corridor

- Does the current design allow for moorage and sufficient maneuverability and the 12-ft passageway on property line.
 - *Steve: the vessel turning maneuver area is based on input from fishing community. There is greater than 12-ft between lot line and launch boats. He will review the requirements about the 12-ft passageway (is it 12-ft on either side so 24-ft total or a 12-ft total)*

Interview 12 - Karen McDonell

- She thinks the homeport will impact the neighborhood less than the kayak center
- The Harborview high traffic curve is dangerous - especially for kayakers and kids crossing the street and especially when they do not cross at the crosswalk
- She really likes the development so far
- The homeport itself will not be the big impact. It won't impact crowds
- She thinks it will be an awesome thing to see happening
- *Steve: would sidewalks and a mid-block crossing be part of the project?*
- There is a mid-block crossing down the way and there will be a new round about. Too many crossings would be problem. It is hard to assess this. The kayaks will be in storage units. Maybe folks will get dropped off and kids won't be crossing the road
 - Drivers don't pay attention to crosswalks
 - If you open the door while parked there, you can have your door knocked off by passing vehicles
- It is important to keep the commercial fishing industry alive and pass it on to future generations. It needs to continue to be an identifier of Gig Harbor.

Interview 13 - Jake Bujacich

- It will impact the neighborhood greatly. It will create mass confusion for parking. It will be a mess.
- He has repeatedly had concerns regarding kids with kayaks - someone is going to get hurt. People cross the street by using hand signaling to stop traffic.
- They need a crosswalk at the curve - with a light
- People often avoid lighted crosswalks though

- There is definite need for the Homeport - 11 stalls is a good number for the local fleet.

Appendix II – Follow-Up Questionnaire Responses

FINAL



Interview Session Follow Up Questionnaire

Ancich Waterfront Park Homeport Feasibility Study

Homeport Questionnaire

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?

NO

2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

YES, MOORAGE SHOULD BE OPEN FOR TRANSIENT MOORAGE DURING SUMMER MONTHS IF INDEED A COMMERCIAL FACILITY IS BUILT.

3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?

NO CRANE WILL BE PUT IN! NO ONE WANTS TO PAY FOR EXTRA INSURANCE AND BE ON THE HOOK FOR LIABILITY. SPOTS SO CONTESTED VERY FEW IF ANY FISHERMAN WILL USE ANCICH DOCK. THEY WILL USE MARATIME PIER, BECAUSE OF EASIER INCREASED EGRESS WITH TRUCKS. THAT DIER IS LESS CONTESTED AND SAFER.

4. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.

THERE ARE ONLY 12 LEFT. LIST
YOU SHOWED IS EXTREMELY OUTDATED. OF THE
12 VESSELS LEFT, 2 ARE FOR SALE. MANY OWNERS
ARE OLD, AND WILL BE RETIRING BEFORE LONG.
MY GUESS IS THAT WITHIN 5 YEARS, THERE WILL ONLY
BE 7 FISHING VESSELS LEFT IN GIL HARBOR

5. Should a new pedestrian crossing at the Harborview Drive curve be installed with this project? Why or why not?

IF THE PROJECT WAS TO GO AHEAD, YES.

6. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?

YES, PRIORITIZE VIEW CORRIDORS NOT
MAXIMIZING MOORAGE. HARBOR IS OVERLY
CONGESTED WITH MOORAGE NOW

7. Should the City consider acquiring additional parking for the Ancich Waterfront Park?

YES

FINAL

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8. Please provide any further comments that are not addressed in your interview or the questions above that you feel the project team should be aware of.

BEEN COVERED IN MY INTERVIEW. COMMERCIAL
COMMERCIAL STORAGE FACILITY SHOULD NOT BE BUILT.

Interview Session Follow Up Questionnaire

Ancich Waterfront Park Homeport Feasibility Study

Homeport Questionnaire

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?

NO OTHER AMENITIES

2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

YES, ALLOW TRANSIENT MOORAGE WHILE
COMMERCIAL VESSELS ARE GONE FISHING.
CITY WOULD BENEFIT FROM ADDITIONAL INCOME.

3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?

LOADING/UNLOADING SIGNS
CAUTION SIGN

4. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.

CURRENT ESTIMATE - 25 VESSELS IN GIG HARBOR,
NOT INCLUDING VESSELS MOORED ELSEWHERE
THAT WOULD LIKE TO TIE IN GIG HRB (APPROX 6)
CHANGES - LARGER VESSELS

5. Should a new pedestrian crossing at the Harborview Drive curve be installed with this project? Why or why not?

YES, VISIBILITY IS POOR ON THAT
CORNER. SPEED OF CARS SEEMS TO BE
AN ISSUE.

6. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?

MAXIMIZING MOORAGE

7. Should the City consider acquiring additional parking for the Ancich Waterfront Park?

YES!

8. Please provide any further comments that are not addressed in your interview or the questions above that you feel the project team should be aware of.

MOORAGE IN GIG HARBOR IS HIGHLY EXCLUSIVE TO NON OWNERS OF PRIVATE DOCKS. THE NEED FOR MOORAGE IS GREAT. WITHOUT IT : AS PRIVATE DOCKS ARE SOLD, THE COMMERCIAL FISHING FLEET WILL BE FORCED TO GO ELSEWHERE, TAKING JOBS WITH IT AS WELL AS LOSS OF REVENUE TO GIG HARBOR.

Interview Session Follow Up Questionnaire

Ancich Waterfront Park Homeport Feasibility Study

Homeport Questionnaire

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?

No, none is needed other than 30 and 50 amp electrical service and water.
Pump outs are available at Jerisich and the Maritime Pier if needed.

2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

Yes, transit moorage should be allowed when float space is available. Hot berthing rates can be as much as \$2 a foot per day. Transit moorage rates could help support the costs of the facility and bring economic benefit to the City w/o increasing traffic and requiring any parking. This idea has long been supported by the Gig Harbor Waterfront Assoc.

3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?

Spectator safety can be monitored by the operator of the vessel or crane when loading and unloading. The Maritime Pier is open to the public and there have been no issues regarding safety when using the facility. I believe the driveway slope is not an issue.
Increased usage of the park would be a nice change. A lot of money has been spent on facilities that can't be used until it's finished and stakeholders are allowed access.

4. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.

It hasn't changed much since that list was put together. A few boats on that list have been sold and are no longer in the Harbor. Conversely, a few new fishing boats replaced them and call Gig harbor their home. I included changes in the attached list.

5. Should a new pedestrian crossing at the Harborview Drive curve be installed with this project? Why or why not?

No, once the Park begins to be used by the Fisherman, Kayakers and public, the City can assess any access issues and act accordingly.
But I do believe their may be a benefit to removing the crossing by the Stinson/Harborview Dr and installing a crossing at the Harborview Dr curve.

6. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?

Moorage should be the priority. The more boats that you have paying year long moorage fees, the more income the facility will generate and the faster the facility will get payed for. In a short time the facility will be in the black and generate income to the city.
The size will be restricted enough by State agency guidelines. Lets draw what we can build and see what it looks like.
Views should not dictate the size of the moorage space allowed. All other moorage facilities constructed in Gig Harbor were not held to view corridor concerns.

7. Should the City consider acquiring additional parking for the Ancich Waterfront Park?

No, there's plenty of street parking for the amount of use by the commercial fishermen. Besides, the city has exempted commercial fishing use from parking requirements.

8. Please provide any further comments that are not addressed in your interview or the questions above that you feel the project team should be aware of.

I believe more stakeholders (fishermen) should have been allowed to have input into the study.

Too much weight is being put on “neighbors opinions” and into the Homeports feasibility study. I’m sure that neighbors adjacent to Marinas in Gig Harbor didn’t have much input on their development before they were constructed.

3/25/2020

Interview Session Follow Up Questionnaire

Ancich Waterfront Park Homeport Feasibility Study Homeport Questionnaire

8. Please provide any further comments that are not addressed in your interview or the questions above that you feel the project team should be aware of.

The methodology of the study is questionable. The sample size of interviewees is small (13) and narrow (7 neighbors/ [7] fishermen - Note: one interviewee is both neighbor & fisherman).

The Homeport study is heavily populated by neighbors next to, or near the property, in fact, one neighboring property has three representatives, near 25% of the interviewees being interviewed.

The other interview stakeholder group represented is fishermen, all of whom have made their views known to the City on the Ancich issue as have most or all of the interviewee neighbors - with one possible commercial fisherman exception, Leif Dobszinsky.

The following are some of the fishermen that asked the City to be scheduled for an interview. None were selected, why? Few of their views are known. Matt Munkres, Dale Hoppen, Mike Babich, Chuck Horjes, Mick Martin, Steve Paris, Tom Campanelli, Dan Gallacher & David Sorenson.

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?

a) A minimum of 1200 lineal feet of commercial fishing vessel moorage.

b) Commercial fishermen lease of the netshed/dock for gear work (as defined in the broad community process that was Res. 949) with provisions for public access to commercial fishing activities.

2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

a) As a commercial fisherman transient moorage isn't an issue driving my, or to my knowledge other fishermen's advocacy for the Homeport project. Neighbors, arguably over-represented in your study, have made this an issue. Stakeholders who are advocates for transient moorage have not been invited to participate in this study.

b) Project financing is consistently mentioned by the administration as a barrier to development. Hot berthing the available moorage when primary users are gone could easily double moorage receipts helping to mitigate facility costs. Transient rates hover around \$2/ft/day. Many in the community would like to see more transient slips thinking that will add to seasonal downtown economic benefit.

3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?

a) Commercial fishing lease ("singular use") of the netshed/dock, as defined by the broad community process that was Res. 949, gives the fishing community the ability to manage public safety when necessary.

FINAL

Homeport Questionnaire March 20, 2020 Page 2

4. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.

a) I researched fishing vessel registration and permit/license ownership in 2013 for a graduate thesis and found 130 vessel owners and/or permit holders in what are considered Gig Harbor zip codes, e.g. the Peninsula School Dist. This would need updating. It required several hundred hours to assemble and it would take time to update. Certainly there would be permit/vessel subtractions however it is important to note that vessels *Paige Marie*, *Chasina*, *Chichagof*, *Marilyn J*, *Centennial*, etc. would be additions to that study.

b) See attached vessel list.

5. Should a new pedestrian crossing at the Harborview Drive curve be installed with this project? Why or why not?

a) If those that study traffic safety issues require a crossing I would have no objection.

6. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?

Prioritize maximizing moorage! View corridors are 100% guaranteed due to the two-dock plan. Maximum moorage, at least 1200 lineal feet, guarantees... DNR mandated view corridors; the addressing of scarcity of suitable commercial fishing moorage slips; achieving the preferred zoning use of the site; the continued traditional use of the historic site; the ability for locals and guests to view fishing boats and activity; that the traditions and economic benefits of commercial fishing remain in our community. The Ancich property is a commercial fishing property and its most appropriate use is as a Homeport for our fishing fleet.

a) View corridors are guaranteed due to the DNR minimum of one and a half boat lengths, 90' given the length of most purse seiners. That distance will likely increase as the moorage facility moves towards the outer harbor line. **If this property were being developed privately it would be a blanket of moorage/boats property line to property line. The two-dock solution prevents that from happening.**

b) In West Pierce County there is around 100 miles of waterfront, **only a few thousand feet is suitable for commercial fishing vessel moorage or any other commercial use** for that matter. Why would we sacrifice a preferred use, and a continued robust commercial fishing presence in Gig Harbor for slightly expanded view corridors?

c) The Ancich property is in the Historic Working Waterfront District Zone with a priority use of commercial fishing. "View corridor" is not a property use in detailed in the HWWD description.

d) In a town known for commercial fishing, with a sense of place defined by commercial fishing, prioritizing views of commercial fishing activity and vessels makes sense.

e) The Harborview Drive viewing level, even at high water, is high enough to look over any facility and vessels as well as offering the guaranteed DNR view corridor.

4. Should the City consider acquiring additional parking for the Ancich Waterfront Park?

No. Not due to commercial fishing use.

a) There is much street parking available.

b) Commercial fishing use is exempt from parking.

c) Commercial fisherman are do not have scheduled times to be aboard their boats - with the exception of 4 or 5 days in October/November - and they are mostly gone during the busiest months of the year. In other words impact is minimal as it's been for a century compared to scheduled types of activities.

FINAL

Interview Session Follow Up Questionnaire

Ancich Waterfront Park Homeport Feasibility Study

Homeport Questionnaire

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?

Due to the Virus I suggest to Put this Project on hold We have more important things we should consider, especially the needs of our citizens

Jack Buzanek

2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?

Homeport Questionnaire: Leif Dobszinsky owner FV Chasina

- 1.) Should the City provide amenities to the Homeport other than basic hookups for moorage (water+electrical)? If so, what amenities are desired?

I mostly care about the facility having the most moorage possible for vessels in the 60 ft range. As for amenities at some point the crane will be purchased and installed, but that can be figured out at a later date. The other amenities I can think of would be 30 and 50 amp power, and if it was required by any federal or state grant money sewage pump out. The last observation I would bring up is fishing vessels are getting wider but not longer.

- 2.) Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

I would like this facility to help offset some of its costs. That being said I think its also in the cities best interest to make this easy to manage. I think the best way is to allow for transient recreational moorage from July 1- Sept 1. This is when the vast majority of the commercial boats will be gone. Moorage for rec use during the rest of the year would have to be done between the permanent slip holder and the transient sub leaser. I would offer a very low year round moorage rate for the commercial guys to make in a one time payment. That way funding is front loaded for the year. Asking other ports for commercial rates and transient rates will help in setting these two prices.

- 3.) What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier?

Crane safety can be accommodated by allowing only people with key access to the equipment. Also some signage and painted lines and or a gate may help and keep sightseers safe. For late winter use some sort of lighting directed toward the loading/unloading area would also help.

- 4.) What is your estimate of the local fishing fleet size?

I would strike a few vessels, Ocean Leader, Lucky Star, Mystic Lady, Sound Star, Western Roamer, Margaret J.

I would add Golden Chalice, Cormorant Isle, Chasina, Champion, Unnamed Nick Babich 58' vessel, Freeland, Chichagof, Paige Marie, Veteran.

This is just a list of current vessels owned by people I know in the western Pierce county area. I also see this area as being attractive to younger fishermen wanting to put down roots, so I wouldn't be surprised to get moorage interest from people moving here.

- 5.) Should a new pedestrian crossing at the Harborview Dr curve be installed with this project?

I'm not familiar enough with the issue, but extra crosswalks aren't bad.

- 6.) Should the Homeport float layout prioritized view corridors or prioritize maximizing moorage?

I am for prioritizing maximum moorage. As private dock owners decide to sell displacing current commercial moorage, current fishermen are not able to afford purchasing the current infrastructure. A need for commercial moorage in the future probably will exist for both current and new area vessel owners. Being in an already working waterfront zoned area, and a public piece of property the view being offered to me is of the working vessels and human powered craft going about daily activities. If this piece was private the view could have been blocked by a home in an alternate use.

- 7.) Should the City consider acquiring additional parking for the Ancich Waterfront Park?

Would this be designated moorage holder parking or parking for everyone? Purchasing parking would always be a good idea.

- 8.) Further comments

I would like to reiterate the health of the fishing industry coastwide. Some gig harbor boats will continue to pursue mainly Alaska and Puget Sound salmon, but others may choose to diversify into many other fisheries coastwide. The Infrastructure of a public Homeport would be a tremendous asset to the local commercial fishing community and keep Gig Harbor connected to one of its legacy industries.

Interview Session Follow Up Questionnaire

Ancich Waterfront Park Homeport Feasibility Study

Homeport Questionnaire

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?

Water and Electrical only.

There is no cost/benefit for the community to do more.

2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?

No. The **open space** should be preserved as much as possible.

The general public and kayak club should have as much open water as possible for activities especially during the summer season. Adding recreational boaters will stress an already constrained site.

+ Visiting boaters bring visitors - there's no parking.

+ A seasonal rush of boaters to & from slips is a poor use for all that open space.

+ More activity requires more management, staff, policing, etc.

3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?

Other than moorage, adding industrial uses (cranes, loading-unloading, etc.) to a public park of young kayakers and the general public is a recipe for disaster. (The City built the Maritime Pier for loading and unloading.)

Any activities related to commercial fishing on the uplands that occurs outside the netshed (on the driveway access or crosswalk) should be flagged and monitored.

4. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.

See attached list.

Those boat-owners with family docks do not need moorage. The remaining **9 boats** could use the Homeport.

5. Should a new pedestrian crossing at the Harborview Drive curve be installed with this project? Why or why not?

Yes. The current crossing is too close to the proposed round-about at Harborview & Stinson. People will try to cross at the corner with or without a crosswalk and that corner is dangerous without one.

6. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?

A linear float will

- + maintain and protect more open space for paddlers,
- + minimize navigation risks associated with mixing kayaks and commercial fishing boats by better separating ingress/egress,
- + conform to Gig Harbor's historic linear pattern of development for fishing vessel moorage that began in the 1900s.

7. Should the City consider acquiring additional parking for the Ancich Waterfront Park?

Where?

This may be something the City is forced to do if too many Park activities paralyze traffic at that end of town.

8. Please provide any further comments that are not addressed in your interview or the questions above that you feel the project team should be aware of.

Preserving space for our existing commercial fishing fleet FOR MOORAGE is a good thing to do.

Over-building a facility in the hopes of attracting vessels from outside our area is not.

The increase of environmental constraints, our changing climate, and no diesel, haul-out yards, industrial marine supply stores and services in Gig Harbor prevents us from ever recreating yesterday's fleet.

Please do not over-build the Homeport. The site is too small.

1 FISHING BOAT = 5 CREW MEMBERS

10 Boats = *up to* 50 cars (2 times annually for spring prep & fall fishing)

20 Boats = *up to* 100 cars (2 times annually for spring prep & fall fishing)

MARCH 2020 GIG HARBOR COMMERCIAL FISHING FLEET - LOCAL MOORAGE

	BOAT NAME	CURRENT MOORAGE FACILITY	BOAT OWNER	TOTAL HARBOR BOATS	TOTAL BOATS NEEDING MOORAGE
1	Beryl E **	LOVROVICH FAMILY DOCK	Guy Hoppen	1	1
2	Lisa Marie	BLAIR MOLLER DOCK	Andy Blair	2	
3	Ocean Leader				
4	Harbor Gem	LOVROVICH FAMILY DOCK	Tim Lovrovich	3	
5	Lucia **		Nick Babich	4	2
6	Lucky Star				
7	Maurauder	PURATICH FAMILY DOCK	Joe Puratich	5	
8	Memories **	ANCICH TARABOCHIA DOCK	Rocky Horjes Mitch Clark	6	3
9	Mystic Lady				
10	Ocean Dream **	ANCICH TARABOCHIA DOCK	Andy Babich	7	4
11	Pacific Grace	JERKOVICH FAMILY DOCK	Nick Jerkovich	8	
12	Pacific Raider	JERKOVICH FAMILY DOCK	Nick Jerkovich	9	
13	Paragon				
14	Rising Star				
15	Sea Fury	LOVROVICH FAMILY DOCK	Gregg Lovrovich	10	
16	Sound Star				
17	Tradition	LOVROVICH FAMILY DOCK	Tom Lovrovich	11	
18	Kathleen				
19	Island Queen				
20	Julie Ann **	BUJACICH DOCK	Mathew Munkres Jr.	12	5
21	New Oregon	BLAIR MOLLER DOCK	Andy Blair	13	
22	Western Roamer				
23	Margaret J				
24	Nighthawk **	Herring Boat tied up by the TIDES	Steve Williams Jr	14	6
25	Puget				
26	Solstice				
27	Aquarius				
28	Sumac				
	Champion **	ANCICH TARABOCHIA DOCK	Mike Babich	15	7
	Paige Marie **	JERKOVICH FAMILY DOCK	Dave Sorenson	16	8
	Centennial **	ANCICH TARABOCHIA DOCK	Nick Babich	17	9

TOTALS

17

9

** Note: These boats/boatowners have no family-owned GH moorage facility.

Mary Ellen Gilmour- Interview Session Follow up Questionnaire

1. Restroom use as well as use of the crane should be provided for the home port renters, along with the Commercial Fisherman who reside in Gig Harbor that would use the crane for loading. I believe the linear style Docking system is more appropriate for Commercial Docking and **aesthetically** more in keeping with the of the Historic Net Shed renovation. The city has done a thorough and high priced job in keeping the Net Shed historic in its original style during the building renovation. A marina style docking area, as in the drawing would not fit with the look of the Net Shed. I also believe the forethought of design for the new kayak building styled with historic boat names plus the Net Shed renovation and the home port docking facility should all match in the design concept. The docking facility should also keep the historic linear design and feel of the whole working boat area of Gig Harbor.
2. If the City was not going to receive year round rent from the commercial fleet then the transient boat rental for the summer months would be a possibility. I believe a financial study should be done on this. The study should show how much the summer transient moorage would bring in. **One important point is that renting and managing a transient boat,(part time rental,) along with the commercial fleet will take increased management and I would imaging more security.** This means money going out for salaries. There is more liability with transient moorage as well. Last, sharing a space, even a water space is tricky. Very astringent rules have to be set down and enforced. Even with rules there are issues when you mix a commercial user with a recreational user, whose purposes are diverse.
3. The Commercial Fisherman Fleet has thousands of Dollars of equipment on their boats. Having a safe-place for the boats is essential. Security in a public park is difficult to keep without some surveillance management. It would also be beneficial for the crane to have a manager so that no damage comes to the users.

On a larger scale, the curve on which the park sits has always been an unsafe place to cross, even with a less dense use. With different types of uses and a denser group of park dwellers using the area it will only be more dangerous. The parking is a problem. Spaces will be a necessity for marina users, Commercial fishing crews, park dwellers, and kayak parents picking students up at the same time, as well as the public who kayak or use the park.

4. I believe the fleet has always been about the same size. I have lived in the fishing community in Gig Harbor and have been part of a commercial fishing family for over 70 years. Here is what I see in the commercial fishing fleet size and in the families that I know who fish from Gig Harbor. Fathers hand down the business to their sons or sometimes their daughters. Families including

my family are on their 5th generation with the 6th generation still in elementary and high school. I believe that their family business will continue to stay the same and there will be ebbs and flows depending on where the family is age wise. This is the same as any type family business. The business will always be there and the heirs will take over when they reach maturity.

5. Absolutely, as mentioned in answer to question 3. There must be a crosswalk with the Park's high density use variety of user types.

6. This view corridor on this property is the only open view corridor left that I know of in the City limits. Skansi Park has a view corridor and the people love to be able to see the water. They are less apt to look at the float systems there. The view corridor left open would allow the citizens of Gig Harbor and visitors to see the natural beauty of its natural resources and bay. Too much activity and water coverage with ramps and slips and boats is disruptive to the tranquility that they like to have when viewing a waterfront. It is also adverse to the historic use of the property in the historic working boat area.

7.

Yes the City should consider additional parking for Ancich Park. There are a myriad of activities in this park now and at this time there is little curb side parking to accommodate the density of people and their uses. However, once again there are the problems of the additional costs for the City and exactly where could the City put a big parking lot in a quaint neighborhood?

8. As you already know the site of the Ancich Park property was originally owned by 2 families, the Ancich family, who had a large open grassy lot that was seldom used except for a small amount of storage, plus their net shed where it is now located, and the Castelan/Jerkovich family, who had a single dock with a smaller net shed and a small home at the roadside edge of the property. The house was low in configuration and the combination of the two properties allowed for a view vista which allowed the public to see across the whole bay and to each side taking in a topographical site and scene that was peaceful in nature. In the background of this scene, to the East and West sides of the property and framing the Harbor spectacle was the place where the "Historic working boat," hardworking families earnestly and diligently prepared for their fishing seasons. Their presence almost seemed to hold sentinel to this view and framed the natural beauty of Gig Harbor.

Overcrowding the sight, one of the last peaceful water view public corridors in the City Limits seems to be a defilement to the historic working site it once had been. I am not so silly to believe that it could ever be as serene as it was years ago. However, in this designated historic area of Gig Harbor, the overabundance of ramps and extra fishing vessels brought from other Cities, transient, recreational moorage, and an abundance of Kayak Club activities and park users with their own human powered boats activities are too much for this small area with this

beautiful natural habitat and view. The park is not large enough for all of this activity. It just is not a fit. The road is too curvy and dangerous, there is not enough parking. A big parking lot in the middle of town and residential area would look ridiculous and the **original intent** of the planning groups would be substituted **by too much of everything. The multiple uses need to be limited by the size and the capacity of the future structures and the number of people in the groups that use them.**

The park was originally designed as a viewing park and a viewing platform, (that in fact is named a VIEWING PLATFORM.) It should be carefully planned to remain a respite sight not an overbuilt and overcrowded recreational sight, with a moorage area for a large number of transient boats and out of the City fishing vessels where the natural view is obstructed by a superfluity of congested activity.

Allowing for each park occupant group to have too many self- interest needs without compromise is not keeping with the original intent. The paramount prevailing guideline should be that this area of Gig Harbor was originally designed to house a peaceful viewing park in the Historic Working Boat district of Gig Harbor. It is lodged within a neighborhood of families who once quietly made their livelihood, raise their families and were part of the founding families of the City. **I am afraid in trying to make everyone happy the city will end up creating a menagerie of overuse and therefore the original intent of the park will be lost.**

Most importantly to the City is the fact that the City of Gig Harbor continues to take on more and more responsibilities and financial obligations as they negotiate each group's use of the park. The City might end up paying for everything, with little revenue. Plus the city will need to hire people who will manage two types of marinas, a crane, and the general public with a coordinator with the Kayak club organization. The City must consider that it will need security for the fisherman, plus transient moorage customers, as well as park users and kayak club activities. **These are times to cut back.** Less is more and simple is better would be reason for ALL groups to cut back their wish list. The park has already altered its original plans in order to:

- have a bigger building
- building under the road

Now the City is considering:

- adding a bigger commercial fishing fleet moorage than Gig Harbor boats
- a marina for transient boats
- A Kayak ramp in the view corridor

It is my belief that if we do not decrease this pattern of appeasing the wishes of each individual group, we will diminish the natural beauty of the park area and replace it with an expensive **overbuilt** and congested menagerie of uses. These uses will tax the City with the burden of having to create a whole new staff to monitor them and an increased liability for the safety of all the citizens that use the park.

1. If the Homeport is first and foremost for the Commercial Fisherman, the only amenities they need will be power and water.
2. If a Commercial Fishing Vessel is paying year round moorage, that vessel should have first priority when it wants to return from fishing. Any vessel in that slip will need to move before its arrival. That can be at a moments notice. It is difficult to manage.
3. I think that the crane is too much of a liability. The Commercial Boats do not need it. Inexperienced boaters should not use it. I assume the City cannot manage nor afford a crane operator. The City will need to provide some kind of security for boats moored at this site. The public sees no boundries when walking on docks even with signs posted,
4. Current fleet members within the city limits may be around 4. Outside city limits maybe 20. Those numbers fill up any available moorage the City can provide. These boats should have first right of refusal for the moorage. If they chose to decline, then offers can be made to boats outside of Gig Harbor.
5. Yes! This is the major safety issue with this park.
6. The view corridor should be one of the main priorities of this park. A lot of extra money was spent to create the viewing platform. Not everyone wants to look at, yet again, another marina. We have very little water left in the harbor as it is.
7. Where in the world would the City “acquire” additional parking in this area? The only spot that I can think of would be to purchase the property where the glass shop is.
8. The Homeport floats should be configured like the rest of the Commercial/Family docks in Gig Harbor. They are linear, not slips. This would speak to the Historical Working Waterfront and be within keeping with the rest of the Commercial Fishing docks.

F [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Sorry it's taken so long to respond, having to travel to Port Townsend to work on boats.

1. No, that's all that is needed.
2. Yes, it should be used to accommodate all, to help pay for it.
3. A crane is not needed, the driveway and dock where poorly designed to fully utilize it.

4 the Gig Harbor fleet has been growing, more boats have come then have gone.

5 no 6 maximum moorage 7 no, the only problem will be kayak parking, fishermen won't be the problem, Thank you
Attached is the vessel list that is referenced in question 4. We have been told it is quite outdated. Thank you again for your participation.

Steve Robert, PE
Senior Civil Engineer | Marine Engineering Lead
Davido Consulting Group, Inc.
T 206.523.0024 x138 | C 503.957.8468
Seattle | Mount Vernon | Whidbey Island | Federal Way

[<image001.png>](#)

DCG is committed to the health of our employees and clients; given the current state of the COVID-19 situation, DCG is restricting travel and moving all meetings online.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] [om>](#)

Subject: Homeport Questionnaire

Hello All,

Thank you so much for your participation in phone interviews Tuesday. As we discussed, the City and the Team has developed the attached questionnaire for you all to respond to.

If you would, please answer any "yes/no" and "Why/why not" questions directly. Then feel free to elaborate in as much detail as you like. The simple, binary responses are very useful for the data, supporting the final study. Detailed responses will be useful for discussions with council developing policy going forward.

We value your time very much and appreciate your contribution to the City's careful planning of this Homeport facility in the Millville neighborhood.

Thank you again,

Steve Robert, PE
Senior Civil Engineer | Marine Engineering Lead
Davido Consulting Group, Inc.
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Seattle | Mount Vernon | Whidbey Island | Federal Way

[<image001.png>](#)

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<Vessel Names-Sizes.pdf>

Appendix III – Fleet Questionnaire Response

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility? **Not now, but possibly in the future. If you needed to fill a spot he would consider it.**
- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?
- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?
 - i. If so, how much?
- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? **Yes.** If you are, would you support the Club funding a portion of the construction costs for the Homeport? **Yes.**
 - i. If so, how much? **\$100,000 ?**
- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X	X	X				Portion x	X	X	X

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? **Yes**. Do you operate it? **Yes**. What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)? [REDACTED]
[REDACTED]

- c. Where do you fish? Circle one: [REDACTED]
[REDACTED]

[REDACTED]

d. What species do you target now [REDACTED]? How has that changed in the past 5 years? **No change**

e. Has the vessel been lengthened and/or widened? **No.**

i. If so, by how much?

3. Moorage

a. Do you moor in Gig Harbor? **Yes**. If so, where and how much (per linear foot) do you pay for moorage? [REDACTED]

b. List moorage locations used (outside Gig Harbor) and rate per linear foot.
[REDACTED]

c. If there were Homeport slips available, would you continue to use outside moorage locations? **Only when doing work on boat**. When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
		X	X	X							

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- _____

5. Industry Info

- a. What is your average crew size? 5

Boat #1

Boat #2

Boat #3

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility? **No**
- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?
- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot? **No**
 - i. If so, how much?
- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? **Yes.** If you are, would you support the Club funding a portion of the construction costs for the Homeport? **Yes.**
 - i. If so, how much? **Whatever the majority wants.**
- e. Use of the Moorage slips
 - i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X	X	X				Portion x	X	X	X

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- i. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Yes. Do you operate it? Yes. What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)? [REDACTED]

- c. Where do you fish? Circle one: [REDACTED]

[REDACTED]

- d. What species do you target now ([REDACTED])? How has that changed in the past 5 years? No change

e. Has the vessel been lengthened and/or widened? **No.**

i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? **Yes**. If so, where and how much (per linear foot) do you pay for moorage? [REDACTED]
- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.
[REDACTED]
- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
					x	x	x				

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed? [REDACTED]
- b. How many crew members work on the vessel at dock? **1, occasionally 2**
- c. How many days of work are completed dockside in Gig Harbor? **Year-round**

- i. Would crew park nearby while working on boats? **Yes**

5. Industry Info

- a. What is your average crew size? 1

6. How many stalls would you like to see at Ancich? **Min. of 1200 lineal feet. Go as big as possibly allowed.**

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X	X	X					X	X	X

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

[REDACTED]

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

[REDACTED]

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No.

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes, yes

- i. If so, how much?

Unsure.

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

N/A

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

[REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

[REDACTED]

- c. Where do you fish? Circle one:

[REDACTED]

[REDACTED]

- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?

[REDACTED]

- e. Has the vessel been lengthened and/or widened?

No

- i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

[REDACTED]

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

N/A

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

[REDACTED]

- b. How many crew members work on the vessel at dock?

5 crew

- c. How many days of work are completed dockside in Gig Harbor?

daily

- i. Would crew park nearby while working on boats?

no

5. Industry Info

- a. What is your average crew size?

5 crew

6. How many stalls would you like to see at Ancich?

As big as possible.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Comments:

Huge demand for this. Tacoma, LaConner, Anacortes all have ports and have way more demand than space. Fishing is here forever.

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Yes

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No. Not warranted.

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes.

Not sure.

- i. If so, how much?

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN X	FEB X	MAR X	APR X	MAY X	JUN	JUL	AUG	SEP X	OUT X	NOV X	DEC X
----------	----------	----------	----------	----------	-----	-----	-----	----------	----------	----------	----------

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

Pump out if it could be funded by Federal Grants. Laundry for transient boats, he would not use it.

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

Yes

Yes

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

- c. Where do you fish? Circle one:

- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?

- e. Has the vessel been lengthened and/or widened?

No, but would like to widen in the next few years. Cannot lengthen per State Regs.

- i. If so, by how much?

Would like to widen 6ft bringing it to 25ft total.

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

No

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits). Yes, during season and depending on maintenance needs in off season.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
/	/	/	/	/	X	X	X	/	/	/	/

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

[REDACTED]

- b. How many crew members work on the vessel at dock?

2-4

- c. How many days of work are completed dockside in Gig Harbor?

Currently 0

- i. Would crew park nearby while working on boats?

Currently would walk about 1/4 mile if at Ancich

5. Industry Info

- a. What is your average crew size?

2-4

6. How many stalls would you like to see at Ancich?

As many as you can make,

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Not moored in Gig Harbor in 2019

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility? **Yes.**
- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?
[REDACTED]
- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot? **If prepaid moorage.**
 - i. If so, how much? **Unsure**
- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? **Yes.** If you are, would you support the Club funding a portion of the construction costs for the Homeport? **Yes.**
 - i. If so, how much? **There are certain members that are stuck on the agreement outlined in R-949. If terms aren't approved again they won't budge, so not sure.**

e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
X	X	X	X	X	X			X	X	X	X

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security,

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Yes. Do you operate it? Yes. What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)? [REDACTED]
[REDACTED]

- c. Where do you fish? Circle one: [REDACTED]
[REDACTED]
[REDACTED]

- d. Where do you fish? Circle one: [REDACTED]
- e. Has the vessel been lengthened and/or widened?
- i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? **Yes**. If so, where and how much (per linear foot) do you pay for moorage? [REDACTED]
- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.
[REDACTED]
- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits). **N/A**

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed? [REDACTED]

- ## 5. Industry Info

6. How many stalls would you like to see at Ancich? 20. More would pay for it faster.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

JAN X	FEB X	MAR X	APR X	MAY X	JUN X	JUL	AUG	SEP X	OUT X	NOV X	DEC X
----------	----------	----------	----------	----------	----------	-----	-----	----------	----------	----------	----------

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Yes

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

Follow what other ports/facilities are charging.

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? Yes

If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes, if it would get the ball rolling.

- i. If so, how much?

It would be a Club decision. Many members are retired and would need some convincing to participate.

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? [Place an "X" in month]
- ii. What months would your vessel be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X	X	X				X	X	X	X

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X	X	X				X	X	X	X

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

- iii. (SHOWN IN BOLD) What amenities will you need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Yes - 2

Do you operate it? Yes

What is the Coast Guard Documentation numbers?

████████████████████
██

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

████████████████████
████████████████████

████████████████████
████████████████████

- _____

11

■■■■■■■■■■

- 11

YEARS

- i. If so, by how much?

3. Moorage

- _____

- _____

- Needs to have more than one slip because need to have a spot to tie-up for provisions. [REDACTED]

[Place an "X"] What month would your vessel not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on your vessel performed?

[REDACTED]

- b. How many crew members work on your vessel dockside? 4-5

No crew members from GH because everything is privatized. No foot traffic to look for work like the old days.

- c. How many days of work are completed dockside in Gig Harbor?

Very little (2 weeks before and after season)

- i. Would crew park nearby while working on boats? No, crew members don't live here, so no cars.

5. Industry Info

- a. What is your average crew size?

Pre-season: 4 including him

Winter: 5 including him

6. How many stalls would you like to see at Ancich?

As many as possible. They will get filled up as soon as you build them. Could fill up 13 spots in 5 minutes

7. [Place an "X" in month] What months was your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN x	FEB	MAR	APR	MAY	JUN x15	JUL	AUG	SEP 1 x	OCT x	NOV	DEC
----------	-----	-----	-----	-----	------------	-----	-----	------------	----------	-----	-----

Boat #2

JAN x	FEB	MAR	APR	MAY	JUN x15	JUL	AUG	SEP x	OCT x	NOV	DEC
----------	-----	-----	-----	-----	------------	-----	-----	----------	----------	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Yes

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

The Standard Rate

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

Yes

- i. If so, how much?

I can't answer at this time. Not enough info.

Are you a member of the Gig Harbor Commercial Fishermen's Club?

Yes

If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Absolutely

- ii. If so, how much?

A fair percentage

- d. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? [Place an "X" in month] What months would you vessel be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP x	OCT x	NOV x	DEC
-----	-----	-----	-----	-----	-----	-----	-----	----------	----------	----------	-----

~~Boat #2~~

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

~~Boat #3~~

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. (SHOWN IN BOLD) What amenities will you need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish?

Yes

Do you operate it?

Yes

What is the Coast Guard Documentation number?

114

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

- c. Where do you fish? (SHOWN IN BOLD: [REDACTED])

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GRADUALLY SLOWER/LESS
GRADUAL DECREASE

Yes

WIDENED BY 4 FT.

a. Do you moor in Gig Harbor?

If so, where and how much (per linear foot) do you pay for moorage?

[REDACTED]

[Place an "X"] What months would your vessel not be moored in Gig Harbor (city limits).

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
X	X	X	X	X						X	X

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

~~Boat #3~~

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

4. Vessel Maintenance & Operations

- a. Where is work on your vessel performed?

Shipyards. Depends on what shipyards and based on shipyard bids

- b. How many crew members work on your vessel dockside? 4 crew members

- c. How many days of work are completed dockside in Gig Harbor? 30 days

- i. Would crew park nearby while working on boats?

Yes

5. Industry Info

- a. What is your average crew size? 4 crew members

6. How many stalls would you like to see at Ancich? At least 12 and transient moorage

7. [Place an "X" in month] What months was your vessel was moored in Gig Harbor (city limits) in 2019. My vessel was not moored in Gig Harbor in 2019

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Yes.

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

██████████

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes and Yes

- i. If so, how much?

Depends on design. Too many questions first. Club has money, but needs to know what the design is first.

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #4

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

[See above](#)

c. Where do you fish? Circle one: [REDACTED]

[REDACTED]

[REDACTED]

d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?

[REDACTED] no changes

e. Has the vessel been lengthened and/or widened?

No

i. If so, by how much?

3. Moorage

a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

[REDACTED]

b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

Not available

c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits).

No, would use homeport

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

██████████

- b. How many crew members work on the vessel at dock?

zero

- c. How many days of work are completed dockside in Gig Harbor?

A week or so

- i. Would crew park nearby while working on boats?

No

5. Industry Info

- a. What is your average crew size?

4

6. How many stalls would you like to see at Ancich?

As many as possible.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

██████████

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Note:

Comments: The Homeport is very much needed by the fishermen in Gig Harbor.

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

No. [REDACTED]

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

N/A

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No

- i. If so, how much?

Are you a member of the Gig Harbor Commercial Fishermen's Club? Yes

If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Would want to talk it over with the Club.

- ii. If so, how much?

It would be a Club decision.

- d. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? [Place an "X" in month] What months would you vessel be moored in Gig Harbor (city limits).

[REDACTED]

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. (SHOWN IN BOLD) What amenities will you need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry, He added: bathroom, showers
He said that it would be nice to have fuel too.

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Yes

Do you operate it? Yes

What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

[REDACTED]

[REDACTED]

- c. Where do you fish? Circle one: [REDACTED]

11/11/2016

- d. What species do you target now (salmon, crab, etc.)? [REDACTED]

How has that changed in the past 5 years?

We lost the [REDACTED] fisheries [REDACTED], which was devastating.

- e. Has the vessel been lengthened and/or widened?

No

- i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage? No

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

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- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Yes

[Place an "X"] What month would your vessel not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X								X	X

~~Boat #2~~[illegible]

~~Boat #3~~

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

4. Vessel Maintenance & Operations

- a. Where is work on your vessel performed?

- b. How many crew members work on your vessel dockside? 5 crew members

- c. How many days of work are completed dockside in Gig Harbor? None

- i. Would crew park nearby while working on boats? N/A

5. Industry Info

- a. What is your average crew size? 5 crew members

6. How many stalls would you like to see at Ancich? 20 with room to expand.

7. [Place an "X" in month] What months was your vessel was moored in Gig Harbor (city limits) in 2019. None

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility? **No.**
- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?
Zero
- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot? **Zero**
 - i. If so, how much?
- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? **Yes.** If you are, would you support the Club funding a portion of the construction costs for the Homeport? **NO.**
 - i. If so, how much?
- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? **Yes**. Do you operate it? **Yes**. What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)? [REDACTED]

- c. Where do you fish? Circle one: [REDACTED]

[REDACTED]

- d. What species do you target now (salmon, crab, etc.)? [REDACTED]

[REDACTED]

How has that changed in the past 5 years? None

e. Has the vessel been lengthened and/or widened? **No**

i. If so, by how much?

3. Moorage

a. Do you moor in Gig Harbor? **No**. If so, where and how much (per linear foot) do you pay for moorage?

b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits). **N/A**

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- i. Would crew park nearby while working on boats?

5. Industry Info

- a. What is your average crew size? 4-5

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Not at the Present time

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

██████████

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

Would look into donating a small amount.

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes.

Yes.

- i. If so, how much?

A big chunk, \$200,000. Not sure how other members would be about this.

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN X	FEB X	MAR	APR X	MAY	JUN /	JUL	AUG	SEP /	OUT X	NOV X	DEC
----------	----------	-----	----------	-----	----------	-----	-----	----------	----------	----------	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

Yes

Yes

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

- c. Where do you fish? Circle one:

- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?

- e. Has the vessel been lengthened and/or widened?

No.

- i. If so, by how much?

Would like to widen 6ft bringing it to 25ft total.

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

[REDACTED]

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits). Yes, during season and depending on maintenance needs in off season.

Boat #1

JAN	FEB	MAR X	APR	MAY X	JUN /	JUL	AUG	SEP /	OUT	NOV	DEC X
-----	-----	----------	-----	----------	----------	-----	-----	----------	-----	-----	----------

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

[REDACTED]

- b. How many crew members work on the vessel at dock?

1

- c. How many days of work are completed dockside in Gig Harbor?
Varies on work needing to be done. 30 maybe.

- i. Would crew park nearby while working on boats?

Yes., but not much

5. Industry Info

- a. What is your average crew size?

2-4

6. How many stalls would you like to see at Ancich?

Lots. Would like to see it available for others during the season.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Not moored in Gig Harbor in 2019

Boat #1

JAN	FEB	MAR	APR X	MAY X	JUN /	JUL	AUG	SEP /	OUT X	NOV X	DEC
-----	-----	-----	----------	----------	----------	-----	-----	----------	----------	----------	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

No. [REDACTED] But maybe someday

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

[REDACTED]

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

no

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes. Yes.

- i. If so, how much?

\$150,000- \$200,000

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

[REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

[REDACTED]

- c. Where do you fish? Circle one:

[REDACTED]

[REDACTED]

- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?

[REDACTED] No

- e. Has the vessel been lengthened and/or widened?

No

- i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

Yes.

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

- b. How many crew members work on the vessel at dock?

5 total.

- c. How many days of work are completed dockside in Gig Harbor?

3 months at most, varies highly depending on projects

- i. Would crew park nearby while working on boats?

Yes.

5. Industry Info

- a. What is your average crew size?

5 people counting operator

6. How many stalls would you like to see at Ancich?

Not smaller than last drawing that was circulated. Bigger is better.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Comments: Would like to see bigger dock and summer yacht lease.

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Yes

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

Will pay comparable prices with other fishing moorage facilities

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No doesn't seem fair if there is not a credit on moorage or part ownership.

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? Yes

If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes, it would depend on what portion and would be a Club decision.

- i. If so, how much?

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? [Place an "X" in month] What months would you vessel be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
x	x	x	x	x	x			x	x	x	x

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
x	x	x	x	Yx							x

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

- ii. (SHOWN IN BOLD) What amenities will you need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Yes

Do you operate it? Yes

What is the Coast Guard Documentation numberS?

[REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

[REDACTED]

[REDACTED]

- c. Where do you fish? Circle one: [REDACTED]

[REDACTED]

[REDACTED]

- d. What species do you target now ([REDACTED])?

How has that changed in the past 5 years?

He has been fishing for [REDACTED] years. Last year was his best year yet. "Business as usual". He makes between [REDACTED] per year. Never had a year that he hasn't managed to take care of the boat, make all his payments, pay the mortgage on both of his houses, fund his retirement, and a savings. Makes more money fishing that when he was a [REDACTED].

e. Has the vessel been lengthened and/or widened?

No, neither have.

i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? No. If so, where and how much (per linear foot) do you pay for moorage?
- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? No.

[Place an "X"] What month would your vessel not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
						X	X				

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
					X	X	X	X	X		

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on your vessel performed?

Wherever his vessels are tied up. 95% of the work is done in the community where it is tied up. Work goes on year-round with ongoing maintenance.

- b. How many crew members work on your vessel dockside?

Smaller boat: 1-2

Larger boat: 3

- c. How many days of work are completed dockside in Gig Harbor?

None, but if he had a place to moor his vessels in Gig Harbor, it would be 150-200 days per year.

- i. Would crew park nearby while working on boats? Yes

5. Industry Info

- a. What is your average crew size?

Smaller boat: 1-2

Larger boat: 3

6. How many stalls would you like to see at Ancich?

As many as possible. A market analysis should be done. There is not enough room to put in as many as needed. Maximum. Definitely want fingers not side tie. 45 degree fingers.

7. [Place an "X" in month] What months was your vessel was moored in Gig Harbor (city limits) in 2019. 0 because there is no moorage is available.

Note [REDACTED]: If there was a Homeport and a place for the fishermen to tie-up, fresh fish could be sold dockside and also sold at the Farmers Market. It would be a win-win for everyone.

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Yes/100%

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

Will pay comparable rates to other ports like Westport, Seattle, Blaine, in state within reason

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

Needs more details before committing to anything.

- i. If so, how much?

Are you a member of the Gig Harbor Commercial Fishermen's Club? Yes

If you are, would you support the Club funding a portion of the construction costs for the Homeport?

As a Club member, is not against it.

- ii. If so, how much?

The Fishermen's Club gave \$50k to Maritime Pier and would be comfortable supporting that again.

- d. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? [Place an "X" in month] What months would your vessel be moored in Gig Harbor (city limits).

Annually gone summer months: mid-June to first of Sept. and gone again Jan. 1 to April 1.

Boat #1

JAN	FEB	MAR	APR	MAY x	JUN mid	JUL	AUG	SEP	OCT x	NOV x	DEC x
-----	-----	-----	-----	----------	------------	-----	-----	-----	----------	----------	----------

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

- ii. (Shown in Bold) What amenities will you need while moored at the Homeport:
electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Yes

Do you operate it? Yes

What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

[REDACTED]

- c. Where do you fish? (Shown in Bold): [REDACTED]

[REDACTED]

- d. What species do you target now ([REDACTED])?

How has that changed in the past 5 years?

Commercial Fishing has it ups and downs like any other type of business.

e. Has the vessel been lengthened and/or widened? No

i. If so, by how much?

3. Moorage

a. Do you moor in Gig Harbor? Not currently, but would like to.

b. If so, where and how much (per linear foot) do you pay for moorage? [REDACTED]

c. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

d. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there?

Would moor in Gig Harbor year-round but will also will pay year round moorage in [REDACTED]

[Place an "X"] What month would your vessel not be moored in Gig Harbor (city limits).

Same answer as above

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

a. Where is work on your vessel performed? Most of the time does his own work. No services exist in Gig Harbor. Work is also performed at a shipyard [REDACTED].

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
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Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility? **Yes.**
- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?
[REDACTED]
- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot? **Would entertain the thought. Need to know more.**
 - i. If so, how much? **\$10,000**
- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? **Yes.** If you are, would you support the Club funding a portion of the construction costs for the Homeport? **Yes.**
 - i. If so, how much? **Would be okay with \$50,000 - \$100,000**
- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
X	X	X	X	X				X	X	X	X

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? **Yes**. Do you operate it? **Yes**. What is the Coast Guard Documentation number? [REDACTED]

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)? [REDACTED]

- c. Where do you fish? Circle one: [REDACTED]

- d. What species do you target now ([REDACTED])? How has that changed in the past 5 years? **No change**

e. Has the vessel been lengthened and/or widened? **It was shortened** [REDACTED]

i. If so, by how much?

3. Moorage

a. Do you moor in Gig Harbor? **Yes**. If so, where and how much (per linear foot) do you pay for moorage? [REDACTED]

b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

F [REDACTED]

c. If there were Homeport slips available, would you continue to use outside moorage locations? **No**. When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits). **N/A**

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

a. Where is work on the vessel performed? [REDACTED]

- b. How many crew members work on the vessel at dock? **3**

- c. How many days of work are completed dockside in Gig Harbor? **Minimal. Touch up varnish or inside maintenance, etc.**

- i. Would crew park nearby while working on boats? **No.**

5. Industry Info

- a. What is your average crew size? 5-6

6. How many stalls would you like to see at Ancich? 15

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

[illegible]

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

Not currently, but possibly.

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

■

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

Possibly

- i. If so, how much?

Not sure at this time.

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes

Yes

- i. If so, how much?

Not sure, it would take a meeting of members to come up with an amount.

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR X	MAY X	JUN /	JUL	AUG	SEP X	OCT X	NOV X	DEC X
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Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

Yes



Yes

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?



- c. Where do you fish? Circle one:



- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?



- e. Has the vessel been lengthened and/or widened?

Both

- i. If so, by how much?

Width 6ft, Length 3ft

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

[REDACTED]

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

[REDACTED]

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits). Yes

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
X	X	X									

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

[REDACTED]

- b. How many crew members work on the vessel at dock?

c. How many days of work are completed dockside in Gig Harbor?

15

i. Would crew park nearby while working on boats?

Yes

5. Industry Info

a. What is your average crew size?

4

6. How many stalls would you like to see at Ancich?

As many as possible. For income generating for the City of Gig Harbor.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR /	APR X	MAY X	JUN /	JUL	AUG	SEP X	OCT X	NOV X	DEC X
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Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

[REDACTED]

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

[REDACTED]

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

No

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

Yes. Yes.

- i. If so, how much?

\$50,000, like with the Maritime Pier.

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security (locked gate maybe), laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

No

- b. List name of each boat and type (gillnetter, purse seiner, tender, etc.)?

- c. Where do you fish? Circle one:



- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?



- e. Has the vessel been lengthened and/or widened?

- i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?
- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.
- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel will not be moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

[REDACTED]

- b. How many crew members work on the vessel at dock?

Just himself

- c. How many days of work are completed dockside in Gig Harbor?

2 months total during offseason

- i. Would crew park nearby while working on boats?

Yes.

5. Industry Info

- a. What is your average crew size?

4 guys + owner

6. How many stalls would you like to see at Ancich?

As many as possible. Probably all get filled up.

7. Place an "X" in month that your vessel was moored in Gig Harbor (city limits) in 2019.

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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Interview Session Follow Up Questionnaire – VESSEL OWNERS ONLY IN GIG HARBOR FLEET

Ancich Waterfront Park Homeport Feasibility Study

Homeport

1. ANCICH WATERFRONT PARK HOMEPORT FACILITY

- a. Will you need moorage at the proposed Homeport Facility?

yes

- b. How much are you willing to pay (per linear foot) for moorage at the Homeport Facility?

[REDACTED]

[REDACTED]

[REDACTED]

- c. Would you be willing to fund a portion of the construction costs for a Homeport facility in order to secure a spot?

yes

see back →

- i. If so, how much?

- d. Are you a member of the Gig Harbor Commercial Fishermen's Club? If you are, would you support the Club funding a portion of the construction costs for the Homeport?

yes member.

No, Don't support it.

- i. If so, how much?

- e. Use of the Moorage slips

- i. How long would you moor your vessel at the Ancich commercial fishing homeport? Place an "X" in month that your vessel will be moored in Gig Harbor (city limits).

zero

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Zero

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

- ii. Circle the amenities you will need while moored at the Homeport: electrical service (30, 50, 100), water service, pump-out, fuel, security, laundry

2. CURRENT GIG HARBOR FISHING VESSELS

- a. Do you still own commercial fishing vessel(s) that currently fish? Do you operate it? What is the Coast Guard Documentation number?

- b. List name of each boat and type

- c. Where do you fish? Circle one: Washington – Puget Sound, Washington – Coast, Alaska,

Oregon, Other:

- d. What species do you target now (salmon, crab, etc.)? How has that changed in the past 5 years?

- e. Has the vessel been lengthened and/or widened?

No.

- i. If so, by how much?

3. Moorage

- a. Do you moor in Gig Harbor? If so, where and how much (per linear foot) do you pay for moorage?

NO.

- b. List moorage locations used (outside Gig Harbor) and rate per linear foot.

- c. If there were Homeport slips available, would you continue to use outside moorage locations? When would you moor there? Place an "X" in month that your vessel was moored in Gig Harbor (city limits).

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC

4. Vessel Maintenance & Operations

- a. Where is work on the vessel performed?

Deta yard

- b. How many crew members work on the vessel at dock?

4 guys plus him.

- 2 years ago 2 mo's,
but average 30 days

- yes. but lie

5. Industry Info

- 5 including him

- This is what all other docks & fishing boats do. Has original size linear on both sides.

- A/O

Boat #1

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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Boat #2

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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Boat #3

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OUT	NOV	DEC
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Appendix IV City Council Presentation

MINUTES

City Council Study Session Thursday, April 2, 2020 - 4:00 P.M.

Call to Order/Roll Call

Mayor Kit Kuhn called the meeting order and asked for a roll call. Councilmembers Denson, Bob Himes, Jeni Woock, Le Rodenberg, Jim Franich, Tracie Markley and Spencer Abersold attended via teleconference

Staff members City Administrator Bob Larson, City Clerk Molly Towslee, Public Works Director Jeff Langhelm, Parks Manager Nicole Jones-Vogel, and Assistant City Clerk Josh Stecker attended via teleconference along with consultants Steve Robert and Anna Spooner.

Homeport Feasibility Study – Report to Council

Nicole Jones-Vogel provided an initial summary of comments from interviews conducted with participants in the feasibility study. A complete summary will be provided after all questionnaires are received. Concerns revolved around provided maximum moorage and minimum impact to neighbors. Staff is also exploring additional amenities provided at other ports.

A follow-up questionnaire will be sent out addressing economic issues with the home port. Council indicated support for seeking funding assistance from the fishermen. Council also discussed the issues of personal-use vessels using the dock and the future of fishing in the area.

Adjourn

The meeting adjourned at 5:25 p.m.

Ancich Waterfront Park Homeport Feasibility Study- Status Update

Presented by

Steve Robert and Anna Spooner

March 26, 2020



Interview Planning

- 13 interviews with commercial fisherman and neighbors
- 20-minute Skype phone calls
- March 17, 2020

Guy Hoppen	Gregg Lovrovich
Andy Babich	Jim Franich
Nick Jerkovich	Nick Babich
Dawn Stanton	Mary Ellen Gilmour
Randy Babich	Karen McDonell
Leif + Katie Dobzinsky	Jake Bujacich
Nancy Jerkovich	

Interview Objectives

- To gather local knowledge and specific information to inform the feasibility study and preferred concept design
- To identify opportunities and constraints that will inform the feasibility study analysis
- To establish transparent communication and begin to build community consensus

Interview Questions

- Opportunities
 - What do you want the City to offer as part of the Homeport?
- Challenges
 - What is the biggest challenge to the proposed Homeport?
- Economic considerations
 - How could the Homeport financially support itself?

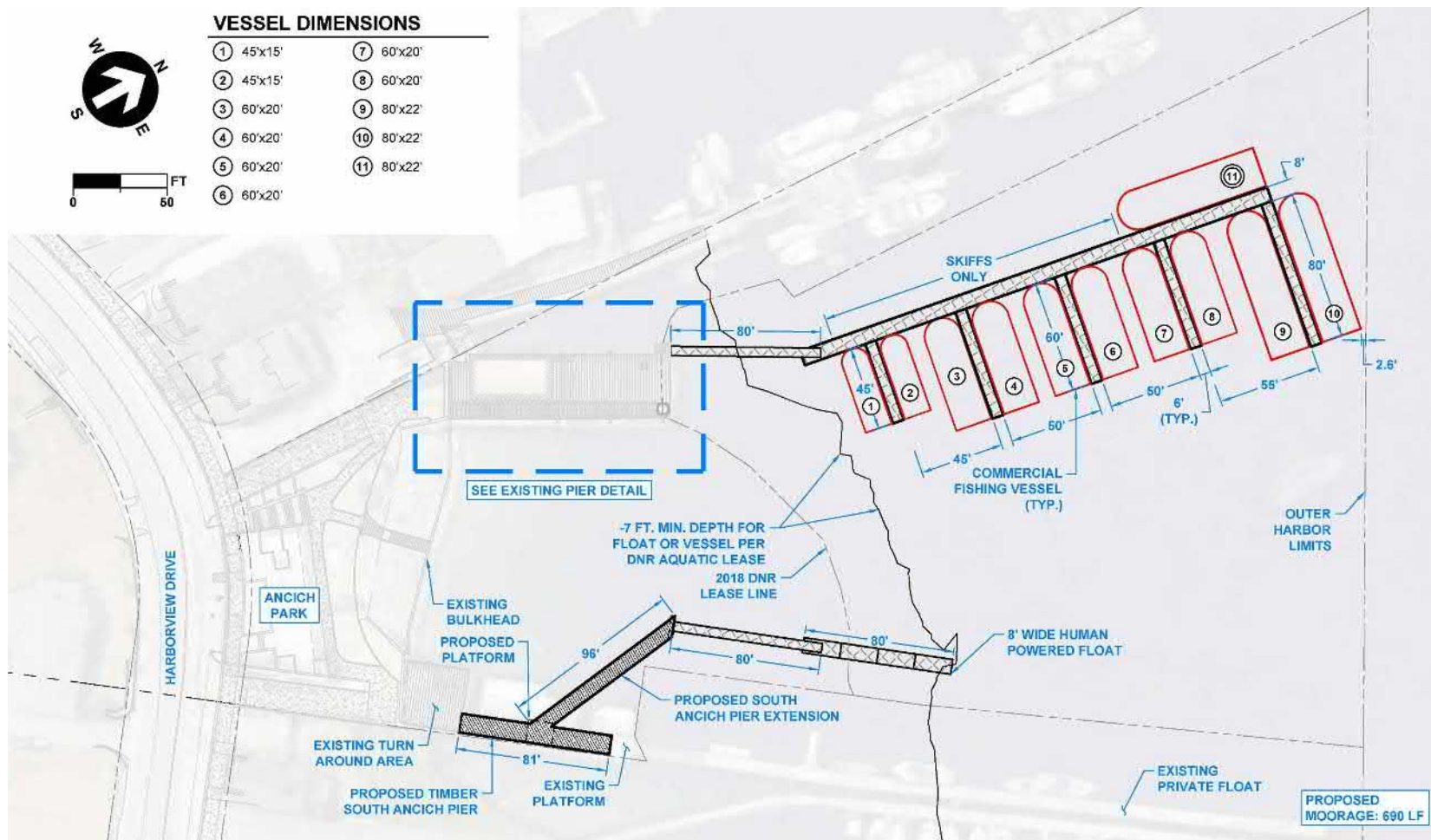
Interview Questions

- Homeport Use
 - How would you use the new homeport facility?
 - At what times of the year would you use the homeport facility?
- Community and context
 - How do you think the Homeport will impact the Millville neighborhood?

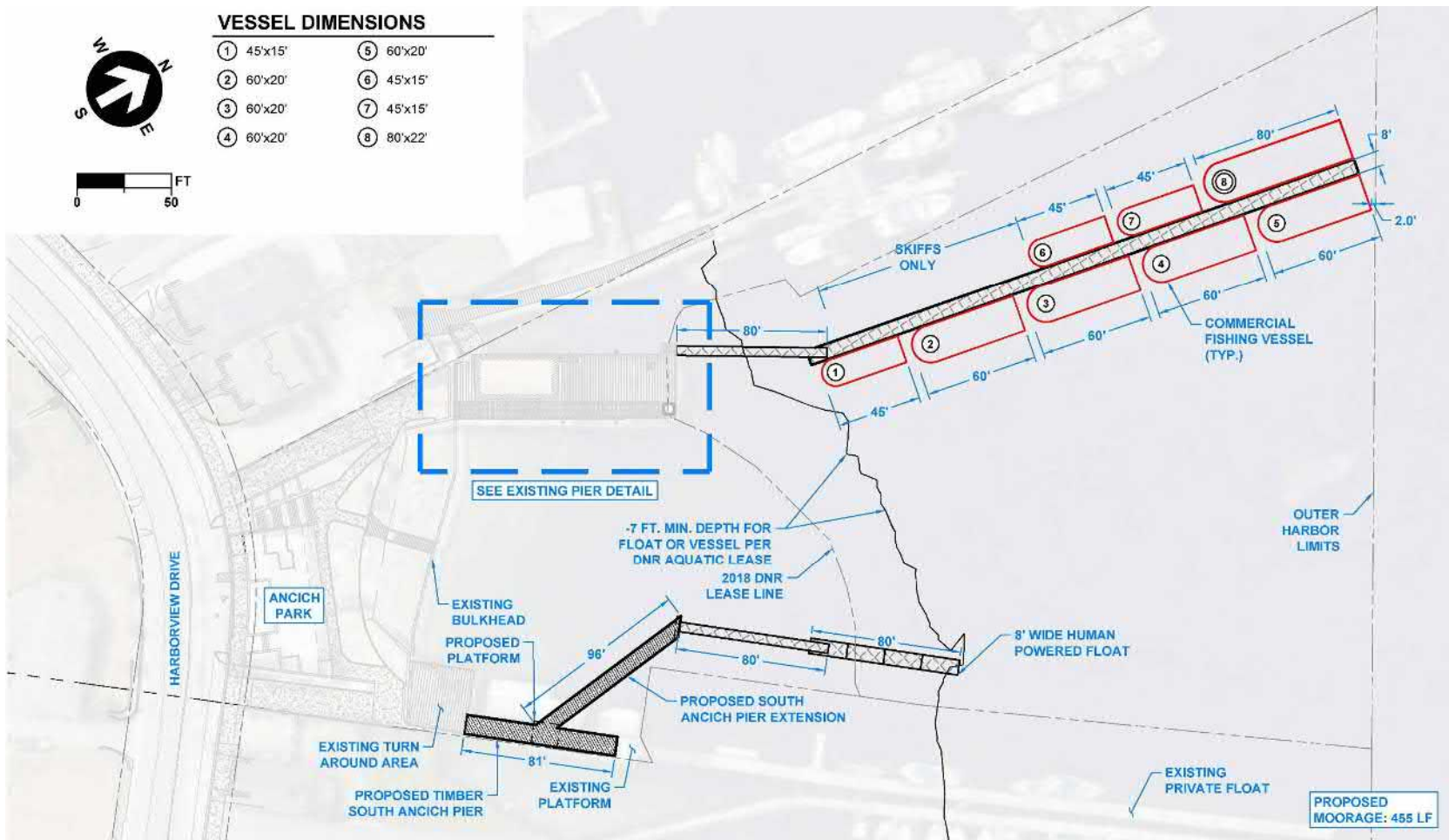
Interview Questionnaire – Follow up

- Potential Homeport amenities
- Vessel accommodation: types and seasons
- Safety measures and considerations
- Feedback on current fleet inventory
- Pedestrian safety along and across Harborview Drive
- Site prioritization: views versus moorage
- Parking





Concept Alternative A



Concept Alternative E

Feasibility Study Next Steps

- Interviews and follow up questionnaire
- Economic Study
 - Follow up detailed questionnaire for commercial fisherman
- Concept design refinement
 - Alternatives
 - Preferred Alternative
- City Council Meeting
- Feasibility Study Report

Feasibility Study Next Steps

- Interviews and follow up questionnaire _____ March
- Economic Study _____ April
 - Follow up detailed questionnaire for commercial fisherman
- Concept design refinement
 - Alternatives
 - Preferred Alternative
- City Council Meeting
- Feasibility Study Report

Questions?



Interview Questionnaire

1. Should the City provide amenities to the Homeport other than basic hookups for moorage (water + electrical)? If so, what amenities are desired?
2. Should the Homeport accommodate recreational and commercial fishing vessel types for transient moorage when the fishing fleet is not occupying the float? Why or why not?
3. What safety measures are necessary to accommodate full utilization of the site including crane usage and loading/unloading on the pier (e.g. Driveway slope implications, increased usage at the site, etc.)?
4. What is your estimate of the current local fishing fleet size? Please review the attached fleet inventory and provide feedback. Describe any changes you have noticed in the fleet in the recent years.
5. Should a new pedestrian crossing at the Harborview Drive curve be installed with this project? Why or why not?
6. Should the Homeport float layout prioritize view corridors or prioritize maximizing moorage?
7. Should the City consider acquiring additional parking for the Ancich Waterfront Park?
8. Please provide any further comments that are not addressed in your interview or the questions above that you feel the project team should be aware of.

Meeting Notes

City of Gig Harbor: City Council Meeting

Ancich Waterfront Park Homeport Feasibility Study

April 2, 2020, Virtual Meeting

Attendees

Kit Kuhn	City of Gig Harbor Mayor
Robyn Denson	City of Gig Harbor Councilmember
Bob Hinnes	City of Gig Harbor Councilmember
Jeni Woock	City of Gig Harbor Councilmember
Le Rodenberg	City of Gig Harbor Councilmember
Jim Franich	City of Gig Harbor Councilmember
Tracie Markley	City of Gig Harbor Councilmember
Spencer Abersold	City of Gig Harbor Councilmember
Nicole Jones-Vogel	City of Gig Harbor Parks Manager
Jeff Langhelm, PE	City of Gig Harbor Public Works Director
Steve Robert	DCG
Anna Spooner	Anchor QEA

Meeting Notes

Steve Robert and Anna Spooner presented a status update to the Gig Harbor City Council on the Ancich Waterfront Park Homeport Feasibility Study. The meeting updated the City Council on the status of the community outreach. Results from the ongoing community outreach were still under development at the time of the meeting and were not presented. Following the presentation, each councilmember asked questions and provided feedback to the group. The following summarizes the feedback and discussion.

Councilmember Woock: Will the Council get a copy of actual documents that were filled out by respondees?

Nicole: Yes, we will have summarized them all.

Councilmember Hinnes: Most people interviewed are fishermen or related to fishermen. Is this group representative of the community as a whole? These folks have a very strong bias. Is the questionnaire from fishermen the primary input for the study?

Councilmember Hinnes: Third alternative: start with the straight dock and then you add fingers later. Also, we need to talk about capital investment and operations. Is the City operating this dock? These two things need to be in the economic study. Also, we need to understand the demand for this moorage and at what price. Is this even attractive at any price that would minimize cost to the City?

Councilmember Rodenberg: There are over 130 fishing vessels in Gig Harbor; the demand is there. None of the fisherman are going to profit from this. The original design was over 1,800 linear feet. The fishermen have already given up a lot of the originally considered moorage.

Councilmember Denson: We can't have a preferred alternative until this work is further along. We need to answer how big this should be. How many boats to accommodate? What type of boat (how big)? What should it look like? How much is this all going to cost? Should it be phased? Are you reaching out to fishermen in club and not in club? Are you reaching out to multiple folks to hear multiple voices?

Nicole: Described who was included.

Councilmember Markley: No comments.

Councilmember Franich: No questions. Need more summary of outreach. Without that, we can't get into this in more depth.

Councilmember Abersold: Where is the happy medium? This is going to be a process where we hear a whole lot of wants and needs. Plan this with the option to expand over time; future flexibility. If there is more need, option to build more.

Nicole: We don't know yet how the kayak area and boat building will impact the site. This is an unknown that multiple interviewees pointed out. Balancing the capacity is tough since we do not know the impacts from the kayak and boat building.

Mayor Kuhn: Can you build Alternative E and then phase it to Alternative A in the future, if needed?

Steve: Yes, that phasing is an option. Funds lost to double project: double design, double permitting, double construction mobilization. Building for more moorage will provide more funding.

Mayor Kuhn: We are asking kayakers to pay part of dock. Was the question asked to fisherman if they were willing to pay upfront costs (they could potentially recoup these costs over time, just as the City could). That question should be asked to the fisherman club.

Anna: Yes, we can ask that question when we do fisherman-specific outreach.

Councilmember Franich: I think the club would be willing to participate in providing some upfront money. Keep in mind that maintenance and operations costs will be on the City; this needs to be part of the equation. The other question: what is the arrangement on who will have availability to these moorages?

Councilmember Larson: No questions.

Councilmember Woock: The club partnership is vitally important. I heard that in a previous project, the club paid \$40K. Would like to see a commitment from the fishermen. If there is a commitment, maybe then we can increase moorage to accommodate.

Councilmember Hinnes: Woock's question is spot on. As the total investment goes up, their equity should go up. There needs to be a bit more corroboration with demand, facts and figures. Consider the future of fishing. Are folks moving north? Is there a trend that folks are going to Alaska? If we go big, will it be unused due to declining fishing industry? Would fishermen ever allow for a yacht or non-fishermen to tie up their boat next to a fishing boat?

Councilmember Rodenberg: You need to remember that the fishermen are working on their boats. If the boats are in Alaska, they have to stay up there and work on the boats. It may happen but people are going to leave their family and roots. People will use this facility.

Councilmember Denson: Not sure how the fisherman club contribution would work. It is fundamentally different from the kayak contribution. Individual fishermen would pay moorage, not the club.

Councilmember Markley: I think the club would be interested to have a fundraising event. They are waiting for the City to make a commitment. What kind of crane would be at this location? How tall; how invasive? How would it operate? How would it look?

Jeff: Picture the arm of a boom truck, one long boom with a cable. Steel arm with hydraulic extension. It could reach out 15 to 20 feet. It would be based on a platform that sits at the end of the pier.

Mayor Kuhn: It would be on the City to insure, maintain, and upkeep. It could be used for yachters to take their zodiacs off. A lot of the fishing boats can operate without a crane.

Councilmember Franich: I don't think the crane is a make or break item for fishermen. The fisherman club provided a strings-free donation to Maritime Pier of about \$30K to \$40K. The more we ask though, the more pushback we will get. The fisherman club works very different than the kayak club. Participation would likely be a donation, not a rent credit back (as was done with the kayak club). The code has an exemption for parking for commercial fishing facilities. If you have

future yachts, they are not exempt to parking, so you would need to provide dedicated parking stalls for yachts.

Councilmember Abersold: In favor for partnership with fisherman club. Potentially fishermen could buy the crane and use insurance. Maybe the crane is just for the fisherman club members?

Mayor Kuhn: Is there a way to look in a crystal ball to see what is the trend in fisheries in 20 years?

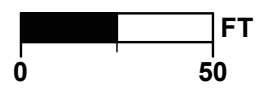
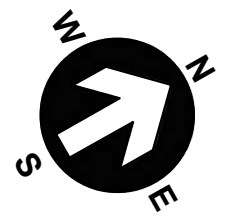
Steve: That is part of our scope. We hope to answer: will fishing sustain this facility in the future?

Councilmember Hinnes: There is educational value in the public seeing fishing boats. What is peoples' thinking on public access to the dock? Can you go down on the pier? Would it have locked access? These questions need to be explored. Assuming this is a City facility, who covers the liability insurance here?

Councilmember Rodenberg: The moorage fee would pay for insurance. The netshed should be open to the public for education purposes as part of the grant. The benefit to the club is unclear; it would just be a donation. Could we have fishermen put up an advance on their moorage fees so they get the benefit of future moorage at the homeport?

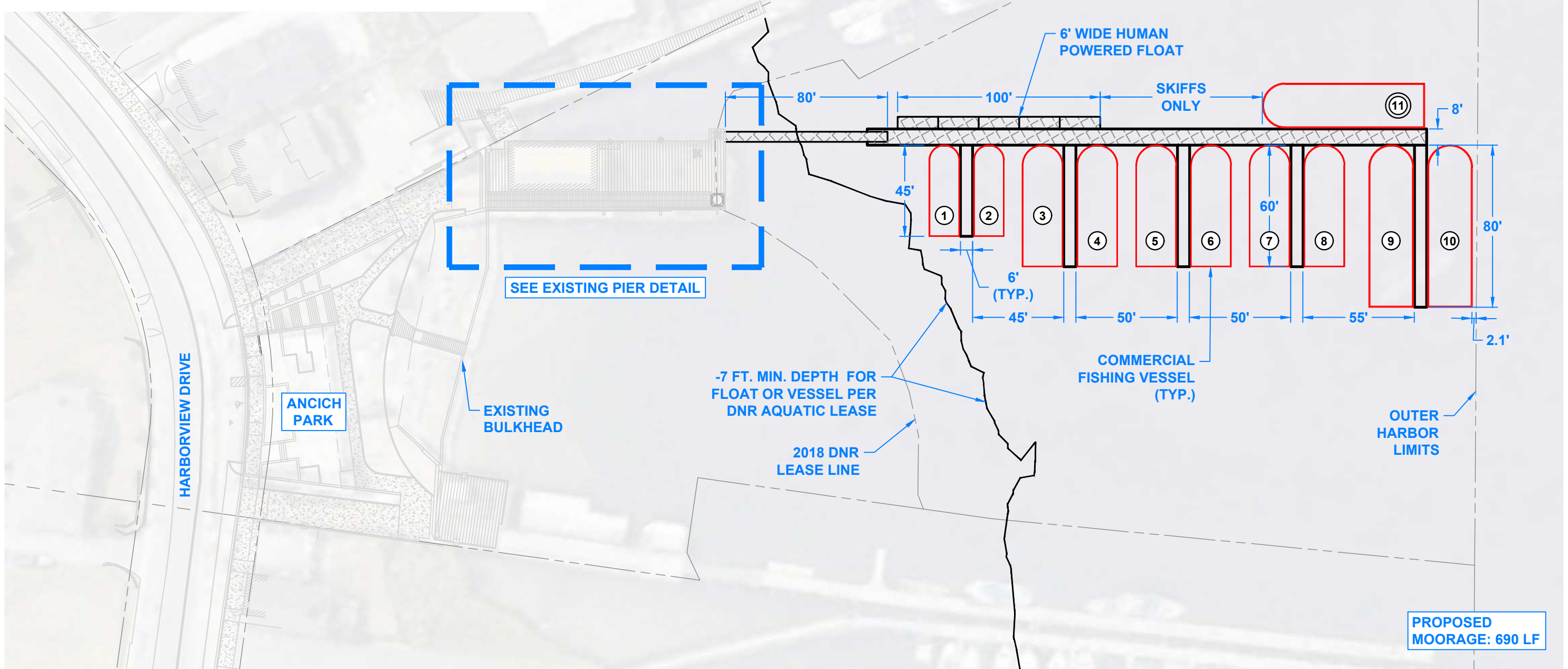
Councilmember Woock: Is someone looking into the future of fishing?

Appendix V – Alternatives Examined, but Not Considered



VESSEL DIMENSIONS

- | | |
|-----------|-----------|
| ① 45'x15' | ⑦ 60'x20' |
| ② 45'x15' | ⑧ 60'x20' |
| ③ 60'x20' | ⑨ 80'x22' |
| ④ 60'x20' | ⑩ 80'x22' |
| ⑤ 60'x20' | ⑪ 80'x22' |
| ⑥ 60'x20' | |



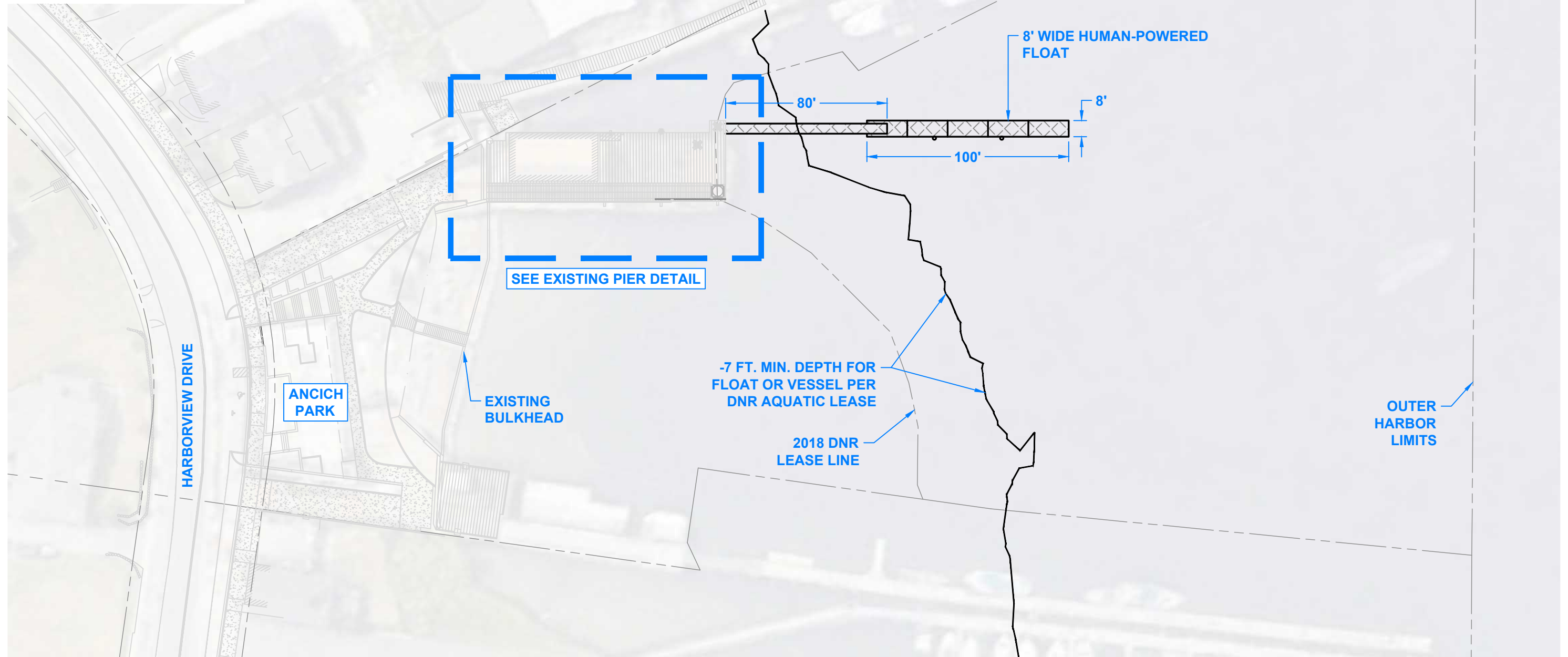
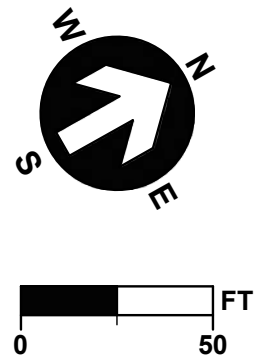
HUMAN-POWERED FLOAT AND COMMERCIAL FISHING DOCK

ANCICH WATERFRONT PARK

FLOAT EXHIBIT - ALTERNATIVE 'B'

12/09/2019





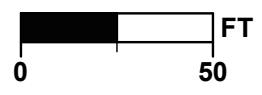
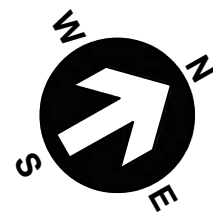
HUMAN-POWERED FLOAT AND COMMERCIAL FISHING DOCK

ANCICH WATERFRONT PARK

FLOAT EXHIBIT - ALTERNATIVE 'C'

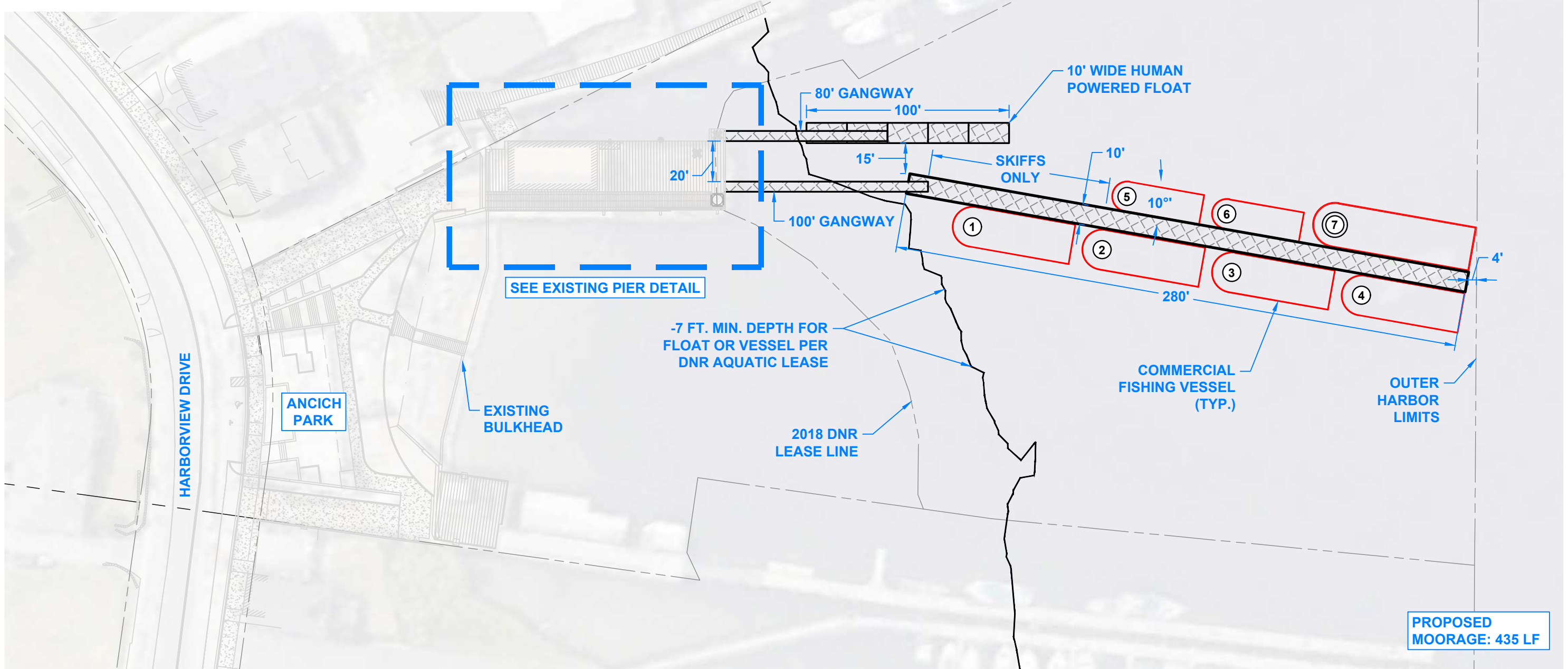
11/12/2019





VESSEL DIMENSIONS

- | | |
|-----------|-----------|
| ① 60'x20' | ⑤ 45'x15' |
| ② 60'x20' | ⑥ 45'x15' |
| ③ 60'x20' | ⑦ 80'x22' |
| ④ 60'x20' | |



HUMAN-POWERED FLOAT AND COMMERCIAL FISHING DOCK

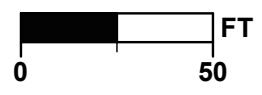
ANCICH WATERFRONT PARK

FLOAT EXHIBIT - ALTERNATIVE 'D'

10/29/2019

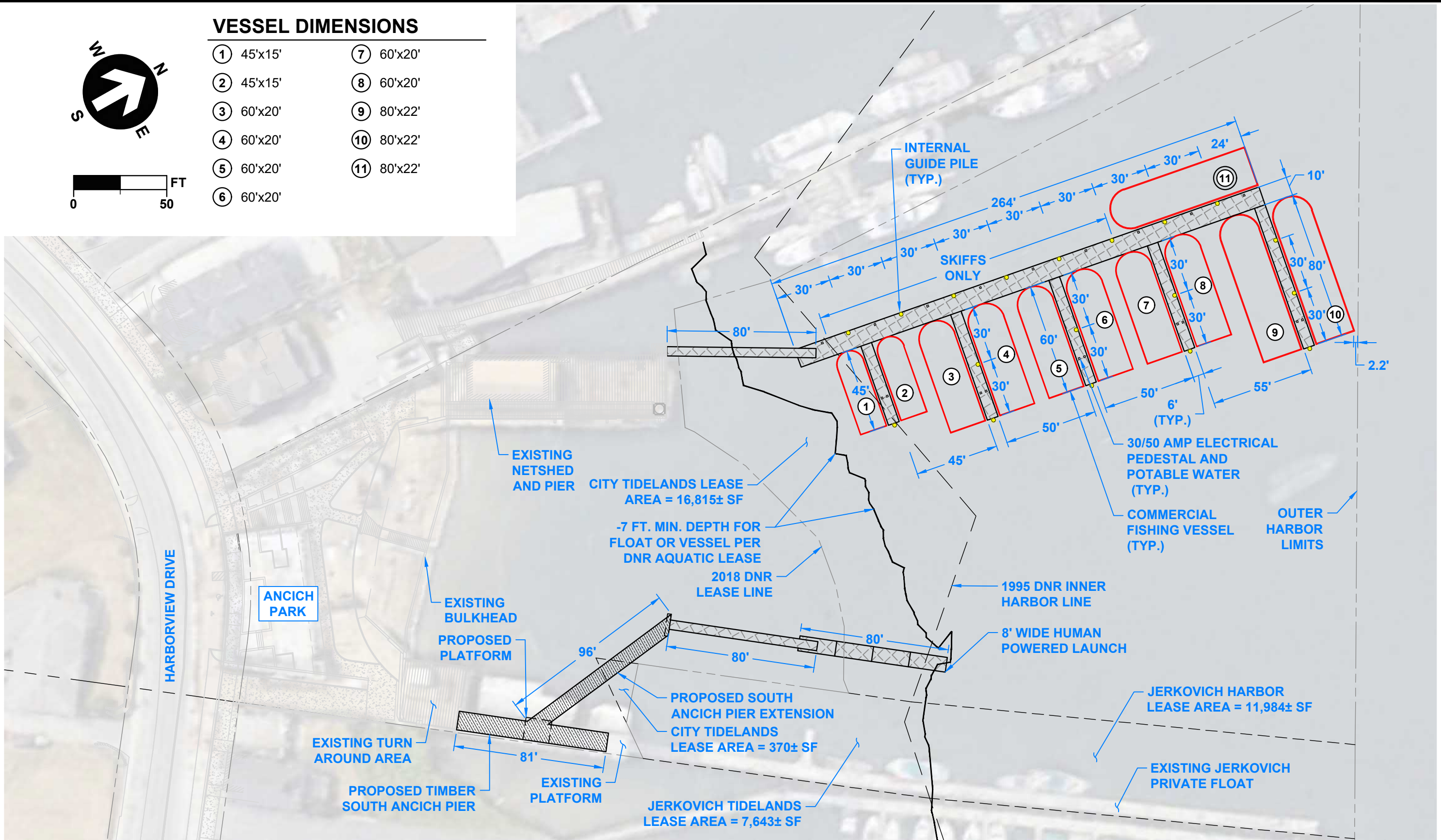


Appendix VI – Alternatives Examined and Considered



VESSEL DIMENSIONS

- | | |
|-----------|-----------|
| ① 45'x15' | ⑦ 60'x20' |
| ② 45'x15' | ⑧ 60'x20' |
| ③ 60'x20' | ⑨ 80'x22' |
| ④ 60'x20' | ⑩ 80'x22' |
| ⑤ 60'x20' | ⑪ 80'x22' |
| ⑥ 60'x20' | |



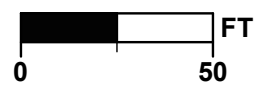
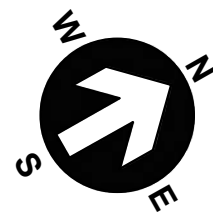
HUMAN-POWERED FLOAT AND COMMERCIAL FISHING DOCK

ANCICH WATERFRONT PARK

FLOAT EXHIBIT - ALTERNATIVE 'A'

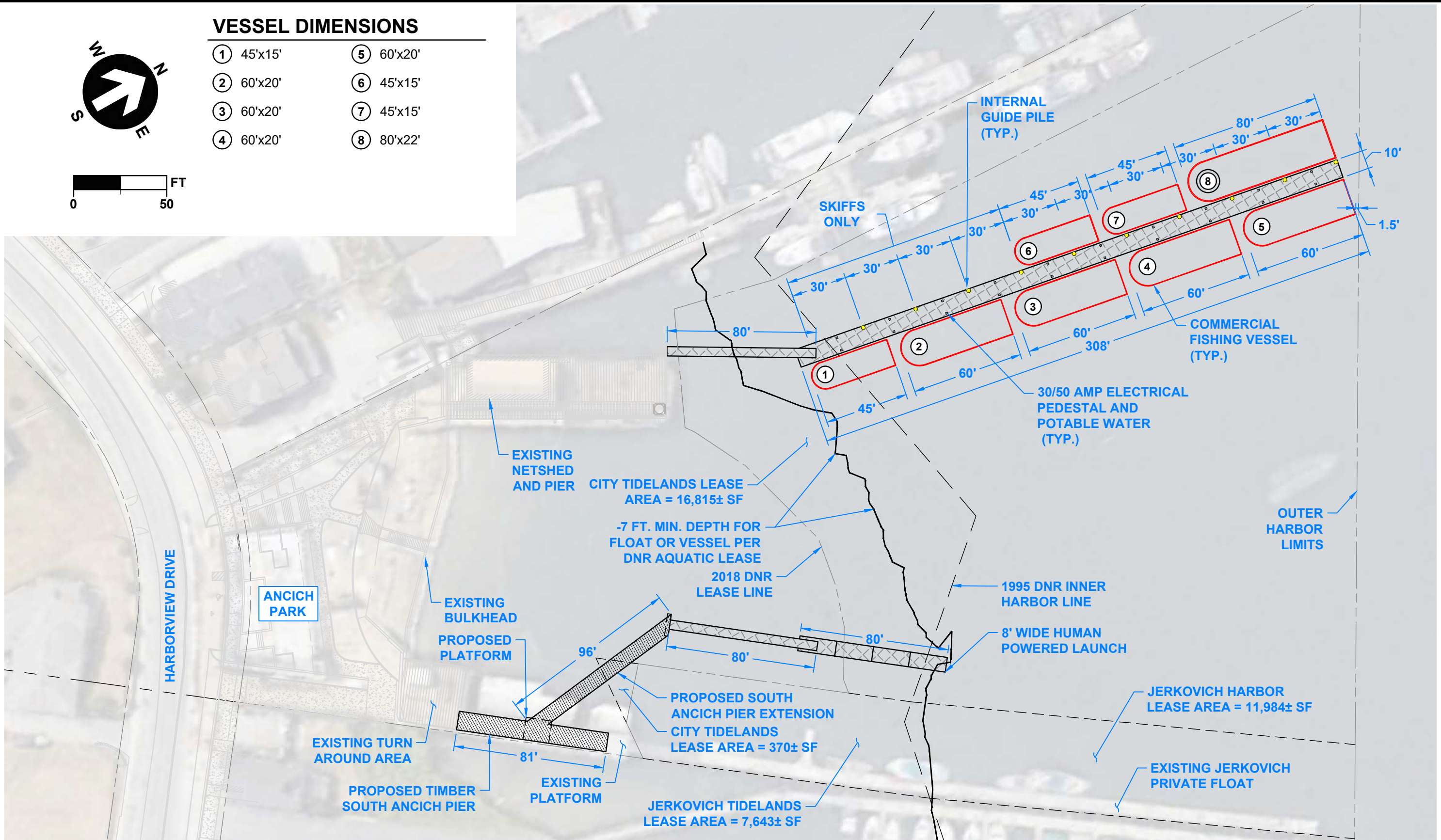
05/28/2020





VESSEL DIMENSIONS

- | | |
|-----------|-----------|
| ① 45'x15' | ⑤ 60'x20' |
| ② 60'x20' | ⑥ 45'x15' |
| ③ 60'x20' | ⑦ 45'x15' |
| ④ 60'x20' | ⑧ 80'x22' |



HUMAN-POWERED FLOAT AND COMMERCIAL FISHING DOCK

ANCICH WATERFRONT PARK

FLOAT EXHIBIT - ALTERNATIVE 'E'

05/28/2020



Appendix VII – Construction Cost Estimates

Alternative A

Item	Qty	Unit	Cost	total
Mob	1	LS	\$ 80,000	\$ 80,000
Gangway	1	LS	\$ 65,000	\$ 65,000
Floating dock	4480	SF	\$125	\$ 560,000
Guide piles	18	Each	\$15,000	\$ 270,000
Fire pipe	500	LF	\$100	\$ 50,000
Water pipe	500	LF	\$30	\$ 15,000
G cable	500	LF	\$20	\$ 10,000
Pedestals	19	Each	\$4,000	\$ 76,000
Maintenance over design life	1	PGM	\$100,000	\$ 100,000
City Personnel	0.2	FTE	\$114,400	\$ 22,880
Civil and Structural engineering 7%				\$ 87,422
Electrical engineering 1%				\$ 12,489
permitting estimate				\$ 28,000
community outreach estimate				\$ 18,000
construction support 4%				\$ 49,955
Sales Tax				\$ 116,258
Total				\$ 1,561,004

Alternative E

Item	Qty	Unit	Cost	total
Mob	1	LS	\$ 80,000	\$ 80,000
Gangway	1	LS	\$ 65,000	\$ 65,000
Floating dock	3100	SF	\$125	\$ 387,500
Guide piles	11	Each	\$13,000	\$ 143,000
Fire pipe	350	LF	\$100	\$ 35,000
Water pipe	350	LF	\$30	\$ 10,500
G cable	350	LF	\$20	\$ 7,000
Pedestals	20	Each	\$3,000	\$ 60,000
Maintenance over design life	1	PGM	\$100,000	\$ 100,000
City Personnel	0.2	FTE	\$114,400	\$ 22,880
Civil and Structural engineering 7%				\$ 63,762
Electrical engineering 1%				\$ 9,109
permitting estimate				\$ 28,000
community outreach estimate				\$ 18,000
construction support 4%				\$ 36,435
Sales Tax				\$ 92,758
Total				\$ 1,158,944