City of Gig Harbor

GIG HARBOR®

"THE MARITIME CITY"

Comprehensive Plan

Adopted August 2015

CITY OF GIG HARBOR
ELEMENTS OF THE COMPREHENSIVE PLAN

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CITY OF GIG HARBOR
COMPREHENSIVE LAND USE PLAN

Chapter 1
INTRODUCTION

HISTORICAL OVERVIEW

Due to growth pressures within the state, particularly within the Puget Sound Basin, the State legislature found in 1990 that uncoordinated and unplanned growth, together with a lack of common goals toward land conservation, pose a threat to the environment; to the public health, safety, and welfare; and to sustainable economic development. As a result, the legislature adopted the first mandatory comprehensive planning legislation in the State's history, the Growth Management Act. The Act identifies fourteen planning goals which are intended to serve as guides to the development and adoption of comprehensive plans. These goals address urban growth, sprawl reduction, transportation, housing, economic development, property rights, permits, natural resource industries, open space and recreation, environment, citizen participation, public facilities and services, and historic preservation.

Since enactment, the Growth Management Act has been amended with new requirements. Decisions by the Growth Management Hearings Boards have also clarified certain requirements and have established measures to determine consistency of jurisdictions' comprehensive plans and implementing regulations with the Act's provisions.

Growth management planning is a cooperative process that must occur between the county and its constituent cities. Counties are regional governments, while cities are the primary providers of urban services in urban areas. To effectively coordinate land use, infrastructure, and finance throughout the region, the Growth Management Act requires that an overall vision for growth, identified in county-wide planning policies serve as a framework for the development of each jurisdiction's comprehensive plan. The "County-Wide Planning Policies for Pierce County" require that, in addition to the mandatory elements of the Growth Management Act, the following policy areas shall be considered:

- Affordable Housing
- Agricultural Lands
- Economic Development
- Education
- Natural Resources, Open Space and Protection of Environmentally-Sensitive Lands
- Historic, Archaeological and Cultural Preservation
- Siting of Public Capital Facilities of a County-wide or State-wide nature
- Fiscal Impact
- Transportation Strategies
- Urban Growth Areas

In addition to these policy areas, the City of Gig Harbor chose to include additional, non-mandatory elements including:

- Community Design
- Environment
- Economic Development
- Parks and Recreation
- Harbor Element

An Economic Development Element and a Park and Recreation Element are only mandatory if the State has made sufficient funds available for their development two years before a required update for any jurisdiction.

The Growth Management Act requires that each subject county and its cities review and update its comprehensive plan and development regulations by a prescribed year and every seven years thereafter to ensure consistency with the Act. This 2014 update of the City's Comprehensive Plan includes changes to reflect current conditions and new policy requirements. The Planning Commission's recommendation includes minor modifications but no significant departure from the policy groundwork laid out in the 1994 plan.

PUBLIC PARTICIPATION

Citizen involvement has been, and will continue to be, the most important component of comprehensive planning. Without the community's participation at the earliest possible stage, any plan developed regardless of its technical caliber or literary quality will prove meaningless and ineffectual. In recognition of this vital process as the key to the successful development of a revised comprehensive plan, the City of Gig Harbor Planning Commission conducted a "visioning survey" in December of 1992. The purpose of the open house forum was to allow interested citizens the opportunity to participate in a "walk-through" tour and survey of the community and to rank their impressions of 100 photographs of design concepts of the City and its more common and noticeable features.

One hundred and seven citizens took the "tour" and 93 completed the four page rating questionnaire. The results of the survey, released in January of 1993, provided the City Council, the Planning Commission and the Planning Staff a foundation of public opinion upon which to base the revisal of this Comprehensive Planning document. Strong public sentiment was placed on the design or overall appearance of the community, its structures, viewpoints and streetscapes. "Good and bad design" were equally considered and it became clear from the survey respondents that design should play a key component in the location and appearance of future development throughout the community. Equally important opinions were expressed regarding housing scale and character, commercial areas and attendant parking, and parks and open spaces. Of particular interest were the responses to whether or not the opinion cast would have an effect on the comprehensive plan: 50% said yes, 42% said maybe, and only 8% said no. Clearly, there is an expectation that local government will listen and respond to the community's voice. The vision survey was not intended to be a scientifically based assessment, given the size of the population surveyed. Nonetheless, it serves as a valuable benchmark upon which to base policy over the

course of revising the plan.

During the spring and summer of 1993, additional public work sessions were conducted by the Planning Commission to assess the community's response to detail policy areas of the comprehensive plan elements. The results of the response to these work sessions were analyzed by the Planning Commission and staff and articulated into the various elements which comprise this revised comprehensive plan.

The 2004 update included four study sessions to which the public was invited. In addition to public input at the study sessions, public comment was invited at two public hearings.

The 2015 update included three open houses, two joint study sessions with City Council and the Planning Commission, four public hearings and over eleven study sessions. The public was notified and invited to all of these meetings through direct mailings, website notices, email updates, and newspaper advertisements.

PLANNING GOALS

The choices which confront the City at this point in its history are significant and could dramatically alter the character and quality of life its community has come to enjoy. Planning for the future while maintaining the same quality of life is the fundamental objective of this comprehensive planning update. To achieve this, four specific goals of this fundamental objective are defined:

1. Identify existing and potential roles which the City may elect to assume within the City and the surrounding urban growth area.

2. Determine the social, physical and economic implications involved with each role.

3. Determine which roles and attendant social, physical and economic relationships are most advantageous to the City.

4. Develop and implement the necessary public programs and policies needed to accomplish the primary objective.

PLAN IMPLEMENTATION AND INTERPRETATION

The revised Comprehensive Land Use Plan serves as the basic blueprint for the City's growth within the defined urban area over the next twenty years. The plan is specific in that it formulates a growth management plan based upon population demographics, suitable land available for development, residential densities and the capability of the City to provide needed public services such as sewer, water, parks, police protection and adequate administrative facilities. The Plan does not purport to be the legal instrument to carry out the objectives of the Plan. This is the role of several programs and documents including the City's capital facilities plan, the annual budget process, the zoning code, design review guidelines, shoreline master program, floodplain management codes, environmental protection code and any future codes the City adopts which would better serve the interest of the Community and the intent of the Plan.

The Comprehensive Plan is not a "stand-alone' document; that is, the Plan has an active relationship with other plans and programs which the City may employ to further the basic goals and objectives of the Plan. The Comprehensive Plan, by itself, is not a regulatory document but, instead, relies upon the implementing ordinances (zoning, shoreline, floodplain, etc.) to carry out the overall objectives of the Plan. The Comprehensive Plan does, however, have the force of law in that it must be internally consistent and the laws which implement it must be in conformance with the Plan.

REGIONAL PLANNING STATEMENT

Gig Harbor's Comprehensive Plan has been updated based on residential and employment targets that align with VISION 2040, the Washington State Growth Management Act, and Pierce County Countywide Planning Policies. Through the targeting process we have identified the number of housing units in the city for the year 2030.

The 2015 update to the City's Comprehensive Plan provides a sustainable framework for the future growth allocation in Gig Harbor, which is designated as a small city under the growth framework of VISION 2040. We have incorporated a systems approach to planning and decision-making that addresses protection of the natural environment. The plan commits to maintaining and restoring ecosystems, through steps to conserve key habitats, clean up polluted waterways, and reduce greenhouse gas emissions. The plan includes provisions that ensure that a healthy environment remains available for future generations in Gig Harbor.

The Comprehensive Plan addresses each of the policy areas in VISION 2040. We have policies that address habitat protection, water conservation, air quality, and climate change. We advance environmentally friendly development techniques, such as low-impact landscaping. Our plan includes design guidelines for community development, integrating the pedestrian experience into the fabric of the community through thoughtful site design policies. The housing element commits to expanding housing options in all income levels to meet the diverse needs of both current and future residents. We have an economic development element in the plan that supports job creation, investing in all people, creating great communities, and maintaining a high quality of life. Our transportation element advances cleaner and more sustainable mobility, with provisions for complete streets, green streets, and context-sensitive design. We have programs and strategies to advance alternatives to driving along and coordinate our transportation planning with neighboring jurisdictions through the interactions with Pierce Transit. We commit to conservation methods in the provision of public services.

We coordinated with a variety of participants in development of the 2015 update through advertised open houses, website updates, email notices, newspaper and direct mailing notices.

CONCURRENCY

The Growth Management Act requires that public facilities and services necessary to serve new development at adopted levels of service must be available at the time of development. Specifically, RCW 36.70A.020(12) states:

> *Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards*.

The concept of concurrency is a new and integral component of planning in the State of Washington. Essentially, the City must develop and adopt levels of standards for public facilities which are potentially impacted by growth from new development. These standards, referred to as level of service (or LOS), can be applied to such public facilities such as transportation (streets and intersections), parks, schools, sewer and water. If the required facilities are not available or are not anticipated for an area within a six year period, a development may not proceed unless the City is capable of providing the required public improvements. or a financial commitment is in place to provide the required public improvements so that the adopted LOS is attained.

To be concurrent means that improvements or municipal service strategies are in place at the time of development, and, in the case of transportation facilities, that a financial commitment is in place to complete the improvements or strategies within six years. The relationship between the urban growth area boundary, public facility requirements, consistency and concurrency are a strong combination to assure that growth which is to be accommodated is strongly dependent upon the provisions and financing of public facilities and services to meet area demands.

In order to offset the costs of providing new or expanded public facilities such as schools, parks and waste water treatment facilities required of new developments, the City may consider the adoption of an impact fee schedule that will provide for new developments to proportionately offset the costs of new public facilities as a result of new development. An impact fee schedule would be adopted as part of the implementation program of this comprehensive plan update. Impact fees are not meant to be the sole source of funding for new facilities.

Chapter 2
LAND USE ELEMENT

Introduction

Under the State Growth Management Act of 1990, City's planning or required to plan under the GMA must adopt a Comprehensive Plan which shall consist of map or maps and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. Additionally, the Growth Management Act requires that the land use element designate "… the proposed general distribution and general location and extent of the uses of land for agriculture, housing, commerce, industry, recreation, education, public buildings and lands, and other categories of public and private use of land, including a statement of the standards of population density and building intensity recommended for the various areas in the jurisdiction and estimates of future population growth in the area covered by the comprehensive plan, all correlated with the land use element of the comprehensive plan."

"The land use element shall also provide for protection of the quality and quantity of groundwater used for public water supplies and shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute Puget Sound or waters entering Puget Sound."

Under the Growth Management Act, Pierce County must designate urban growth areas consistent with the policies of the Act. The land-use categories described for the urban area outside of the City limits are intended to serve as a general guide for uses considered appropriate for the areas so designated. With the exception of the density categories established for the respective land-use, no other performance standard is expressed by the Comprehensive Plan. The implementation of the Comprehensive Plan through the development regulations adopted by the City of Gig Harbor provides the necessary and desired performance for the uses allowed within the respective zoning designation.

PROJECTING THE DEMAND

Population Growth Target

Since the City adopted its Comprehensive Plan in 1994, the City has grown by 111 percent based on infill and annexations, adding 3,373 residents for a 2010 population of 7,126. Pierce County has allocated to the City an additional 3,437 residents by 2030 for a projected population of 10,563, as part of the County's overall population forecast from the Washington State Office of Financial Management (OFM). The City is required to plan for this OFM population target.

MEETING THE HOUSING DEMAND

Buildable Lands

The Washington State Growth Management Act (GMA) requires communities such as Gig Harbor to accommodate anticipated population growth during the 20-year planning period. Pierce County works with cities and towns to produce the Buildable Lands Report to measure the amount of space a community can accommodate in order to meet future growth allocations from the Washington State Office of Financial Management. This report collects and analyzes data regarding the projected need and capacity for buildable land in terms of housing and employment and by zoning category. The 2014 Buildable Lands report identifies that Gig Harbor can accommodate the predicted growth as is shown in detail below.

Required number of units

The Pierce County 2014 Buildable Lands Report shows that Gig Harbor had a total of 3,560 housing units in 2010 and will have a total housing unit need of 5,431 by 2030. The Buildable Lands Report is based upon development through December 31, 2010.

Table 3 - Housing Unit Needs

2010 Total Housing Units	2030 Total Housing Units Needed[1]	Additional Housing Needed (2010-2030)	Displaced Units	Total Housing Units Needed
3,560	5,431	1,871	88	1,959

Existing Residential Capacity

An additional 1,871 units will be needed to accommodate the forecasted growth between 2010 and 2030. As redevelopment occurs, 88 units are expected to be displaced resulting in a total need of 1959 units. Table 4 shows the City's remaining residential capacity by zoning district.

Table 4 – Existing Zoned Housing Unit Capacity on Currently Vacant or Underdeveloped Land

Zoning District	Housing Capacity
R-1	975
R-2	805
R-3	13
RB-1	23
RB-2	291
MUD	271
PCD-RLD	644
PCD-RMD	466
B-2	0
Total Capacity	**3,488**

Source: Pierce County Buildable Lands Report 2014

The zoned capacities reflected in Table 4 include vacant lands and underdeveloped parcels. In calculating capacity of underdeveloped lands, there is a presumption that existing units will be displaced. These units are deducted from the capacity to arrive at the total number of units that could be accommodated under the existing development standards. The capacity shown in the table does not reflect all potentially developable or redevelopable land in the City. The analysis includes an assumption that a percentage of both vacant and underdeveloped land will not be available for development prior to 2030.

According to the analysis above, available capacity is sufficient to accommodate the forecasted growth. The existing capacity provides an excess of 78 percent above the projected need. This additional capacity is beneficial in order to account for temporary vacancy of housing units and to allow the real estate market to freely function without artificially increasing pressure on housing costs.

GOAL 2.1: MANAGE URBAN GROWTH POTENTIALS

Maintain a realistic balance between the land's capability, suitable potential and the public's ability to provide urban level services.

2.1.1. Capable Areas

To the best degree possible, allocate high density/intensity urban development onto lands which are capable of supporting urban uses and which pose the fewest environmental risks.

2.1.2. Suitable Areas

a) As much as possible, allocate urban development onto lands which are suitable for urban use and which have the least social value in an undeveloped state.

b) To the extent feasible and necessary, locate high intensity urban uses away from sites which have significant archaeological, historical, cultural or special social significance.

2.1.3. Serviceable Areas

Allocate urban uses onto capable, suitable lands which can be provided roads, sewer, water, storm drainage and other basic urban utilities and transportation facilities.

2.1.4. Urban Growth Area

a) Define and delineate boundaries between those areas which are capable of being provided efficient urban level services over the next twenty years and those areas which should remain rural or are not capable of being provided urban level services. To this extent, the City of Gig Harbor has identified an urban growth area of 2800 acres of unincorporated land surrounding the city and which is also defined on the Land Use Map.

b) At a minimum, review the urban growth area boundary every five years. As appropriate,

make adjustments which account for projected population rate changes, adjustments in available service capacity, changes which reflect community desires or goals and which promote sound and reasonable land use development patterns. In reviewing revisions to the urban growth boundary, consideration should be given to the potential impacts on environmentally sensitive areas.

2.1.5. Growth Management Priorities

a) Determine the developable acreage within the urban area and determine population or land use holding capacities and service requirements of the proposed urban growth area.

b) Ensure sufficient residential capacity to accommodate 10,563 residents by 2030 within the existing city limits.

2.1.6. Urban Growth Phasing

Establish priorities in order to plan for and provide orderly and reasonable extension of services and to ensure proper timing of acceptable development.

Historically, the City of Gig Harbor considers annexations when a private party requests initiation. In regards to urban growth area annexation phasing, the City will continue to operate in this manner for the 2030 planning timeframe.

The City of Gig Harbor has broken the following Urban Growth Areas into their respective neighborhood boundaries, please reference the UGA Map located in the Appendix for their specific location. Below is a summary of their existing characteristics based upon 2014 Pierce County Tax Assessor records, existing development knowledge, and prior cost/benefit analyses that have been completed.

Purdy: The Purdy UGA is approximately 415 acres in size. The City currently provides sewer service to the Peninsula School District properties through a sewer service extension agreement. Currently the City's adopted Shoreline Management Program does not address waterfront properties in the Purdy UGA.

Canterwood: The Canterwood UGA is approximately 680 acres in size. It consists of fully developed residential properties with approximately 3 homes per acre. The City has previously denied an annexation request for Canterwood due to the financial impacts identified during an annexation cost benefit analysis. This UGA contains a small amount of vacant lots platted for residential development.

Peacock Hill: Approximately 464 acres in size, this UGA is designated Low Density Residential and contains the largest amount of development potential within the City's UGAs. The Peacock Hill UGA contains a large amount of residential properties on septic systems at this time. This UGA contains a large amount of underutilized lots, in addition there is approximately 30 acres of vacant land that provide potential for future platting activity.

Bujacich: Approximately 176 acres in size 160 acres of which is publically owned. The City currently provides wholesale water and sewer service to the Washington State Women's Prison. This UGA is fully developed under its current land use

and zoning scenarios.

Burnham Drive: The Burnham Drive UGA is approximately 18 acres in size and currently contains 5 tax parcels that all front on Burnham Drive, current development patterns are identified in the 2014 Buildable Lands report as underutilized. Current uses contain an automotive repair with fuel facility and single family residential units.

Rosedale: The Rosedale UGA is approximately 153 acres in size and contains a high amount of established single family homes. Remaining large parcels with development potential generally have development constraints due to potential wetlands and identified critical areas.

Skansie Drive: Approximately 83 acres in size and mostly developed with single family homes. Development potential in this area is low due to existing lot layout, in addition many of the homes in this area are currently on septic systems.

38th Street: The 38th Street UGA is 79 acres in size, and fully developed containing established single family homes. Existing development in this UGA may have compromised stormwater drain fields and associated septic concerns.

Reid Road: The Reid Road UGA is approximately 341 acres in size, and has almost reached its full development potential under existing land use and zoning. Development patterns in this UGA consist of large lot single family homes in addition to a small portion of higher density multi-family development. Capital improvements would require sewer lift and pump stations for this area to be serviced.

Point Fosdick: The Point Fosdick UGA contains approximately 41 acres. Approximately 12 acres are undeveloped with the remaining acreage developed as extremely low density residential (.4-.5 acre lots).

Madrona Links: Madrona Links UGA is a total of 118 acres in size with 95 acres owned or operated as a public golf course. The remaining property consists of 52 townhomes adjacent to the public golf course. This UGA is fully developed under existing land use designations.

East Bay: Approximately 246 acres in size with the majority of properties consisting of fully developed single family homes. Approximately a quarter of this UGA is identified as underutilized according to existing development standards, with only a minor amount of vacant land available. All future development potential is currently identified as single family development. Previous annexation attempts have not been successful in obtaining the proper amount of property owners interested in incorporation. The City provides some sewer and water to the area through outside utility agreements.

2.1.7. Centers of Local Importance

Gig Harbor's Centers of Local Importance (CoLIs) are local centers that promote compact, pedestrian-oriented development with a mix of uses, they provide a close proximity to diverse services, and a variety of high and medium density housing. CoLIs serve as a focal point and sense of place while meeting both the needs of the community and the region. In addition to this criteria, the CoLIs of Gig Harbor and their associated transportation corridors tend to accommodate a high amount of vehicular trips and commercial services to support the greater

Gig Harbor and Key Peninsula areas. Each of the City's identified CoLIs serve a unique purpose to the City residents as well as residents of the greater Gig Harbor Peninsula. A map of the CoLIs is located in the Appendix.

Discussion of the centers is below:

- Gig Harbor's Westside CoLI serves as a local and regional retail gathering place. It is zoned for Gig Harbor's highest intensity commercial development. Strategic in-fill development with pedestrian and bicycle amenities would enhance the existing compact pedestrian scale here. A functional connection to the Cushman Trail from the west side of State Route 16 would also help to promote equal transportation access to the commercial services. Mixed-use and affordable multi-family residential housing should continue to be located within and adjacent to this center providing a transition to lower density single family outside the perimeter. The center contains pedestrian and bicycle connectivity which should continue to be expanded upon to make walking or cycling a comfortable transportation option to and from this CoLI.

- The Gig Harbor North CoLI serves the big box retailer needs of the surrounding region. As well as being home to St. Anthony's Hospital and the YMCA which provide essential services as well as jobs for within this center. Pocket parks serve as both buffers and pedestrian amenities which are required to be preserved and included as an essential character element of the area as development continues. Gig Harbor North accommodates higher density single family residential development and utilizes pedestrian pathways between the activity center and residences, providing residents easy access to services and public spaces. In addition to the pedestrian pathways, the Cushman Trail, a regional trail amenity, crosses through this center providing pedestrian and non-motorized connectivity to the City's Westside CoLI and beyond.

- The Downtown CoLI contains the Downtown Business zone, abutting Waterfront Commercial and a single parcel of RB-1 zone designation. It is a central gathering place for the community with weekly engagements during the summer and fall season occurring at Jerisich Park. Easy pedestrian access and seasonal transit serves as both a recreational and connectivity element for this CoLI.

- The Finholm District is a small activity node with dining options, a convenience store, personal services and retail bordered on one side by the Bay and Single Family Residential on the remaining sides. The Finholm District CoLI includes the Harbor History Museum, and the area recently daylighted at Donkey Creek. Both Downtown and the Finholm District are included in The Harbor Element.

- The Kimball CoLI contains higher density residential, low-income and senior housing, a branch of Tacoma Community College, Gig Harbor Civic Center, Pierce Transit park and ride, and a hotel, all which increase pedestrian use in the area. A majority of the commercial services in the area are in strip mall format and have a high potential for

redevelopment. This CoLI is a critical transportation nexus linking vehicular and public transportation to the greater Gig Harbor Peninsula. It provides a central park and ride with nearby access to Highway 16 this side of the Narrows and should grow with Gig Harbor as a multi-modal service hub focused around pedestrian scale. The primary impact of State Route (SR) 16's close proximity is traffic entering the community heading towards the unincorporated areas of Pierce County. To lighten the load of traffic in the Kimball CoLI, the City should continue to work with WSDoT, Pierce County, Pierce Transit and other potential funding sources to establish better connectivity through the area as well as additional options to cross SR 16.

GOAL 2.2: DEFINE IDENTITY AND CREATE COMMUNITY BASED URBAN FORM.

Define a pattern of urban development which is recognizable, provides an identity and reflects local values and opportunities.

2.2.1. Urban Form

a) Create a recognizable urban pattern which distinguishes between urban and rural and which establishes a harmonious relationship between the natural and the built environment.

b) Emphasize and protect area differences in architecture, visual character and physical features which make each part of the urban form unique and valuable.

c) Define a variegated form which incorporates the newer, linear suburban types of development along SR-16 with the older, historical development pattern of the downtown area.

2.2.2. Neighborhood Planning Areas

a) Define and protect the integrity of small planning areas, particularly residential neighborhoods, which have common boundaries, uses and concerns using transition land-use areas and common buffers/open space.

b) Encourage neighborhood property owners, including residents of lands which may annex into the City, to participate in the creation of local plans for public improvements, zoning and other planning concerns.

2.2.3. Generalized Land Use Categories

Generalized land use categories are identified to serve as a basis for establishing or accommodating the more detailed zoning code designation. The Comprehensive Plan defines eleven generalized land use categories:

a) Residential Low

Provides for low density single-family residential uses. Community services such

as schools and parks are allowed. Use natural buffers or innovative site design to retain natural site character, as a mitigation technique to minimize noise impacts, and to serve as natural drainage ways.

b) Residential Medium

Provides for medium density single and duplex residential. Serves as a buffer between high intensity commercial or higher density residential and lower intensity residential. May include certain specified business, personal and professional services or businesses which would not significantly impact the character of residential neighborhoods. The intensity of the non-residential use should be compatible with the adjacent residential area.

Use natural buffers or innovative site design as mitigation techniques to minimize operational impacts of non-residential uses and to serve as natural drainage ways.

c) Residential High Transition

Provides a transition between higher intensity commercial and residential low or medium uses. Contains a mix of residential intensities from multifamily to single family residential. May include certain specified businesses, personal and professional services or businesses which would not significantly impact the character of residential neighborhoods. The intensity of the non-residential use should be compatible with the adjacent residential area.

Use natural buffers or innovative site design as mitigation techniques to minimize operational impacts of non-residential uses and to serve as natural drainage ways.

d) Public/Institutional

Provides primarily for a variety of large scale (10 + acres) public facilities which serves a region or several communities. These can include schools, government (local, state, federal) facilities, correction centers, and essential public facilities as defined in the Essential Public Facilities Section of the Comprehensive Plan.

e) Employment Centers

Broadly defines an area that is intended to meet long-term employment needs of the community. Employment centers consist of the following:

1) Wholesale distribution facilities
2) Manufacturing and assembly
3) Warehousing/storage
4) Business offices/business complexes
5) Medical facilities/hospitals
6) Telecommunication services
7) Transportation services and facilities
8) Conditional allowances of commercial facilities which are subordinate to and supportive of employment activities

f) Commercial/Business

Provides primarily retail and wholesale facilities, including service and sales. Where appropriate, mixed-use (residential with commercial) may be permitted through a planned unit development process. Commercial-business activities consist of the following:

1) Retail sales and services
2) Business and professional offices
3) Mini-warehousing

Commercial areas which border residential designations or uses should use available natural features as boundaries. The Downtown Business designation insures that the traditional scale and character of Downtown Gig Harbor is maintained.

1) Natural features should serve as buffers, which may consist of standing timber, streams or drainage swales.
2) A minimum buffer width should be 30 feet.
3) The density and depth of the buffer should be proportional to the intensity of the use.

g) Downtown Business

Provides a broad range of goods and services while maintaining the traditional scale and character of downtown Gig Harbor. The moderate commercial intensity in downtown is, and should be, compatible with nearby single family residential while providing the format for a lively active commercial area. Services and activities should reflect goals and policies found within the Harbor Element (Chapter 3).

h) Waterfront

Provides for a variety of mixed uses along the waterfront which are allowed under the City of Gig Harbor Shoreline Master Program and as more particularly defined under the zoning code. Generally, the lower intensity waterfront areas would favor residential and marinas while the more intense use waterfront areas would provide for higher density residential and commercial/retail uses.

i) Planned Community Development

The purpose of a Planned Community Development (PCD) is to promote optimum site development options which are compatible with the community's planning goals and interests. A PCD should meet the following minimum general guidelines:

1) Minimum area allocated must be 100 acres.

2) Land Use allocation should be approximately as follows:

Residential	60% maximum
Commercial	18% maximum
Employment	22% minimum

3) Residential may consist of:
   i. Housing units above or connected to commercial shops;
   ii. Allowances for Single Room Occupancy (SRO) housing;

iii. Studio apartments;
iv. Parks for full size and efficiency sized manufactured housing units.

4) Adequate provisions for Parks/Open Space and Schools should be provided for in the PCD.

5) Site development design must be consistent with Community Design standards of the Comprehensive Plan and adopted design guidelines.

6) Planned Community Development Residential Low (PCD-RLD, 4.0 - 7.0 dwelling units per acre) - Provides for well designed residential developments which are located to minimize adverse effects on the environment or sensitive natural areas; provides for clustering of dwelling units to protect important natural features and amenities, limit the costs of development and public service costs and to maintain, enhance and complement the natural beauty of the Gig Harbor community; and allows unique and innovative residential development concepts that will provide for unconventional neighborhoods, provide affordable housing for a wide range of income levels, maintain or enhance community linkages and associations with other neighborhoods, and to allow village and traditional neighborhood forms.

7) Planned Community Development Residential Medium (PCD-RMD, 8.0 - 16.0 dwelling units per acre) - Provides for greater population densities to facilitate high quality affordable housing, a greater range of lifestyles and income levels; provides for the efficient delivery of public services and to increase residents' accessibility to employment, transportation and shopping; and serves as a buffer and transition area between more intensively developed areas and lower density residential areas.

8) Planned Community Development Commercial (PCD-C) - Provides for the location of businesses serving shoppers and patrons on a wider basis as distinguished from a neighborhood area; encourages urban development; encourages attractive natural appearing development and landscaping; promotes a quality visual environment by establishing standards for design, size and shape of buildings that create an attractive business climate; and where appropriate, residential uses should be located above commercial uses.

9) Planned Community Development Business Park (PCD-BP) - Provides for the location of high quality design development and operational standards for technology research and development facilities, light assembly, and warehousing, associated support service and retail uses, business and professional office uses, corporate headquarters and other supporting enterprises; is intended to be devoid of nuisance factors, hazards and potentially high public facility demands; and retail uses are not encouraged in order to preserve these districts for major employment opportunities and to reduce the demand for vehicular access.

j) Mixed Use

Mixed Use is an area of commercial/employment, office and multifamily located along

principle collector routes which link the downtown area with SR-16. Commercial/employment activity within a Mixed Use area caters to a customer base beyond the immediate surrounding neighborhoods due to its location along the collector routes. The individual commercial/employment activities or developments in these areas are not of a size or character to be considered "major" activity or traffic generating uses. Multifamily and office uses are allowed within the Mixed Use area to provide economic diversity and housing opportunities near transit routes and business activities. The desired allocation of land use within the Mixed Use designation is:

Commercial/Employment	45% maximum
Professional Office	30% maximum
Multifamily	25% minimum

Parcels or developments ten acres or greater in area may use the defined allocation regardless of the underlying zoning code designation of the property. Properties or developments less than ten acres are limited to the uses as defined by the official zoning map of the City.

Uses which have been approved by Pierce County prior to the adoption of this plan are considered legitimate conforming uses.

k) Preservation Areas

Preservation areas are defined as natural features or systems which possess physical limitations or environmental constraints to development or construction and which require review under the City's wetland ordinance or Critical Areas Ordinance. Preservation areas are suitable for retention or designation as open space or park facilities either as part of a development approval, easement or outright purchase by the City. Preservation areas are considered as overlays to the other generalized land use categories.

Generalized land use classifications are designated on the City of Gig Harbor Comprehensive Land Use Plan Map.

2.2.4. Special Districts

a) Establish special zoning districts which may distinguish unique land use concerns.

b) Utilize special or extra land use planning techniques such as district overlays or design review guidelines to protect or enhance historical or cultural identities. Special districts may be established for a mixed-use waterfront, a pedestrian- oriented downtown district, a special old-town business district or an historical residential neighborhood in the Millville Area.

GOAL 2.3: PROMOTE COMMUNITY DIVERSITY AND DISTINCTION AND INCREASE HOUSING OPPORTUNITIES

Create and refine district definitions which allows for innovation and performance. Provide a control and review process that permits maximum design flexibility while meeting social and community needs for employment, housing, education and recreation. Provide for a range of

residential densities which would accommodate the City's 2030 residential growth target of 10,563 within a broad variety of housing types and tenures.

2.3.1. Innovative Districts

a) Establish special planning review procedures to govern the review and approval of innovative land use developments.

b) Employ special planning development review procedures for the establishment of high density employment parks, special purpose light industrial or business parks, mixed density residential development, mixed use developments, special waterfront projects or other proposals which would serve the overall community interests.

2.3.2. Airport Overlay Districts

The Tacoma Narrows Airport provides economic benefit to the regional economy and plays a significant role in transportation options. The operational function of the airport is something the City of Gig Harbor intends to continue to provide support to through the adoption of the following policies.

a) Pierce County's Tacoma Narrows Airport is an essential public facility in close proximity to the City's southern boundary. The City shall support the continued growth and development of the general aviation airport facilities at Tacoma Narrows airport when consistent with the Gig Harbor Comprehensive Plan goals, Washington Aviation System Plan (WASP) and Federal Aviation Administration Regulations (FAR) and Advisory Circulars (AC).

b) Lands that may be detrimentally affected by airport activities should be designated and regulated to limit the potential for harm. Regulation of such lands should balance the interests of residents and property owners with preservation of public safety.

c) Evaluate all proposed amendments to the Urban Growth Area (UGA) that will increase incompatible land uses or potential of incompatible development adjacent to the airport through inappropriate land use or zoning designations and/or inadvertent land use policies and formally consult with the Washington State Department of Transportation Aviation Division and Tacoma Narrows Airport.

d) Discourage the siting of uses adjacent to airports that attract birds, create visual hazards, discharge any particulate matter in the air that could alter atmospheric conditions, emit transmissions that would interfere with aviation communications and/or instrument landing systems, or otherwise obstruct or conflict with aircraft patterns, or result in potential hazards to aviation.

e) Encourage the adoption of development regulations that protect the airport from height hazards by developing a Height Overlay District that will prohibit buildings or structures from penetrating the Federal Aviation Regulations (FAR) Part 77 "Imaginary Surfaces" (map of part 77 surfaces in appendix)

f) Promote the safe operation of Tacoma Narrows Airport by encouraging compatible land uses and activities within the FAR 77 area, and discouraging uses or activities that will impede safe flight operations or endanger the lives of people on the ground.

1) Utilize the PSRC Airport Compatible Land Use Program, and the WSDOT Aviation Division's Airports and Compatible Land Use Guidebook when updating any zoning regulations within the Part 77 area.

2.3.3. Housing Choice

a) Expand residential districts and code definitions to allow a broad choice of housing types, locations and tenures.

b) Provide housing opportunities for varied types and ages of households to include single-parent and two-parent families, individuals and the elderly.

c) To the extent appropriate, recognize social area specializations by household and age group and provide public services which reflect the areas needs.

2.3.4. Residential Densities

a) Establish a range of residential densities which would accommodate a variety of housing types and tenures. Densities within the city and its urban area should range from a low of 4.0 dwelling units per acre up to a maximum of 12.0 dwelling units per acre.

b) Encourage higher densities (8 -12 units per acre) for developments which:

1) Provide substantial open space or buffers areas within the development;

2) Have natural site characteristics suitable for higher intensity residential development;

3) Propose innovative design throughout the project which reflects the historical character of the area;

4) Have relatively easy access to major local employment areas;

5) Would not significantly impact established single family residential neighborhoods.

c) Implement a zoning plan which allocates residential development based upon a maximum density as opposed to a minimum lot size in order to encourage optimum design techniques suitable to the land and its natural features.

d) Establish a maximum parcel size per dwelling unit for the city and its urban area to promote more efficient utilization of land and economization of public services.

2.3.5. Public Schools and Education

a) Coordinate with the Peninsula School District in a joint-planning process to consider capital facilities needs and requirements for school development and expansion, school site location decisions, joint use of playgrounds/recreational facilities, development of facility siting criteria and the development of a common data base for sharing.

b) Coordinate with the Peninsula School District for the siting of new and expanded educational facilities within the urban growth area. Consider the School District's Master Facility Siting Plan and Process for location and development of new schools and to ensure the availability of essential urban services as needed or required.

c) Encourage the development of a broad tax base through the appropriate land-use planning process for the siting and development of significant revenue generators such as new or expanded businesses and employment centers and retail sales/services.

d) Consider the development and implementation of an impact fee schedule to offset the costs of new development on school district services. Adopt an interlocal agreement with the Peninsula School District which defines a process and implementation of an impact fee collection and disbursement program.

e) Provide for safe pedestrian linkages between neighborhoods and schools.

GOAL 2.4: PROTECT AND MAINTAIN GROUNDWATER QUALITY AND QUANTITY USED FOR PUBLIC WATER SUPPLIES

Provide an adequate supply of potable water to the city residents and allocate sufficient resources to assure continued supply of groundwater in the future. Require new developments within the urban area to connect to city water as it becomes available for the area. Minimize the impact of on-site septic systems by requiring new development within the urban area to be served by city sewer.

2.4.1. Aquifer Recharge Area and Site Suitability

a) Avoid siting industry or uses which pose a great potential for groundwater contamination in those areas which are considered as critical aquifer recharge areas.

b) Employ innovative urban design through flexible performance standards to permit increased structure height with decreased impervious coverage to maintain and enhance groundwater recharge.

2.4.2. Adequate Wastewater Treatment and Potable Water Supplies

a) Provide for the expansion of the City's wastewater treatment plant to accommodate anticipated twenty-year growth within the urban growth area to minimize or avoid the potential impact to groundwater supplies from on-site septic systems.

b) Discourage the continued use of sub-surface sewage disposal (on-site septic systems) within the urban growth area.

c) Coordinate with other agencies and water purveyors in developing a plan for the consolidation of small water systems within the urban growth area into the municipal water system.

GOAL 2.5: PROTECT AND ENHANCE SURFACE WATER QUALITY AND MANAGE FLOWS TO PRESERVE ENVIRONMENTAL RESOURCES

2.5.1. Adequate Provisions for Storm and Surface Water Management

Maintain and implement the City's Stormwater Comprehensive Plan to ensure consistency with State and federal clean water guidelines, to preserve and enhance existing surface water resources, to eliminate localized flooding, and to protect the health of Puget Sound.

2.5.2. Support Low Impact Development methods to manage stormwater runoff on-site.

Establish a review process and toolkit of Low Impact Development (LID) techniques for use in public and private development to reduce or eliminate conveyance of stormwater runoff from development sites. Allow and encourage alternative site and public facility design and surface water management approaches that implement the intent of Low Impact Development.

GOAL 2.6: OPEN SPACE/PRESERVATION AREAS

Define and designate natural features which have inherent development constraints or unique environmental characteristics as areas suitable for open space or preservation areas and provide special incentives or programs to preserve these areas in their natural state.

2.6.1. Critical Areas

a) Designate the following critical areas, using the best available science, as open space or preservation areas:
    1) Slopes in excess of twenty-five (25) percent.
    2) Sidewalls, ravines and bluffs.
    3) Wetlands and wetland buffers.
    4) Fish and wildlife habitat protection areas.
    5) Critical aquifer recharge areas
    6) Frequently flooded areas

b) Restrict or limit development or construction within open space/preservation areas using the best available science but provide a wide variety of special incentives and performance standards to allow increased usage or density on suitable property which may contain these limitations.

c) Encourage landowners who have land containing critical areas to consider utilizing the resources of available land preservation trusts as a means of preserving these areas as open space.

d) Consider the adoption of "existing use zoning" districts as an overlay for the protection and maintenance of environmentally unique or special areas within the urban growth area. Areas for consideration of this special type of district are as follows:

The Crescent Valley drainage from Vernhardson Street (96th Street NW) north to the UGA boundary.

2.6.2. Incentives and Performance

a) Provide bonus densities to property owners that allow them to include the preservation area as part of the density-bonus calculation.

b) Provide a variety of site development options which preserve open space but which allow the property owner maximum flexibility in site design and construction.

2.6.3. Acquisition of Quality Natural Areas

Consider the purchase of natural areas which are of high quality and which the public has expressed a clear interest in the protection and preservation of these areas.

GOAL 2.7: EFFECTIVE LAND USE MANAGEMENT

Establish a planning review document and process which recognizes local needs and which effectively coordinates development efforts between city departments and County/State agencies.

2.7.1. Planning Unit Boundaries

a) Define planning units which are based upon like land uses and activities.

b) Delineate planning unit boundaries using natural features, roads or other physical improvements.

c) Identify critical transition areas or points of conflict with adjacent or incompatible planning units.

d) Resolve conflict or compatibility issues through a neighborhood planning process and employ transitional uses for consideration in future development reviews.

2.7.2. Inter-local Coordination of Urban Growth Areas with Pierce County

a) Coordinate with Pierce County to update the existing agreement (Pierce County Resolution 95-96) for management and processing of land use planning within the associated UGAs of the City of Gig Harbor.

GOAL 2.8: PROVIDE LAND USE SITE DEVELOPMENT FLEXIBILITY

2.8.1. Planned Community Development

Permit greater variety and diversification in the relationships between buildings, opens spaces and uses and encourage the conservation and retention of historical and natural features.

a) Promote site development flexibility for properties which have long-term development plans, which are suitable for a variety of intensity and density of developments and which commit to incorporating innovative design concepts.

b) Establish land use allocations for a planned community development which achieve a reasonable and harmonious development pattern.

c) Emphasize site suitability respective to natural constraints to encourage development which is sensitive to natural systems.

d) Recognize the interdependency and linkage between employment and housing in a planned community development. Provide for a range of housing types and tenures which are affordable to the anticipated job-market which will be created in a planned community development.

e) Encourage the Planned Community Development concept for large single or combined ownerships which currently exist in an undeveloped state and which have long-term potential for balanced growth which is beneficial to the community as a whole.

f) Review proposed expansion plans, including height, mass, traffic, noise and other characteristics, for residential neighborhood compatibility.

g) Discourage proposals or uses which do not fit the scale of a neighborhood or which can do harm to the residential integrity of the neighborhood.

2.8.2. Land Use Map

a) Maintain a coded map overlay which designates the preferred future developed state of the planning area.

b) Define suitable/capable/serviceable areas respective to critical natural areas, urban forms, neighborhoods and special districts, planning units and special units and proposed categories of land use.

c) Develop or refine implementing ordinances, programs, proposal and projects which conform to the intention of the land use plan.

d) Periodically update the plan not more than once per year to reflect social and community changes, opportunities and desires.

GOAL 2.9: PROMOTE URBAN PLANNING APPROACHES THAT INCREASE PUBLIC HEALTH AND PHYSICAL ACTIVITY

Promotion of physical activity cannot be addressed through land use alone but only through a 'complete package' of planning approaches involving trails, parks, human scale community design, food systems, transportation, and environment. These approaches should be utilized in conjunction to provide a framework for places that provide enjoyable, accessible, opportunities which support physical day-to-day activity.

2.9.1. Encourage and support development and site improvements which provides direct pedestrian and bicycle connections between residential neighborhoods, schools, and commercial areas including safe and functional provisions such as sidewalks, paths, bike lanes, and bicycle racks.

2.9.2. Internal pedestrian circulation systems shall be provided within and between existing or redeveloping commercial, multifamily or single-family developments, and other appropriate activity centers and shall conveniently connect to frontage pedestrian systems and future transit facilities.

2.9.3. Coordinate non-motorized improvements to promote continuous trails, waterways, and bike paths.

2.9.4. Collaborate with organizations and volunteers in public education and/or activity programs to promote use and safety of non-motorized transportation.

2.9.5. Encourage the retention and development of attractively designed small to medium scale neighborhood markets that offer convenience goods, healthy choices, and services for the daily needs of nearby neighborhoods, which can also serve as gathering places.

2.9.6. Allow and encourage higher density residential areas close to commercial centers, shops, parks and services.

2.9.7. Consider the use of a Health Impact Assessment when developing and evaluating planning projects to identify possible impacts of projects on community health.

Chapter 3
THE HARBOR

Introduction

Gig Harbor's downtown is widely recognized as quaint, charming, and historic. And although the City's remaining historic structures are modest in size, materials, and form, they represent an important cultural identity that continues to draw visitors, shoppers, and residents to the area. That draw created economic pressures on the City and ultimately required the City to grow in the North and Westside of town to accommodate the needs of the new citizens without impacting the downtown character and form.

In response to concerns of growth to the downtown area, in 1992, the City of Gig Harbor held public forums to discuss the future of the downtown. It was evident from the forum that citizens like our small town scale, and favored development that reflects the town's historic form of architecture and natural environment. In 1996, design standards where established to preserve and enhance the character of the City. In 2009, a downtown inventory of historic structures[1] was completed. The Inventory provided an Intensive- Level Survey of Historic Resources used for 2012's second public visioning exercise that resulted in creation of a vision statement and boundary map for what is now defined as "The Harbor". Both were adopted by City Council in December of 2012.

It is the intent of this chapter to address the community's desires, their concerns for future development and how to best preserve the beauty found in downtown Gig Harbor. The following goals and policies reflect extensive public input and outreach that spans decades of work. It provides a framework for the future, allowing growth and vitality to occur in a manner that does not impact The Harbor's historical context.

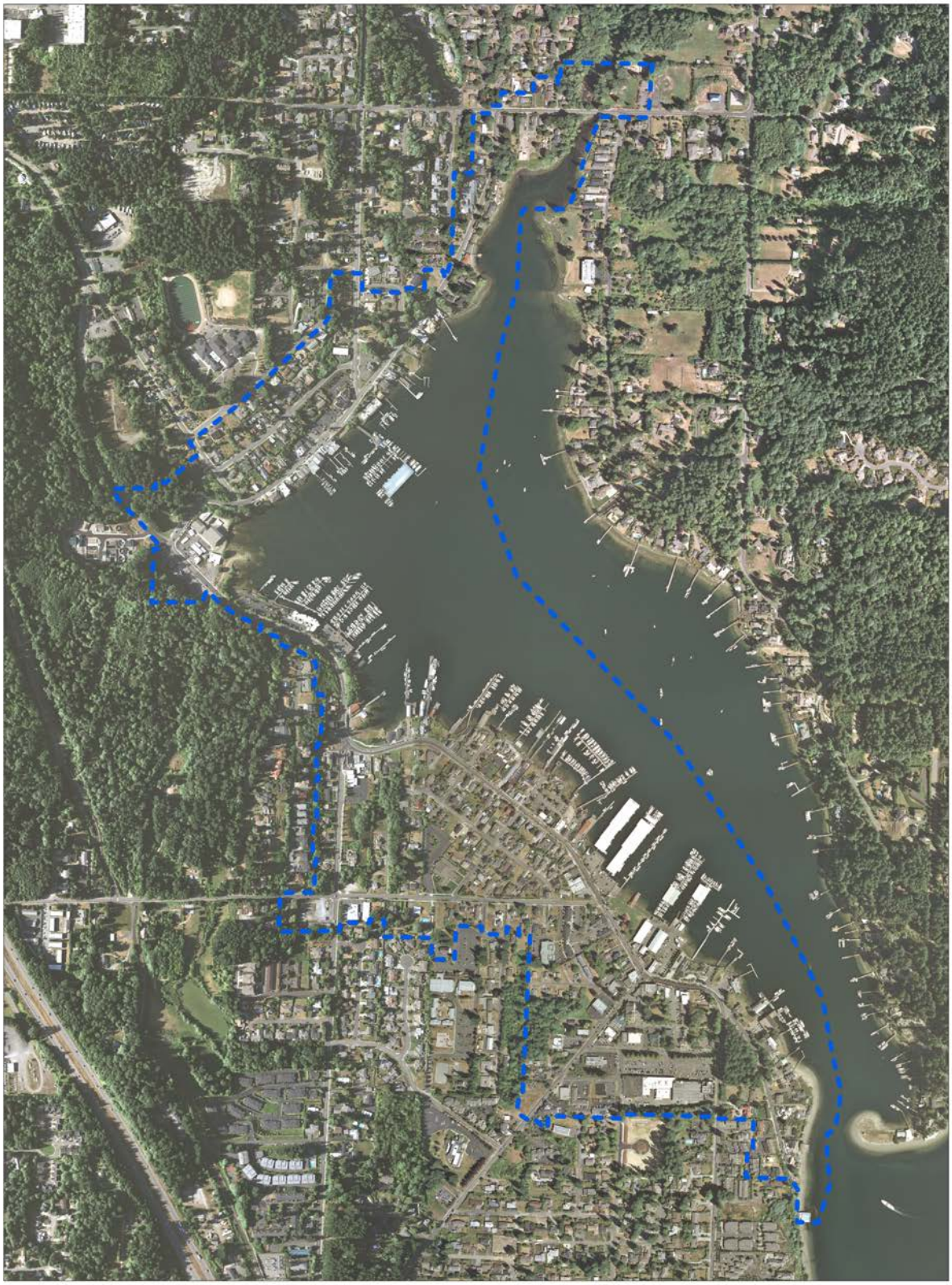
The Harbor Vision

Shaped by our maritime heritage, the Harbor is a reflection of our past and the foundation for our future. The Harbor is:

- ***A vibrant place where residents, visitors and boaters enjoy a walkable waterfront, picturesque views, and the natural environment.***
- ***A place that celebrates and perpetuates the character and traditions of a working waterfront and preserves historic neighborhoods.***
- ***A place that supports and values local retail shops and services.***
- ***A place that provides services for recreational and commercial boating.***

The Harbor is a place where people live, work, play, shop and explore.

[1] The 2009 Downtown Historic Inventory is available for review at Gig Harbor Planning Department and can be found on the Washington State WISSARD database.



The Harbor area as discussed in this chapter is outlined in blue on the map above.

THE HARBOR VISION
GOALS AND POLICIES

It is the City's desire to have mixed uses along the waterfront in Gig Harbor area's including those commercial endeavors such as commercial fishing, boating, marine shops and services, restaurants and retail shops, as well as residential uses which provide the bay's unique appeal. Continue to develop and enhance the recreation, tourism and marine industries along Gig Harbor waterfront as an economic asset in a manner that will enhance the public enjoyment of and public access to the bay.

Circulation

GOAL 3.1: Provide the opportunity to walk, bike, and utilize public transportation to move the residents, visitors, and boaters in a safe and orderly fashion in The Harbor.

3.1.1. Facilitate pedestrian access throughout The Harbor by linking the public park system for an inviting pedestrian experience.

3.1.2. Support and plan for public transportation opportunities and work in collaboration with public transit to establish "around town" transit service throughout the year, allowing residents, visitors and boaters accessibility to and from The Harbor.

Walkability

GOAL 3.2: Create and maintain a pedestrian-friendly environment throughout The Harbor by emphasizing safety, maintenance, and comfort.

3.2.1. Limit the speed limit for traffic throughout The Harbor to calm traffic.

3.2.2. Maintain stop signs and existing levels of services for vehicular transportation.

3.2.3. Incorporate features to facilitate pedestrian crossing and increase visibility for both drivers and pedestrians.

3.2.4. Provide amenities such as landscaping, common areas, seating areas, lighting, waste containers and signage in keeping with The Harbor's character and scale.

3.2.5. Promote a clean and healthy walkable environment.

Views

GOAL 3.3: Protect the views of the bay from within The Harbor area and from the bay toward The Harbor.

3.3.1. Require waterfront developments to provide for additional docks, paths, walkways, overlooks, picnic and seating areas, fishing piers or areas, overlooks, and viewpoints as outlined in the City's Shoreline Management Program.

3.3.2. Establish a program that would provide incentives for view corridors that exceed

requirements.

3.3.3. Explore opportunities to underground utility lines throughout The Harbor.

3.3.4. Recognize that trees and vegetation are assets; allow trees and vegetation to be a part of the view both from the water and towards the water. Panoramic views, when they occur, are not intended to be void of trees and vegetation, even in the foreground.

a) Limited numbers of trees and shrubs should not be considered an obstruction to a view.
b) Recognize that every tree impacts someone's view to one degree or another.

3.3.5. Establish landscape standards that support the desire to view the bay while walking and driving along Harborview and North Harborview Drive throughout The Harbor area.

Natural Environment

GOAL 3.4: Protect the native and built environment from degradation and pollution, and require low impact development where feasible.

3.4.1. Encourage open waters and sustainable land development and building practices in the construction of new development.

3.4.2. Develop measures to conserve native vegetation along shorelines.
Maintaining well-vegetated shorelines is preferred over clearing vegetation to create views or provide lawns. Limited and selective clearing for views and lawns should be allowed where slope stability and ecological functions are not compromised. Trimming and pruning are generally preferred over removal of native vegetation.

3.4.3. Establish environmental protection incentives to strengthen the ecological functions in The Harbor.

3.4.4. Preserve and protect habitat which provides the shoreline's unique value, including the Crescent Creek and Donkey Creek estuaries, and critical saltwater habitats which include kelp beds, eelgrass beds, spawning and holding areas for forage fish such as surf smelt and sand lance, sand spits, mud flats, and areas with which priority species have a primary association.

3.4.5. Maintain or enhance the quantity and quality of surface and ground water by effectively managing the location, construction, operation, and maintenance of all shoreline uses and developments.

City Properties & Parks

GOAL 3.5: Establish and manage a well-balanced system of public properties along the waterfront of The Harbor to meet the needs and desires of the community.

3.5.1. Create complementary parks and uses throughout The Harbor. Balance services and active recreational uses for all users of the park system.

3.5.2. Develop existing publicly owned shoreline properties to provide additional public access where appropriate. Create a mixture of active and passive recreational uses that do not intrude on the natural features of the shoreline or the residential neighborhoods.

3.5.3. Coordinate with outside public and private agencies and organizations to acquire and preserve additional public shoreline and open water access.

3.5.4. Maintain that publically owned parks are available for public use and uses that provide the greatest public benefit of citizens and visitors alike.

Historic Character

GOAL 3.6: Retain and protect the unique character of historic business and residential neighborhoods within The Harbor.

3.6.1. Maintain the Design Manual to reflect the traditional characteristics of The Harbor.

3.6.2. Establish and define the integrity of small planning areas which have common boundaries, uses and concerns using transition land-use areas and buffers/open space.

3.6.3. Establish design standards and development regulations shall recognize and complement neighborhood characteristics.

a) Adopt setback, height and building size standards which reflect historic development patterns.
b) Review minimum lot size standards and impervious coverage requirements to allow development patterns consistent with historic densities.
c) Regarding lot division, address size compatibility with historical standards.

3.6.4. Define standards which encourage building forms consistent with existing historic designs (e.g., massing, roof styles and scale).

3.6.5. Respect existing topography and minimize visual impacts of site grading.
Existing topography should be maintained while still providing usable yards and open space. Retaining walls, when necessary, should be terraced and enhanced and/or screened to minimize their visual impact.

Historic Scale

GOAL 3.7: Encourage maintenance and/or adaptive reuse of existing structures. If existing structures cannot be practically preserved or modified, ensure that re-development complement the human form and historically recognized scale of commercial and residential structures within The Harbor.

3.7.1. Allow retention of existing heights, setbacks and massing of historic structures which are renovated.

3.7.2. Maintain an appropriate scale and relationship between structures in residential and commercial neighborhoods, and specifically at points where the zones meet.

3.7.3. Floor area ratio standards should be established for the distinct historical neighborhoods and districts. This would require new development to maintain a reasonable proportion of building to lot size.

3.7.4. Encourage houses which engage the neighborhood through front porch design, window placement, etc.

3.7.5. Encourage quality building materials that reflect Gig Harbor's historic structures.

3.7.6. Support architectural design that respects and complements the built environment in relation to the history and cultural aspects of The Harbor.

3.7.7. Properties considered eligible for the City's historic register have an important historical value to the community and should be carefully preserved as close to their original form as possible.

3.7.8. Adopt zoning, financial and design incentives and adaptive re-use provisions for eligible properties and those listed on the City's Historic Register in order to streamline the permitting to encourage preservation of such structures.

3.7.9. Design Standards should allow for adaptive reuse.

3.7.10. Refine historic district zoning boundaries to better reflect each historic district or neighborhood.

Design

GOAL 3.8: Promote the highest quality design standards for future development within The Harbor which recognize the unique historic character and structures of The Harbor.

3.8.1. Emphasize active public orientation of structures by providing common areas and direct access from surrounding public areas (street and water ward). Discourage blank walls and privacy fences.

3.8.2. Develop incentives to encourage mixed-use structures in commercial areas and nodes.

3.8.3. Incorporate visual points of interest into building and landscape design that is viewable from the public street. Design landscaping to complement the site design and not create visual barriers.

3.8.4. Minimize asphalt coverage along waterfront parcels.
Standard parking requirements have prompted removal of structures characteristic of Gig Harbor's historical development and have encouraged bleak expanses of asphalt along the waterfront. To counter this trend consideration should be given to:

a) Revised parking standards for waterfront districts.
b) Development of off-site parking areas, public and private, and/or shared parking areas.

c) Use of low impact development paving materials.
d) Parking standards shall respect neighborhoods and limit impacts.

3.8.5. Maintain a balance in land use development so that from a number of viewpoints any single structure does not overpower or detract from the others. Maintain a human scale so that new structures do not overpower existing development and do not dominate the existing character in terms of size, location or appearance.

Cultural Heritage
GOAL 3.9: Support and enhance recognition of the cultural heritage of The Harbor.

3.9.1. Support the commercial fishing fleet as a significant cultural resource.

3.9.2. Identify, preserve, enhance, and promote the evolution of Gig Harbor's multicultural heritage, human history of the City and its neighborhoods, traditions, and cultural features including historic sites, buildings, artworks, objects, views, and monuments.

3.9.3. Identify and incorporate significant historic and cultural lands, sites, artifacts, and facilities into the public waterfront.

3.9.4. Support the development of collaborative educational programs that focus on The Harbor's cultural heritage.

3.9.5. Support the efforts of organizations which provide cultural programs and activities to the public.

3.9.6. Encourage the owners of historic sites and structures to provide increased public access through the establishment of an incentive program or as mitigation for new site development.

3.9.7. Support and promote the signage of landmarks to educate the public on Gig Harbor's culture and history.

Vibrancy
GOAL 3.10: Support the diversity of The Harbor through a balance of uses.

3.10.1. Retain and support a mix of uses including fishing, boating, retail, commercial, and residential uses.

3.10.2. In order to meet the needs of current and future residents, promote job/housing balance in The Harbor.

3.10.3. Encourage appropriate commercial and retail services at street level to improve the pedestrian experience.

3.10.4. Increase residential mixed use in commercial nodes.

3.10.5. Create a balance between services, amenities, and uses within The Harbor to be

accessible by all.

Housing

GOAL 3.11: Encourage the development of a variety of housing types, sizes, and densities compatible with the neighborhoods within The Harbor in order to accommodate the diverse needs of residents.

3.11.1. Support development that provides a mix of attached and detached housing units.

3.11.2. Ensure that standards for attached and detached accessory dwelling units on a single family lot enhance the character of the established neighborhood.

3.11.3. Promote fair and equal access to housing for all persons and prohibit any activity that results in discrimination in housing.

Economic Vitality

GOAL 3.12: Support and encourage a strong, diversified, and sustainable economy, while respecting the natural and cultural environment and preserving/enhancing the quality of life in the community.

3.12.1. Identify and amend current regulations and procedures that inhibit economic vitality within The Harbor.

3.12.2. Work with the downtown businesses, property owners and community groups to establish a stronger economic base in The Harbor.

3.12.3. Support the establishment of additional parking opportunities through the development of a public parking structure or a shared parking program, without sacrificing or impacting the historical structures and waterfront.

3.12.4. Encourage historic preservation and cultural conservation that supports economic development.

Economic Diversity

GOAL 3.13: Support local efforts to retain existing businesses and attract new businesses that provide a diversity of products and services desired by Gig Harbor residents and visitors.

3.13.1. Identify and encourage sectors of the economy within The Harbor where opportunity might exist to create additional jobs and identify potential strategies for attracting employment.

3.13.2. Encourage local business development opportunities through the promotion of small business programs and reuse of structures, particularly for small startup businesses which may be owned by or employ local residents.

3.13.3. Provide reasonable guidelines and standards for the siting of home-based businesses in residential neighborhoods. Ensure that home-based businesses do not alter or impact the

residential character of neighborhoods.

3.13.4. Encourage evening activities in the commercial districts.

3.13.5. Support the establishment of small-scale entertainment venues for little theater and musical performances.

Revitalization

GOAL 3.14: Increase economic opportunities through the revitalization of and reinvestment in properties.

3.14.1. Assist with planning and development efforts to reuse older buildings, redevelop vacant properties, and revitalize older commercial and business districts within The Harbor.

3.14.2. Encourage and support the revitalization of commercial areas through a variety of incentives such as, but not limited to:

a) Reduced fees for permits or utility connections; and
b) Consideration of waivers from land use performance standards, as appropriate; and
c) Multi-Family Tax Exemptions; and
d) Reduced parking standards.

3.14.3. Help local private and public organizations structure special improvement districts including parking and business improvement authorities, local improvement districts, or other programs necessary for the effective revitalization of older business and commercial areas of The Harbor when such ventures provide public benefits and are appropriate to the long-range goals of the city.

Maritime Services

GOAL 3.15: Promote The Harbor, bay, and related waterfront lands with improvements and features that support uses related to commercial and recreational boating and water activities.

3.15.1. Promote use of mixed use developments, buffer zone setbacks, common shoreline or dock improvements, and other innovative concepts which conserve, allow, or increase the possible retention of valuable fishing and recreational water activities within The Harbor.

3.15.2. Support the development of temporary docking facilities for visiting vessels, while retaining the open surface water area for watercraft circulation.

3.15.3. Recognize the need and support the development of a fuel dock for boating needs.

3.15.4. Encourage expansion of supportive service facilities (public showers, waste connections, etc.) within the bay for use of transient boaters, commercial fishing fleet, and residents alike.

3.15.5. Define and protect adequate navigation corridors and access within the bay.

Commercial Fishing Fleet

GOAL 3.16: Promote and preserve the Gig Harbor commercial fishing fleet as a significant cultural and economic resource.

3.16.1. Allow over-water, water-dependent development that directly supports the commercial fishing industry such as net sheds and load/unloading docks.

3.16.2. Allow and encourage commercial sales and services directly related to or supportive of the commercial fishing industry, such as marine fueling facilities and direct dock sales of sea food products.

3.16.3. Promote development or rehabilitation of facilities consistent with the fleets needs including retention and redevelopment of waterfront parcels that provide a substantial and direct contribution to the commercial fishing industry.

3.16.4. Promote the recognition of the commercial fishing industry as an important component of the economic, cultural, and community life of Gig Harbor through the continuing support of educational opportunities and community events.

3.16.5. Encourage important fleet supporting services and promote development of additional moorage and docking facilities consistent with the fleet's needs.

Chapter 4
COMMUNITY DESIGN

Introduction

The way in which people experience their community and interact with one another is determined, in large measure, by a community's design. Designs which emphasize "community" are those which invite human presence, arouse curiosity, peak interest, and allow for interaction of people. This aspect of "community development" has become notably absent over the past several years as development has become increasingly internalized and privatized and as communal elements of design have been replaced by a more austere form of architecture.

Where design is not a consideration, city planning is often reduced to a parcel-and-pod review process which fails to recognize the functional and visual links between developments. This oversight has resulted in the creation of towns without town squares, downtowns without shoppers, cities without identities, and communities without communion. The City of Gig Harbor is fortunate to have retained many features of a community and recognizes its opportunities to build upon its existing characteristics. However, it is also recognized that recent development trends have detracted from Gig Harbor's small town quality.

During the fall of 1992, the City of Gig Harbor conducted a visioning forum to ask citizens what characteristics of their community they like best and what changes they would like to see take place. While a limited number of design concepts were presented, the forum was not structured to provide solutions as much as to receive public input on existing characteristics of the community. It was evident from the forum survey that citizens liked Gig Harbor's small town scale, and that they most favored development which reflected the town's historic form of architecture and which preserved the harbor's natural beauty. The City has therefore adopted goals and policies to assure that future development respects and enhances Gig Harbor's built and natural environment.

The following goals and policies are quite specific and may appropriately be considered as general guidelines for development. However, as statements of goals, they are adopted as a Design Element of the City's Comprehensive Plan with the understanding that more specific guidelines must be developed and that zoning code revisions will be required to achieve these goals.

COMMUNITY DESIGN

GOAL 4.1: ASSURE THAT NEW COMMERCIAL AND RESIDENTIAL PROJECTS INCLUDE AN ACTIVE INTERFACE BETWEEN THE PUBLIC AND PRIVATE REALMS.

4.1.1. Create outdoor "people" spaces

Require new commercial development to have outdoor "people" spaces incorporated into its design. Examples of appropriate people spaces include the following:

(a) Plazas or common areas (described below).
(b) Pocket parks.
(c) Covered walkways and colonnades which incorporate seating areas.

4.1.2. Provide public orientation

Prohibit designs which provide no public (street) orientation.

a) Require that commercial structures include shops, storefronts, plazas or common areas on all sides visible to the public right-of-way.

b) Prohibit designs which line streets with privacy fences or blank walls.

4.1.3. Keep commercial structures in foreground of development.

Emphasize structures, landscaping, and common areas at the street face and encourage side or rear lot parking areas.

4.1.4. Encourage houses which engage the neighborhood.

House designs with clearly defined entrances are much more inviting than the intimidating appearance of the hidden entrance.

a) Encourage front porches with well-defined entrances.

b) Discourage designs which hide or obscure the front entry.

c) Discourage designs which emphasize vehicular enclosure over human habitation. As much as possible, garages should appear as a secondary element in the design of structures.

d) Encourage generous use of windows on house fronts. A solid/void ratio of 30 - 35% is ideal (e.g., 30% of wall surface in windows).

GOAL 4.2 PROVIDE FUNCTIONAL LINKS BETWEEN DEVELOPED AND DEVELOPING PARCELS.

4.2.1. Link development with connecting paths.

Require perimeter sidewalks and/or traversing paths, (depending on adjacent pedestrian links) on all commercial and multi-family housing projects. These should connect to all logical points of entry on adjacent parcels and/or be consistent with an approved master trails plan for the City.

4.2.2. Facilitate pedestrians access.

Provide pedestrian corridors and "gateways" through and/or between structures, perimeter fences, berms and buffers, together with necessary access easements.

4.2.3. Limit asphalt areas.
Allow and encourage shared parking between developments.

4.2.4. Develop user-friendly bus stops.
In Coordination with Pierce Transit, incorporate on-site bus stops as an amenity to the site and to riders. Bus stops should be inviting and must include more than a sign and a bench on the street edge. Ideally, bus stops should be incorporated into on-site public spaces.

4.2.5. Develop a master trails plan for the City.
A master trails plan will help to identify appropriate locations for paths and trails which link recreational, commercial, and residential areas. The trails plan should be used as a guide when reviewing all future development proposals and when considering property acquisition for recreational and public transportation improvements.

GOAL 4.3: CREATE COMMERCIAL CENTERS WHICH PROVIDE HIGH LEVELS OF PUBLIC AMENITIES IN AREAS DETERMINED APPROPRIATE FOR COMMERCIAL, HIGH DENSITY RESIDENTIAL, OR MIXED USES

4.3.1. Develop common areas.
Functional and attractively designed common areas facilitate pedestrian activities, enhance the shopping experience, link adjacent business areas, serve as a transition point between commercial and residential areas, and provide a pleasing aesthetic element to commercial development. Common areas should be provided on site or in close proximity to all new commercial development.

a) Develop minimum common area standards for both small and large scale commercial development.

b) Encourage the provision of public restrooms, drinking fountains, telephones and seating areas in both sunny and shaded locations. These should be attractively landscaped and be designed to compliment the design of commercial structures

4.3.2. Encourage limited outdoor activities.
Some types of outdoor activities provide color, activity, and a sense of vibrancy to commercial areas. Allow limited numbers of the following types of outdoor vendors and uses in common areas*:

(a) Single item food products or flowers sold from a portable handcart or vending cart.
(b) Temporary displays of art including paintings, sketches, pottery sculptures, carvings, jewelry or similar crafts.
(c) Permanent displays of public art.
(d) Farmers markets
(e) Outdoor dining
(f) Other uses as may be approved through the site plan or conditional use process.

*Outdoor uses may be restricted to tenants leasing indoor space and may be limited to no more than three vendors per common area or one vendor per 5000 square feet, which ever is less.

GOAL 4.4: ENHANCE THE CITY'S SENSE OF PLACE BY PRESERVING PROMINENTLY VISIBLE PARCELS FOR AESTHETICALLY PLEASING DEVELOPMENT

4.4.1. Identify Significant Views.
Identify and map all significant vistas, view corridors, and view termination points. These may include corridors into the City, primary thoroughfares through the City, street ends, and panoramic views of the harbor.

4.4.2. Preserve Corner lots and view termination points.
Preserve the visual quality of corner lots and view terminuses by prohibiting parking lots, gas stations, convenience stores or other asphalt-intensive uses on these parcels. These areas were traditionally reserved for structures of a more stately appearance and play a crucial role in establishing an identity for the city.

4.4.3. Designate enhancement zones.
Designate visually sensitive areas for highly visible or prominent parcels including corners, entry corridors, highway and freeway corridors, view termination points, etc. Development of these parcels would require increased landscaping, a higher level of design review for structures, and prohibition (or increased screening) of visually distracting appurtenances such as gas pumps, satellite dishes, storage racks, mechanical equipment, etc.

4.4.4. Cluster green spaces.
Diluting green spaces down into several small areas lessens the visual impact of required landscape areas. Develop large areas of greenery which provide a visual impact as opposed to creating small areas of unusable "residue".

GOAL 4.5: MAINTAIN A SENSE OF ARRIVAL BY PRESERVING A WELL DEFINED CITY "EDGE" AND BY DEVELOPING GATEWAYS INTO THE CITY AND INTO DISTRICTS WITHIN THE CITY.

4.5.1. Limit freeway exposure.
Limit freeway exposure or visibility of development to select visual nodes.

4.5.2. Designate freeway enhancement zones (see above).

4.5.3. Develop City gateways.
Develop intersections near freeway off-ramps as City gateways with formal landscaping, information kiosks, public art or civic structures.

4.5.4. Identify and develop district gateways.
Areas which are visually, geographically, and functionally distinct should be denoted with well defined points of entrances. This may include the following:

(a) Vegetative buffer between districts
(b) Change in street and/or sidewalk paving materials, particularly at gateway intersections.
(c) Retain and promote an architectural style for a given district.

BUILDING & STRUCTURE DESIGN

GOAL 4.6: ARTICULATE AN ARCHITECTURAL STYLE WHICH REFLECTS GIG HARBOR'S BUILT AND NATURAL ENVIRONMENT AND WHICH APPEALS TO THE HUMAN SPIRIT.

4.6.1. Maintain a small town scale for structures.
New structures should not overpower existing structures or visually dominate Gig Harbor's small town city-scape, except as approved landmark structures.

4.6.2. Identify an appropriate form for structures.
New structures should be characterized by interesting forms and roof lines. Boxy, single- mass buildings should be discouraged except as may be appropriate in a downtown streetscape.

GOAL 4.7: ENCOURAGE BUILDING DESIGNS WHICH DEFINE AND RESPECT THE HUMAN SCALE.

The scale of the building in relation to the human form should be obvious, particularly at the sidewalk level.

4.7.1. Define floor levels.
Encourage building designs with a visual and functional distinction between the first floor and all subsequent floors so that in elevation view, the human scale can be easily defined in relation to the building height.

4.7.2. Encourage mixed-use structures.
Mixing uses within a structure enhances the ability to give interesting form and character to a building. For example, allowing residential units above retail shops encourages designs more common to a village or small town setting while providing another housing opportunity for local merchants or retirees with limited transportation.

GOAL 4.8: DEVELOP AN HIERARCHY IN BUILDING AND SITE DESIGN.

Visual interest in the urban-scape can be achieved through an hierarchical approach to design. For example, strategically located structures designed as focal points create a visual "draw" and suggest a point of activity. These serve also as a reference point for all subordinate structures.

4.8.1. Include primary structures as focal points.
Primary structures are those which serve as a visual draw to a site, streetscape or prominent urban setting. Site plans can be significantly enhanced by including primary structures as a focal point rather than a myriad of "carbon copy" buildings with no visual hub. Primary

structures may be emphasized by a combination of the following types of design attributes:

(a) Increased building height*

(b) Prominent roof form including large hips and intersecting gables, cascading down onto lower roof forms.

(c) Colonnades

(d) Plaza's incorporated into building niches and overhangs.

(e) Towers, pinnacles, or similar design elements which provide a stately appearance.

* Parcels which serve as view termination points may be ideally situated for landmark-type structures and may appropriately be considered for increased building height during the site plan review process, provided such increase does not threaten significant natural view corridors.

4.8.2. Integrate secondary structures as support buildings.
Secondary structures may be much simpler in design and still provide interest to the site plan or streetscape. Architectural interest is of less importance with secondary structures if the primary structure adequately serves this purpose and if the secondary structures appear as an integral element in the overall site plan.

NEIGHBORHOOD DESIGN

Gig Harbor is composed of many neighborhoods which, over time, have established their own design characteristics that should be maintained to preserve the character of the City.

GOAL 4.9: DEFINE NEIGHBORHOOD DESIGN AREAS

4.9.1. Design standards should recognize existing neighborhood characteristics.

4.9.2 Design standards should enhance and be compatible with existing neighborhood characteristics.

4.9.3. Neighborhood Design Areas
Neighborhood design areas are identified to serve as a basis for establishing or accommodating detailed design standards. The Comprehensive Plan defines eight (8) neighborhood design areas, which are shown on the Neighborhood Design Areas map:

a) View Basin
The view basin is the City's heritage. It was within the view basin that the Gig Harbor fishing village was born. Today the view basin is a vibrant mix of retail, restaurant, residential, maritime and community activities contained within the historic neighborhoods of the City. Pedestrian walkways link the historic areas of Finholm,

Waterfront Millville, Downtown and Borgen's Corner which serve as neighborhood centers for the surrounding mixture of contemporary and historic homes.

b) Soundview

The Soundview neighborhood design area includes the residential and commercial areas around Soundview Drive, Kimball Drive and Reid Drive. The neighborhood serves as a gateway to historic Gig Harbor, providing scenic views of the Narrows, Colvos Passage and Mt. Rainier. This mixed-use area sits above the Puget Sound with high bluffs dominating the shoreline. Multifamily/single-family homes and low-intensity commercial and community services characterize this neighborhood.

c) Gig Harbor North

The Gig Harbor North neighborhood design area serves as a regional service area. The neighborhood design area is characterized by contemporary architecture, pedestrian and bicycle connections and retention of large natural areas. The area has considerable lands available which will allow the area to expand its office, industrial, medical, retail and residential uses.

d) Peacock Hill

The Peacock Hill residential neighborhood design area includes the residential areas along Peacock Hill Avenue and Canterwood Boulevard. The neighborhood design area is characterized by suburban density developments of contemporary homes built around large trees and greenbelts.

e) Rosedale/Hunt

The Rosedale/Hunt neighborhood design area includes the commercial and residential areas west of SR 16 and along Rosedale Street, Skansie Avenue (46th Avenue) and Hunt Street. The area is characterized by lower intensity commercial and industrial uses and community and school facilities surrounded by suburban density housing developments.

f) Westside

The Westside neighborhood design area is located south of Hunt Street and west of SR 16. The business area in the vicinity of the Olympic Drive/Point Fosdick Drive interchange serves as the primary service area for the city. This area has a vibrant mix of destination retail, medical offices, neighborhood businesses, grocery stores, multiple-family housing and retirement communities. The area experiences heavy traffic and pedestrian connections have been limited. Having developed over time, the architecture of the businesses is varied. Many of the businesses have developed with a significant number of existing trees being retained.

The Westside residential areas are characterized by suburban density subdivisions of contemporary homes built around large trees. Many homes in this area have territorial views.

g) Bujacich Road / NW Industrial

The Bujacich Road / NW Industrial neighborhood design area includes the employment

districts and public/institutional districts along Bujacich Road. The area is intended to meet the long term employment needs of the community and provide areas for large-scale essential public facilities. Design standards should reflect the functional needs of these type of industrial and government uses.

h) Purdy
The Purdy neighborhood design area is characterized by residential uses, local services, retail businesses, public utilities and school facilities. As the gateway to the Key Peninsula, Purdy has enjoyed a unique identity in its relationship to Henderson Bay.

4.9.4. Each neighborhood design area has a common set of features which should be emphasized to varying degrees in order to affect the best possible course of new and renewal development.
These features include but are not limited to:

a) Natural Vegetation and Topography
b) Trails, Parks and Open Space
c) Sidewalks and Circulation
d) Parking and Building Orientation
e) Historic Buildings and Uses
f) Building to Building Relationships
g) Housing Patterns
h) Architectural Quality and Character
i) Site Amenities

RESIDENTIAL DEVELOPMENT DESIGN

Residential development includes all subdivisions, short plats, single-family and duplex homes and multifamily projects.

GOAL 4.10: MAINTAIN AND INCORPORATE GIG HARBOR'S NATURAL CONDITIONS IN NEW RESIDENTIAL DEVELOPMENTS.

4.10.1. Incorporate existing vegetation into new residential developments.
Roads, lot layout and building sites in new residential developments should be designed to preserve high quality existing vegetation by clustering open space and native trees in order to protect not only the trees, but the micro-climates which support them.

4.10.2. Preserve existing trees on single-family lots in lower-density residential developments. High quality native trees and understory should be retained where feasible.

4.10.3. Incorporate new native vegetation plantings in higher-density residential developments.
Ensure that the size of buffers and clustered open space are consistent with the scale of the development, especially where new higher-density developments are adjacent to existing lower-density developments.

4.10.4. Encourage property owners to preserve native forest communities and tree canopies.

4.10.5. Include landscape buffers between new residential development and perimeter roads.
Native nursery-stock and existing vegetation should be used to buffer residential development from perimeter roads. Buffers should be wide enough to effectively retain existing or support re-planting of native vegetation. The use of berms and swales along with landscaping can also adequately buffer residential developments from perimeter roads.

4.10.6. Maximize opportunities for creating usable, attractive, well-integrated open space in new residential developments.
Well organized outdoor open spaces can be created by the grouping and orientation of building sites. These open spaces provide buffering, preservation of natural areas and recreation opportunities. Open space which is integrated into residential projects can also provide for important hydrologic functions.

4.10.7. Respect existing topography and minimize visual impacts of site grading.
Existing topography should be maintained while still providing usable yards and open space. Retaining walls, when necessary, should be terraced and enhanced and/or screened to minimize their visual impact.

GOAL 4.11: ENSURE NEW RESIDENTIAL DEVELOPMENTS PROVIDE AN INTERFACE BETWEEN PUBLIC AND PRIVATE ACTIVITIES.

4.11.1. Provide pedestrian and non-motorized vehicle connections.
Residential developments should provide pedestrian walkways and non-motorized vehicle trails which link all homes to adjacent properties and neighboring uses.

4.11.2 Provide vehicle connections between neighboring residential developments.
Provide vehicular connections between new residential developments and, where feasible, connections between new and existing residential developments.

4.11.3 Provide an appropriate number of visitor parking spaces in residential developments based on the intensity of the development.

4.11.4 Encourage alternatives to on-street parking.
Aesthetics, safety and visual impacts should be considered in placement and size of parking areas.

GOAL 4.12: HOMES AND RESIDENTIAL DEVELOPMENTS SHOULD BE DESIGNED TO ENHANCE EXISTING CHARACTERISTICS OF GIG HARBOR.

4.12.1. The size of new residences and residential remodels should maintain a reasonable proportion of building to lot size to reflect the characteristic of existing neighborhoods.

When residences cover more lot area than is normally seen in an existing area, they appear to be incompatible with the neighborhood.

4.12.2. With increased residential density, additional consideration should be given to lot orientation, building orientation and yard sizes.
Varied lot configurations and building orientation can reduce repetition of the built forms along the streetscape. Lot widths should be selected to allow the best architecture for the housing type proposed.

GOAL 4.13: PROMOTE SUSTAINABLE RESIDENTIAL DEVELOPMENTS

4.13.1. Encourage sustainable land development and building practices in the construction of new residential development.

WATERFRONT DESIGN

Gig Harbor's waterfront is a vital aspect of the City's identity and possesses qualities which require special design consideration. While all other city-wide goals and policies for design should be applied to development of the harbor, additional and supporting criteria are necessary to preserve those qualities which are unique to the waterfront only.

GOAL 4.14: PRESERVE VISUAL POINTS OF INTEREST.

Some of the more memorable and characteristic components of Gig Harbor are those items associated with and around the waterfront.

4.14.1. Identify visual points of interest and their point of reference from prominent public places and from individual parcels.

4.14.2. Incorporate points of interest into building and landscape design

a) Where possible, shift location of buildings to maintain points of interest from the street.

b) Encourage designs which frame points of interest between architectural forms, e.g., archways, corridors, and building masses.

c) Assure that landscaping complements points of interest without obscuring their view from prominent points of reference.

GOAL 4.15: IDENTIFY, PRESERVE, AND DEVELOP AN APPROPRIATE WATERFRONT ARCHITECTURE.

4.15.1. Respect established waterfront architecture.
Gig Harbor's waterfront architecture should reflect the following components of the waterfront area:

a) Historic structures in the Millville and Donkey Creek areas.
b) Traditional fishing industry structures such as net sheds and boat houses.

4.15.2. Allow modern interpretations of historic structure designs.

4.15.3. Limit mass and scale of new structures to historic forms and proportions.

4.15.4. Limit building materials to those characteristic of Gig Harbor's historic structures.

GOAL 4.16: DEVELOP THE WATERFRONT AS A PLACE OF OUTDOOR PEOPLE ACTIVITY.

4.16.1. Encourage limited types of outdoor activities along the commercial waterfront zones including:

a) Outdoor dining
b) Entertainment activities
c) Play areas for children
d) Civic events and gatherings

4.16.2. Develop the waterfront as a place for public art displays.
This may require adoption of a public arts program.

4.16.3. Provide for maximum comfort of outdoor space.

a) Maximize sun exposure to avoid creating cold, unpleasant exterior areas.
b) Provide covering from rain

4.16.4. Minimize asphalt coverage along waterfront.
Standard parking requirements have prompted removal of structures characteristic of Gig Harbor's historical development and have encouraged bleak expanses of asphalt along the waterfront. To counter this trend consideration should be given to:

(a) Revised parking standards for waterfront districts.
(b) Development of off-site parking areas, public and private.
(c) Use of aesthetically pleasing paving materials including colored, textured or grass-block pavers.

HISTORIC DEVELOPMENT AND DESIGN

Gig Harbor is typically referred to as an historic fishing village which began in the mid 1800's when two Slavonian and one Portuguese fishermen rowed into the Harbor for shelter. Their arrival prompted others to follow and fishing became an important industry to the harbor area. Fishing continues to be an important aspect of the local culture. However, Gig Harbor's beginnings were based upon other industries as well, including boat building and saw milling.

These occurred almost simultaneously and resulted in the platting of two towns - the original townsite of Gig Harbor at the head of the bay and the Town of Millville in the area of Dorotich Street and Harborview Drive. As these areas developed structures were built to accommodate both the housing and social needs of the community. These included churches, hotels, and schools and also small cabins to shelter the influx of workers into the area.

Few structures built during this initial period stand today. However, many of the historic structures which remain around the bay can be traced to a relatively early period of Gig Harbor's development and serve to remind today's residents of the people and events responsible for shaping the Gig Harbor community.

While a number of historic structures in the harbor area retain their original form and appearance, many have been altered by recent renovations and additions. Moreover, structures which have not been individually modified have nonetheless been impacted by the incongruous development styles and forms of the past several decades. The impacts of these changes on Gig Harbor's historic areas have raised the concerns of many Gig Harbor area residents who are concerned that the "small village" atmosphere of Gig Harbor is being eroded by a myriad of architectural styles and forms now evident on almost every street in Gig Harbor's historic areas.

The effect of modern development on Gig Harbor's historic areas is significant and raises doubts as to whether or not there remains sufficient historic fabric to justify the designation of a historic district. Yet despite modern development's impact on the historic integrity of the area, there are still a number of structures which individually are of historical significance or which collectively contribute to the historic flavor of the area.

GOAL 4.17: TO PRESERVE THE INTEGRITY OF THOSE STRUCTURES WHICH INDIVIDUALLY POSSESS IMPORTANT HISTORICAL, ARCHITECTURAL, AND/OR CULTURAL SIGNIFICANCE.

Some structures standing alone would have important historical value to the community and should be carefully preserved as close to their original form as possible.

4.17.1. Encourage retention and adaptive reuse of older buildings with the following types of incentives:

(a) Zoning incentives, e.g., setback and height standards which allow for restoration/renovation or expansion of existing structures.

(b) Financial incentives such as low interest loans, tax credits or grant monies which may become available to the City for historic preservation.

(c) Design assistance including suggestions on how to expand living space without compromising the design of the original structure

(d) Resource information including in-house library with historic preservation/restoration publications and information.

4.17.2. Recognize outstanding preservation efforts through an awards or plaque program.

GOAL 4.18: TO PRESERVE THE CHARACTER OF THOSE SITES OR DISTRICTS WHICH REFLECT THE STYLE OF GIG HARBOR'S HISTORICAL DEVELOPMENT.

4.18.1. Identify and establish an Historic Conservation Area.
The purpose of the conservation area is to preserve the historic or "village-like" character of an area despite alterations which may have compromised the historic integrity of the area.

4.18.2. Develop guidelines which promote compatible development within designated areas.
Guidelines should specify building forms, styles, and motifs appropriate for Gig Harbor's historic areas.

4.18.3. Provide design assistance for restoration, renovation or expansion of historic structures.
Many owners of historic structures are anxious to maintain the integrity of their buildings but are often unsure how to bring the structure up to modern living standards without compromising the integrity of the structures original design.

4.18.4. Determine appropriate procedures for design review which may include one or a combination of the following:

(a) Establishment of an Historic District Commission

(b) City Staff review and/or recommendation

(c) Mandatory review of commercial and multi-family housing projects and optional review of single family development.

4.18.5. Review impacts of all City projects on existing historical structures or neighborhoods.
Plans for street or infrastructure improvements can be at odds with the established character of historic areas. These should be reviewed carefully.

GOAL 4.19: TO ASSURE CONSISTENCY BETWEEN ZONING REGULATIONS AND HISTORIC PRESERVATION OBJECTIVES.

The historic areas of Gig Harbor are typified by small lots with modest sized houses built near the road. This pattern placed many front porches near the sidewalk, thus emphasizing the communal aspect of the neighborhood. Maintaining this pattern is possible only when zoning codes allow similar types of development.

4.19.1. Adopt setback standards which reflect historic development patterns.
E.g., allow reduced front yard setbacks when a front porch is incorporated into the design of the structure.

4.19.2. Review minimum lot size standards and impervious coverage requirements to allow housing clusters consistent with historic densities.

4.19.3. Consider standards which encourage building forms consistent with historic designs, e.g, massing, roof styles and scale.

GOAL 4.20: TO RETAIN VITALITY OF HISTORIC BUSINESS DISTRICTS

4.20.1. Define and retain "small town" characteristics of historic business districts.
Such characteristics may include setbacks, lot coverage, street orientation, pedestrian amenities, aesthetic qualities, etc.

4.20.2. Develop downtown parking standards.
Standards should address downtown parking needs while avoiding asphalt encroachment into historic business areas.

4.20.3. Explore benefits of facade improvement program.

a) Develop design criteria which will guide facade renovations

b) Provide financial incentives to comply with program objectives, e.g., low interest loans or grants.

4.20.4. Develop marketing plan for downtown areas.
Promote the downtown's historic qualities and encourage business and property owners to preserve and develop these qualities in order to maintain the economic vitality of the downtown.

LANDSCAPE DESIGN

One of the most prominent natural features in Gig Harbor is the harbor itself. However, the harbor setting is further enhanced by its lush array of trees, flowers and ground covers. These should be preserved and incorporated into urban-type development if Gig Harbor is to retain its natural beauty.

GOAL 4.21: PRESERVE THE NATURAL AMBIANCE OF THE HARBOR AREA.

4.21.1. Incorporate existing vegetation into site plan.
As much as possible, site plans should be designed to protect existing vegetation. Such efforts should include the following:

(a) Cluster open space in order to protect not only trees, but the micro-climates which protect them. To be effective, a single cluster should be no less than 25% of the site area.

(b) Identify areas of disturbance prior to site plan approval. Too many good intentions turn sour because of incorrect assumptions on the location of proposed

development in relation to property lines and existing tree stands. This can be avoided by surveying the property and locating areas proposed for clearing before a site plan or subdivision is approved.

(c) Install protective barricades prior to clearing and grading. Even the best intentions by the land developer to preserve natural vegetation can be undermined by careless equipment operators who might indiscriminately clear an area intended to be preserved.

(d) Increase restrictions on vegetation removal after construction.

GOAL 4.22: ENHANCE THE BUILT ENVIRONMENT WITH FORMAL LANDSCAPING AND CONSISTENT STREET FURNISHINGS.

Formal landscaping provides a pleasing transition between the natural setting and the built environment and between wall surfaces and pavements.

4.22.1. Maintain current standards which define landscape requirements for parking areas.

4.22.2. Define pedestrian spaces with planting areas and overhead tree canopies.

GOAL 4.23: CONTROL VEGETATION TO PRESERVE SIGNIFICANT VIEWS.

Vegetation should be retained as an important element in the harbor setting but efforts to retain vegetation should be balanced with the more general goal of preserving the entire harbor setting including views of the water and distant vistas.

4.23.1. Retain significant vegetation.
Identify vegetation that can be removed while retaining Gig Harbor's characteristic vegetation.

a) Selectively thin larger tree stands which, over time, have closed off significant views. Limit thinning so as to maintain an appropriate balance of timber and a continuous canopy.

b) Consider ways to trim up existing trees to preserve views while maintaining a healthy balance between the crown and trunk of the tree.

c) Avoid topping or other trimming activities which alter the natural symmetry of a tree.

d) Require that consideration be given to changes in micro-climates as one or more removed trees exposes retained nearby.

4.23.2. Allow trees to be a part of the view.
Panoramic views, when they occur, are not necessarily void of trees, even in the foreground.

a) Limited numbers of trees should not be considered an obstruction to a view.

b) Recognize that every tree impacts someone's view to one degree or another.
c) Recognize that removal of trees to provide a view alters the view that everyone hopes to get.

GOAL 4.24: PRESERVE SIGNIFICANT VEGETATION WHILE MAINTAINING SIGNIFICANT VIEWS.

4.24.1. Differentiate between view lots and potential view lots.
It is not the policy of the City to encourage or facilitate tree removal to create view lots. Reasonable efforts should be given to maintaining existing views, recognizing that views may be impacted by the eventual growth of trees or by development activities. These are natural or normal occurrences and are to be expected.

4.24.2. Control clearing activities.
Develop standards for clearing large parcels which includes appropriate timing of clearing and the amount of clearing to be done at any one time.

SIGNAGE & ILLUMINATION

Signs have become one of the more visual components of modern urbanscapes and are of primary concern to business owners. Clear and effective signage is essential to the successful operation of businesses and can facilitate vehicular and pedestrian activities. However, signage can also be the greatest contributor to visual clutter and blight. Large, garish signs designed as "attention getters" are neither necessary nor desirable in Gig Harbor's small town setting. With care, signs can serve to both effectively identify businesses and also provide a positive contribution to the City's visual quality.

GOAL 4.25: POSITION SIGNS TO FIT WITHIN FEATURES OF THE FACADE

4.25.1. Avoid covering architectural details.
Signs should not cover or obscure important architectural details of the building; they should appear to be a secondary and complimentary feature of the building facade.

4.25.2. Incorporate sign space into building design.
Wall signs should be located within architectural sign bands or other blank spaces which visually frame the sign. Many historical buildings were designed to accommodate signage in the parapet. This should be a prime consideration when designing new commercial buildings also.

4.25.3. Consider projecting signs when there is limited wall space.
Projecting signs can provide an attractive alternative to wall signs where wall signs might hide or over-power architectural details. Projecting signs are particularly effective in pedestrian environments such as the downtown area.

GOAL 4.26: KEEP SIGNAGE AS A SUBORDINATE ELEMENT IN BUILDING DESIGNS.

4.26.1. Minimize sign area in facade design.
Avoid expansive blank walls oriented to the public's view. These take on the character of large billboards when used for signage.

4.26.2. Avoid using signage as a dominant architectural statement.
Building designs should not depend on signage for interest or completion of design. Signage should compliment the building's design without being overpowering. For example, many service station canopies, while functional for weather protection, have the visual appearance of a free standing sign; Many warehouse and "super store" structures would be little more than a concrete box without their signs. Consider the following two-fold test: (1) would the structure which supports the sign appear unfinished or void of architectural interest if the signs and logo panels were removed; and (2) will the proposed signage appreciably alter the character of the building it is applied to?

4.26.3. Encourage sign designs which reflect the building style or period.
Some types of signs are out of character with building styles or designs. For example, internally illuminated signs are often out of character with the older or historic structures in the downtown area. Wooden painted or sandblasted signs with an external light source may be more appropriate in this location.

a) Provide incentives for use of sandblasted signs, e.g., increased sign area allowance.

b) Consider dis-incentives for internally illuminated signs in the downtown area, e.g, decreased sign area allowance.

c) Limit allowed materials for awnings in the downtown area to traditional fabrics and designs. Covers with a shiny look of plastic or vinyl should be avoided.

4.26.4. Include corporate or logo panels into signage area calculations.
Many businesses apply steel, lexan, or similar panels with corporate colors or logos onto their building as part of their business identification. Excessive use of these panels can make them a dominant architectural feature and should be avoided.

a) Include the area of corporate or logo panels into signage area calculation.

b) Prohibit illumination of corporate or logo panels except for the text or symbol within the panels.

GOAL 4.27: AVOID FLAMBOYANCY IN SIGNAGE DESIGN.

Signs needn't be excessively flashy or luminous to be effective, readable or visually appealing.

4.27.1. Keep internally illuminated signs subdued.
Illumination of signs should be limited to the text of the sign only. Individual pan-channel letters with a plastic face or individual cut-out letters (i.e., letters routed out of the face of an opaque sign face and cabinet) are preferred. Reversed pan-channel letters with an internal light source

reflecting off of the building face may also be used for "halo" or "silhouette" lighting.

4.27.2. Maintain traditional designs of awnings.
Awnings have become a popular sign alternative, but their use and design have gone far beyond an awning's traditional application, resulting in trendy designs applied haphazardly to buildings and sign posts.

a) Limit the area of awnings to be used for signage to no more than 20% of the awning face.

b) Prohibit use of back-lit awnings except for sign text. Allow back-lit translucent materials on sign letters only.

c) Allow awnings in traditional locations only, e.g, above doors, windows, and walkways. Awnings should not obscure architectural details or be the dominant architectural feature.

GOAL 4.28: COORDINATE SIGN DESIGNS ON MULTI-TENANT BUILDINGS.

Variety in sign designs can be exciting and visually pleasing, but too many types and styles of signs in a single project can be a disruptive element in an otherwise unified site design.

4.28.1. Design signs to compliment the building's architecture.
Signs should be sensitive to the building's design, both in terms of color and style. This is particularly important on Gig Harbor's historic structures in the downtown area.

4.28.2. Develop master sign plans for multi-tenant buildings.
Buildings or commercial projects with more than one tenant should have a master sign plan which identifies the type and size of sign each tenant space is allowed. A sign plan can specify design elements common to each sign such as materials, background colors or letter styles, each of which will serve to unify the site design

4.28.3. Coordinate free standing signs with building design.
Free standing signs should be designed to complement the style of the building or project to which they apply, using similar materials, colors, etc.

GOAL 4.29: MINIMIZE SIGN AREA BY ENCOURAGING EFFECTIVE SIGNAGE AS OPPOSED TO LARGE SIGNS

4.29.1. Encourage use of descriptive names for businesses.
It is best for the nature of a business to be identified by at least the second or third word in a business name. For example, it is clear from the name Tide's Tavern what the nature of the business is, but it is not so clear what one might find in a store called Once Upon a Time. It may be children's books or it may be antiques.

4.29.2. Avoid excessive lines of sign text.
A single line of legible sign text can convey more information at a glance than several lines of multiple messages. Limit single signs to no more than three messages or business names.

GOAL 4.30: RESTRICT USE OF OFF-PREMISE SIGNAGE.

The uncontrolled proliferation of off-premise signs can result in a garish and cluttered cityscape. Off premise signs should be restricted to those businesses that cannot be adequately identified with on-premise signage.

4.30.1. Encourage use of directory signs to business areas.
Some business areas (e.g., the Head of the Bay area) are not readily found by visitors or new-comers to Gig Harbor and may require off-premise directory signage.

4.30.2. Avoid signs designed for distant viewing.
Business signs should be oriented to the street on which the business is located. Off-premise signs for specific businesses should be located on the street or intersection on which the business is located. Off-premise signs for business areas should be restricted to primary routes leading to the identified business area.

Chapter 5
ENVIRONMENT ELEMENT

Introduction

The Growth Management Act states that counties and cities which are required to plan under GMA must adopt policies and regulations to address the management of resource lands and critical areas, with special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries. GMA requires the use of Best Available Science in protecting the functions and values of critical areas, while the Shoreline Management Act (SMA) requires the use of the most current, accurate and complete scientific and technical information available.

GOAL 5.1: RESPECT THE NATURAL ENVIRONMENT

Maintain a harmonious relationship between the natural environment and proposed future urban development. Develop, implement and enforce exacting performance and development standards governing possible developments within land or soil areas which are subject to moderate and severe hazards.

5.1.1. Tributary drainage
Protect perennial streams, ponds, springs, marshes, swamps, wet spots, bogs and other surface tributary collection areas from land use developments or alterations which would tend to alter natural drainage capabilities, contaminate surface water run-off or spoil the natural setting.

5.1.2. Stream and drainage corridors
Enforce buffer zones along the banks of perennial streams, creeks and other tributary drainage systems to allow for the free flow of storm run-off and to protect run-off water quality.

5.1.3. Floodplains
Protect alluvial soils, tidal pools, retention ponds and other floodplains or flooded areas from land use developments which would alter the pattern or capacity of the floodway, or which would interfere with the natural drainage process.

5.1.4. Dams and beaches
Enforce control zones and exacting performance standards governing land use developments around retention pond dams, and along the tidal beaches to protect against possible damage due to dam breaches, severe storms and other natural hazards or failures.

5.1.5. Impermeable soils
Protect soils with extremely poor permeability from land use developments which could contaminate surface water run-off, contaminate ground water supplies, erode or silt natural drainage channels, overflow natural drainage systems and otherwise increase natural hazards.

5.1.6. Septic System use
Enforce exacting performance governing land use developments on soils which have fair to poor permeability, particularly the possible use of septic sewage drainage fields or similar leaching systems. In areas which are prone to septic field failure, work with the Tacoma-Pierce Country Health district to encourage the use of City sewer, as available and where appropriate.

5.1.7. High water table
Protect soils with high water tables from land use developments which create high surface water run-off with possible oil, grease, fertilizer or other contaminants which could be absorbed into the ground water system.

5.1.8. Noncompressive soils
Protect soils with very poor compressive strengths, like muck, peat bogs and some clay and silt deposits, from land use developments or improvements which will not be adequately supported by the soil's materials.

5.1.9. Bedrock escarpments
Enforce exacting performance standards governing land use developments on lands containing shallow depths to bedrock or bedrock escarpments, particularly where combined with slopes which are susceptible to landslide hazards.

5.1.10. Landslide
Protect soils in steep slopes which are composed of poor compressive materials, or have shallow depths to bedrock, or have impermeable subsurface deposits or which contain other characteristic combinations which are susceptible to landslide or land slumps.

5.1.11. Erosion
Enforce exacting performance standards governing possible land use development on soils which have moderate to steep slopes which are composed of soils, ground covers, surface drainage features or other characteristics which are susceptible to high erosion risks.

5.1.12. Wetlands
Preserve, protect, and/or restore wetlands associated with the city’s shorelines to achieve no net loss of wetland area and wetland functions.

5.1.13. Fish and wildlife habitat conservation areas
Protect, maintain and enhance fish and wildlife conservation areas within their natural geographic distribution so as to avoid the creation of subpopulations.

5.1.14. Functions of shoreline vegetation
Conserve or restore shoreline vegetation where new development and/or uses are proposed in order to maintain shoreline ecological functions and processes provided by native vegetation.

GOAL 5.2: CONSERVE NATURAL RESOURCES AND ACTIVITIES

Conserve and protect natural areas within the environment to provide a continuing place for

wildlife which are representative of the area's ecological heritage. Protect harbor, agricultural and timber production activities which produce a valued natural and economic product, and which reflect the area's historical origins. Enforce exacting performance standards governing possible land use developments on lands or sites which may be planned to include wildlife.

5.2.1. Harbor resources

Protect the harbor and related waterfront lands, improvements and features which support the moorage, processing, repair or other use related to commercial fishing activities. Enforce exacting performance standards governing possible land use development of, or adjacent, existing commercial and recreational boat marinas and docks. Promote use of mixed use developments, buffer zone setbacks, common shoreline or dock improvements and other innovative concepts which conserve, allow or increase the possible retention of valuable fishing and recreational boating activities within the harbor and urban waterfronts.

5.2.2. Agricultural resources

Although agricultural lands of long-term commercial significance have not been identified within the City's urban growth area, those rural lands outside of the UGA should not be considered for inclusion into the 20-urban growth area. Those rural lands in the Crescent Valley area should not be considered for any urban services until the year 2010.

5.2.3. Timber resources

Forest lands of long-term commercial significance have not been identified within the City's urban growth area. Those lands within the urban growth area which contain commercially valuable timber are considered suitable for conversion to non-forestry uses, consistent with the goals of this Plan and the State Forest Practices Act.

5.2.4. Mineral Resources

Several mineral extraction operations exist within the City’s urban growth area. These sites are identified with a Mineral Resource Overlay in the Gig Harbor Peninsula Community Plan. Although often incompatible with urban land use, the City should continue to recognize the activity on these limited sites as providing a public benefit and allow their continued operation. Classification as a mineral resource use of long term significance should be distinguished by possession of a valid Washington State Department of Natural Resources Surface Mining Permit and a valid County or City land use permit. Once mining ceases on a site, land use should be consistent with the underlying Comprehensive Plan designation.

5.2.5. Open space wildlife habitat

Enforce exacting standards governing possible land use development of existing, natural open space areas which contain prime wildlife habitat characteristics. Promote use of clustered development patterns, common area conservancies and other innovative concepts which conserve or allow, the possible coexistence of natural, open space areas within or adjacent to the developing urban area. Incorporate or implement the standards adopted in the Washington State Administrative Guidelines for the identification and protection of critical wildlife habitat, as appropriate.

5.2.6. Wetland wildlife habitat

Protect lands, soils or other wetland areas which have prime wildlife habitat characteristics. Promote use of site retention ponds, natural drainage methods and other site improvements which conserve or increase wetland habitats. Incorporate or implement the standards adopted in the Washington State Administrative Guidelines for the identification and protection of critical wildlife habitat, as appropriate.

5.2.7. Woodland wildlife habitat

Protect lands, soils or other wooded areas which have prime woodland habitat characteristics. Promote use of buffer zones, common areas, trails and paths, and other innovative concepts which conserve or increase woodland habitats. Incorporate or implement the standards adopted in the Washington State Administrative Guidelines for the identification and protection of critical wildlife habitat, as appropriate.

GOAL 5.3: LAND MANAGEMENT POLICIES

Allocate and manage the land's environmental capabilities and suitabilities in the most reasonable and effective manner. Allow innovation and flexibility, yet ensure the environment is not degraded or that urban uses do not create public hazards or nuisances.

5.3.1. Best to least allocation policies

As much as possible, allocate high density urban development onto lands which are optimally suitable and capable of supporting urban uses, and/or which pose fewest environmental risks. To the extent necessary, allocate urban uses away from lands or soils which have severe environmental hazards.

5.3.2. Performance criteria

As much as practical, incorporate environmental concerns into performance standards rather than outright restrictions. Use review processes which establish minimum performance criteria which land-owners and developers must satisfy in order to obtain project approvals. As much as possible, allow for innovation and more detailed investigations, provided the end result will not risk environmental hazards or otherwise create public problems or nuisances.

5.3.3. Best Available Science

Ensure that land use and development decisions are consistent with Best Available Science practices to avoid contamination or degradation of wetland, stream, shoreline, and other aquatic habitats. Special attention should be placed on anadromous fisheries.

GOAL 5.4: URBAN LAND USE OPERATING STANDARDS

Establish minimum acceptable performance standards governing noise, air, light, glare and other operating characteristics or permitted urban uses which affect the quality of the manmade environment.

5.4.1. Noise - development characteristics

Monitor the master planning process of the Tacoma Narrows Airport to ensure ultimate

developments do not have adverse noise impacts on residential areas within Gig Harbor's planning area. Promote use of materials with extra acoustical properties in building developments, landscape and earth berm buffers in site improvements, and other innovations which will reduce noise impacts on residential developments, particularly along major highways like State Route 16 and about airport approach areas.

5.4.2. Noise - operating characteristics
Protect urban residential areas from obnoxious or distracting noises, particularly during evening hours, and especially of a kind created by controllable activities. Enforce exacting performance standards governing possible land use developments which create noise levels that may exceed acceptable community defined levels.

5.4.3. Groundwater
Prevent groundwater contamination risks due to failed septic systems. To the extent practical, cooperate with County agencies to create and implement plans which will provide suitable solutions for subdivisions with failed septic systems, and which will prevent future developments in high risk areas. Adopt specific performance standards for the development of land in areas identified as critical aquifer recharge areas.

5.4.4. Stormwater - development standards
Prevent surface water contamination and erosion of natural surface drainage channels due to ill-conceived or poorly designed urban development. Promote the use of storm water retention ponds and holding areas, natural drainage and percolation systems, permeable surface improvements, clustered developments and other concepts which will reduce stormwater volumes and velocities.

5.4.5. Stormwater - operating standards
Coordinate with the appropriate local and state agencies in promoting public education and awareness on the proper use of household fertilizers and pesticides. Develop and implement performance standards regarding the dumping of wastes, trapping of greases and other byproducts which can be carried into the natural drainage system.

5.4.6. Air - operating standards
Enforce exacting performance standards governing the emission of carbons, gases or other particulates into the atmosphere; and the creation of burnt materials, smoke, dust or other polluting byproducts which could degrade air quality.

5.4.7. Environmental Stewardship
Support and allow design, construction of sites and buildings, operational practices for buildings, and land use practices to reduce air pollution and increase the use of renewable energy resources.

Chapter 6
HOUSING ELEMENT

Introduction

Housing is a major component in the makeup of the physical community and is one of the most revealing indicators of the social community. Houses represent people and suggest that people have common interests in a place. Historically, the focus of a community was its religious and/or economic interests which were often reflected in the type and arrangement of the community's housing. In the small village, for example, it was not uncommon to find houses clustered around the community church or structures of local industry. Even today, the design, size, and location of houses are telling indicators of the values and economic profile of the citizenry and also reflect the historical development of the community.

Gig Harbor's development was primarily associated with its fishing and boat building industries which prompted housing developments for local workers near the waterfront. The resulting arrangement of housing and industry created a small town character which is still prevalent in the city's harbor area.

That character quickly changes near the outer edges of the city where increased growth pressures have resulted in a more metropolitan development pattern including commercial centers near freeway interchanges supported by sprawling pods of isolated housing developments. This is a reflection of the changes which have taken place since Gig Harbor's early development and its current tendency to serve as a bedroom community to the surrounding metropolitan area.

Such changes have not been entirely welcome by long term residents of the area. Many residents, as well as surrounding neighborhood associations, have struggled to retain a rural identity despite population increases at the regional level. Gig Harbor's population is small compared to Tacoma, its closest neighbor, but regional growth pressures have forced the City of Gig Harbor to consider ways to retain its small town character while meeting the housing demands of an increasingly diverse population.

These growth allocations are designated in VISION 2040 as the regional growth strategy set forth by Puget Sound Regional Council. Small cities are expected to accommodate eight (8) percent of the allocated Puget Sound regional growth. Over time, some faster growing small cities may grow into larger cities and assume a greater role in accommodating the regional growth allocations.

The City has identified a number of components which will be incorporated into its housing policies including the following:

a) Identifying the existing housing stock
b) Determining housing preferences and demand
c) Identifying housing types acceptable to the community
d) Compliance with GMA County-wide fair share housing policies
e) Implementing strategies to meet housing goals

These are more fully addressed in the following analysis, projections and policies.

EXISTING HOUSING STOCK

At first glance Gig Harbor appears to be predominantly composed of single family homes. From the standpoint of area, this assumption is correct. There are currently 775 acres of R-1 (single family) zoned parcels in the city compared to 85 acres of multi-family zoned R-2 & R-3 property. However, the actual unit count between multi-family and single family dwellings is more evenly distributed.

In 2010, 3,825 residential units comprised Gig Harbor's housing stock. (Source: 2010 U.S. Census) This total included 2,095 single family homes and 1,712 multi-family dwellings. The proportion of single family has increased from about 48 percent in 1993 prior to adoption of the first Growth Management comprehensive plan to about 59 percent in 2000 and fell to 54 percent in 2012. Multi-family units remain as a significant portion of the total housing stock. Although the development of multi-family units will continue as allowed, the single family character of the community has been maintained. It should be recognized, however, that most multi-family units are located near the City's fringe - an area not typically associated with the City's historic character. Moreover, where multi-family housing has encroached into the harbor basin, it has been the target of criticism due to imposing scales and designs.

EXISTING DEMOGRAPHIC CHARACTERISTICS

The City's 2007-2011 demographic profile includes the following, based upon the American Community Survey, and is in comparison with the State of Washington (WA) and Pierce County (PC), WA. Representing close to 1% (7,128) of the Pierce County population during the 2007-2011 timeframe.

Gig Harbor is a community with:

- More seniors aged 75 and older (12.1%); but fewer young individuals under 5 (3.4%) and aged 5-17 (14.6%).
- More females (53%) than males (47%).
- A less ethnically-diverse population with more Whites (91%) than Pierce County (76%) and WA State (79%).
- Fewer individuals with a Hispanic/Latino origin (6.8%) than Pierce County (8.9%) and WA State (10.9%).
- A higher median household income ($62K) than Pierce County ($59K) and WA State ($59K).
- Fewer individuals living below 100% of the Federal Poverty Level (10%) than Pierce County (12%) and WA State (13%).

GOAL 6.1: MAINTAIN AND PROTECT THE SCALE AND CHARACTER OF EXISTING NEIGHBORHOODS

6.1.1. Encourage infill

Encourage infill of existing residential neighborhoods with housing types, designs, and sizes similar to prominent and/or historical structures.

6.1.2. Develop design guidelines

Develop guidelines which define how larger multi-family structures may be designed to reflect the massing and scale of smaller existing structures.

GOAL 6.2: ENCOURAGE HIGH DENSITY HOUSING WHICH MAINTAINS GIG HARBOR'S HISTORIC VISUAL CHARACTERISTIC AS A SINGLE FAMILY COMMUNITY

6.2.1. Identify areas where small lot sizes are appropriate

a) Develop maximum lot sizes for single family homes, e.g, 5,000 - 7,000 square feet.

b) Allow zero lot line development on smaller lots to retain optimal use of private yard areas.

6.2.2. Minimize appearance of multi-family structures

Avoid high and visually prominent concentrations of multi-family structures on major thoroughfares and boulevards.

a) Require increased setbacks from street edge with landscaped green space oriented to both the public and residents of the multi-family units. The walled "compound" look as seen from the street should be avoided.

b) Define stepped height standards which require lower building heights nearer the street edge, and stepping up away from the street.

c) Identify areas of high-density housing throughout the City to avoid over-concentration in one area.

d) Retain multi-family structures near the fringe of established single-family neighborhoods or in strategic locations where larger structures will not abruptly alter the single family character.

e) To the extent possible, incorporate single family design into multi-family housing through the following design techniques:

    i. Unit clustering and separation
    ii. Variation in unit design
    iii. Modulation of facade and roof lines.
    iv. Avoidance of "book-matched" or symmetrical designs on duplexes and larger units.

6.2.3. Reward acceptance of density with corresponding benefits

High-density areas should be associated with increased areas of open space and other amenities to the public and home owners.

EXISTING HOUSING CONDITIONS

The City is fortunate in that there are no significant areas of blight or decay. On the contrary, there are strong signs of revitalization, particularly in the basin area. A number of older homes along Harborview Drive have been renovated and enlarged and it is expected that these efforts will result in similar activities in the balance of the basin area. Interest in revitalizing these homes can be attributed to the increased value of view properties and to the obvious preference many people have for the area's small town character.

GOAL 6.3: ENCOURAGE MAINTENANCE AND/OR ADAPTIVE REUSE OF EXISTING STRUCTURES FOR RESIDENTIAL USE.

6.3.1. Provide renovation incentives

Allow retention of existing heights and setbacks of historic structures which are renovated for residential use (e.g, do not apply standard "50% clause" requiring demolition of structure if more than 50% of structure is effected in renovation).

6.3.2. Provide financial incentives

Identify fees that might be waived for repair or renovation work as an incentive.

6.3.3 Sponsor clean-up campaigns

Provide regularly scheduled clean-up help and trash collection in neighborhoods.

As blight is almost non-existent in Gig Harbor, there is little reason for an extensive survey of housing conditions at this time. A more pressing need is to identify the types of housing units in Gig Harbor, how these are allocated among the population, and how these reflect the current and future demand of housing.

ALLOCATION OF HOUSING

It is assumed that all persons residing within the City of Gig Harbor are housed. However, the allocation of housing by economic status is not immediately apparent. Homes in Gig Harbor typically demand a high price due to a strong market demand but may currently be occupied by long term residents of limited economic means. For example, many of Gig Harbor's senior citizens may be living in houses with market values far greater than either their current mortgages or original purchase prices would indicate. The 1990 census indicates that the median value of an owner-occupied home in Gig Harbor was $142,000 while the median value of a home in 2000 was $215,400. In 2010 the median value was $421,800, this value is over 6.5 times the median household income (values taken from the 1990, 2000 and 2010 Census for City of Gig Harbor). The fact that property values have increased at a greater rate than income is an issue for the community.

Table 1: Home Values to Income Ratio			
Year	1990	2000	2010
Home value	142,000	215,400	421,800
Value/Income	4.3	5	6.66

As the City's population ages and as market trends remain strong, it is expected that the current allocation of housing according to economic status will change considerably. Gig Harbor is already showing signs of gentrification in the basin area, and even homes outside the view basin are demanding higher prices than many current residents could afford were they to purchase them on today's market. Maintaining the existing supply of affordable housing will therefore be difficult if current market trends continue.

GOAL 6.4: MAINTAIN A "NO NET LOSS" POLICY TOWARD AFFORDABLE HOUSING UNITS

6.4.1. Discourage demolitions

Discourage demolition of existing smaller houses which have a reasonable potential for being salvaged.

a) Consider fee waivers for building permits to renovate or repair existing houses.

b) Consider high demolition permit fees with the proceeds applying toward other affordable housing programs in the Gig Harbor area.

c) Support "existing use" tax assessment as opposed to taxation based upon speculative highest and best use.

6.4.2. Mitigate effects of gentrification

Compensate market "sell up" of units (i.e., gentrification) with a corresponding supply of land available for affordable replacement units.

a) Solicit the help of local real estate community to identify the number of units which sell for more than 30% of their previous purchase price or value.

b) Assure that there is sufficient land area zoned for affordable-type development to compensate for loss of affordable units and for account for projected need.

6.4.3 Monitor and assess the success in allocating the countywide housing needs to accommodate the 20-year population in conjunction with the County process established.

a) In 2020, fund a housing needs assessment in coordination with the local housing authority that includes the following:

i) Analysis of housing needs for City residents based on age and special needs.
ii) An estimate of housing needs by income groups.
iii) Policy recommendations to increase rental affordability.

This assessment will provide additional information regarding housing needs for the 2023 Major Periodic Review of the Comprehensive Plan.

b) Support the development and ongoing operations of supportive housing with appropriate services for people with special needs throughout the county and region.

HOUSING AFFORDABILITY

The median monthly housing costs for the City of Gig Harbor are estimated at $1,314, based upon the 2009-2013 American Community Survey 5-year estimate.

Income Characteristics.

The ability to find suitable housing is determined by both the availability of housing[1] and the income level of the householder. The following table indicates the income characteristics of Gig Harbor residents:

Table 2 - Gig Harbor 2012 Income Characteristics

Household* income	Percent of households
<$10k	9.7%
$10k - 14.9k	3.4%
$15k 24.9k	7.5%
$25k – 34.9k	5.8%
$35k - $49.9	12.7%
$50-74.9k	18.3%
$75-99.9k	10.3%
$100-149.9k	15.4%
$150k+	16.9%
Gig Harbor Median Income (2012): $63,269	

Source: 2008-2012 American Community Survey
*Average household size for this survey is 2.12
The 2010 census data shows the vacancy rate to be about 12.7%

In addition to the income characteristics identified in Table 2, the Economic Development Element discusses the top three industry employers based upon the Bureau of Labor Statistics. These are identified in Gig Harbor as Retail, Health Care and Social Assistance, and Accommodations and Food Services. The annual average wages are as follows:

Top Industry Employers	Annual Wage Averages for Pierce County
Retail	$29,972
Health Care and Social Assistance	$48,853
Accommodations and Food Services	$17,215

2013 Washington State Employment Security Department Annual Averages

Cost Burdened Households

[1] The vacancy rate in the city is about 12.7% according to 2010 Census data.

For planning purposes, a household is considered cost burdened when its income is less than 95% of the median income level, and its housing cost is more than 30% of its income. The following matrices indicate that at least 30% of homeowner households and 46.4% of renter households were cost burdened in 2012.

Table 3 – Cost Burdened Households

Owner Occupied Households (Total: 1,857)					
	Income ranges				
% Income Spent on Housing	<$20k	$20-34.9k	$35-49.9k	$50-74.9k	$75k+
Pop. in bracket	7.40%	6.30%	12.50%	12.90%	60.90%
<20%	0	0.50%	3.80%	7.00%	40.90%
20-29%	0	1.80%	2.10%	1.20%	12.60%
30%+	7.40%	3.90%	6.70%	4.60%	7.40%
Renter Occupied Households (Total: 1,482)					
	Income ranges				
% Income Spent on Housing	<$20k	$20-34.9k	$35-49.9k	$50-74.9k	$75k+
Pop. in bracket	24.00%	12.50%	12.60%	24.20%	19.60%
<20%	0.00%	0.00%	0.00%	4.80%	13.00%
20-29%	1.80%	1.50%	7.00%	12.50%	6.00%
30%+	22.30%	11.00%	5.50%	7.00%	0.60%

Financial characteristics 2008-2012 American Community Survey 5-year estimates

As Tables 2 and 3 indicate, the Gig Harbor community is composed of a broad range of household income and there is an unmet need for affordable housing for current residents. The challenge is to ensure existing affordable housing as well as ensuring additional opportunities for the lower end of the economic spectrum.

GOAL 6.5: PRESERVE GIG HARBOR AS A PLACE TO LIVE FOR PEOPLE OF ALL OCCUPATIONS, INCOMES AND ABILITIES.

To ensure adequate provisions of existing and projected housing needs for all economic segments of the community, a variety of housing types, sizes and values should be available. Housing should accommodate for each income group, individuals, single parents, small and large families as well as disabled individuals and seniors. Furthermore special housing accommodations should be allowed and encouraged for general needs.

6.5.1. Accommodate group housing

Develop standards for senior citizen, foster care facilities, and group housing arrangements as permitted uses in designated zones.

a) Consider defining maximum family size of unrelated individuals sharing a housing unit according to the ability of the structure to accommodate more persons:

i. Are there sufficient numbers of bedrooms to avoid overcrowding.
ii. Is there adequate parking to meet the needs of licensed drivers within the facility.

b) Redefine density standards to allow for higher numbers of single room occupancy units (SRO's) and increased numbers of beds in senior or group housing complexes.

6.5.2. Encourage accessory units

Provide incentives to single family homeowners to build accessory units on their property, e.g, reduction or waiver of city fees.

6.5.3. Address the relationship between employment and housing

The adopted 2030 total employment target for Gig Harbor according to the Pierce County 2014 Buildable Lands Report is 9,954. Our 2010 total employment estimate is 9,155 and from development currently underway 500 estimated jobs will be added bringing us to just under 200 jobs short of our 2030 goal. The Economic Development Element has further information on the relationship between employment and housing.

6.5.4. Allow the transfer of City owned property for affordable housing needs

Appropriate properties owned by the City of Gig Harbor should be considered to address affordable housing needs.

MEETING THE HOUSING DEMAND

Required number of units

To determine whether the City's residential capacity is sufficient to accommodate the growth target, the population increase must be translated into households. The Pierce County 2014 Buildable Lands Report shows that Gig Harbor had a total of 3,560 housing units in 2010 and will have a total housing unit need of 5,431 by 2030.

Table 4 - Housing Unit Needs

2010 Total Housing Units[1]	2030 Total Housing Units Needed[2]	Additional Housing Needed (2010-2030)	Displaced Units	Total Housing Units Needed
3,560	5,431	1,871	89	1,960

1. 2010 Census.
2. Adopted by Pierce County Ordinance No. 2011-36s.

Existing Residential Capacity

An additional 1,871 units will be needed to accommodate the forecast growth between 2010 and 2030. As redevelopment occurs, 88 units are expected to be displaced resulting in a total need of 1959 units. Table 5 shows the City's remaining residential capacity by zoning district.

Table 5 – Existing zoned capacity

Zoning District	Housing Capacity
R-1	975
R-2	805
R-3	13
RB-1	23
RB-2	291
MUD	271
PCD-RLD	644
PCD-RMD	466
B-2	0
Total Housing Capacity	**3,488**

Source: Pierce County Buildable Lands Report 2014

The zoned capacities reflected in Table 5 include vacant lands and underdeveloped parcels. In calculating capacity for underdeveloped lands, there is a presumption that existing units will be displaced. These units are deducted from the capacity to arrive at the total number of units that could be accommodated under the existing development standards. The capacity shown in the table does not reflect all potentially developable or redevelopable land in the City. The analysis includes an assumption that a percentage of both vacant and underdeveloped land will not be available for development prior to 2030.

According to the analysis above, available capacity is sufficient to accommodate the forecasted growth including available land in each land-use category. (This can accommodate government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities but only in appropriate zones.) The existing capacity provides an excess cushion of 30 percent above the projected need.

Identifying the Affordable Housing Gap

It is evident from Tables 1 & 3 that many single family homes are unaffordable to a significant portion of Gig Harbor's current households. A household at the City's 2010 median income of $63,269 could pay a monthly payment of approximately $1,580, or a maximum mortgage of about $232,513, to be under the 30% cost burdened household status. This shows that the average 2010 household is cost burdened by the average 2010 household cost of $421,800. It is evident that this either excludes a large portion of the community from homeownership or cost-burdens these households.

It is also apparent from Table 3 that the City's rental housing stock does not fully provide for all economic segments. However, at the lower end of the income spectrum, market-rate housing may not be an option. Government and non-profit programs may need to provide for the neediest households. The City can also encourage provision of affordable housing through incentives and regulatory strategies. Regulatory strategies may include control of development costs and allowing flexibility to implement creative solutions like reuse of structures, accessory units, manufactured housing, and mixed-use projects.

COUNTY-WIDE FAIR SHARE ALLOCATIONS

The future need for affordable housing in Gig Harbor is based upon the City's assessment of 2010 Census data. County-wide planning policies require that each municipality provide for its fair share of the County's affordable housing needs. This policy is based upon the State Growth Management Act stipulation that all county-wide plans shall ". . . consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution". Accordingly, Pierce County has developed a fair share formula for determining the City's existing and projected need of affordable housing units.

As required by the County Wide Planning Policies, Gig Harbor's affordable housing goal is to allocate 25% of our 2010-2030 growth of 1,871 additional housing units as affordable housing. That equates to 468 permanent, dedicated affordable housing units.

The future need for affordable housing will largely be met through multi-family housing. 39 percent of the City's zoned residential capacity may be developed as multi-family units ranging from duplex to larger-scale structures.

GOAL 6.6: SUPPORT COUNTY-WIDE FAIR SHARE HOUSING ALLOCATIONS

6.6.1. Require fair share housing in new subdivisions or housing developments

Require new subdivisions or developments to provide a "fair-share" allocation of affordable housing within the subdivision or residential developments.

a) Develop a per-lot formula which identifies the number of required affordable units within a subdivision or housing project.
b) Assure that impact fees are assessed to encourage affordable housing rather than hinder it.

6.6.2. Allow flexible zoning standards

Consider flexible zoning standards which encourage innovative development of affordable housing units including the following:

a) Housing units above or connected to commercial shops.
b) Allowances for Single Room Occupancy (SRO) housing.
c) Studio apartments.
d) Accessory apartments.
e) Parks for full sized and "efficiency" sized manufactured housing units.

6.6.3. Encourage conversions

Encourage the redevelopment of abandoned or blighted structures which could be converted to quality low-income or affordable housing.

6.6.4. Partner with affordable housing organizations

Partner with organizations capable of long-term consistent coordination of housing planning, design, development, funding, and housing management to help meet the affordable housing gap.

6.6.5. Meet County-wide fair share affordable housing allocation

The City, in working with private and public entities, should satisfy the county-wide goal of 25% of our allocated growth with permanent affordable housing units by 2030.

6.6.6. Inclusionary Housing Program

Implement an inclusionary housing program that incentivizes producing and preserving affordable housing in Gig Harbor, in alignment with the adopted goals and policies of the Comprehensive Plan. The inclusionary housing program, at a minimum, should include incentives for the following:

a) Tax relief for the inclusion of low-income housing units in mixed use or residential developments as allowed by state law.
b) Site appropriate incentives for accessory dwelling units in existing neighborhoods.
c) Allow higher density housing, including cottage housing, in preferred areas. Preferred areas include adopted CoLIs, and transition zones between higher intensity uses and single family development.
d) Additional incentives should include fee waivers from development or permitting costs, expedited permit review, and/or parking reductions.

ADDRESSING HOUSING COSTS

Housing affordability is affected by a number of variables, many of which affect costs relating to the actual purchase or rental of a house or unit. These include land costs, material costs, labor, permit fees, the size of the structure, the design of the structure, infrastructure costs, and market influences. Housing affordability is further affected by after-purchase costs such as utilities, maintenance, taxes, homeowner's association fees (when applicable), insurance and proximity to employment. Many of these costs are directly related to regulatory policies and housing management and can be influenced by regulatory reform and government support for new and innovative management techniques to insure housing is affordable for those of low-income to above moderate income and those in between.

GOAL 6.7: MINIMIZE DIRECT COSTS OF NEW HOUSING CONSTRUCTION

6.7.1. Minimize costs associated with land

Reduce housing costs associated with land through policy reform.

a) Identify areas where small lots may be allowed or required to accommodate smaller single family houses, patio houses, or townhouses.
b) Encourage condominium development as a means of providing ownership opportunities.
c) Provide incentives for increased densities on residential lots or consider density based upon performance standards as opposed to maximum unit allowances.
d) Provide for the siting of manufactured housing based upon the same performance standards as other single family units, which address minimum/maximum development parcel size, buffering, landscaping and open space.

e) Establish a "no net loss" policy toward land occupied by affordable housing units.
f) Identify and retain parcels with the fewest environmental and site constraints for high density and/or affordable housing development.
g) Allow (or require) utilization of space over commercial structures to be used for residential units.

6.7.2. Minimize high material costs

Identify ways to minimize the costs and volume of materials as suggested in the following examples:

a) Allow and encourage designs which use the least amount of the more expensive materials (e.g, square houses have less outside wall area than rectangular house of the same square footage, hence, less brick or siding is required; vertical house designs are more cost effective than horizontal designs because they have smaller foundation and roof areas; narrow spans of joists and rafters are more cost effective than wide spans because smaller structural members may be used).
b) Allow use of substitute materials which provide the same visual quality as natural materials.

6.7.3. Support labor cost-saving opportunities

Support regulations or programs which provide owner/builder opportunities.

a) Provide advice and information to those desiring to build their own homes.
b) Encourage financial institutions to provide financing for owner/builders.
c) Give priority to permit applications of owner builders needing the full building season to complete their project.
d) Encourage housing co-ops and group efforts (e.g., Farm Home owner/builder programs).
e) Take advantage of cost savings associated with controlled building techniques, e.g, manufactured or modular housing.

GOAL 6.8: ELIMINATE INCENTIVES TO BUILD LARGER HOMES THAN ARE NEEDED FOR TYPICAL SIZED HOUSEHOLDS IN GIG HARBOR.

The size and value of a house is directly correlated to the size and value of the land. Typically, loan approvals are based upon a cost ratio between the value of the land and the value of the structure. Hence, the higher the land value, the higher the cost of the house must be.

6.8.1. Minimize per-unit land values

Attempt to minimize value of parcels designated for affordable housing to allow for smaller sized affordable units.

a) Minimize per-unit parcel size by allowing increased density.
b) Identify areas for affordable housing where the market is least likely to influence land values (e.g., non-view property).

6.8.2. Encourage retention of existing smaller houses

Consider incentives which encourage owners of smaller houses to retain them for affordable housing units.

a) Tax incentives.
b) Density incentives on lots with existing affordable units.

GOAL 6.9: MINIMIZE INFRASTRUCTURE COSTS ASSOCIATED WITH HOUSING DEVELOPMENT

The City has adopted standards which specify minimum infrastructure improvement requirements for new developments. It is the City's policy to assure that service levels achieved as a result of adopted standards are not diminished. However, the City also recognizes that comparable levels of service may be achieved through creative site designs and amenity packages which may be more cost effective than conformance to general site development standards.

6.9.1. Consider alternatives

Clearly specify levels of service and benefits to be achieved through adopted standards and give due consideration to alternative proposals designed to achieve the same end.

6.9.2. Promote cost effective designs

The greatest savings of infrastructure costs can be achieved through compact development or expansions of developments with infrastructure already in place. These should be encouraged.

GOAL 6.10: MINIMIZE COSTS ASSOCIATED WITH PERMIT PROCESSING AND APPROVALS BY STREAMLINING TURN AROUND TIME FOR NEW APPLICATIONS FOR AFFORDABLE HOUSING

6.10.1. Provide clear standards for development

Develop and maintain clear development standards regarding site design and building design.

6.10.2. Reduce environmental review time

To the extent possible, perform an area-wide analysis of land characteristics and environmental impacts based upon a predetermined use and density.

GOAL 6.11: PROVIDE ASSISTANCE IN MINIMIZING INDIRECT HOUSING COSTS.

Many costs associated with housing are born after the actual sale of a home and may therefore be considered indirect costs (e.g., utilities, taxes, and maintenance). These contribute to the burden of housing costs and should not be overlooked as a consideration of housing affordability.

6.11.1. Minimize sewer rates for affordable housing

Provide city-rate sewer service to affordable housing units outside the city but within the city's urban growth area.

GOAL 6.12: SEEK FUNDING FOR IMPLEMENTATION OF AFFORDABLE HOUSING

Funding sources include the Housing Trust Fund, and federal subsidy funds such as Community Development Block Grant, HOME Investment Partnership, and other sources to implement housing preservation programs outlined in this element.

Chapter 7
ECONOMIC DEVELOPMENT ELEMENT

Introduction

The State Growth Management Act identifies as a planning goal to guide the development and adoption of comprehensive plans that encourage economic development throughout the state. Also, the Growth Management Act requires the County adopt a planning policy on county-wide economic development and employment.

The City of Gig Harbor Comprehensive Plan of 1986 recognized the importance of economic development in achieving the goals of the Comprehensive Plan. The following goals and objectives are based on the 1986 Comprehensive Plan, an analysis of existing conditions, the County-wide Planning Policies of 1992 and the results of workshop planning sessions.

Current Employment Conditions

Traditionally, the City's economic base was centered around resource extraction industries, chiefly fishing and forestry. Since the late 1970's there has been a marked shift away from the traditional "founding" industries toward a local service economy of retail facilities and small, specialty businesses. However, the primary source of income which drives the local economy is off the Peninsula where most of the employment base is located.

According to Bureau of Labor Statistics, Quarterly Census of Employment and Wages[1] data, the top three industry employers for Gig Harbor are Retail, Health Care and Social Assistance, and Accommodations and Food Services. This data includes part time employment and does not include the self-employed, proprietors, corporate officers, military personnel, or railroad workers.

The 2012 American Community Survey shows that 61.6% or 2,047 of 3,322 employed residents work outside Gig Harbor and of those 23.3% work outside of Pierce County. Of the 9,155 jobs identified in Table 1 within Gig Harbor, 1,275 are positions filled by city residents. Having higher employment density than residents is common of cities that provide services for a large rural area such as the greater Gig Harbor Peninsula.

The commuting patterns of Gig Harbor residents and employees contributes to transportation concerns on SR 16 and highway interchanges. Attracting appropriate employment opportunities for residents could reduce transportation impacts and contribute to more localized jobs and tax base economy.

[1] Puget Sound Regional Council, "Covered Employment Estimates." 2003. http://www.psrc.org/data/employment/covered-emp

Buildable Lands Employment Analysis

The Growth Management Act requires counties to adopt and plan for employment targets under RCW 36.70A.215. Gig Harbor is required to plan for the target allocations shown in Table 1 below. Meeting these targets requires Gig Harbor to have the necessary developable lands for employment documented in the 2014 Buildable Lands Report.

Table 1 - Employment Needs – Buildable Lands Report

2010 Total Employment Estimate[1]	Adopted 2030 Total Employment Target[2]	Total Employment Growth (2010-2030)	Adjusted Employ-ment Growth[3]	Displaced Employees	Additional Employment Needs[4]
9,155	9,954	799	702	249	952

[1]PSRC Land Use Targets 2010 Employment Estimate.
[2]Adopted by Ordinance No. 2011-36s.
[3]The total employment allocations are reduced by 12.1% to account for mobile workers and work-at-home employees for the commercial/industrial land needs analysis.
[4]Additional Employment Needs is the sum of Adjusted Employment Growth and Displaced Employees rounding up to a whole number.

Although new employment will displace some existing employment, the 997 jobs expected from pipelined projects fulfill Gig Harbor's 2030 allocation of 799 additional jobs. As shown in Table 2 from the Buildable Lands Report, Gig Harbor has total employment capacity of 5,611 jobs based on available land zoned for employment uses.

Table 2 - Employment Capacity – Buildable Lands Report

Commercial/ Industrial Designation	Zoning District	Net Acres	Employees per Acre	Pipeline Jobs[1]	Employment Capacity
Commercial	RB-1	7.49	19.37	30	175
	RB-2	28.35	19.37	0	549
	B-1	0.58	19.37	0	11
	B-2	40.75	19.37	376	1,165
	C-1	19.73	19.37	382	0
	DB	7.94	19.37	0	154
	PCD-C	2.15	19.37	0	42
	PCD-BP	57.77	19.37	209	1,328
	MUD	28.74	19.37	0	557
Industrial	ED	151.19	8.25	0	1,247
				Total Employment Capacity	**5,611**

[1]Pipeline Jobs include projects under approval, construction or completed between 01/01/2010 and 12/31/2012. These assumptions are included in the employment capacity column. Additional information can be found in Appendix C of the 2014 Pierce County Buildable Lands Report.

Requirements of the Growth Management Act

The State Growth Management Act identifies, as a planning goal, to guide the development and adoption of comprehensive plans and development regulations, that counties and cities encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the states natural resources, public services and public facilities [RCW 36.70A.020(5)]. The Growth Management Act also requires that the County adopt a planning policy on county-wide economic development and employment [RCW 36.70A.210 (3)(g)].

County-Wide Planning Policy

The County-wide Planning Policies, adopted in June of 1992 identify several goals of which were already incorporated into the City of Gig Harbor Comprehensive Plan of 1986. These policies are intended to:

1. Assure consistency between economic development policies and adopted comprehensive plans.

2. Promote diverse economic opportunities for all citizens, especially the unemployed, the disadvantaged, minorities and small businesses.

3. Encourage economic development in areas in which there is an imbalance between available employment opportunities and the local population base.

4. Ensure that economic growth remains within the capacities of the state's natural resources, public services and public facilities.

5. Plan for sufficient economic growth and development to ensure an appropriate balance of land uses which will produce a sound financial posture given the fiscal/economic casts and benefits derived from different land uses.

6. Strengthen existing businesses and industries to add to the diversity of economic opportunity and employment.

7. Provide both the private and public sector with information necessary to support and promote economic development.

<u>Goals:</u>

GOAL 7.1: DEVELOP A SOUND FISCAL BASE

Help market local socio-economic resources to increase employment opportunities, develop

office and industrial park properties, and provide the City with a sound tax base.

7.1.1. Job creation

a) Help create employment opportunities within the local economy, particularly for residents who now commute across the Tacoma Narrows Bridge to work. Participate with other public agencies and private interests in marketing projects, labor force training programs, and other efforts to attract new businesses to Pierce County and Gig Harbor Peninsula area.

b) Determine reasonable jobs-to-housing balance by coordinating land use and development policies to help achieve the designated balance of adequate affordable housing near employment centers.

c) Encourage the redevelopment of declining commercial areas through a variety of incentives such as reduced fees for permits or utility connections and the consideration of waivers from land use performance standards, as appropriate.

d) Meet the 2030 employment target allocation established by the Pierce County Buildable Lands Report for Gig Harbor (shown in Table 1) of 9,954 jobs.

7.1.2. Site identification

Work with other public agencies and private interests to identify and promote sites which can be suitably developed for a variety of local employment opportunities.

7.1.3. Site efficiencies

Work with property owners to determine the effective development capacity of sites having employment center possibilities. Determine the costs involved with providing sewer, fire and police protection, access roads, recreational areas and other public services and amenities versus the public benefits which may be realized by the creation of local jobs and tax potentials. Negotiate equitable cost/benefit trade-offs between public and private sector interests.

7.1.4. Site priorities

Rank possible sites using a priority system which reflects the possible cost/benefits associated with providing public services. Allocate public services, sewer in particular, to sites which provide the greatest possible returns, unless private property owners can assist with the costs involved in extending or providing service.

7.1.5. Capture revenues

Withhold public services, sewer in particular, unless potential property developments within the urban growth area will agree to annexation and the payment of local property or other revenue taxes.

GOAL 7.2: INCREASE LOCAL ECONOMIC OPPORTUNITIES

Support local business development efforts and property investment projects and programs,

protect local economic opportunities, and provide for an increasing home-based business sector.

7.2.1. Small business development

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

7.2.2. Property revitalization

Assist with special planning and development efforts to reuse older buildings, redevelop vacant properties, and revitalize older commercial and business districts within the city. Help structure local marketing efforts, physical improvements programs, parking and building improvements and special management organizations.

7.2.3. Financial programs

Help local private groups structure special improvement districts including parking and business improvement authorities, local improvement districts, or other programs necessary to the effective revitalization of older business and commercial areas of the city. Participate in special public/private ventures when such ventures provide public benefits and are appropriate to the long-range goals of the city.

7.2.4. Future development opportunities

Monitor proposed urban zoning designations and developments elsewhere on the Peninsula. Determine market requirements and potentials for commercial, office and industrial uses and protect Gig Harbor's interests in the allocation of future development opportunities. Protect existing commercial and business developments within the Gig Harbor area from overzoning.

7.2.5. Home Based Occupations and Businesses

Provide reasonable guidelines and standards for the siting of home-based businesses (home occupations) in residential neighborhoods. Insure that home-based businesses do no alter or impact the residential character of neighborhoods.

Chapter 8
ESSENTIAL PUBLIC FACILITIES ELEMENT

Introduction

The Growth Management Act requires that comprehensive plans include a process for identifying and siting essential public facilities, as defined in RCW 36.70A.200(1). Essential public facilities include such facilities and uses which are usually considered "difficult to site" such as, but not limited to airports, state education facilities, state or regional transportation facilities, state and local correction facilities, solid waste handling facilities, in-patient facilities, mental health facilities and group homes. The Growth Management Act also states that the siting of such essential facilities may not be precluded from a comprehensive plan or development regulations. The State Office of Financial Management is required to maintain a list of essential state public facilities that are required or likely to be built within the next six years.

County-Wide Planning Policies

The Pierce County-wide Planning Policies (June 1992) establish several goals which pertain to the siting of essential public facilities. These are as follows:

1. Adopt a policy and incorporate same into its comprehensive plan on the siting of essential public capital facilities of a County-wide or state-wide nature.

2. Identify lands useful for public purposes and incorporate such designations into their comprehensive plans.

3. Incorporate a policy and process in their respective comprehensive plans to identify and site essential public facilities on the list maintained by the State Office of Financial Management.

4. Ensure that the facility siting is consistent with adopted County and municipal comprehensive plans.

5. Policies on facility siting shall be coordinated with and advance other planning goals.

ISSUES: Essential public facilities are usually perceived by citizens within the community as being non-desirable uses, primarily when the facility is proposed within or near their community.

Appeals by interest groups on the siting of essential public facilities usually result in lengthy delays in construction and operation. The delays translate into increased costs to the taxpayers, which can be substantial in terms of construction dollars and social costs.

Some essential public facilities are required to obtain several layers of approval from the local to the state and federal level. Each level of permit required usually requires some form of public review which may be subject to an appeal process.

There is a lack of coordination on permit and siting procedures among the various local agencies within the County, within the State and between the various permitting agencies.

Some essential public facilities are considered to be more suitable to residential neighborhoods than commercial or industrial areas. These facilities typically generate the most interest and concern of neighborhoods either because of concern on potential effects of siting on property values or on fears of the type of facility proposed.

The siting of some essential public facilities is limited by the facility's operational requirements or State/Federal siting requirements. There is a need for clearly stated and specific siting standards for each type of facility and a need to define and articulate City design requirements and impact mitigation measures.

GOAL 8.1: ESSENTIAL PUBLIC FACILITIES NEEDS SHOULD BE ACKNOWLEDGED AND CONDITIONALLY ACCOMMODATED.

8.1.1. Identification of essential public facilities

The City shall recognize those essential public facilities that are identified as necessary and of a state-wide nature by the Washington State Office of Financial Management, those that are identified as necessary and of a county-wide nature by Pierce County, and those that are deemed to be locally necessary and difficult to site by the City.

8.1.2. Available lands

The City shall maintain lands suitable for public purposes within framework of the Comprehensive Plan.

GOAL 8.2: ESSENTIAL PUBLIC FACILITIES SHOULD BE LOCATED IN AREAS WHICH ARE OPTIMALLY SUITABLE FOR SUCH USES AND WHICH ARE SERVED, OR ARE READILY CAPABLE OF BEING SERVED, BY NECESSARY PUBLIC SERVICES.

8.2.1. Site Selection Process

a) Prior to selection of a site for an essential public facility, the sponsoring agency or jurisdiction shall provide to the City and Pierce County justifiable need for the facility within the City or its urban area. Such need shall be based upon a documentable forecasted need and the logic of the service area proposed.

b) Prior to the consideration of the siting of an essential public facility within the City or its

urban area, the sponsoring jurisdiction or agency shall establish a public involvement process by which the residents of the area potentially affected have the reasonable opportunity to participate in the site selection process.

8.2.2. Site Suitability

a) Essential public facilities should be located in areas which have the least constraints in terms of environmental character or compatibility, access to major transportation facilities and corridors, and availability of supporting public services.

b) Site suitability should be based upon:

    1) A minimum parcel size, dependent upon the scope and nature of facility to be located.

    2) Accessibility of the site in respect to streets and transportation facilities.

    3) Availability of public support services which are usual and pertinent to the protection of the general health, safety and welfare of the public potentially impacted by the proposed facility.

    4) Ability to adequately buffer and screen the facility from adjacent uses or development.

c) Some essential public facilities should be considered for siting in certain residential neighborhoods, based upon:

    1) Documentable evidence or criteria that such a facility is better suited to a residential neighborhood.

    2) The appropriateness of the site respective to the specific facility's impacts on community character and its compatibility with the residential environment and neighborhood.

GOAL 8.3: ESSENTIAL PUBLIC FACILITIES SHOULD POSE A MINIMUM LEVEL OF IMPACT ON A COMMUNITY AND SHOULD BE REQUIRED TO MITIGATE ALL NEGATIVE IMPACTS FROM CONSTRUCTION AND OPERATION.

8.3.1. Impact Analysis

During the site selection process, the sponsoring agency shall perform an impact analysis of the facility through the appropriate environmental review process, which, at a minimum, shall address the following:

(a) Land use compatibility
(b) Existing and adjacent land use and development in adjacent and surrounding areas

(c) Existing comprehensive plan designation and zoning of surrounding areas
(d) Present and proposed population density of surrounding area
(e) Potential effects on critical areas and historic, archaeological and cultural sites
(f) Potential effects on neighboring jurisdictions, including Kitsap County and the municipalities within.
(g) Potential secondary and tertiary effects of the facility
(h) Effect on the likelihood of associated development being induced by the siting of such a facility

8.3.2. Siting of essential public facilities must be consistent with:

(a) The City of Gig Harbor comprehensive plan land use map and other required or optional plan elements.
(b) Lands identified for public purposes in the land use element.
(c) The capital facilities element and budget.
(d) The utilities elements.
(e) The transportation element.
(f) The housing element.
(g) Regional general welfare considerations.

GOAL 8.4: SITING CRITERIA FOR ESSENTIAL PUBLIC FACILITIES SHOULD ADDRESS THE OVERALL PUBLIC NEED OF THE STATE BALANCED WITH THE COMMUNITY'S STANDARDS AND GOALS.

8.4.1. Siting criteria must:

(a) Provide site, building and design standards which assure facilities compatibility with its surroundings.
(b) Reflect the facility needs in support of 20-year population projections and which include flexibility to consider advanced technologies.
(c) Acknowledge state or federal siting requirements.
(d) Balancing the need for the facility against the external impacts generated by its siting and the availability of alternative sites with lesser impacts.
(e) Establish a process to obtain "fair-share" appropriations or payments to the City to avoid a disproportionate financial burden from the operation of a facility

Chapter 9
UTILITIES ELEMENT

Introduction

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

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

The Growth Management Act requires that a Comprehensive Plan be internally consistent. For utilities, this means that careful coordination between this element and other elements of the plan - particularly Land Use and Urban Growth Area - must occur to assure internal consistency.

Regulatory Authority

Utilities are regulated in the State of Washington by the Washington Utilities and Transportation Commission (WUTC). The WUTC, which is composed of three members appointed by the Governor, is empowered to regulate utilities in accordance with state law. State law regulates rates and charges, services, facilities and practices of utilities. The only electrical utility provider on the Gig Harbor Peninsula is the Peninsula Light Company, a private member-owned, non-profit mutual corporation organized under the laws of the State of Washington. Peninsula Light Company is not subject to the Washington Utilities and Transportation Commission regulatory authority.

Definitions

For the purposes of this section, the following definitions shall apply:

Transmission lines are electrical lines of extremely high voltage and are used to transmit electrical power from a source to a distribution system. The primary distribution system on the

Gig Harbor Peninsula consists of the City of Tacoma Lake Cushman transmission lines. Generally, the right-of-way for the transmission lines lies just east of SR-16 and extends from the Narrows Bridge to Burley Lagoon, which it crosses in a north westerly direction to the Key Peninsula.

Distribution and feeder lines are of a lower voltage than transmission lines and are used to distribute electricity to retail end-users.

GOAL 9.1: COORDINATE WITH UTILITY PROVIDERS FOR THE LOCATION OF NEW UTILITY SERVICES

9.1.1. Location

a) Locate utility lines within existing right-of-way corridors and provide for sufficient right-of-way in new developments to accommodate anticipated utility improvements.

b) Provide for the maintenance of transmission line rights-of-way in a manner which is sensitive to the natural environment while providing the required level of maintenance service.

c) Provide for the location of electric utility substations and service areas within the city and urban area in such a manner so as to avoid the elimination of natural vegetative screens or buffers and to provide sufficient setback from existing uses to minimize conflicts.

d) Ensure the compatibility of local utility installations and development with adjacent land uses which is aesthetically pleasing and economically reasonable.

9.1.2. Installation

a) Encourage all new utility distribution and service lines serving new subdivisions and developments to be located underground.

b) Require that all utility providers operating within the City of Gig Harbor and the City urban area coordinate with the City on major road realignment or construction projects for the installation of the appropriate conduits or service lines for the eventual undergrounding of aerial feeder and service lines.

c) Coordinate with utility providers for the co-location of new public and private utility distribution lines in shared trenches and coordinate construction timing to minimize construction-related disruptions to the public.

d) Coordinate with the City of Gig Harbor Department of Public Works to assure that utility lines are installed consistent with City policy and requirements for the protection of the public's health, safety and welfare.

e) Work with Peninsula Light Company in developing an agreement for cost sharing, timing and phasing of the eventual undergrounding of utility feeder and distribution lines along principal view routes within the city and in designated visually sensitive areas.

GOAL 9.2: ENCOURAGE THE CONSERVATION OF ENERGY RESOURCES

9.2.1. Energy Demand

a) Facilitate and encourage the conservation of resources to delay or off-set the need for additional facilities for electrical energy and water resource consumption.

b) Provide innovative siting guidelines for buildings to encourage maximum solar access on appropriate sites.

c) Consider alternative and variable road-width standards, commensurate with the intensity and degree of development, to reduce the amount of asphaltic base compounds used in road construction.

d) Encourage and promote the construction of developments which employ energy conservation features in the design of buildings.

e) Provide incentives by utilizing innovative zoning techniques which encourage the development of residential subdivisions that employ energy conservation features.

f) Continued enforcement of the Washington State Energy Code.

g) Encourage utility conservation efforts and infrastructure that minimize demand for natural resources.

GOAL 9.3: PLAN FOR AND PROVIDE ADEQUATE STORM DRAINAGE FACILITIES TO MANAGE AND CONTROL STORM WATER RUNOFF.

9.3.1. Develop and implement storm water management guidelines and standards.

a) Develop and implement storm water management design standards that ensure an adequate level of containment which is both economically reasonable and environmentally responsible.

b) Develop a storm water management program which complies with National Pollution Discharge Elimination System (NPDES) standards.

c) Provide for the upgrade of existing, substandard storm water systems through a combination of funding sources, with special emphasis on forming Local Improvement Districts (LID) for those areas which are in critical need of improved storm water facilities.

GOAL 9.4: PROVIDE AN ADEQUATE SUPPLY OF HIGH QUALITY POTABLE WATER.

9.4.1. Upgrade and maintain a municipal water system which provides a high quality and quantity of potable water to residential, commercial and industrial users.

a) Provide for the upgrade of substandard water systems within the City limits to comply with City Fire Protection Codes.

b) Require new projects and developments and substantial redevelopment of existing developments to participate in the upgrade of existing water systems to meet the latest City Fire Protection Code standards.

c) Encourage water conservation through a variety of programs and incentives for residential and commercial users.

d) Consider alternatives to water-consumptive landscaping and encourage the use of plant stock and irrigation systems which do not have intensive water-use demands.

e) Implement the goals and objectives of the City of Gig Harbor's Water System Plan within the City's Water Service Area.

GOAL 9.5: OPERATE AND MAINTAIN AN EFFICIENT WASTE WATER TREATMENT FACILITY WHICH IS CAPABLE OF PROVIDING THE NEEDED SEWER CAPACITY FOR THE CITY AND ITS URBAN GROWTH AREA.

9.5.1. Increase the capacity and overall efficiency of the City of Gig Harbor waste water treatment facility by planning for phased expansion and improvements consistent with the City's capital facilities plan.

a) Develop and implement the City of Gig Harbor Sewer Comprehensive Plan which provides for capacity and timing of needed sewage infrastructure for a projected twenty-year growth period.

b) Provide sewer service to properties outside of the City limits, but within the urban area, consistent with adopted policies on sewer service extension requests.

c) Require new residential and commercial development within City limits to connect to the City sewer system. Within the unincorporated area served, or to be served by city sewer within six years of the development date, require sewer connection if the development is within 200 feet of the city sewer line.

d) Require existing residential and commercial development within 200 feet of a city sewer line

to connect to city sewer if there is failure of on-site septic systems, as documented by the Tacoma-Pierce County Health Department.

e) Utilize Local Improvement Districts (LID) as a viable funding source for the upgrade or provision of new sewer lines and related support systems to existing developments.

f) Require, as a condition of a sewer service agreement contract, that all new development in the unincorporated area which request City sewer service to be designed and constructed consistent with applicable City design standards.

GOAL 9.6: EXPLORE OPTIONS TO CREATE RECLAIMED WATER (ALSO KNOWN AS CLASS A WATER) AT THE CITY'S EXISTING WASTEWATER TREATMENT PLANT WHILE STUDYING THE BENEFITS AND POTENTIAL USES FOR RECLAIMED WATER IN THE CITY OF GIG HARBOR.

GOAL 9.7: TELECOMMUNICATIONS SERVICES - COORDINATE WITH PENINSULA TELECOM, CELLULAR ONE AND TCI CABLE, THE WASHINGTON STATE UTILITIES AND TRANSPORTATION COMMISSION (WUTC) AND OTHER TELECOMMUNICATION COMPANIES TO MAINTAIN AND ENHANCE THE DEVELOPMENT AND OPERATION OF A QUALITY COMMUNICATIONS SYSTEM THAT WILL MEET THE NEEDS OF THE CITY'S PRESENT AND FUTURE URBAN SERVICE AREA.

9.7.1. Telecommunications Planning Responsibilities

Work with Peninsula Telecom , Cellular One, VIACOM Cable, the WUTC and other agencies as provided by state law to identify requirements, facility locations and other particulars necessary for the planning and development of telecommunication facilities to meet regional and local needs within the City's urban growth area.

9.7.2 Facilities

Following appropriate consultations with the Washington State Utilities and Transportation Commission (WUTC) and other regional and municipal jurisdictions as to safety and need, the city will develop a map which shows the location of existing and proposed location and capacity of telephone switching equipment, telecommunication towers, antennae, dishes and other facilities necessary (other than local overhead cable lines) to serve the Peninsula and the City of Gig Harbor urban growth area.

Chapter 10
SHORELINE MANAGEMENT

Introduction

The City of Gig Harbor shoreline consists of a unique mix which varies from the historical fishing industry, the contemporary residential-recreational marinas and the commercial shops and services that border or are proximal to the shoreline.

The City of Gig Harbor, under the authority of the Shoreline Management Act of 1971, adopted a Shoreline Master Program in September of 1975. The Master Program serves as a guide for the use and development of the City's shoreline under the statutory authority of the Shoreline Management Act. The Act applies to Gig Harbor Bay, the city extending south along the Tacoma Narrows to the city limits, the city's shoreline frontage on Henderson Bay (all which are classified as ~~a~~ "shorelines of the state"), and those lands within two-hundred feet land-ward of the Ordinary High Water Mark on marine waters, including any associated wetlands. The City Shoreline Master Program was updated by the City in June of 1994 and again in December of 2013. The 2013 Master Program reflects the changing concerns, goals and objectives of the community and is intended to serve as the framework for shoreline planning and development over the next decade. Pursuant to the Growth Management Act, Master Program Goals and Policies are to be integrated and incorporated into local comprehensive plans. Consequently, as a demonstration of consistency with the 2013 Master Program, the following goals and policies of the Master Program are incorporated into the Shoreline Management Element of the Comprehensive Plan, and by reference, all goals and policies of the Master Program are hereby adopted and incorporated into the Plan.

The Master Program works in conjunction with the City's Comprehensive Plan. By adopting the goals and policies as set forth herein and by reference, it is the City's intent to integrate the shoreline management planning process with its comprehensive plan under the Growth Management Act, as feasible, to ensure consistency between the two plans.

GOAL 10.1: PROTECT NATURAL QUALITY

It is the goal of the City of Gig Harbor to protect ecological processes and functions existing in the shoreline and nearshore area. It is also the goal of the City of Gig Harbor to protect and restore shoreline vegetation, recognizing the multiple benefits native vegetation provides, including reduction in the need for structural stabilization; ecological functions and habitat; coastal bluff stability, safety, and protection of human life and property; and visual and aesthetic qualities.

10.1.1. Habitats

Preserve and protect habitat which provides the shoreline's unique value, including the Crescent Creek and Donkey Creek estuaries, McCormick Creek, and critical saltwater habitats which include kelp beds, eelgrass beds, spawning and holding areas for forage fish

such as surf smelt and sand lance, sand spits, mud flats, and areas with which priority species have a primary association.

10.1.2. Water and shoreline quality

It is the goal of the City of Gig Harbor to maintain or enhance the quantity and quality of surface and ground water over the long term by effectively managing the location, construction, operation, and maintenance of all shoreline uses and developments.

10.1.3. Vegetation Conservation and Management

Develop measures to conserve native vegetation along shorelines. Vegetation conservation may include avoidance or minimization of clearing or grading, restoration of areas of native vegetation, and/or control of invasive or non-native vegetation.

Maintaining well-vegetated shorelines is preferred over clearing vegetation to create views or provide lawns. Limited and selective clearing for views and lawns should be allowed when slope stability and ecological functions are not compromised. Trimming and pruning are generally preferred over removal of native vegetation.

GOAL 10.2: MIXED USE WATERFRONT

Give preference to shoreline uses that are water-oriented (water-dependent, water-related, or water-enjoyment); provide public access and recreational opportunity; or are residential, consistent with state policy (RCW 90.58.020). Such uses should be located, designed, and maintained in a manner that minimizes adverse impacts to shoreline ecological functions and/or processes. Non-water-oriented development should be allowed provided the development supports the objectives of the Gig Harbor Comprehensive Plan and the Shoreline Master Program.

Retain a mixed use waterfront in Gig Harbor Bay including those commercial endeavors such as commercial fishing, boating, marine shops and services, restaurants and retail shops, as well as residential uses which provide the bay's unique appeal. Continue to develop and enhance the recreation and tourism industry along Gig Harbor Bay, as an economic asset, in a manner that will enhance the public enjoyment of, and public access to the bay.

10.2.1. Fishing

Preserve the commercial fishing fleet as a significant cultural and economic resource. Retain important fleet supporting services and promote development of additional moorage and docking facilities consistent with the fleet's needs.

10.2.2. Pleasure boating and marinas

Permit uncovered moorage and encourage the development of temporary docking facilities for visiting boats. Retain the maximum open surface water area possible to facilitate safe and convenient watercraft circulation.

10.2.3. Residential uses

Provide for single and multifamily residential uses that maintain public contact with the shoreline and respect valuable waterfront settings and characteristics.

10.2.4. Commercial uses
Encourage development of water-oriented commercial uses in waterfront locations which can be provided adequate and unobtrusive supporting services and improvements, including parking. Require commercial developments to provide public facilities and access to shoreline beaches, docks, walkways, and other facilities including views and vistas.

10.2.5. Recreation
Develop existing publicly owned shoreline properties to provide additional public access where appropriate. Create a mixture of active and passive public facilities that do not intrude on the natural features of the shoreline.

GOAL 10.3: QUALITY URBAN DEVELOPMENT

It is the goal of the City of Gig Harbor to define and enforce the highest quality standards concerning present and future land use developments within the Gig Harbor Bay waterfront areas, recognizing the unique historic character and scale of the Gig Harbor Bay waterfront. This goal will be achieved through a balance of several different uses including those commercial endeavors such as commercial fishing, boating, marine shops and services, restaurants and retail shops, as well as residential uses which provide the bay's unique appeal.

10.3.1. Balance and scale
Maintain a balance in waterfront land use development so that any single use does not overpower or detract from the others. Maintain a human, compatible scale so that new structures do not overpower existing facilities and do not dominate the shoreline in terms of size, location or appearance. Achieve balance and scale through compliance with GHMC 17.99 (Design Manual).

10.3.2. Access and visibility
Create an accessible and visible waterfront and shoreline including the development of public beaches, fishing and boating docks, picnic and passive overlooks and viewpoints. Require private developments to provide equivalent access and visibility to the tenants and users of new private developments, to users of the waterway and to the public at large.

10.3.3. Amenities
Encourage waterfront developments to provide public amenities commensurate with the project's scale and the character of the development. Amenities may include additional docks, paths or walks, overlooks, picnic and seating areas, fishing piers or areas, and viewpoints.

10.3.4. Supporting improvements

Enforce suitable standards governing the development of supporting improvements (e.g., parking areas, sidewalks, stormwater facilities) equal to the standards enforced in other developed areas in the planning area. In addition, illustrate and enforce design standards which control scale, construction methods and materials, drainage patterns, site coverage, landscaping and screening, signage, and other features of unique importance to the waterfront setting. Encourage innovative, effective solutions which cluster and share common improvements, reduce paved areas and otherwise blend construction with the natural setting or with desirable features of the built environment.

Chapter 11
PARKS, RECREATION AND OPEN SPACE

INTRODUCTION

The 2010 Parks, Recreation and Open Space Plan (Park Plan) for Gig Harbor represents the City's vision, and provides goals and objectives for the development of parks, recreation and open spaces in Gig Harbor for the next six years and beyond. Only key elements of the Park Plan are incorporated into the Comprehensive Plan. This chapter includes the goals and policies adopted in the Park Plan, while the inventory, levels of service and 6-year capital facilities projects are included in Chapter 12, Capital Facilities.

Since the adoption of the previous Plan in 2003, the City of Gig Harbor has completed many park projects and has acquired significant park properties. Newly completed park projects include the Civic Center which includes a large multi-use public green, skate park, and playground; Kenneth Leo Marvin Veterans Memorial Park and a two mile expansion of the Cushman Trail. Park properties acquired since 2003 include two sites adjacent to City Park that help protect Crescent Creek, Eddon Boat Park and Austin Estuary. These projects were made possible through grants and partnerships with business, organizations, government, outside funders, and citizens.

The 2010 update was put together using a variety of approaches including:

- Direction and vision from the Parks Commission
- Public Workshop
- Information gathered from the 2008 National Citizen Survey
- Community Intercept Interviews
- Staff input
- Review of site or project specific committee recommendations related to parks
- City Council public hearing and adoption

The general themes expressed by the public include:

- Trail development
- Expanding partnerships to leverage City funds
- Pursuing the acquisition of additional land in developing areas
- Improving public access to natural features including shoreline and critical areas

Using local standards adopted in the Parks, Recreation and Open Space Plan, the City will need 55.57 additional park-acres. Given the importance of public access to the City's waterfront and trail connections expressed by the public, levels of service have been developed for waterfront parks and trails. Funding will continue to be scarce, so taking advantage of grants, partnerships and local resources will be necessary. This plan outlines options and strategies to complete different projects and aspects of the plan. Project funding, prioritization and scope are reviewed each year as a part of the annual budget process and update of the capital facilities element of the Comprehensive Plan.

The 2010 Gig Harbor Park Recreation and Open Space Plan will help guide the city staff, park commission and city council in meeting identified gaps in services and park development in order to meet the need and support the quality of life for our citizens in the coming years.

VISION

Gig Harbor's Vision: To develop a quintessential system of parks, trails and open spaces that enhance the City's history, environmental features, and sense of place to encourage both active and passive forms of recreation popular on the peninsula.

GOALS AND POLICIES

OPEN SPACE PRESERVATION AND WILDLIFE RESOURCES

GOAL 11.1: DEVELOP A HIGH QUALITY, DIVERSIFIED PARK SYSTEM THAT PRESERVES AND ENHANCES SIGNIFICANT ENVIRONMENTAL RESOURCES AND FEATURES. INCORPORATE UNIQUE ECOLOGICAL FEATURES AND RESOURCES TO PROTECT THREATENED SPECIES, PRESERVE HABITAT, AND RETAIN MIGRATION CORRIDORS THAT ARE UNIQUE AND IMPORTANT TO LOCAL WILDLIFE.

11.1.1. Acquire and preserve especially sensitive or unique habitat sites that support threatened or endangered species and urban wildlife habitat.

11.1.2. Identify and conserve critical wildlife habitat including nesting sites, foraging areas, and migration corridors within or adjacent to natural areas, open spaces, and the developed urban areas.

IDENTIFY URBAN GROWTH PRESERVES

GOAL 11.2: COORDINATE WITH OTHER PUBLIC AND PRIVATE AGENCIES, AND WITH PRIVATE LANDOWNERS TO PRESERVE LAND AND RESOURCES NECESSARY TO PROVIDE HIGH QUALITY, CONVENIENT PARK AND RECREATIONAL FACILITIES BEFORE THE MOST SUITABLE SITES ARE LOST TO DEVELOPMENT.

11.2.1. Continue coordination with PenMet Parks and other agencies on meeting park, recreation, and open space needs through the City and urban growth area to assure that needs are met and services are not duplicated.

11.2.2. Identify lands needed to meet long-term demand for parks, recreation and open space in developing areas such as the wooded, undeveloped, and sensitive lands.

11.2.3. Prior to annexation of urban growth areas review park, recreation, and open space needs to determine potential impacts to adopted levels of service. Such impacts shall be considered when determining the impacts of a potential annexation.

DEVELOPING HEALTHY COMMUNITIES

GOAL 11.3: THROUGH THE CITY'S PERMIT PROCESS, REQUIRE, WHEN POSSIBLE, NEW DEVELOPMENT TO SUPPORT AND ENHANCE THE PEDESTRIAN ENVIRONMENT TO PROMOTE HEALTHY LIFESTYLES AND ACTIVE COMMERCIAL AREAS.

11.3.1. Require pedestrian friendly design features (including but not limited to placement of new buildings, on-site walkways, and pedestrian scale site features) on new developments to promote active healthy lifestyles within the community.

11.3.2. Require non-residential developments to provide common areas (such as town squares, plazas, or pocket parks) proportional to size of the development and the impact on existing park infrastructure to serve the recreational needs of employees and customers. Encourage these spaces to be used as the focus of commercial and civic buildings.

PARK DESIGN STANDARDS

GOAL 11.4: DESIGN AND DEVELOP FACILITIES THAT ARE ACCESSIBLE, SAFE, AND EASY TO MAINTAIN, WITH LIFE CYCLE FEATURES THAT ACCOUNT FOR LONG-TERM COSTS AND BENEFITS.

General

11.4.1. Create park plans for the potential development and re-development of City park properties.

11.4.2. Incorporate features and amenities into parks that fit the local context; contribute to environmental sustainability; and are accessible, safe, and easy to maintain for the long term.

11.4.3. Provide maps at the City's larger parks, documenting park and trail opportunities in the vicinity of the park.

11.4.4. Develop and maintain parks consistent with local, state and federal environmental regulations.

Accessibility

11.4.5. Design park and recreation facilities to be accessible in accordance with the American Disabilities Act (ADA).

Maintenance

11.4.6. Design and develop facilities that are of low maintenance and high capacity design to reduce overall facility maintenance and operation requirements and costs.

11.4.7. Where appropriate, use low maintenance materials, settings or other value engineering considerations that reduce care and security requirements, and retain natural conditions and experiences.

Security and Safety

11.4.8. Implement design and development standards that will improve park facility safety and implement security features for park users, department personnel, and the public-at-large.

11.4.9. Continue to develop and implement safety standards, procedures, and programs that will provide proper training and awareness for department personnel.

11.4.10. Define and enforce rules and regulations concerning park activities and operations that will protect user groups, department personnel, and the general public-at-large.

11.4.11. Where appropriate, use adopt-a-park programs, neighborhood park watches, park police patrols, and other innovative programs that will increase safety and security awareness and visibility.

TRAIL AND CORRIDOR ACCESS SYSTEMS

GOAL 11.5: DEVELOP A HIGH QUALITY SYSTEM OF MULTIPURPOSE PARK TRAILS AND CORRIDORS THAT PROVIDE ALTERNATIVE TRANSPORTATION OPTIONS AND LOW IMPACT RECREATIONAL OPPORTUNITIES FOR RESIDENTS OF ALL AGES AND ABILITIES IN COORDINATION WITH THE CITY'S NON-MOTORIZED TRANSPORTATION PLAN.

Trail Systems

11.5.1. Create a comprehensive system of multipurpose off-road trails using the Cushman Trail as the backbone of the system. Trails should be developed to provide access to significant environmental features, public facilities, neighborhoods and businesses districts to promote physical activity and a health conscious community.

11.5.2. Leveraging the resources of WSDOT, private developers and other agencies, construct pedestrian facilities that cross SR-16 and other highways (ex: pedestrian overpass at BB16).

11.5.3. Trails should be connected to nearby sidewalk facilities wherever feasible to facilitate the use of the off-street trail systems for non-motorized transportation and recreation. Where sidewalks are an integrated component of a trail system, larger sidewalks may be needed.

11.5.4. Work with PenMet Parks, Pierce County, Tacoma, the Washington State Department of Transportation, and other appropriate jurisdictions to link and extend Gig Harbor trails to other regional trail facilities.

11.5.5. Extend trails through natural area corridors like the Crescent and Donkey (North) Creek corridors, and Wollochet Drive wetlands within the City that will provide a high quality, diverse sampling of area environmental resources, in balance with habitat protection.

Trail Development and Amenities

11.5.6. Develop trails consistent with the park development goals and policies where applicable.

11.5.7. Furnish trail systems with appropriate supporting trailhead improvements that may include interpretive and directory signage systems, rest stops, drinking fountains, restrooms, parking and loading areas, water and other services.

11.5.8. Where appropriate, locate trailheads at or in conjunction with park sites, schools, and other community facilities to increase local area access to the trail system and reduce duplication of supporting improvements.

11.5.9. Develop trail improvements of a design that is easy to maintain and access by maintenance, security, and other appropriate personnel, equipment, and vehicles.

11.5.10. Develop trail accessibility standards to provide for accessible trails where possible and support a diversity of non-motorized uses. Such standards should not prohibit construction of trails where grade or corridor width will not allow full accessibility or trail widths for all uses.

11.5.11. Develop and implement a system of signs to mark trails and non-motorized routes that coordinates with the City's streetscape and furniture standards. Such signage should be developed in accordance with the City's adopted way finding plan.

RECREATIONAL FACILITIES

GOAL 11.6: DEVELOP A QUALITY, DIVERSIFIED RECREATION SYSTEM THAT PROVIDES FOR ALL AGE AND INTEREST GROUPS.

Waterfront Access and Facilities

11.6.1. Cooperate with Pierce County, PenMet Parks, the Washington State Department of Fish & Wildlife, and other public and private agencies to acquire and preserve additional shoreline access for waterfront fishing, wading, swimming, viewing and other related

recreational activities and pursuits, recognizing the rights of property owners in the vicinity of such sites.

11.6.2. Develop and/or encourage a mixture of watercraft access opportunities including canoe, kayak, sailboard, and other non-power boating activities, especially on Gig Harbor Bay and along the Puget Sound shoreline.

Athletic Facilities

11.6.3. Concentrate on field and court activities like soccer, football, baseball, basketball, tennis, pickleball and volleyball that provide for the largest number of participants.

11.6.4. Encourage, leverage the development, or develop, where appropriate, a select number of facilities that provide a quality playing environment, possibly in conjunction with PenMet Parks, Pierce County, Peninsula School District, and other public or private agencies. Such facilities should be developed to meet the requirements for all age groups, skill levels, and recreational interests where possible.

Indoor Facilities

11.6.5. Facilitate the continued development by the Peninsula School District and other organizations, of special meeting, assembly, eating, health, cultural, and other community facilities that provide general support to school age populations and the community-at-large at elementary, middle, and high schools within the City, urban growth area and the greater peninsula.

SPECIAL PURPOSE FACILITIES

GOAL 11.7: ENCOURAGE THE DEVELOPMENT OF QUALITY FACILITIES THAT MEET THE INTERESTS OF ALL SEGMENTS OF THE COMMUNITY.

11.7.1. Where appropriate and economically feasible (self-supporting), encourage other organizations to develop and operate specialized and special interest recreational or cultural facilities like theater, golf and water parks for these interests in the general population.

11.7.2. Where appropriate, facilitate and encourage joint planning and operating programs with other public and private agencies to determine need and provide for special activities like golf, performing arts, water parks, and camping on an area wide basis.

RECREATIONAL PROGRAMS

GOAL 11.8: COORDINATE WITH AND ENCOURAGE THE EFFORTS OF OTHER AGENCIES AND NON-PROFIT RECREATIONAL PROVIDERS TO ASSURE THAT THE RECREATIONAL NEEDS OF THE GIG HARBOR RESIDENTS ARE MET.

11.8.1. Facilitate and encourage other organizations to provide arts and crafts, classroom instruction in music and dance, physical conditioning and health care, meeting facilities, daycare, latch key, and other program activities for all cultural, age, physical and mental capability, and income groups in the community.

11.8.2. Endorse the efforts of local non-profit organizations to provide soccer, baseball, softball, basketball, volleyball, tennis, pickleball, and other instruction and participatory programs for all age, skill level, and income groups in the community.

11.8.3. Assist historical and cultural societies to develop and display artifacts, reports, and exhibits; and conduct lectures, classes, and other programs that document and develop awareness of Gig Harbor's heritage.

HISTORIC RESOURCES

GOAL 11.9: DEVELOP A HIGH QUALITY, DIVERSIFIED PARK SYSTEM THAT PRESERVES SIGNIFICANT HISTORIC OPPORTUNITY AREAS AND FEATURES.

11.9.1. Identify, preserve, and enhance Gig Harbor's multicultural heritage, human history of the City and its neighborhoods, traditions, and cultural features including historic sites, buildings, artworks, objects, views, and monuments.

11.9.2 Identify and incorporate significant historic and cultural lands, sites, artifacts, and facilities into the park system to preserve these interests and to provide a balanced social experience.

11.9.3 Register City owned parks, structures and open space properties that are eligible for the Gig Harbor Register of Historic Places and utilize the City's Certified Local Government (CLG) board to determine appropriate preservation methods and traditional uses.

11.9.4. Encourage the Harbor History Museum, Gig Harbor BoatShop, Gig Harbor Fishermen's Civic Club and others to make cultural programs and activities more accessible to the public.

11.9.5. Encourage the owners of historic sites and structures to provide increased public access.

11.9.6. Consider adopting incentives and adaptive re-use provisions for properties listed on the City's Historic Register to encourage retention of such structures.

CULTURAL ARTS PROGRAMS AND RESOURCES

GOAL 11.10: ENCOURAGE FINE AND PERFORMING ARTS PARTNERSHIPS AND PROGRAMS THAT REFLECT THE COMMUNITY'S VISION AND CULTURE.

11.10.1. Identify public art opportunities that highlight the cultural and historical connections within our community through local history, environmental systems, cultural traditions, and visual symbols.

11.10.2. Use public art to create visible landmarks and artistic points of reference to reinforce Gig Harbor's identity, unique culture and character.

11.10.3. Acquire works of art through a variety of methods including commissioned works, temporary works, direct purchases, and community projects.

11.10.4. In cooperation with area artists and cultural organizations, utilize the city's website as a clearinghouse for arts information and resource sharing.

FINANCIAL RESOURCES AND COORDINATION

GOAL 11.11: CREATE EFFECTIVE AND EFFICIENT METHODS OF ACQUIRING, DEVELOPING, OPERATING AND MAINTAINING FACILITIES AND PROGRAMS THAT ACCURATELY DISTRIBUTE COSTS AND BENEFITS TO THE GENERAL PUBLIC AND PRIVATE DEVELOPMENT.

Finance

11.11.1. Investigate available methods for the financing of facility development, maintenance, and operation in order to reduce costs, retain financial flexibility, match user benefits and interests, and increase facility services.

11.11.2. Consider joint ventures with other public and private agencies such as PenMet Parks, Pierce County, Peninsula School District, regional, state, federal, and other public and private agencies including for-profit concessionaires, where feasible and desirable.

Public and Private Resource Coordination

11.11.3. Engage in joint planning and development efforts with PenMet Parks, Pierce County, Peninsula School District, and other public and private agencies to avoid duplication; improve facility quality and availability; reduce costs; and represent resident area interests.

Cost/Benefit Assessment

11.11.4. Define existing and proposed land and facility levels-of-service (ELOS/PLOS) that differentiate requirements due to: population growth impacts versus improved facility standards; neighborhood versus community nexus of benefit; city versus the combination of city, county, school, and other provider agency efforts; in order to effectively plan and program park and recreation needs within the existing city and urban growth area boundaries.

11.11.5. Create effective and efficient methods of acquiring, developing, operating, and maintaining park and recreational facilities in manners that accurately distribute costs and benefits to public and private user interests - including the application of growth impact fees where new developments impact existing level-of-service (ELOS) standards.

HUMAN RESOURCES

GOAL 11.12: DEVELOP, TRAIN, AND SUPPORT A PROFESSIONAL PARKS STAFF THAT EFFECTIVELY SERVES THE COMMUNITY IN THE REALIZATION OF THE ABOVE LISTED GOALS AND POLICIES.

11.12.1. Continue to train a diverse, well-trained work force that is motivated to achieve department and citywide goals.

11.12.2. Encourage teamwork through communications, creativity, positive image, risk taking, sharing of resources, and cooperation toward common goals.

11.12.3. Where appropriate, provide staff with education, training, and modern equipment and supplies to increase personal productivity, efficiency, and pride.

Chapter 12
TRANSPORTATION

SECTION 1. EXISTING CONDITIONS

The City of Gig Harbor is required, under the state Growth Management Act (GMA), to prepare a Transportation Element as part of its Comprehensive Plan. Revisions to the Comprehensive Plan occur periodically to accommodate updated information or changes related to the City of Gig Harbor and the Gig Harbor Urban Growth Area (UGA). **Figure 12-1** shows the current limits of the Gig Harbor UGA and the greater area considered in the transportation demand analysis ("planning area").

The specific goal of the GMA, with regard to transportation, is to "encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans." The GMA requires that the local comprehensive plans, including the land use and transportation elements, be consistent and coordinated with required regional programs. In addition, the GMA requires that transportation facility and service improvements be made concurrent with development.

Existing Transportation System

This section of the transportation plan describes the existing transportation system conditions in the study area, including a description of the roadway characteristics, functional classification, traffic volumes, level of service, accidents, and transit service. Planned transportation improvements from the Washington State Department of Transportation (WSDOT) Plan, Pierce County Capital Facilities Element of the Comprehensive Plan, the Pierce County Six-Year Transportation Improvement Program (TIP) and Gig Harbor Six-Year TIP are also described.

Functional Classification and Connectivity

Roadway hierarchy by functional classification provides a network of streets based on distinct travel movements and the service they provide. Roadway layout shall be based primarily on the safety, efficiency of traffic flow, and functional use of the roadway. Functional roadway classifications consist of arterials, major and minor collectors, major and minor local residential streets, private streets, and alleys.

Roadways of all classifications shall be planned to provide for connectivity of existing and proposed streets in relation to adjoining parcels and possible future connections as approved by the Community Development Department. New development roadway systems should be designed so as to minimize pedestrian travel to bus stops.

Arterials are intended for the efficient movement of people and goods and have the highest level of access control. They have limited access and accommodate controlled intersections.

Collectors generally connect commercial, industrial, and residential projects to other collectors, and arterials and have a moderate level of access control. Minor collectors may be used if turn lanes are not required. If the collector connects to another collector or to an arterial, the roadway shall be a major collector. The City will determine if a collector is a major or minor, type I or type II, based on a review of the development potential of all contributing properties, the existing right-of-way if it is an existing roadway, and the necessity of turn lanes. Auxiliary left turn lanes are desired when connecting to arterials and major collectors.

Roadways that are currently functionally classified within the City of Gig Harbor as arterials, major collectors or minor collectors are shown in **Figure 12-2**. The City Traffic Engineer will classify all new roadways. Later in this chapter, revisions to the functional classification map are proposed to provide consistency between the transportation plan map and the transportation capital facilities plan and to identify potential future roadway improvements that likely to be provided by development as the land use plan is implemented.

Major and minor local residential streets shall interconnect with each other and with minor collectors and have a minimum level of access control. Alleys in residential neighborhoods are encouraged. If the local residential street connects to a major collector or to an arterial, the street shall be a major local residential. In such developments, connectivity shall be a key design factor, although the internal flow shall be discontinuous to discourage cut-through traffic movement and excessive speed. Traffic calming techniques shall be designed into all residential subdivisions.

The pedestrian network shall be paramount in the residential roadway network. Minor local residential streets serve as land access from residences and generally connect with major local residential and minor collectors. Safety is always the major consideration when determining intersection locations and connectivity.

State-owned transportation facilities and highways of statewide significance [See also Section 4]

In 1998, the Washington State Legislature enacted the “Level of Service Bill” (House Bill 1487) which amended the Growth Management Act (GMA) to include additional detail regarding state-owned transportation facilities in the transportation element of comprehensive plans. Within Gig Harbor, SR 16 has been designated as a Highway of Statewide Significance (HSS) in WSDOT’s Highway System Plan (HSP). SR 16 provides the major regional connection between Tacoma, Bremerton, and the Olympic Peninsula. It connects to Interstate 5 in Tacoma and to SR 302 in Purdy. Through Gig Harbor, SR 16 is a full limited access four lane freeway with interchanges at Olympic Drive, Pioneer Way and Burnham Drive. It is classified as an urban principal arterial. The level of service established for state facilities in Gig Harbor is LOS D.

The only other state-owned facility within the planning area is SR 302 which connects SR 16 across the Key Peninsula with SR 3 to Shelton. It is a two-lane state highway with managed access control (Class 3) as defined in WAC-468-51 and 468-52.

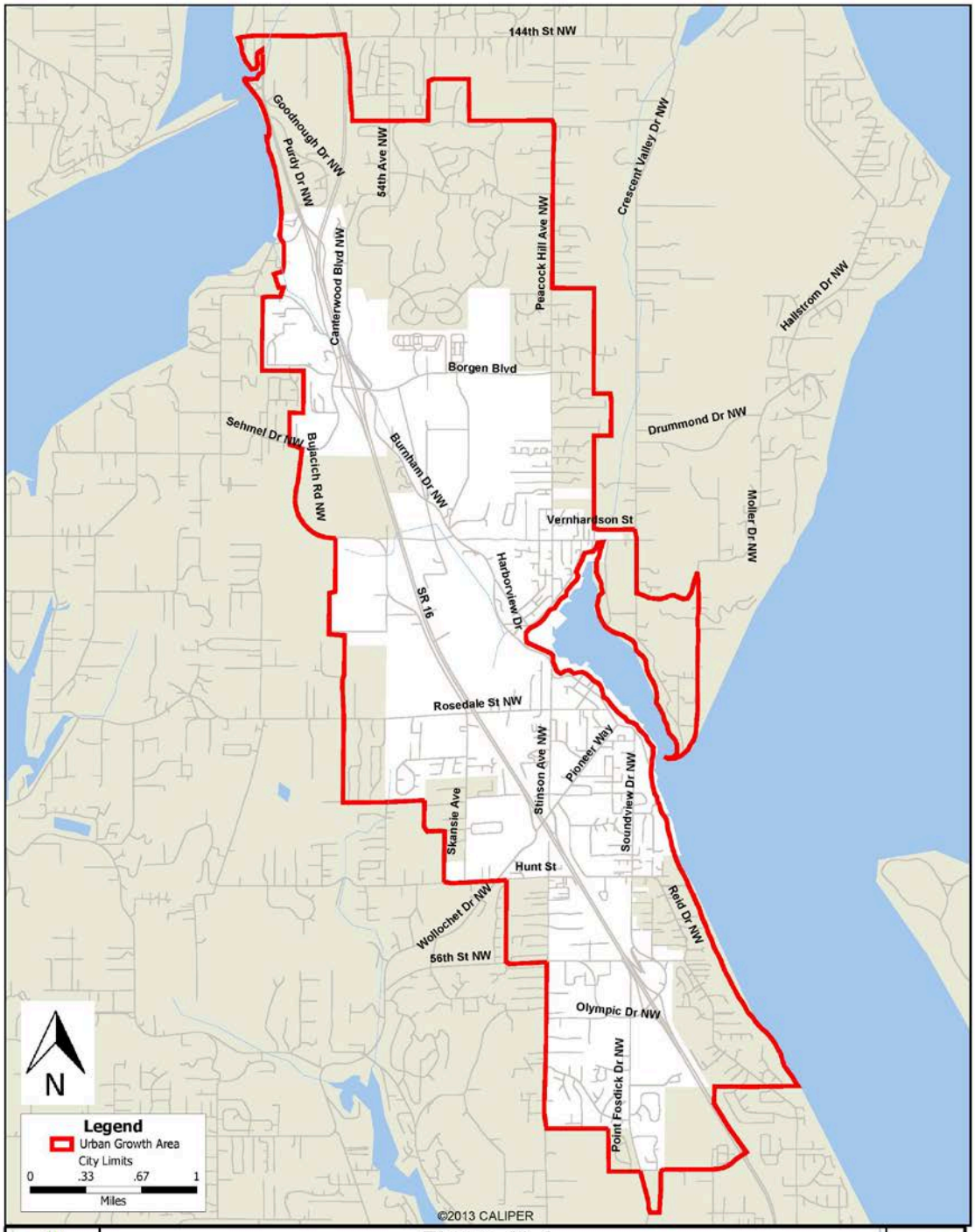


Figure 12-1
Planning Area

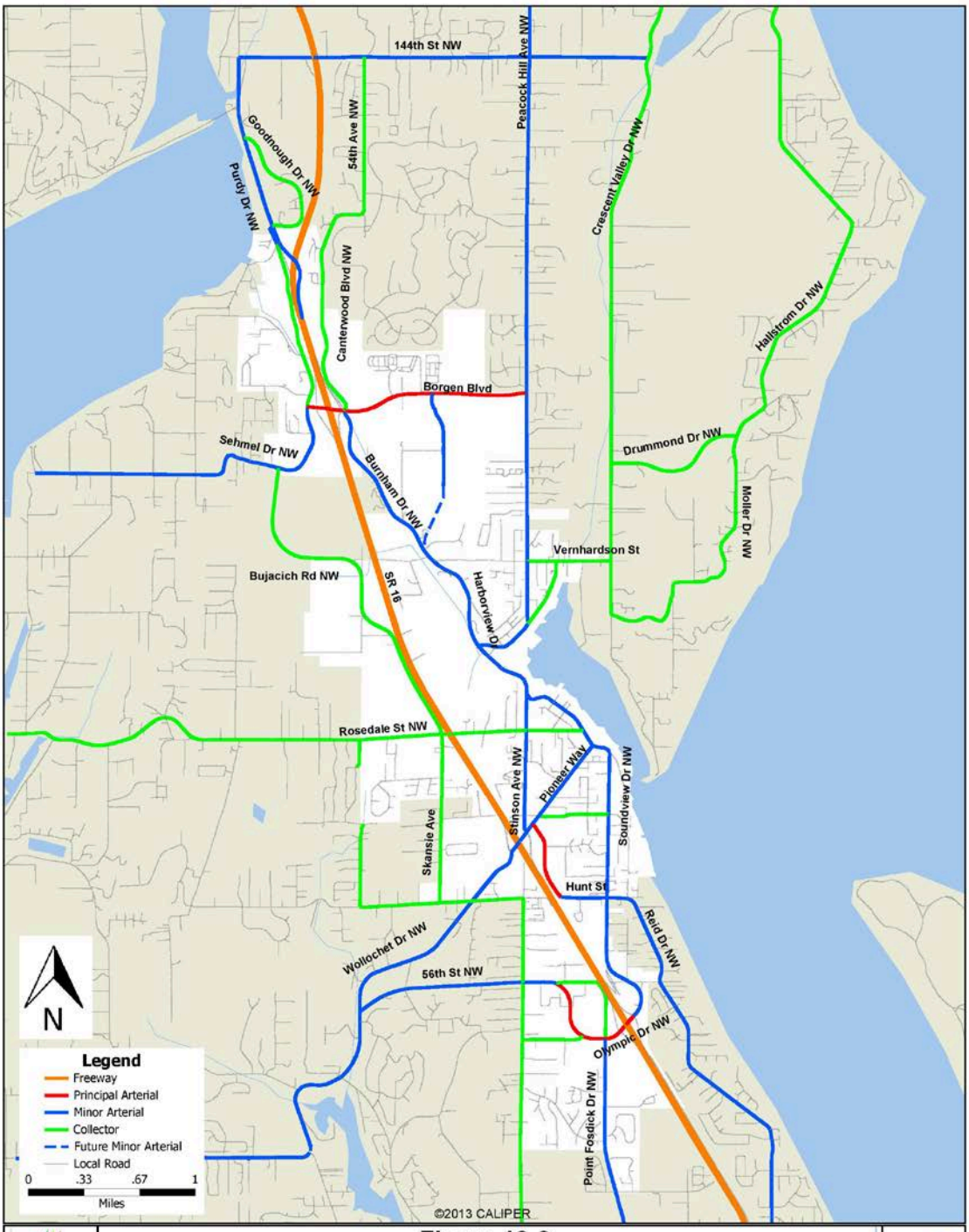


Figure 12-2
2015 Functional Classification

Local Transportation System

The Harbor area of Gig Harbor and surrounding residences are served by the interchange with SR 16 at Pioneer Way. The southern portion of the city is served by the Olympic Drive NW interchange, and-in the northern portion of the city access from SR 16 is provided by the Burnham Drive / Borgen Boulevard interchange.

One of the key north-south arterials serving the city and local residences is Soundview Drive, which becomes Harborview Drive through the Harbor and continues north as Burnham Drive and east as North Harborview Drive. Pioneer Way also provides access to residences and the Harbor. Access to the areas in the northern portion of the city and UGA is provided by Peacock Hill Road, Crescent Valley Drive, Burnham Drive NW, and Borgen Boulevard. Outside the city limits to the southwest, Olympic Drive NW/56th Street and Wollochet Drive NW/Fillmore Avenue provide access to residential areas in unincorporated Pierce County.

The roadway characteristics of these arterials in the study area are shown in **Figure 12-3**. The majority of roadways within the city limits are two lanes with a speed limit of 25 mph. The speed is reduced to 20 mph along North Harborview Drive in the Harbor area known as the Finholm area. There are retail shops on both sides of the street in this area, and the reduced speed provides increased safety for pedestrians crossing the street between shops. In addition, Soundview Drive, Kimball Road and Harbor Hill Drive have has three lanes (one lane in each direction and a center, two-way, left-turn lane along portions of the roadway) and are currently posted at 25 mph. Outside of the city limits, all other functionally classified roadways within the city limits and the UGA are also two lanes, with the exception of Olympic Drive NW (56th Street NE), Point Fosdick Drive, and Borgen Boulevard, which have five lanes in most sections. The speed limit on these roadways varies between 30 and 35 mph.

Pedestrian and bicycle facilities are an integral part of the transportation network, and the provision for these facilities are incorporated in the transportation improvement program. Currently, sidewalks are provided at least on one side of the roadway on most city arterials. In addition, separate bicycle lanes are provided on various roadways, including Soundview Drive and on portions of Rosedale Street, Point Fosdick Drive, and North Harborview Drive. Parking is allowed in the retail center on Harborview Drive and North Harborview Drive. Combined use paths have been constructed along Harbor Hill Drive. An existing conditions map is located under **Figure 12-13** at the end of this element.

Existing intersection traffic control devices also are indicated on **Figure 12-3**. Within the city, there are signalized intersections at Pioneer Way/Grandview Street, Pioneer Way/Kimball Drive, Olympic Drive/Point Fosdick Drive, Olympic Drive/50th Street, Olympic Drive/56th Street, Point Fosdick Drive/Uptown Avenue, Point Fosdick Drive/48th Street NW, Wollochet Drive/Hunt Street, Olympic Drive/Hollycroft Street, Rosedale Street/Schoolhouse Avenue, and 38th Avenue/56th Street. In addition, the SR 16 northbound and southbound ramps at Olympic Drive, and the SR 16 northbound and southbound ramps at Pioneer Way, are signalized.

The intersections of Borgen Boulevard/51st Street, Borgen Boulevard/Harbor Hill Drive, and Harbor Hill Drive/Costco Road are controlled by two-lane roundabouts. Single lane roundabouts are located at the intersections of Burnham Drive/Sehmel Drive, Borgen Boulevard/Peacock Hill Road and Point Fosdick Drive/36th Street. The SR 16/Burnham Drive northbound and southbound ramps also intersect roundabouts, with a two-lane roundabout at the northbound ramp and a single lane roundabout at the southbound ramp. All other major intersections are stop sign controlled.

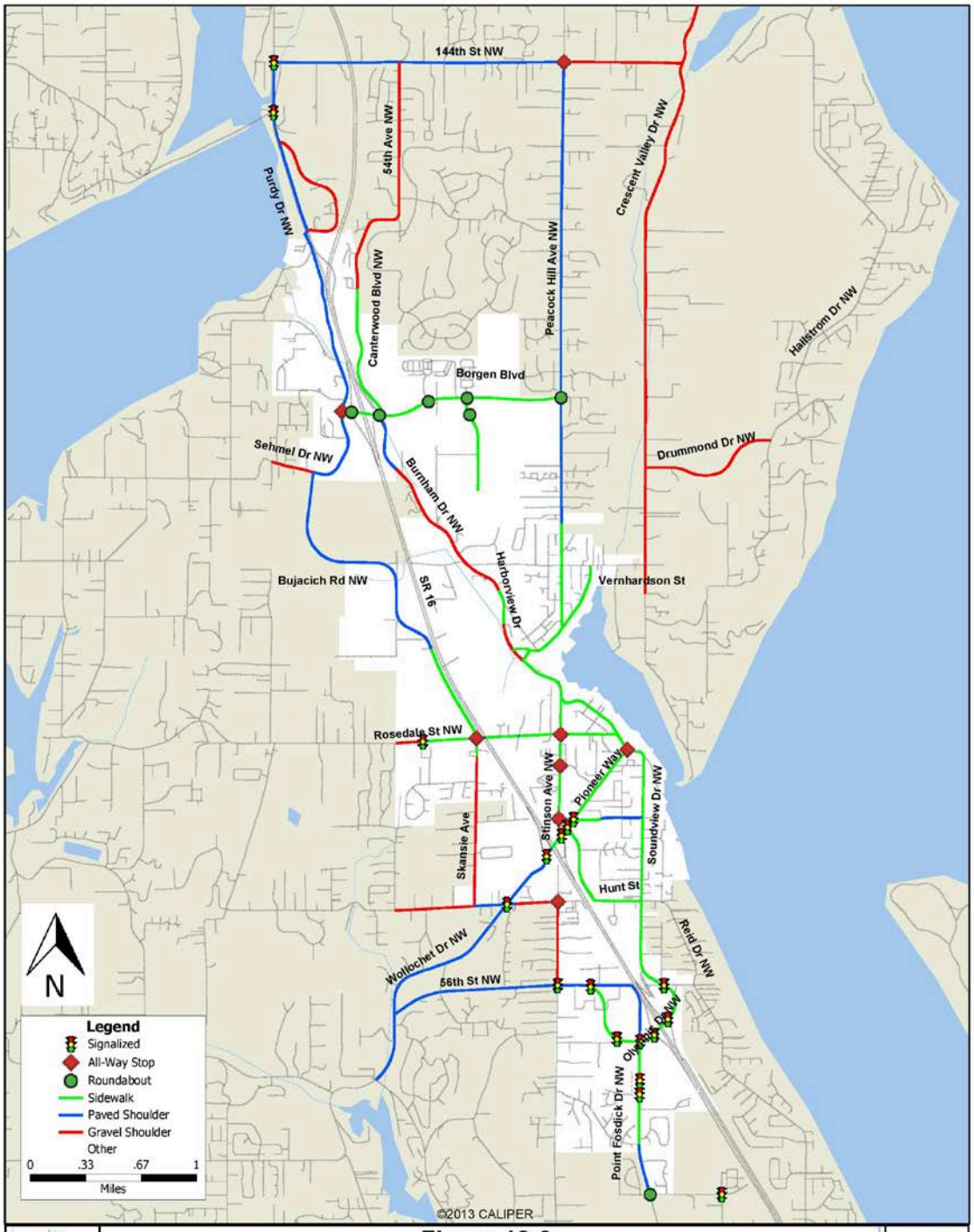


Figure 12-3
Existing Transportation Facilities and Traffic Control

Traffic Volumes

A comprehensive set of street and intersection traffic counts was collected in ~~2005~~ 2014. P.M. peak hour traffic volumes (PMPH) are summarized in **Figure 12-4** P.M. peak hour traffic volumes represent the highest hourly volume of vehicles passing through an intersection during the 4-6 p.m. peak period. Since the p.m. peak period volumes usually represent the highest volumes of the average day, these volumes were used to evaluate the worst case traffic scenario that would occur as a result of proposed development.

Intersection Level of Service

LOS is a qualitative term describing the operating conditions a driver will experience while driving on a particular street or highway during a specific time interval. It ranges from LOS A (little or no delay) to LOS F (long delays, congestion).

The methods used to calculate the levels of service are described in the 2010 Highway Capacity Manual. The measure of effectiveness for signalized intersections is control delay, which is defined as the sum of the initial deceleration delay, queue move up delay, stopped delay and final acceleration delay.

For unsignalized intersections, level of service is based on an estimate of average stopped delay for each movement or approach group. The evaluation procedure is a sequential analysis based on prioritized use of gaps in the major traffic streams for stop controlled and yield controlled movements (i.e., left turns off of the major street); these two movement types at unsignalized intersections will be referred throughout the remainder of this plan as “controlled movements”.

The 2010 Highway Capacity Manual made substantial changes to the analysis methodology for roundabouts. The initial methodology has been deemed too conservative and often indicates worse LOS than is actually observed in the field. Also, the delay criteria for roundabouts as set to equal the delay criteria for stop signs which are much lower than those for signals. Roundabout in Gig Harbor will be evaluated using the HCM 2010 methodology, adjusted for updated capacities as made available, and using the signalized delay criteria for LOS.

The City of Gig Harbor has adopted a standard of LOS D or better defined as acceptable at all functionally classified intersections with the following exceptions: at the Burnham/Borgen/Canterwood/SR16 roundabout LOS E is acceptable and LOS F is acceptable in the “Harbor Area” as defined in this chapter.

The City of Gig Harbor is required by RCW 36A.070(6)(b) “to prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of the development are made concurrent with the development.”

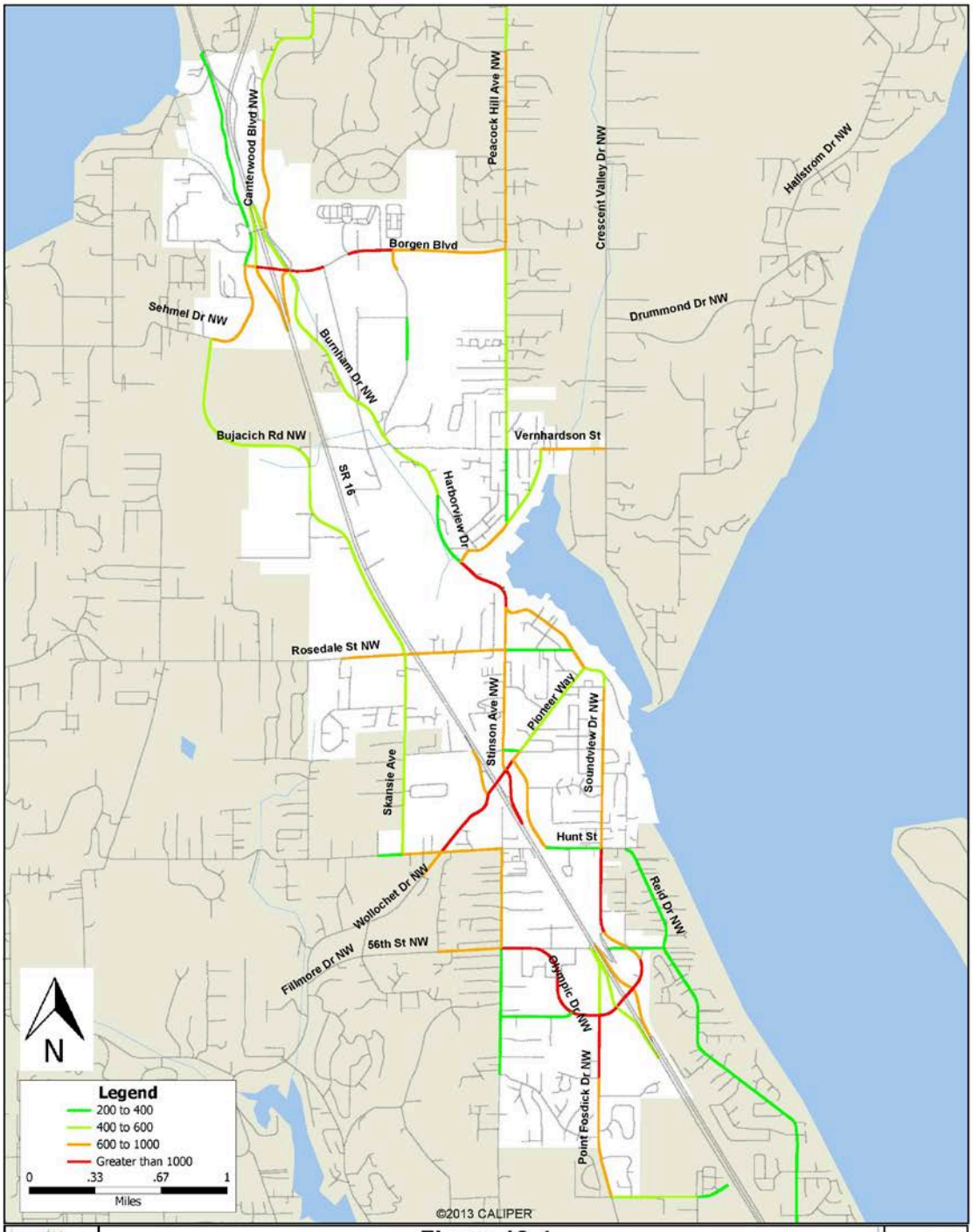


Figure 12-4
2014 Volumes -- PM Peak, Both Directions

Transit Service and Facilities

Gig Harbor is served by Pierce Transit and Sound Transit. The three transit routes that currently serve Gig Harbor are shown in **Figure 12-5**.

Route 100 ("Gig Harbor") extends from the Purdy Park and Ride to the Tacoma Community College Transit Center. The route operates every day of the week. It serves several other park and ride facilities (the Narrows Park and Ride on the Tacoma side of the Narrows Bridge and the Kimball Drive Park and Ride) and several potential transit trip generators, including the Borgen Boulevard retail area (Target, Home Depot, Costco) and the Gig Harbor Medical Park.

Route 102 ("Gig Harbor Express") provides express bus service from Purdy to Downtown Tacoma via the Kimball Drive Park and Ride (where it connects with Route 100). It operates during weekday peak hours only. It also connects with the Key Peninsula School Bus Connects services operating on Tuesday's and Thursdays only.

Sound Transit provides direct express service from the Gig Harbor area to downtown Seattle with Route 595 ("Gig Harbor-Seattle Express"). This weekday-only service runs westbound toward Seattle during the early morning peak and eastbound from Seattle to Gig Harbor during the afternoon peak period. This route runs from the North Purdy Park and Ride to downtown Seattle, making stops at the Kimball Drive Park and Ride, the Narrows Park and Ride and the Tacoma Community College Transit Center.

Transit Level of Service in Gig Harbor is established by Pierce Transit and Sound Transit. The City works with both agencies to accommodate transit existing and planned operations in the design of its transportation system.

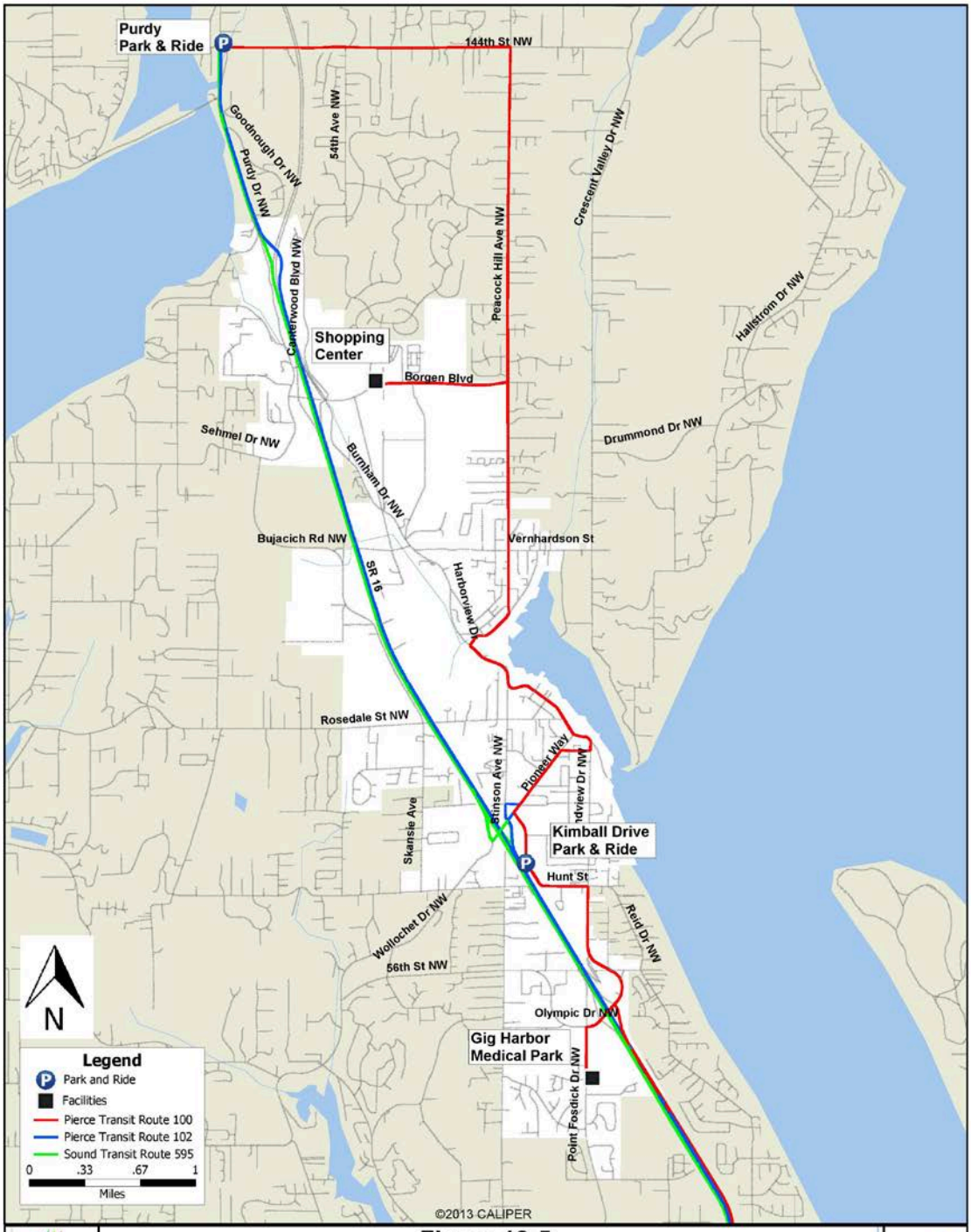


Figure 12-5
Transit Service and Facilities

Planned Transportation Improvements

Based on projections by the Puget Sound Regional Council (PSRC), this area of the state, including the study area, will continue to grow. Specifically, it is expected that residential growth will occur on the Gig Harbor peninsula and job growth will occur in the area between Purdy and Tacoma.

Pierce County Transportation Plan

In order to adequately address the existing and future transportation issues, Pierce County completed the Pierce County Transportation Plan in 1992. The proposed project list was updated in 2000 and incorporated into the Gig Harbor Peninsula Community Plan.

The DRAFT Transportation Plan Preview produced in March 2009 was an attempt to update the Transportation Plan. The Transportation Plan Preview showed a range of potential land use and transportation alternatives for the future. The latter document was not adopted by council but serves as an important template for current and future planning work.

The Traffic Division has reinitiated work in updating the Transportation Plan/Element. Its current work will be closely integrated into the other elements of the Comprehensive Plan, inclusive of land use. The County Comprehensive Plan update will be completed in 2015.

City staff should monitor and participate in the county's transportation planning process to maximize opportunities for a consistent and cohesive transportation system, regardless of the jurisdictional responsibilities.

Pierce County Six-year Transportation Improvement Program (TIP)

The County is required to update its Transportation Improvement Plan (TIP) every year. The TIP is adopted by reference (and is included in this plan element through its inclusion in the 20-year transportation capital facilities plan), and a copy of the current plan can be obtained from the County's Public Works Department.

Table 12-1
Pierce County 2008-2013 TIP Projects in Vicinity of Gig Harbor

ID Number	Roadway	From	To	Description	Component	Timing
373	Point Fosdick Drive NW / Stone Drive NW / 34 Ave NW	Intersection		Construct a single lane roundabout with Rapid Rectangular Flashing Beacons (RRFB), illumination, curb, gutter and sidewalks	Engineering	2017
					ROW	2016
					Construction	2017 - 2020
619	62 Ave NW / 144 Street NW	Intersection		Install traffic signal and provide turn lanes	Engineering	2015
					ROW	2015
					Construction	2016
630	38 Ave NW	36 Ave NW	Gig Harbor City Limits	Assess road improvements to compliment City of Gig Harbor project	Engineering	2016 Start
					ROW	Not prog
					Construction	Not prog
635	14 Ave NW Trail	24 St. NW	Cushman Trail	Construct pervious pavement multi-use path	Engineering	2015 Start
					ROW	Not prog.
					Construction	Not prog.

Notes:
ID Number — This number is used for mapping in the County's TIP. It does not represent a priority ranking.
N/O - North of
ROW - Right-of-Way acquisition
Not prog. — Project element is not programmed at this time – usually occurs because of funding limitations.

Gig Harbor Six-year Transportation Improvement Plan (TIP)

The City is required to update its Transportation Improvement Plan (TIP) every year. The TIP is adopted by reference (and is included in this plan element through its inclusion in the 20-year transportation capital facilities plan), and a copy of the current plan can be obtained from the City's Public Works Department.

Washington State Department of Transportation Highway System Plan

The 2007 – 2026 WSDOT Highway System Plan is currently under revision. It is anticipated that the primary long range project in the Gig Harbor vicinity is:

- Widening of SR 16 from four lanes to six creating HOV lanes, interchange improvements, TSM/TDM, and Intelligent Transportation System improvements from Olympic Drive to the Pierce/Kitsap county line.

WSDOT's funded project list includes:

- Frontage Road along SR 16
- Maintenance overlay on SR 16

Puget Sound Regional Council – Transportation 2040

Transportation 2040 is a 30-year action plan for transportation in the central Puget Sound Region (King, Pierce, Snohomish, and Kitsap Counties). The plan identifies investments to support growth and improve transportation services to people and businesses, provides a financing plan for funding transportation improvements, and proposes strategies for reducing environmental impacts. Transportation 2040 establishes three integrated and sustainable strategies: congestion and mobility; environment; and funding. These three strategies are then broken into four major investment categories that pertain to maintaining existing services; enhancing safety and security; improving system efficiency through travel demand management (TDM); and implementing strategic capacity investments for all travel modes and facilities.

Transportation 2040 is an offshoot of the Vision 2040 plan whose fundamental goal is to focus growth in urban areas to maintain and promote the well-being of people and communities, economic vitality, and a health environment. (PSRC 2014)

Concurrency Ordinance

The City of Gig Harbor requires either the construction of or financial commitment for the construction of necessary transportation improvements from the private or public sector within six years of the impacts of a development. Methods for the City to monitor these commitments include:

- The City keeps a concurrency Traffic Model which tracks cumulatively the proposed development within the City. Utilizing the model, the City evaluates the available capacity and corresponding LOS at intersections throughout the City to determine if transportation concurrency is available for the proposed development. The City periodically updates the Traffic Model which includes calibrating to existing conditions and providing current information to document Transportation Capacity Availability.

- Monitoring intersections for compliance with the City's LOS Standard. The City of Gig Harbor LOS for intersections is LOS D; except for specified intersections in the Harbor Area and North Gig Harbor Study Area.

    - The specific intersections and the 2014 LOS for each in the Harbor are:

        - Harborview Drive/Austin LOS B
        - Harborview Drive/Pioneer Way LOS B
        - Harborview Drive/Stinson Avenue LOS F
        - Harborview Drive/Rosedale LOS B
        - North Harborview Drive/Peacock Hill LOS B
        - Harborview Drive/Soundview LOS B

    The above intersections may be allowed to operate at a LOS worse that D, consistent with the pedestrian objectives identified in the Harbor.

    - The specific intersections and the LOS for each in the North Gig Harbor Area are:

        - Burnham Drive/Borgen Drive/Canterwood Blvd/SR16 Ramps LOS E

        The above intersection shall operate at LOS E or better (80 seconds of delay)

- Identifying facility deficiencies;

- Reviewing comprehensive transportation plan and other related studies for necessary improvements;

- Making appropriate revisions to the Six-Year TIP; and

- Complying with HB 1487 and WSDOT for coordinated planning for transportation facilities and services of statewide significance.

SECTION 2. TRAFFIC FORECASTING AND ANALYSIS

The 2014 City of Gig Harbor travel demand model is a representation of the Gig Harbor area transportation facilities and the travel patterns found on those facilities. The 2014 model contains

inventories of the existing roadway facilities and of all housing, shopping, and employment in the area.

The traffic volumes generated from the 2014 model in the PM peak hour are then compared with the 2014 traffic counts in the PM peak hour. When the model volumes match the traffic counts within acceptable margins, the model can then be used to predict future volumes and test future scenarios. These future scenarios may vary in land use such as number of housing units, employment centers, travel behavior patterns, and roadway improvements. The transportation engineer or planner can use the travel demand model to help evaluate vehicle-miles of travel, roadway capacity, intersection level of service (LOS), and delay; and then make better decisions on roadway improvement projects.

The Gig Harbor model was previously updated in 2011. The 2011 Gig Harbor model was enhanced and re-calibrated to the 2014 condition in the PM peak hour. The calibrated 2014 model was then used as a base to update the concurrency model and develop 2030 travel demand forecasts. The citywide roadway capacity and intersection LOS and delay were evaluated for the PM peak hour for the 2014, pipeline concurrency, and 2030 growth target land use scenarios. DEA 2014

These documents are available from the Public Works Department and herein incorporated by reference.

Methodology

The growth in population and employment in an area provides a basis for estimating the growth in travel. Population growth generally results in more trips produced by residents of homes in the area, and employment growth generally results in more trips attracted to offices, retail shops, schools, and other employment or activity centers. To estimate future traffic volumes resulting from growth, computerized travel demand models are commonly used. In areas where travel corridors are limited, growth factors applied to existing traffic counts can be also an effective approach to traffic forecasting.

In keeping with the requirements of GMA, the transportation demand forecasts utilized to develop this transportation element are consistent with the land use element contained within this comprehensive plan. **Table 12-2** provides a summary of the land use assumptions for the Gig Harbor Urban Growth Area (UGA).

TABLE 12-2 LAND USE FORECAST ASSUMPTIONS CITY OF GIG HARBOR					
Model Land Use Input		**2014**	**Pipeline Development 2020**	**Plan Horizon Year Assumptions (2030)**	**Increase 2014 to 2030**
Housing (Dwelling Units)		3,884	5,792	6,092	2,202
Employment (Employees)		9,321	13,998	14,549	5,228
Source: DEA					

Primary Sources of Information

The primary sources of information used to forecast travel demand in Gig Harbor and the surrounding Urban Growth Area (UGA) were the Pierce County Buildable Lands Analysis (2014), staff market knowledge, and the Gig Harbor 2014 Concurrency Model.

The City's existing Concurrency Model was utilized as a starting point as it incorporates existing conditions (2014) and approved pipeline developments. The Buildable Lands Analysis (2014) and staff market knowledge was used to go through the UGA on a parcel level, and determine what the pipeline and twenty year build out of an area would look like and when it would be likely to occur. This land use information was added to the Concurrency Model to build a pipeline and a 2030 forecast scenario. These forecasts were then used to generate the number and distribution of vehicle-trips that would use the transportation network for each scenario (pipeline and 2030). The traffic models were built using VISUM modeling software. The base year for the transportation forecasts is 2014.

Base Year (2014) Analysis

The validity of a transportation model is demonstrated by asking the model to "forecast" existing traffic conditions. The "forecast" of a base year is compared to the observed existing conditions to indicate the ability of the model to replicate those existing conditions. If that replication is successful, it is accepted that the model will successfully forecast future transportation demand. Details of that model validation process are included in the Gig Harbor 2014 Travel Demand Model Update and Capacity Report – David Evans and Associates and are included herein by reference.

Figure 12-6 provides the observed and "forecast" volumes for 301 counts within the study area. The comparison of the observed and "forecast" volumes is within the industry-accepted guidelines and the model is deemed to be "validated."

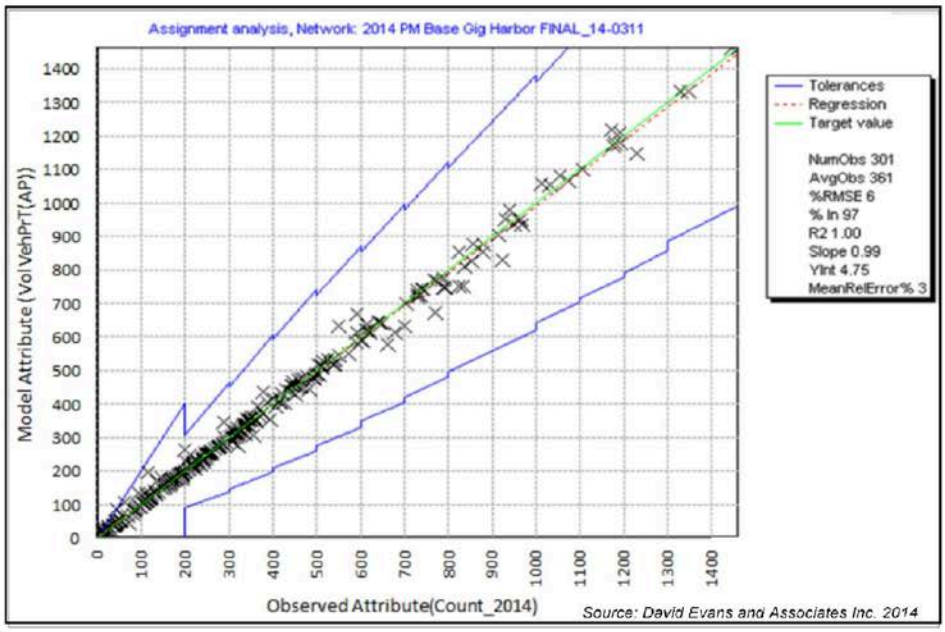


Figure 12-6
2014 Model Validation for PM Peak Hour

North Gig Harbor Traffic Analysis 2005

The North Gig Harbor (NGH) Traffic Mitigation Study 2005 included an analysis of traffic operations in the NGH area and was completed to identify transportation mitigation requirements for three Comprehensive Plan Amendments. The Study identified near term transportation impacts of pipeline development, near term development proposals and buildout of the subarea. Potential long term mitigation measures for the NGH study area were identified. The technical analysis of the study is incorporated herein by reference to provide historical context within the transportation element.

SECTION 3. MOBILITY ANALYSIS

This section of the transportation element presents the forecast of future traffic and the resulting level of service at key locations for both the pipeline horizon (2020) and the long range planning horizon (2030). The results of the mobility analysis are used to recommend a 20-year transportation capital facilities plan (TCFP) for Gig Harbor.

Volume Forecasts

As previously discussed, the transportation model developed for the City of Gig Harbor was used with the land use forecasts to prepare PM peak traffic volume forecasts. The traffic volume forecast for key roadways within Gig Harbor for the pipeline horizon is provided as **Figure 12-7**. The traffic volume forecast for the same roadways for 2030 horizon is provided as **Figure 12-8**.

Transportation Improvement Identification

The traffic volume forecasts were compared on a roadway segment or "link" basis with the capacity of each segment to determine the need for roadway improvements on a link basis. Even when that volume-to-capacity comparison does not indicate deficiency, there may be deficiencies resulting from intersection failures at either or both ends of the link. For that reason, intersection analysis was also conducted at key intersections. The intersections within the UGA were divided into three geographic groupings – North (north of 96th Street NW and west of Peacock Hill Avenue NW), West (south of 96th Street NW and west of SR-16), and East (south of 96th Street NW and east of SR-16) – for ease of data management.

Intersection Levels of Service (LOS) are summarized for the pipeline 2030 horizons in **Table 12-3. Table 12-4** identifies the roadway links not meeting the city's LOS standards at the pipeline horizon and at the 2030 horizon.

TABLE 12-3
INTERSECTION LEVEL OF SERVICE SUMMARY
PM PEAK – NORTH INTERSECTIONS

NODE NUMBER	INTERSECTION	2014 BASE YEAR	2020 WITH TIP	2030 WITH TCFP
N-1	Burnham/53rd	B	B	B
N-2	Burnham/50th	A	C	C
N-3	Burnham/Harbor Hill	N/A	A	A
N-4	Burnham/97th	B	B	C
N-5	Borgen/51st	A	B	D[1]
N-6	Borgen/Harbor Hill	A	B	B
N-7	Borgen/Peacock Hill	A	A	B
N-8	Borgen/SR 16 WB	A	A	B
N-9	Burnham/SR 16 EB	A	A	C
N-10	Burnham/Wood Hill	B	B	B
N-11	Burnham/Sehmel	A	B	C
N-12	Sehmel/Bujacich	B	B	B
N-13	*Purdy/144th*	D	E	F[2]
N-14	*Purdy/SR 302*	C	D	F[2]
N-15	*Purdy/Goodnough*	F	F	F[2]
N-16	*144th/54th*	C	C	F[3]
N-17	*144th/Peacock Hill*	B	B	C
N-18	*54th/Canterwood*	B	B	C
N-19	*Peacock Hill/Canterwood*	B	C	C
N-20	*Canterwood/Baker*	C	C	D

Note: N/A indicates that the intersection does not or would not exist in that case.
Italic intersection names indicate the intersection is not currently under the city's jurisdiction but is within the UGA.
TIP – Transportation Improvement Program
TCFP – Transportation Capital Facilities Plan

[1] *New roadway improvements in the TCFP result in increased entering volumes at this intersection and therefore a reduction in the Level-of-Service (LOS). The resulting LOS is acceptable.*
[2] *Projected volumes will exceed the operational capacity of the intersection (LOS F). Improvements can be made to address the LOS at this intersection but it is outside of the jurisdiction of Gig Harbor.*
[3] *New roadway improvements in the TCFP result in increased entering volumes at this intersection and therefore a reduction in the LOS. Improvements can be made to address the LOS at this intersection but it is outside of the jurisdiction of Gig Harbor.*

TABLE 12-3 (CONTINUED)
Intersection Level of SERVICE SUMMARY
PM PEAK – EAST INTERSECTIONS

NODE NUMBER	INTERSECTION	2014 BASE YEAR	2020 WITH TIP	2030 WITH TCFP
E-1	Burnham / 96th	B	C	B
E-2	Peacock Hill / 96th	B	B	C
E-3	N. Harborview / Vernhardson	B	C	D
E-4	N. Harborview / Peacock Hill	B	B	B
E-5	Harborview / Austin St	B	B	B
E-6	Harborview / Stinson	F	A	A
E-7	Harborview / Rosedale	B	B	B
E-8	Harborview / Pioneer Way	B	C	C
E-9	Stinson / Rosedale	D	C	D
E-10	Stinson / Edwards	C	C	C
E-11	Stinson / Grandview	C	C	C
E-12	Pioneer Way / Judson	C	C	C
E-13	Pioneer Way / Edwards	B	B	A
E-14	Pioneer Way / Grandview	A	A	A
E-15	Pioneer Way / Kimball	B	C	B
E-16	Soundview / Judson	B	B	B
E-17	Soundview / Grandview	B	B	B
E-18	Soundview / 64th	B	A	A
E-19	Olympic / Hollycroft	A	A	a
E-20	~~Olympic / Spur to Hollycroft~~	~~E~~	~~N/A~~[4]	~~N/A~~[4]
E-21	*Pioneer Way / SR 16 WB*	C	C	D
E-22	*Pioneer Way / SR 16 EB*	C	C	C
E-23	*24th / SR 16 WB*	C	C	C
E-24	*Crescent Valley / Vernhardson*	C	D	F
E-25	*Reid / Hollycroft*	B	C	C
E-26	*24th / 14th*	B	B	B

Note: N/A indicates that the intersection does not or would not exist in that case.
Italic intersection names indicate the intersection is not currently under the city's jurisdiction but is within the UGA.
TIP – Transportation Improvement Program
TCFP – Transportation Capital Facilities Plan

TABLE 12-3 (CONTINUED)
Intersection Level of SERVICE SUMMARY
PM PEAK – WEST INTERSECTIONS

NODE NUMBER	INTERSECTION	2014 BASE YEAR	2020 WITH TIP	2030 WITH TCFP
W-1	Rosedale / Skansie	C	C	B
W-2	Rosedale / Schoolhouse	B	A	B
W-3	Skansie / North Creek	B	B	B
W-4	Wollochet / Wagner	C	C	A
W-5	Wollochet / Hunt	B	C	C
W-6	Hunt / 46th	C	D	A
W-7	Hunt / 38th	B	A	A
W-8	Olympic / Point Fosdick	D	D	D
W-9	Olympic / 50th	B	D	D
W-10	Olympic / 56th	A	B	B
W-11	56th / 38th	B	B	C
W-12	Point Fosdick / Briarwood	B	C	C
W-13	Point Fosdick / 36th	A	A	A
W-14	38th / Briarwood	B	B	B
W-15	*Wollochet / SR 16 EB*	D	E	F
W-16	*Olympic / SR 16 EB*	B	C	C
W-17	*46th / 72nd*	B	B	B
W-18	*36th / 22nd*	B	B	B
W-19	*24th / Jahn*	F	F	F

Note: N/A indicates that the intersection does not or would not exist in that case.
Italic intersection names indicate the intersection is not currently under the city's jurisdiction but is within the UGA.
TIP – Transportation Improvement Program
TCFP – Transportation Capital Facilities Plan

Source: Technical Memo Prepared by TSI/DEA dated March 2015.

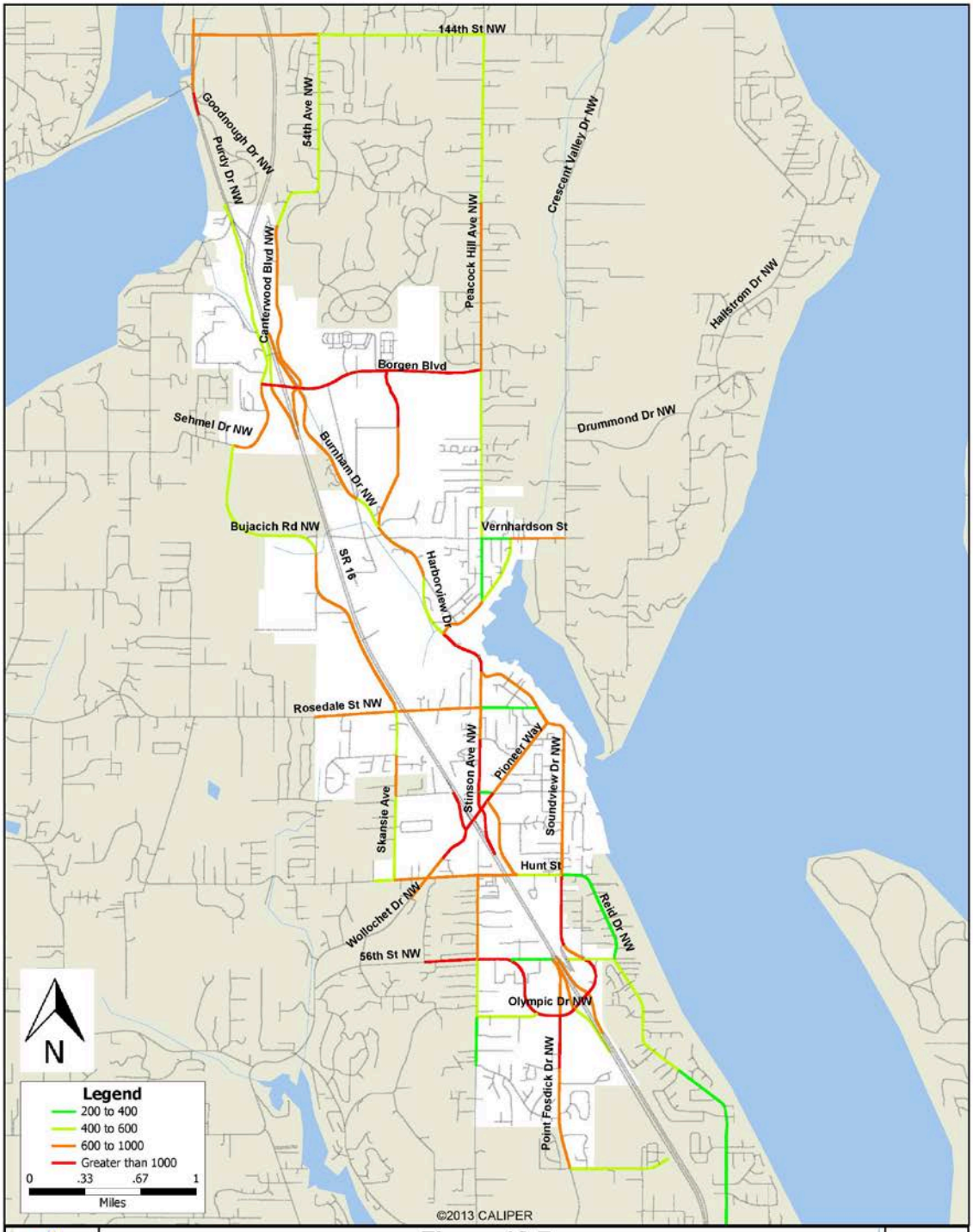


Figure 12-7
2020 Volumes -- PM Peak, Both Directions

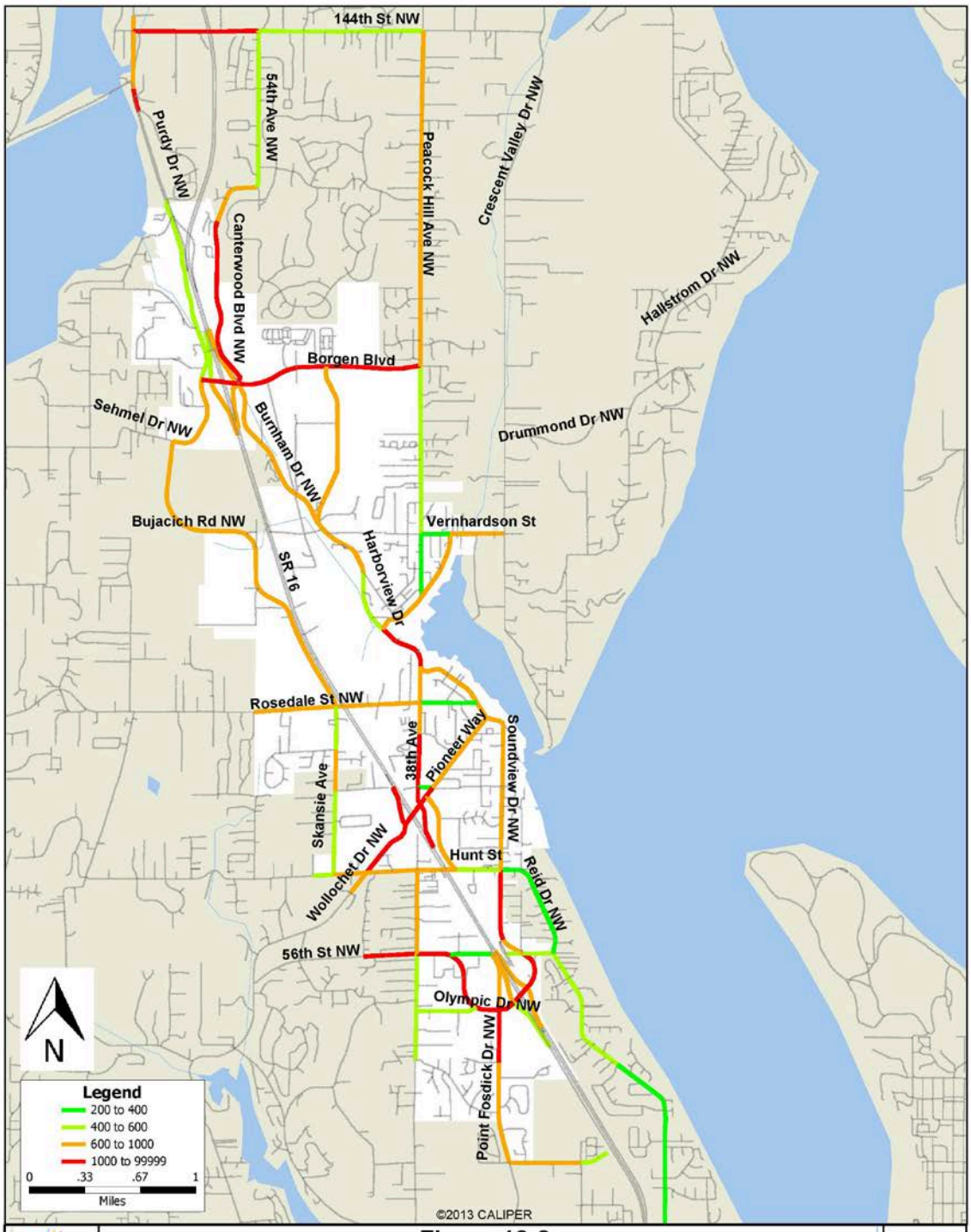


Figure 12-8
2030 Volumes -- PM Peak, Both Directions

TABLE 12-4
ROADWAY SEGMENTS NOT MEETING LEVEL OF SERVICE PM PEAK

ROADWAY	FROM	TO	2014 (V/C > 0.85)			2020 (V/C > 0.85)			2030 (V/C > 0.90)		
			VOLUME	CAPACITY	V/C	VOLUME	CAPACITY	V/C	VOLUME	CAPACITY	V/C
Borgen Blvd	Harbor Hill Dr	Peacock Hill Ave	815	1,400	0.58	1,635	1,400	1.17	1,423	1,400	1.02
Burnham Dr NW	Sehmel Dr NW	SR 16 EB ramp	851	1,200	0.71	1,145	1,200	0.95	1,274	1,200	1.06
Harborview Dr	N Harborview Dr	Stinson Ave	1,193	1,600	0.75	1,442	1,600	0.90	1,485	1,600	0.93
144th St NW	*Purdy Dr NW*	*54th Ave NW*	729	1,200	0.61	850	1,200	0.71	1,260	1,200	1.05
Purdy Dr NW	*144th St NW*	*Purdy Ln NW*	934	1,200	0.78	985	1,200	0.82	1,353	1,200	1.13
Purdy Dr NW	*Purdy Ln NW*	*SR 302*	880	1,400	0.63	933	1,400	0.67	1,326	1,400	0.95
Purdy Dr NW	*SR 302*	*Goodnough Dr*	1,825	2,800	0.65	2,189	2,800	0.78	2,571	2,800	0.92
Pioneer Way	*SR 16 WB Ramp*	*SR 16 EB Ramp*	1,340	1,400	0.96	1,290	1,400	0.92	1,366	1,400	0.98

Note: Shaded volume cell indicates scenario where volume exceeds roadway link capacity.
V/C in excess of 0.85 for existing or near term conditions indicates that the LOS standard would like not be met under that condition.
V/C is excess of 0.90 for long-term conditions indicates that the LOS standard would likely not be met.
. Blank cells in the 2005 Volume column indicates that volumes are not available for the cited roadway.
Italic roadway names indicate the intersection is not currently under the city's jurisdiction but is within the UGA.

Source: Technical Memo Analysis of Gig Harbor 6-Year Transportation Improvement Projects (TIP) and Preliminary Recommendations, February 15, 2008.
Technical Memo, Analysis of Recommended Gig Harbor 20-Year Transportation Facility Plan, July 1, 2008.

Short-Range Transportation Improvements

As discussed previously, Gig Harbor, as with all Washington State cities and counties, adopts annually a 6-year transportation improvement program (TIP) that addresses safety, mobility and system continuity issues that are either existing or expected within that 6-year window. As required by state law, the TIP is financially constrained to the revenue for capital improvements expected within that 6-year period from all possible sources (taxes, grants and fees). The financial analysis is provided later in this chapter.

Figure 12-9 illustrates the short–range transportation improvement projects needed to meet acceptable levels of service to accommodate the traffic that is estimated to be generated by the pipeline growth forecast. As shown in the previously presented tables, the pipeline transportation improvement projects addresses the unacceptable LOS identified in the pipeline "No Build" scenario while considering the special LOS standard applied in the "Harbor" **Table 12-5** summarizes the short range transportation improvement projects.

Long-Range Transportation Improvements

Long-range improvements to the roadway, bicycle and pedestrian system were identified both by examining level-of-service deficiencies and through inspection of the existing roadway system considering the expected development of Gig Harbor in realization of the land use element of this comprehensive plan. **Figure 12-10** presents the location and extent of the long-range improvements proposed to address projected level-of-service deficiencies and system continuity needs. **Table 12-6** describes and provides cost estimates for the long-range transportation improvements.

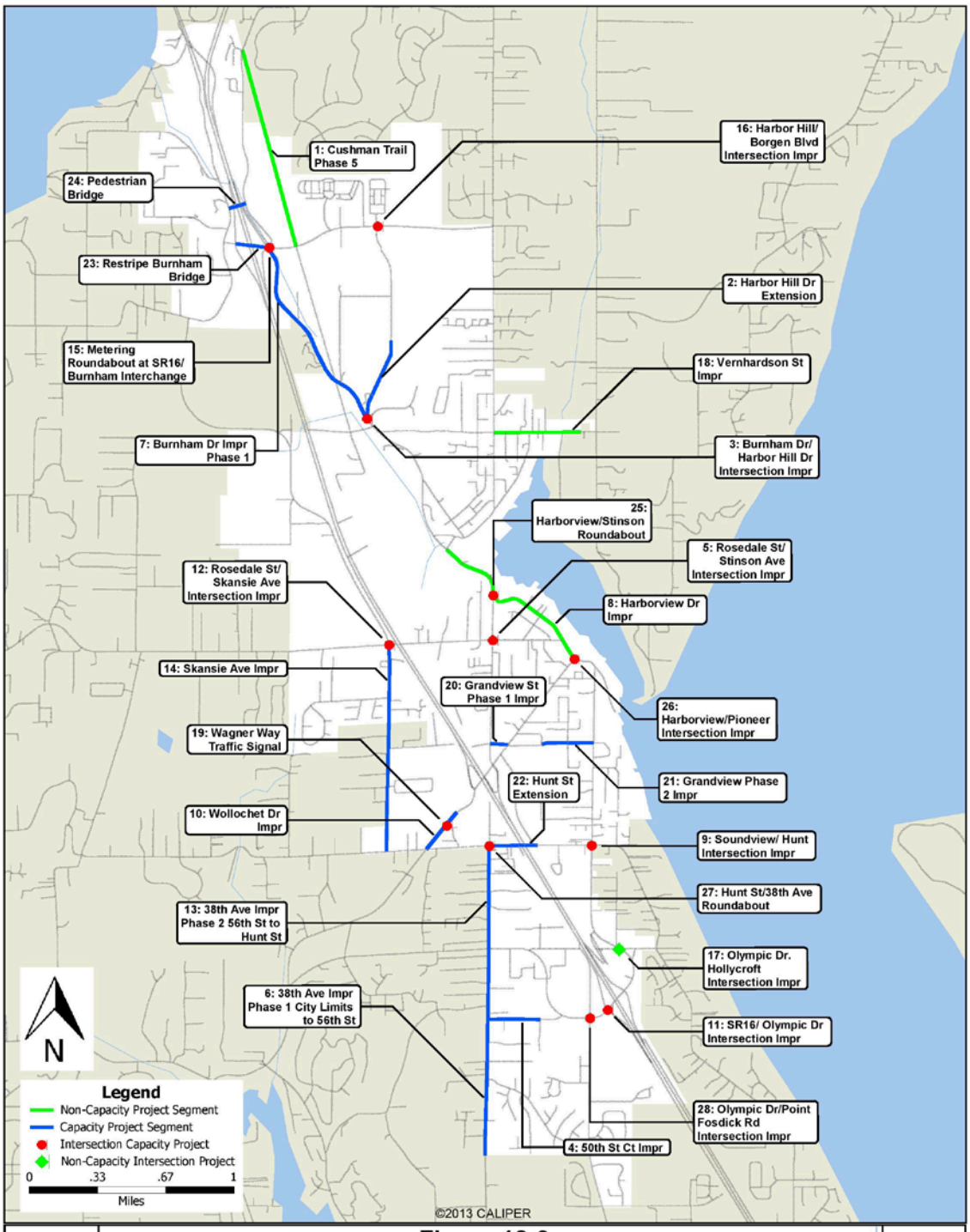


Figure 12-9
2015-2020 Transportation Improvement Program

Table 12-5
Gig Harbor Short-Range Transportation Projects

No.	Roadway	From	To	Project Description	Estimated Cost (Thousands $)	Component
1	Cushman Trail Phase 5	Borgen Blvd	Purdy	Cushman Trail extension	400	Engineering
					3,600	Construction
2	Harbor Hill Drive	Terminus	Burnham Drive	Complete the extension of Harbor Hill Drive to Burnham Drive.	8,500	Construction
3	Burnham Dr./Harbor Hill Dr.	Intersection		Reconfigure intersection to a modern roundabout	200	Engineering
					1,800	Construction
4	50th St. Ct. NW	KLM Park	38th Street	Construct new 2-lane roadway with curb, gutter and sidewalks, illumination, storm water system	900	Construction
5	Kimball / Hunt Pavement Preservation	Pioneer Way	Soundview Drive	Overlay or perform pavement preservation within the City Limits	400	Construction
6	Rosedale Drive / Stinson Avenue	Intersection		Construct left-turn pocket on south leg of Stinson for left turns onto WB Rosedale Dr.; Construct right-turn only lane on north leg of Stinson to WB Rosedale	33	Engineering
					327	Construction
7	38th Avenue	City Limits	56th Street	Phase I improvements - Complete design & construction of 2-/3-lane section with left turn pockets, bicycle lanes, curbs & gutters on both sides, landscaped planter strips, sidewalk, storm sewer improvements, provisions for future lighting	700	Engineering
					6,300	Construction
8	Burnham Drive	Harbor Hill Drive Extension	SR 16 interchange	Phase I: Reconstruction, including minor widening, curbs, gutters, sidewalks, storm water improvements, landscaped planer strips and lighting.	1,300	Construction
9	Harborview Drive	Burnham Dr.	Pioneer Dr.	Downtown Harbor beautification. Provide landscaping and pedestrian benches at key intersections, install sidewalks.	13	Engineering
					117	Construction
10	Soundview Drive / Hunt Street	Intersection		Construct new traffic signal at the intersection with associated left turn pockets	80	Engineering
					770	Construction

Table 12-5 (Continued)
Gig Harbor Short-Range Transportation Projects

No.	Roadway	From	To	Project Description	Estimated Cost (Thousands $)	Component
11	Wollochet Drive	Hunt Street	Approximately 220 feet from Hunt Street	Widen roadway on one side to provide for 11-foot lane. This project completes corridor improvements provided by development	80	Engineering
					770	Construction
12	SR-16/Olympic Dr.	Intersection		Widen to provide exclusive right-turn lane on east approach. Convert one existing through-lane on east approach to shared through-left turn lane. Adjust signal phasing as required.	200	Engineering
					1,200	Construction
13	Rosedale St. / Skansie Av.	Intersection		Widen to provide left-turn lanes on east and west approaches	35	Engineering
					325	Construction
14	38th Avenue	56th Street	Hunt Street	Phase II - Complete design & construction of 2-/3-lane section with left turn pockets, bicycle lanes, curbs & gutters on both sides, landscaped planter strips, sidewalk, storm sewer improvements, provisions for future lighting	700	Engineering
					5,300	Construction
15	Skansie Avenue	Rosedale Street	Hunt Street	Minor widening to provide curb, gutter, storm water improvements, bicycle lanes and sidewalks on both sides of street	900	Engineering
					7,700	Construction
16	SR16 SB ramp/ Burnham Dr	Intersection		Ramp metering	375	Construction
17	Harbor Hill Drive / Borgen Blvd.	Intersection		Construct right-turn slip lane from EB Borgen Blvd to SB Harbor Hill Drive; Construct right-turn slip lane from NB Harbor Hill Drive to EB Borgen Blvd.	70	Engineering
					630	Construction

Table 12-5 (Continued)
Gig Harbor Short-Range Transportation Projects

No.	Roadway	From	To	Project Description	Estimated Cost (Thousands $)	Component
18	Olympic Drive / Hollycroft Street	Intersection		Convert existing 2-way traffic on spur street that connects Olympic Dr with Hollycroft St in the SE quadrant of the intersection to one-way NB traffic. Angled parking to be added to spur to support the park to the SE.	3	Engineering
					27	Construction
19	Vernhardson St.	City Limits	Peacock Hill Av	Pavement restoration and/or overlay, storm sewer, curbs, gutters and sidewalk(s), bicycle lanes (east of N. Harborview Drive)	488	Engineering
20	Wagner Way Traffic Signal	Wagner Way	Wollochet Dr.	Traffic signal at Wollochet Dr and Wagner Way.	39	Engineering
					350	Construction
21	Grandview Phase 1 Improvements	Stinson Ave.	Pioneer Way	Road, stormwater, and lighting improvements.	50	Engineering
					550	Construction
21	Grandview Phase 2 Improvements	Soundview Dr.	McDonald Ave.	Road, stormwater, and lighting improvements.	200	Engineering
					1,000	Construction
22	Hunt Street Undercrossing	Hunt Street	Kimball Street	Construct a new undercrossing connecting both sides of Hunt Street across SR 16	1,000	Engineering
					9,300	Construction
23	Burnham Drive	SR-16 overcrossing		Restripe to 4 lanes	10	Engineering
					90	Construction
24	New pedestrian bridge over SR-16	North of Burnham Drive		New pedestrian bridge over SR-16	200	Engineering
					1,800	Construction

Table 12-5 (Continued)
Gig Harbor Short-Range Transportation Projects

No.	Roadway	From	To	Project Description	Estimated Cost (Thousands $)	Component
25	Harborview Drive / Stinson Avenue	Intersection		Construct new roundabout	86	Engineering
					772	Construction
26	Harborview Drive / Pioneer Way	Intersection		Intersection improvements	10	Engineering
					90	Construction
27	Hunt Street / 38th Avenue NW	Intersection		Construct new roundabout	150	Engineering
					1,350	Construction
28	Olympic Drive / Point Fosdick Drive	Intersection		Construct eastbound right turn lane	400 (Funded by develop)r	Engineering
						Construction
Estimated Cost Summary (in thousands)					**Engineering**	**$ 5,567**
					Construction	**$56,043**
					Total	**$61,610**

Note: The numbering of projects should not be considered fully indicative of the relative importance or timing of the projects. Projects are programmed based on known commitments and funding. Depending on future funding opportunities, higher number projects may be constructed sooner than lower number projects.

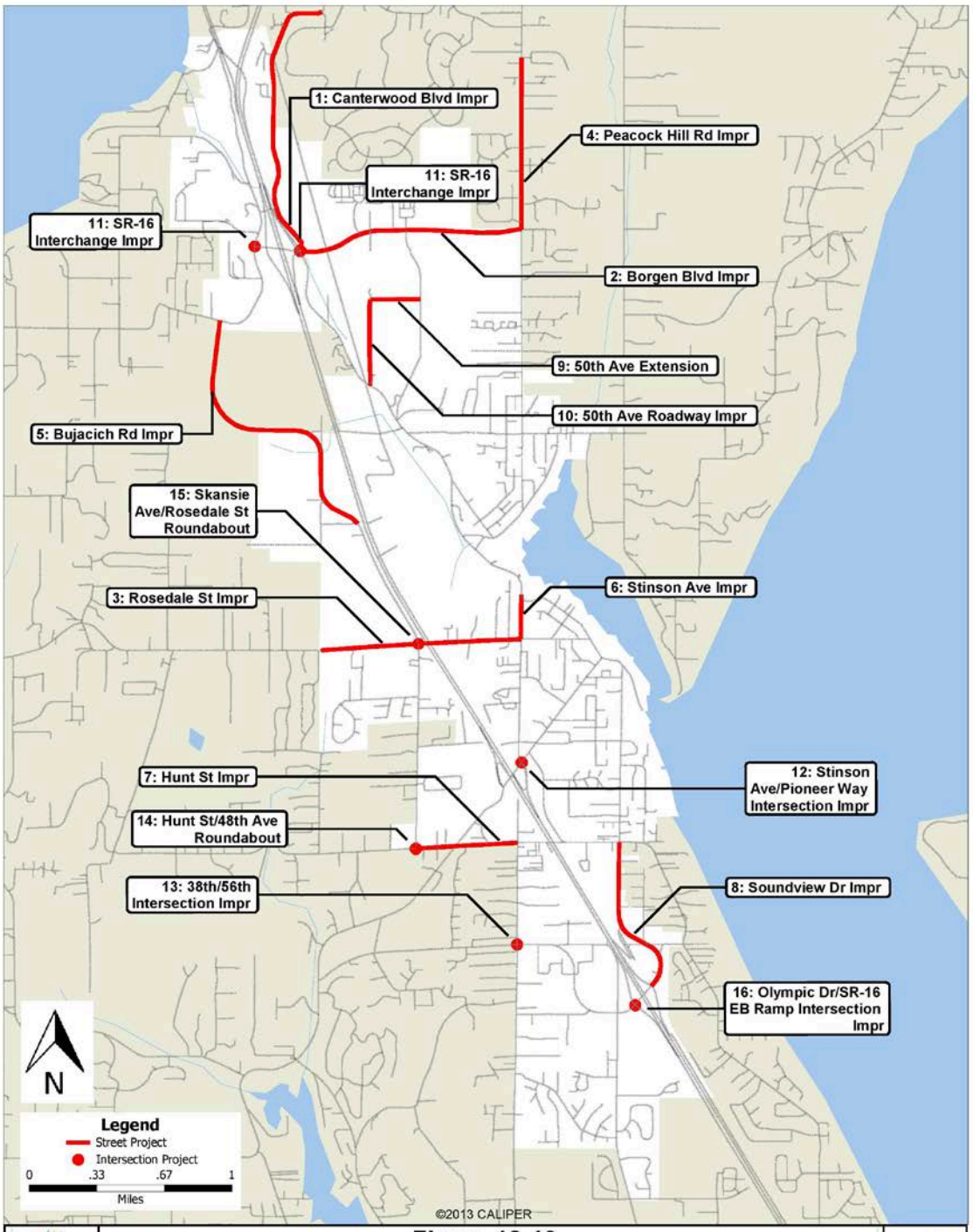


Figure 12-10
20-Year Transportation Improvement Program

Table 12-6
Gig Harbor Long-Range Transportation Projects

No.	Roadway	From	To	Project Description	Purpose	Estimated Cost (Thousands $)
1	Canterwood Boulevard NW	SR-16 WB Roundabout	54th Avenue NW	Add lanes to existing roadway to provide a 4-through lane cross-section	Address projected LOS deficiency	10,400
2	Borgen Boulevard	Peacock Hill Avenue	Burnham Drive NW	Widen roadway to 7-lane section with raised median and turn pockets at intersections	Address projected LOS deficiency	8,580
3	Rosedale Street NW	Skansie Avenue	58th Avenue NW	Phase I – Widen to standard	Address projected LOS deficiency Upgrade to urban standards	4,160
		Skansie Avenue	Stinson Avenue	Phase II - Widen	Address projected LOS deficiency	2,990
4	Peacock Hill Avenue	Borgen Boulevard	127th Street NW	Widen to 5 lane section (with two-way center left-turn lane)	Address projected LOS deficiency. Address existing local street pattern	5,330
5	Bujacich Road NW	Sehmel Drive NW	89th Street NW	Widen to three-lane section (with two-way center left-turn lane)	Address projected LOS deficiency. Address access requirements of expected development	8,970
6	Stinson Avenue	Rosedale Street NW	Harborview Drive	Implement selected widening for left-turn storage. Project should be refined with operational analysis when programmed on 6-Year TIP. Existing corridor LOS deficiency acceptable under the Harbor LOS policy.	Manage access to preserve existing capacity and avoid widening.	286

Table 12-6 (Continued)
Gig Harbor Long-Range Transportation Projects

No.	Roadway	From	To	Project Description	Purpose	Estimated Cost (Thousands $)
7	Hunt Street NW	Skansie Avenue	38th Avenue NW	Widen to 3-lane section (with two-way center left-turn lane).	Address projected LOS deficiency	2,990
8	Soundview Drive	SR-16 WB Ramp	Hunt Street NW	Implement selected widening for left-turn storage and access management program. Project should be refined with operational analysis when programmed on 6-Year TIP.	Address projected LOS deficiency.	910
9	New Road	50th Avenue	Harbor Hill Drive	C-3 facility identified in the North Gig Harbor Final SEIS. The majority of this roadway is most likely to be provided with development by development.	System completion	1,430
10	50th Avenue	New Road (C-3)	Burnham Drive	50th Avenue identified in the North Gig Harbor Final SEIS. The majority of this roadway is most likely to be provided with development by development.	System completion	2,990
				Intersection Projects		
No.	**Intersection**			**Project Description**	**Purpose**	**Estimated Cost (Thousands $)**
11	SR 16 / Burnham Interchange Ramp Terminus and SR 16 / Borgen Boulevard Interchange Ramp Terminus			Rebuild interchange per Level III study (on-going) For purposes of this plan, an interchange replacement in place was assumed.	Address projected LOS deficiency	72,800
12	Stinson Avenue / Pioneer Way			Signal upgrade: - Provide protected left-turns - Widen to add right-turn exclusive lane on east and west approaches Widen for double-left turn lanes on east approach	Address projected LOS deficiency	429

Table 12-6 (Continued)
Gig Harbor Long-Range Transportation Projects

Intersection Projects (Continued)

No.	Intersection	Project Description	Purpose	Estimated Cost (Thousands $)
~~6~~ 13	38th Avenue NW/56th Street NW	Signal modification to adjust phasing plan (after detailed operational analysis)	Address projected LOS deficiency	195
14	Hunt Street / 48th Avenue NW	Construct new roundabout	Address projected LOS deficiency	1,500
15	Skansie Avenue / Rosedale Street	Construct new roundabout	Address projected LOS deficiency	1,500
16	Olympic Drive / SR-16 EB Interchange Ramp Terminus	Intersection improvements	Address projected LOS deficiency	Funded by developer
			Total Estimated Cost (thousands)	$125,460

Transportation Capital Facilities Plan (TCFP)
The listing of projects expected to be provided between 2015 and 2030 with cost estimates is the Gig Harbor Transportation Capital Facilities Plan (TCFP). **Figure 12-11** illustrates the location and extent of the TCFP projects. The TCFP includes the projects identified as short and long range transportation improvements.

The performance of the transportation system with the TCFP projects in place has previously demonstrated in Table 12-3.

Project Prioritization
The project numbering for the short and long term projects do not represent the priority for implementation. As part of the Planning Commission process a recommended prioritization was established to guide project development. High and medium priority projects were established based upon the desire to address immediate transportation needs and planned development, with the remaining projects anticipated to occur as long term growth occurs.

This prioritization assists in supporting Policy 12.7.1 through transportation and level of service investments to Centers of Local Importance. With the exclusion of the 38th Avenue project, the projects identified below are either included in a Center of Local Importance or provides through access to a nearby Center of Local Importance.

High Priority Projects
2. Harbor Hill Drive Extension (Short Range Project High Priority)
5. Rosedale Drive/Stinson Ave Intersection (Short Range Project High Priority)
11. Hunt Street Undercrossing (Long Range Project High Priority)

Medium Priority Projects
11 Olympic Drive/SR 16 (Short Range Project High Priority)
5. Bujacich Road NW (Long Range Project High Priority)
6. 38th Avenue (Short Range Project High Priority)
8. Harborview Drive Improvements (Short Range Project High Priority)
16. Stinson Avenue/Pioneer Way (Long Range Project High Priority)

Recommended Arterial Reclassifications To support the land use plan and to facilitate the implementation of the recommended transportation improvements, the following arterial reclassifications are recommended:

- Hunt Street (Kimball Drive to Wollochet Drive NW) – Classify the new undercrossing as a Major Collector. Reclassify existing section from a Minor Collector to Major Collector.
- 56th Street NW (38th Avenue to City Limits) – Reclassify from Major Collector to Arterial
- Hollycroft Street (Olympic Drive to Reid Drive) – Classify as Major Collector.

- Reid Drive NW (64th Street NW/(Hunt Street to Soundview Drive) – Reclassify from Major Collector to Minor Collector.

The City Engineer is authorized by this plan to pursue changes to the federal functional classifications of these roadways to provide consistency with these GMA functional classifications. The recommended arterial classification map is provided as **Figure 12-12.**

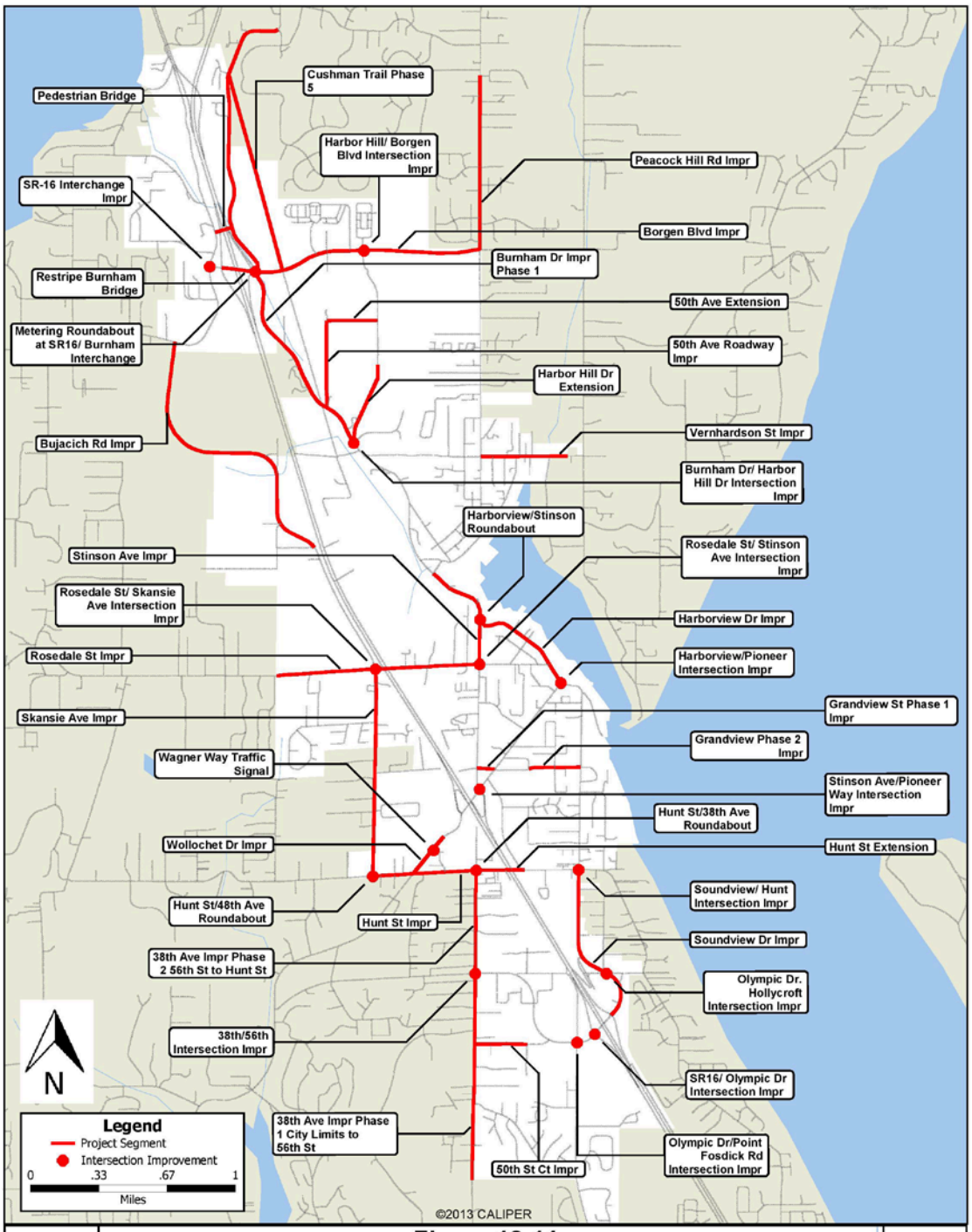


Figure 12-11
Transportation Capital Facilities Plan

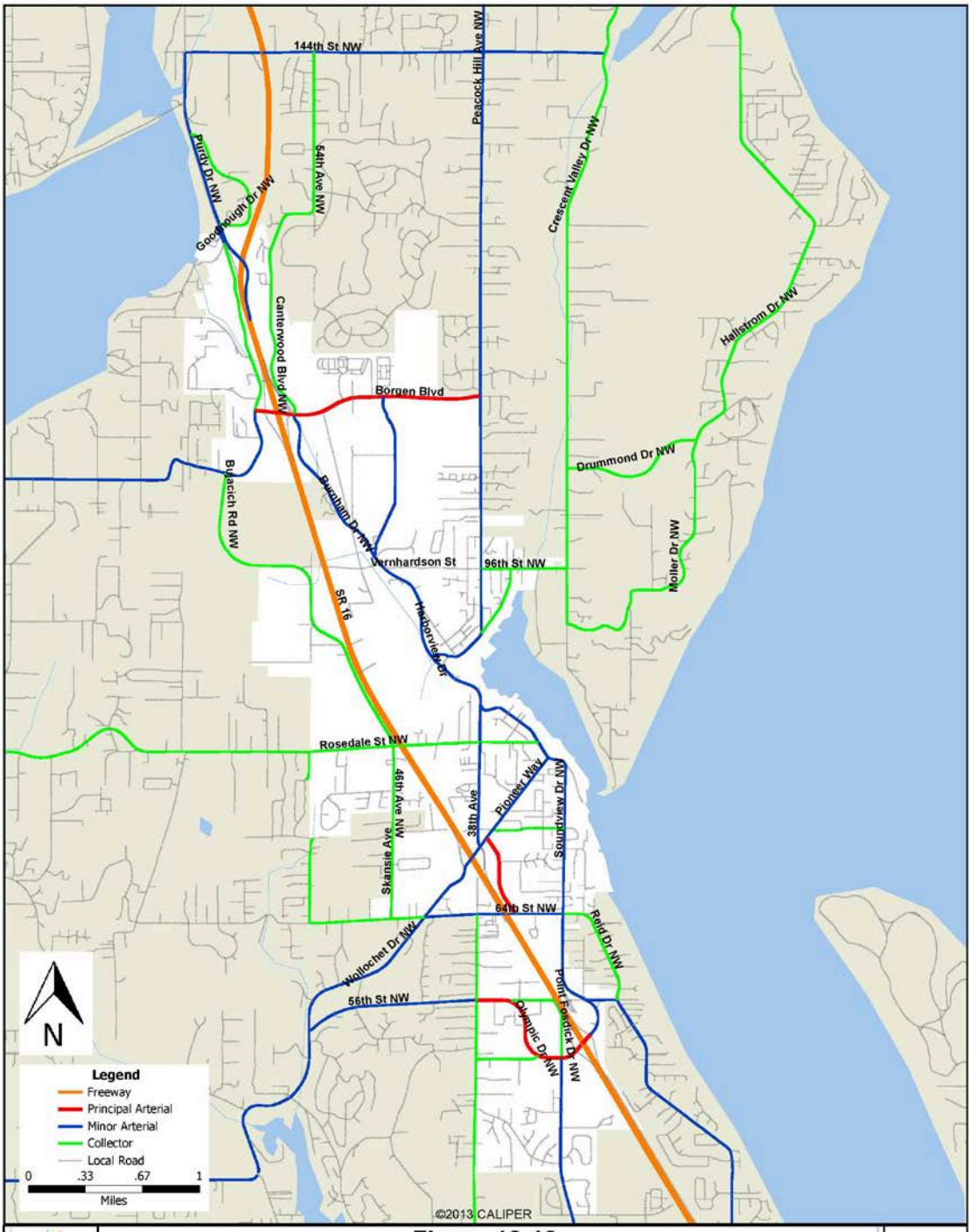


Figure 12-12
Recommended Functional Classification Changes

SR 16 Burnham Drive Interchange

The North Gig Harbor Traffic Mitigation Study 2005 identified a long range system of transportation improvements to support the buildout of existing and proposed zoning in the NHG Study area. The existing six-legged intersection at Burnham Drive/Borgen Blvd./Canterwood and the SR 16 on and off-ramps was improved to support additional development but may not support all the potential development allowed under current zoning. The study identified a single point urban interchange as a possible solution to the capacity issue. The interchange is not currently on WSDOT's plan for the SR 16 corridor. The City must determine to what extent it can rely on this project when making concurrency determinations. Concurrency approvals may be limited until a specific SR 16/Burnham Drive interchange capacity improvement project is included in the Regional STIP and WSDOT's system plan.

Other Improvements and Strategies

Over the next two decades, the City of Gig Harbor will experience growth resulting in an increase in travel demand to, from, through and within the city. Transportation strategies must be implemented to accommodate this growth, including:

- Transportation Demand Management strategies such as: Commute Trip Reduction, High Occupancy Vehicles (HOV such as van pools, car pools, etc.), work-at-home, remote offices, and flexible work hours.

- Transportation System Management strategies such as integrated policies and planning, Intelligent Vehicle Highway Systems (IVHS), signal coordination, etc.

- Modal shift from private vehicles to transit, vanpools, ~~and~~ carpooling, biking, and walking.

- Enhancements and expansion of non-motorized facilities to encourage walking-and cycling

- Elimination of trips altogether through compute trip reduction.

- Upgrading of existing motorized facilities to maximize vehicle, bicycle and pedestrian mobility.

- Construction of new multi-modal streets.

The above strategies will require close coordination of efforts with the Washington State Department of Transportation, Pierce Transit, Pierce County and Kitsap County. The development of TSM and TDM policies and procedures should be consistent with other surrounding jurisdictions programs and will require public involvement. The "Good to Go" program of electronic tolling on the Tacoma Narrows Bridge offers the potential for WSDOT to

use "congestion pricing" (variable tolls during peak periods). Depending on the structure of the tolling system, it can encourage transit, carpools and vanpools. Gig Harbor should monitor and participate in any discussions of congestion pricing in connection with the Tacoma Narrows Bridge.

Transportation Demand Management goals should be integrated with the development review process and should be a part of any traffic impact assessment and mitigation program.
The City Council, Planning Commission and the residents of Gig Harbor value a balance between motorized and non-motorized alternatives to help solve transportation issues in Gig Harbor.

Specific Projects for Transportation Demand Management include:

- Comply with state commute trip reduction program for major employers.
- Develop a comprehensive transit information program with Pierce Transit.
- Work with Pierce Transit to develop a vanpooling and ridematch service.
- Work with the WSDOT to implement the High Occupancy Vehicle lanes on SR 16 and on and off ramps where applicable.
- Work with the WSDOT to integrate the SR 16 queue by-pass on ramps with City streets.
- Develop a comprehensive parking management strategy to integrate parking availability and pricing with any transportation demand management strategy.
- Work with WSDOT and local transit agencies to provide a Park and Ride lot in the vicinity of the SR 16 Burnham Drive interchange.
- Participate in any congestion pricing discussions led by WSDOT or PSRC.

Specific projects for Transportation Systems Management would include:

- Work with the WSDOT to coordinate the SR 16 HOV project, local-state signal coordination, driver information and Intelligent Vehicle Highway Systems with the local street network.
- Develop a signal re-timing and coordination project to reduce delay and congestion at the City's signalized intersections.

The recommendations for transportation improvements for the City of Gig Harbor address these concerns. The motorized improvements focus on intersections and roadways, while the recommendations for non-motorized travel consist primarily of ways to expand the bicycle

facilities, complete the sidewalk network and evaluate other options. Recommendations for transit are mainly directed to Pierce Transit, which serves the City of Gig Harbor.

Transit

Gig Harbor participates with the local transit agency, Pierce Transit, on a variety of capital projects. This cooperation includes planning, route design, and capital improvement projects. Pierce Transit has begun developing a Long Range Plan (LRP), titled Destination 2040, as part of the Agency's comprehensive long range planning efforts. The document will be used to provide guidance as Pierce Transit begins developing implementation strategies for capital projects and service improvements over both the mid-term (i.e., fiscally constrained and spanning 5-10 years) and long-term (i.e., unconstrained and spanning 11-15 years). Furthermore, the LRP will evaluate current conditions against future population and employment projections for Pierce County, Washington, as well as considering buildable lands, household densities, employment densities, major activity or industrial centers, and any other demographic criteria or data known to generate transit ridership and related demand.

A key component of Destination 2040 is analyzing and presenting five hypothetical fixed route transit network scenarios for incremental annual growth against current conditions. Pierce Transit has also created a scenario for a potential "worse case" reduction in services beyond the agency's control. These six future scenarios will be further used to determine directly related capital improvement projects, infrastructure, and vehicles that would also be required in tandem over both the mid- and long-term. Once the draft LRP becomes available for public review and comment in summer 2015, the agency expects to have projected cost estimates available for each scenario as well.

As a key stakeholder, ongoing participation in this process will guide the agency to planning for more frequent and reliable transit service for the city well into the future.

Gig Harbor's future transportation network is dependent upon success with efficient and effective transit service. Below a preferred contingency list has been identified should additional funding for route expansions become available to better connect the community.

1. Maintain existing routes and connections.
2. In continued partnership with the City, Pierce Transit and local businesses, maintain support of the 'around town' trolley service during summer months.
3. Establish regular daily service between all Centers of Local Importance, with operation at a minimum from 6am to 8pm.
4. Work to establish connections to the Hospital, local parks, Boys and Girls Club/Senior Center, public schools, and local hotels.
5. Continue and expand express lines current serving Gig Harbor. Support increased direct connections throughout the Puget sound and the major employment sites for both the weekday and weekends.
6. Analyze opportunities for a park and ride near the Westside Center of Local Importance.

7. Continue to support site design standards that connect users to the transit services, including but not limited to sidewalks, pathways and trails, crosswalks, wayfinding signs, and bicycle parking facilities.

Marine Transportation

The waterfront and harbor of Gig Harbor are a primary focus area for many of the City's activities including commercial, retail, industrial, tourism and recreation activities. These activities create generate traffic and parking demand which is concentrated around Harborview and North Harborview arterials.

There is demand for marine improvements in Gig Harbor. Access for public or private marine services should be provided at a central dock location in the Harbor. Continued upgrading and enhancement of the Jerisich Park dock area should be emphasized. The increased use of marine services would also place demands on Harbor parking.

Possibilities of provision of recreational passenger ferry services should be coordinated with private providers. Some discussions have taken place regarding private ferry services to Gig Harbor, and the City should continue to pursue these opportunities. Due to the high costs and parking impacts associated with commuter ferry services, it is not recommended that the city pursue passenger-only ferry services with Washington State Ferries.

Coordinating Transportation and Land Use Planning To Support Transit and Pedestrian Oriented Land Use Patterns

To ensure that this plan is consistent with evolving land use patterns, and to guide land use and new development with respect to transportation that promotes transportation-related goals, the City will work towards:

- Reducing daily vehicle trips and vehicle miles traveled to minimize the demand for constructing costly road improvements;

- Supporting effective public transportation services to help reduce car dependence in the region and serve the needs of people who rely on public transportation;

- Encouraging bicycle and pedestrian travel by providing inviting, safe, convenient and connected routes, education and incentive programs, and support services such as bicycle racks and bicycle lockers;

- Maintaining and improving a network of highways, streets and roads that moves people, goods and services safely and efficiently, minimizes social and environmental impacts, and supports various modes of travel.

- Providing adequate connections and access among all transportation modes city wide.

Non-Motorized Travel

The residential character of Gig Harbor makes non-motorized travel an important aspect of the Transportation Element. A complete pedestrian and bicycle network would link neighborhoods with schools, parks, and retail activity, allowing residents and visitors to walk or bicycle to these areas rather than drive.

Outside of the Harbor and more recently developed residential and commercial areas, sidewalks have been constructed sporadically, resulting in a discontinuous system of walkways for pedestrians. There are even fewer facilities for bicyclists within Gig Harbor; bicyclists must share the traveled lane with motorists. While there are no facilities for equestrians within Gig Harbor, there is generally little demand for equestrian travel.

Gig Harbor road design standards require the provision of facilities for pedestrians and bicyclists on all roadways. As such, much of the non-motorized transportation network will be developed with each and every new or improved roadway identified in this plan. The only off-street facility planned by the city for pedestrians and bicyclists is the Cushman Power Line trail the last phase of the trail within the boundaries of the City of Gig Harbor was completed in 2015. This trail now connects the majority of Centers of Local Importance with a safe non-motorized connection for pedestrians and cyclists.

Additional non-motorized projects are anticipated to be developed using the policies in this plan. The City's level of service for non-motorized (nmLOS) is implemented by providing non-motorized connections between all CoLIs to collaboratively support the movement of people and goods. Please see the short range project list in Table 12-13 that indicates projects to support the nmLOS.

The City has funding and a contract in place to complete a comprehensive non-motorized plan by the end of the year 2015. Upon completion of the non-motorized transportation plan, it will be adopted via reference to this element.

The Harbor

Much of Gig Harbor's commercial, tourist and recreational facilities are located along the waterfront, creating congestion in the Harbor and generating demand for pedestrian amenities and additional parking. Traditional roadway or intersection capacity improvements here would destroy the unique character of the Harbor.

Within the Harbor, defined as Harborview Drive and North Harborview Drive between Soundview Drive and Peacock Hill Avenue, the City has established the LOS on the intersections identified below to the LOS Classification shown below. The City is required by RCW 36.70A.070(6)(b) "to prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or

strategies to accommodate the impacts of the development are made concurrent with the development." It is the City's intent to ensure that the types of "transportation improvements and/or strategies" allowed within this area be oriented towards improved pedestrian safety and convenience. Furthermore, in order to preserve the pedestrian character of the area, the City shall make every effort to implement and require developers to implement "transportation improvement strategies" other than traditional roadway or intersection capacity expansion improvements, and to instead consider such methods as increased public transportation service, ride sharing programs, site access control, demand management and other transportation systems management strategies.

The specific intersections and current LOS that will be considered under the above are:

- Harborview Drive/Austin Street LOS B
- Harborview Drive/Pioneer Way LOS B
- Harborview Drive/Stinson Avenue LOS F
- Harborview Drive/Rosedale LOS B
- North Harborview Drive/Peacock Hill LOS B
- Harborview Drive/Soundview LOS B

The above intersections may be allowed to operate a LOS worse than D, consistent with the pedestrian objectives identified in the Harbor.

The Downtown Waterfront Alliance, in conjunction with Feet First group, conducted a walking audit of specific portions (Harborview Drive) of the Harbor area in mid-2015. The summary of the survey indicates the following observations:

- Sidewalk quality varies throughout downtown with some areas narrow or wider than others.
- Providing greater connection to public access features along the waterfront would benefit the users.
- Pedestrians make up a very high amount of users in the downtown area and increasing amenities for these users is desired.

Future work on a comprehensive non-motorized plan will include the observations and consider the recommendations of the above study to better serve the Harbor area and the City as a whole.

North Gig Harbor LOS

The North Gig Harbor Traffic Study identified a long range system of transportation improvements to support the buildout of existing and proposed zoning in the NHG Study area, including three proposed Comprehensive Plan Amendments. The projects identified may be considered as needed in future Transportation Improvement Plans (TIP's), consistent with this element to ensure concurrency is maintained. The buildout potential of the NGH Study area is such that maintaining LOS D for the intersection of Borgen/Canterwood/Burnhan Drive/SR 16 is not feasible due to environmental and fiscal constraints. An LOS E standard is proposed for the intersection to provide a reasonable balance between land use, LOS, environmental impacts and financial feasibility.

SECTION 4. HOUSE BILL 1487 COMPLIANCE

The 1998 legislation House Bill 1487 known as the "Level of Service" Bill, amended the Growth Management Act; Priority Programming for Highways; Statewide Transportation Planning, and Regional Planning Organizations. The combined amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, "transportation facilities and services of statewide significance (TFSSS)" HB 1487 recognizes the importance of these transportation facilities from a state planning and programming perspective. It requires that local jurisdictions reflect these facilities and services within their comprehensive plan.

To assist in local compliance with HB 1487, the Washington State Department of Transportation (WSDOT), Transportation Planning Office and the Washington State Department of Community Trade and Development, Growth Management Program, (now Office of Community Development [OCD]) promulgated implementation guidelines in the form of a publication entitled "Coordinating Transportation and Growth Management Planning".

Together with these entities, the City of Gig Harbor has worked to compile the best available information to include in the comprehensive plan amendment process.

- Inventory of state-owned transportation facilities within Gig Harbor: SR 16 provides the major regional connection between Tacoma, Bremerton and the Olympic Peninsula. It connects to Interstate 5 in Tacoma and to SR 302 in Purdy. SR 302 is the only other state-owned transportation facility within the planning area, connecting SR 16 with SR 3 to Shelton.

- Estimates of traffic impacts to state facilities resulting from local land use assumptions: **Figure 12-13** provides 2030 traffic volumes for SR-16, which is the only state facility within Gig Harbor. The volumes were generated by the Gig Harbor transportation demand model, which includes land use assumptions for 2030 for Gig Harbor.

- Transportation facilities and services of statewide significance: In 1998, the state Legislature enacted HB 1487, more commonly known as the Level of Service or LOS bill, to recognize the importance of specific categories of transportation facilities and services that are of statewide significance. This legislative action amended the Growth Management Act (RCW 36.70A), Priority Programming for Highways (RCW 47.05), and Regional Transportation Planning Organizations (RCW 47.80) to direct further definition and planning through state, regional and local actions. As now codified under RCW 47.06.140, the nine categories of transportation facilities and services of statewide significance include:

    1. The interstate highway system
    2. Inter-regional state principal arterials including ferry connections that serve statewide travel
    3. Intercity passenger rail services

4. Intercity high-speed ground transportation
5. Major passenger inter-modal terminals, excluding all airport facilities and services
6. The freight railroad system
7. The Columbia/Snake navigable river system
8. Marine port facilities and services that are related solely to marine activities affecting international and interstate trade
9. High-capacity transportation systems serving regions as defined in RCW 8M04.015 (in the central Puget Sound, this is the Sound Transit express bus and rail system plus the state HOV system and related supporting facilities).

The first two categories include the interstate highway system and inter-regional state principal arterials and ferry connections. These state system elements were formally defined and designated in 1999 by respective actions of the State Transportation Commission and State Legislature as Highways of Statewide Significance (HSS) and include key ferry routes.

- Highways of statewide significance within Gig Harbor: The Transportation Commission List of Highways of Statewide Significance lists SR 16 as an HSS within the City of Gig Harbor and its growth area. The level of service for state-owned facilities in Gig Harbor is LOS D.

- The North Gig Harbor Traffic Mitigation Study 2005 identified a long range system of transportation improvements to support the buildout of existing and proposed zoning in the NGH Study area. The Study found that SR 16/Burnham Interchange would fail at build out conditions. Additional access to SR 16 at 144th Ave was identified as a possible mitigation measure, and in traffic modeling provided benefits to operations at the Burnham Drive interchange.

The City of Gig Harbor asserts that proposed improvements to state-owned facilities will be consistent with the Regional Transportation Plan (RTP) and the State Highway System Plan within Washington's Transportation Plan (WTP).

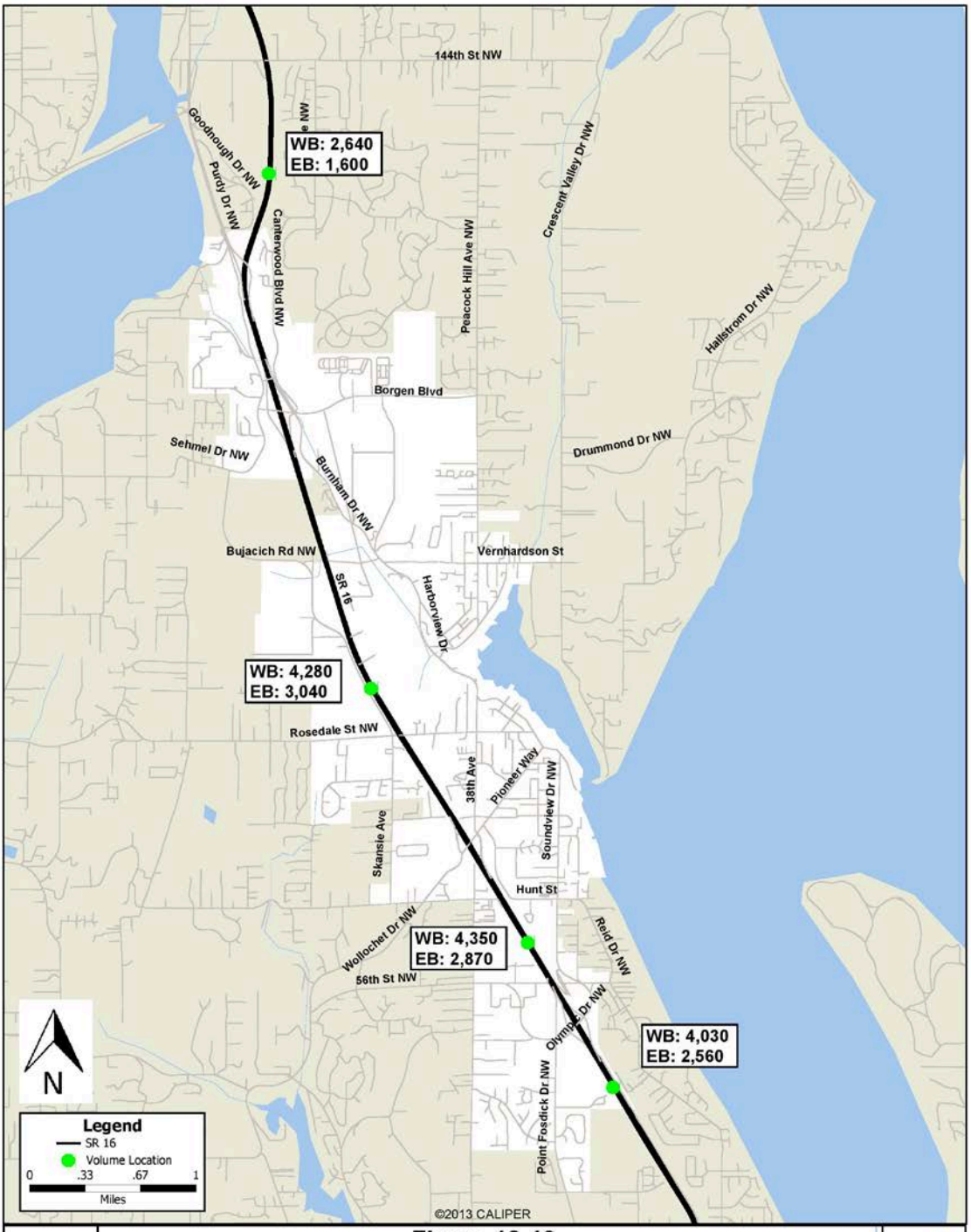


Figure 12-13
PM Peak Hour SR-16 Volumes

SECTION 5. FINANCIAL ANALYSIS AND CONCURRENCY

The State of Washington's Growth Management Act (GMA) requires that a jurisdiction's transportation plan contain a funding analysis of the transportation projects it recommends. The analysis should cover funding needs, funding resources, and it should include a multi-year financing plan. The purpose of this requirement is to insure that each jurisdiction's transportation plan is affordable and achievable. If a funding analysis reveals that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed.

The City of Gig Harbor is including the financial element in this transportation plan in compliance with the GMA as well as to provide a guide to the City for implementation of this plan.

Federal Revenue Sources

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over $105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

MAP-21 Overview in Washington
Moving Ahead for Progress in the 21st Century (MAP-21) is the current federal transportation act. The two-year federal act was signed into law by President Obama on July 6, 2012, and covers from October 1, 2013 through September 30, 2014. MAP-21 funds surface transportation programs at over $105 billion for federal fiscal years (FFY) 2013 and 2014. MAP-21 transforms the policy and programmatic framework for investments to guide the system's growth and development. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

In October 2012, Governor Gregoire convened a Steering Committee to recommend how to distribute the highway formula funds between the State and local governments. The Committee met twice and agreed to maintain the current overall split between state and local governments (66% State / 34% Local) for the next two years, with some revisions in individual program distributions.

Current Transportation Revenue Sources

The City of Gig Harbor uses various categories of revenue for street operating and capital improvement, with their sources described below:

Licenses and Permits: The city collects fees for reviewing and issuing right-of-way encroachment permits. These fees are included as a revenue sources for the Street Operation Fund.

Intergovernmental Revenue: Sources of revenue under this category include:

- Motor Vehicle Fuel Tax (MVFT): In the past, motor vehicle excise tax (MVET) and motor vehicle fuel tax (MVFT) allocations from the state were major sources of continuing funding for transportation capital improvements. In 1999, initiative 695 removed MVET as a significant funding source, so only the MVFT ("gas tax") funding has been included as a revenue source since that time. MVFT is a revenue source for the Street Operating Fund.
- Federal Grants: The City has applied for and/or received transportation grants through the Surface Transportation Program (STP), Congestion Management and Air Quality (CMAQ) program, Transportation, Community and System Preservation (TCSP) program. The department of Housing and Urban Development (HUD) is also a source of grant funding for certain types of transportation projects. The City continues to track and identify federal grant funding sources and makes application as appropriate for projects that are likely to meet selection criteria for each grant type. As grants are awarded for specific projects, they are included as revenue sources in the Street Capital fund.
- State Grants: The Washington State Department of Transportation (WSDOT) administers various funding programs, including Safe Routes to School, Transportation Enhancements and Pedestrian Safety. The State Transportation Improvement Board (TIB) funding program includes Urban Arterial, Arterial Preservations and Sidewalk Programs. The City continues to track and identify appropriate grants and applies for funding for projects likely to meet the selection criteria for each grant type. As grants are awarded for specific projects, they are included as revenue sources in the Street Capital fund.

Charges for Services: The city collects fees for services rendered by staff. Some examples of these services include engineering plan review and construction inspection for private development project within the City limits.

Hospital Benefit Zone (HBZ): In 2006, the state legislature approved Substitute House Bill (SHB) 2670 providing for the creation of benefit zones in which publicly-funded improvements could be financed through bonds and have the bonds repaid using the incremental increase in sales tax within the zone. This legislation was sponsored to support the transportation infrastructure needs of the North Gig Harbor area where a new hospital was being proposed. The legislation provided that a maximum, statewide, of $2 million in the state's portion of the "excess" sales and use tax within the benefit zone can be diverted annually to repay bonded debt given that the city matches that amount from other local sources. The "excess" sales and use tax

is defined by establishing the benefit zone and measuring the amount of sales and use tax generated within that benefit zone then comparing that amount to the sales and use tax generated in subsequent years; the increase in sales and use tax revenue is the "excess."

The City of Gig Harbor established the HBZ jointly with Pierce County in 2006, pursuant to SHB 2670. The base year for the measurement of tax revenue leading to the definition of "excess" tax revenue is 2008. The "excess" was defined in 2009, permitting bond payments, assumed to be $2 million annually, in 2010. This revenue source can be used for improvements other than transportation so only a portion of the total amount available was included in the revenue forecast. HBZ revenue is included as restricted revenue in both the short and long range forecasts.

Miscellaneous: The city collects transportation impact fees, mitigation payments required as part of the review under SEPA, and other developer contributions to fund related transportation projects. These fees are collected and included as restricted revenue sources for identified transportation projects. The City last updated the Transportation Impact Fees using a rigorous analysis and the best available data in 2007. For future transportation impact fee calculation updates, the City may consider either the short or long range project list along with the corresponding estimated growth.
Transfers: The city transfers funds from other sources, as allowed under State Law, to fund both operating and capital expenditures that are authorized by the City Council.

Other: The city may issue new debt to fund gaps in Street Capital fund revenue as necessary and as authorized by the City Council.

Possible New Revenue Sources

Transportation Benefit District (TBD): A Transportation Benefit District (TBD) is an option authorized by Washington State that cities can use to help fund transportation improvements within an established district. A TBD is an independent taxing district that can impose specific taxes or fees through a vote of the people or through a district board action. Boundaries of a TBD can be independent of City or County boundaries, making them a flexible option to solve either local or more regional transportation issues. The future TBD boundary for Gig Harbor is likely to encompass the entire city limits. The TBD has several revenue options, depending on whether or not it was formed through voter approval.

Revenue options NOT requiring voter approval:

- Annual vehicle fee up to $20
- Transportation impact fees

Revenue options REQUIRING voter approval:

- Property taxes – excess levy
- Sales tax (up to 0.2%)
- Annual vehicle fee (up to $100 per vehicle)
- Vehicle tolls

Revenue Forecast

The projected revenues for the City's Street Operation and Street Capital funds are shown in Table 12-9. Approximately 52% of funding for the City's Transportation Capital Facilities Plan will come from Intergovernmental Revenue. The Hospital Benefit Zone is estimated to fund another 13% with Transportation Impact Fees and other miscellaneous revenue funding approximately 7%. The City may consider implementing new revenue sources, such as a TBD (discussed above), if deemed appropriate and necessary in the future. The remainder of the Transportation Capital Facilities Plan will be funded by transfers from other City unrestricted revenue sources and issuing debt as needed. This strategy ensures that the City can accomplish the transportation plan and use the available funding options efficiently.

This forecast was generally prepared by projecting historic trends from the City's financial records. It was then adjusted based on a projected growth of 1% to 3% per year, depending on other known factors that could influence the specific category of revenue.

Table 12-9. Gig Harbor Transportation Revenue Forecast 2015 to 2030

		Revenue Forecast			
Funding Source	**Description**	**Short Range 2015 - 2020**	**Percent**	**Long Range 2015 - 2030**	**Percent**
Street Operating Fund - Unrestricted					
Licenses & Permits	Right of way encroachment permit fees	$ 100,000	1%	$ 340,000	1%
Intergovernmental Revenue	City Share of motor vehicle fuel tax (MVFT)	$ 1,042,000	8%	$ 3,731,000	8%
Charges for Services	Fees for services rendered by transportation operations staff including plan review and construction inspection	$ 791,000	6%	$ 2,816,000	6%
Miscellaneous	Other sources of unrestricted revenue	$ 28,000	0%	$ 98,000	0%
Transfers/Other	Tranfers to support transportation operations, maintenance and administration	$ 10,901,000	85%	$ 40,305,000	85%
TOTAL - Street Operating		**$ 12,862,000**	**100%**	**$ 47,290,000**	**100%**
Street Capital Fund - Restricted					
Intergovernmental Revenue *	Grants	$ 32,030,000	52%	$ 65,600,000	52%
Hospital Benefit Zone **	Restricted Revenue - excess sales tax earned within zone used for qualified projects within zone	$ 6,000,000	10%	$ 16,000,000	13%
Miscellaneous***	Transportation Impact fees, SEPA Mitigation fees, developer contributions, interest	$ 2,135,000	3%	$ 8,552,000	7%
Tranfers In	Transfers to support capital projects	$ 2,160,000	4%	$ 7,753,000	6%
Other - New Debt, other new funding sources	Bonds, Low Interest Loans, Possible Transportation Benefit District	$ 19,285,000	31%	$ 27,555,000	22%
TOTAL - Street Capital		**$ 61,610,000**	**100%**	**$ 125,460,000**	**100%**

* Includes grants and direct appropriations

** Out of $2 million per year for total revenue from source, assumes 50% for street capital projects

*** Includes estimated 10% increase in transportation impact fee amounts due to planned TIF update in 2015

Capital Costs for Recommended Improvements

There are numerous improvements within the Gig Harbor Planning Area that are necessary to achieve the City's adopted motorized and non-motorized levels of service standards. These improvements, including the estimated grant/other funding amounts and local funding share, are listed in the following tables. **Table 12-10** identifies the short range projects and estimated program funding and **Table 12-11** identifies the long range projects and estimated program funding. **Table 12-13** identifies the short range projects specific to non-motorized improvements and **Table 12-14** breaks down the short range list further into capacity and non-motorized components of each project.

Table 12-10. Short Range Project Program/Estimated Grant Funding

No.	Project Name	Total Project Cost	Estimated Grant/Other Funding Amounts	City Share of Total Project Cost
1	Cushman Trail Phases 5	$4,000,000	$3,000,000	$1,000,000
2	Harbor Hill Drive Extension	$8,500,000	$6,000,000	$2,500,000
3	Burnham Dr/Harbor Hill Dr Intersection	$2,000,000	$1,000,000	$1,000,000
4	50th St. Ct. NW Phase 2	$900,000	$500,000	$400,000
5	Pavement Preservation Program (2015 Kimball/Hunt)	$400,000	$330,000	$70,000
6	Rosedale Dr/Stinson Ave Intersection	$360,000	$200,000	$160,000
7	38th Avenue Phase 1	$7,000,000	$3,000,000	$4,000,000
8	Burnham Drive Phase 1	$1,300,000	$600,000	$700,000
9	Harborview Drive Improvements	$130,000	$0	$130,000
10	Soundview Dr/Hunt St Intersection	$850,000	$0	$850,000
11	Wollochet Drive Improvements	$850,000	$0	$850,000
12	SR-16/Olympic Dr	$1,400,000	$0	$1,400,000
13	Rosedale St/Skansie Ave Intersection	$360,000	$0	$360,000
14	38th Avenue Phase 2	$6,000,000	$3,000,000	$3,000,000
15	Skansie Avenue Improvements	$8,600,000	$2,000,000	$6,600,000
16	Meter Roundabout at SR16 / Burnham	$375,000	$0	$375,000
17	Harbor Hill Dr/Borgen Blvd Intersection	$700,000	$700,000	$0
18	Olympic/Hollycroft Spur Improvements	$30,000	$0	$30,000
19	Vernhardson St Improvements	$488,000	$400,000	$88,000
20	Wagner Way Traffic Signal at Wollochet	$389,000	$0	$389,000
21	Grandview Street Phase 2	$1,120,000	$500,000	$620,000
22	Grandview Street Phase 1	$600,000	$400,000	$200,000
23	Hunt Street Crossing (at SR16)	$10,300,000	$9,000,000	$1,300,000
24	Restripe Burnham Bridge to 4 Lanes	$100,000	$0	$100,000
25	Pedestrian Bridge Over SR16	$2,000,000	$1,000,000	$1,000,000
26	Harborview Drive / Stinson Ave	$858,000	$0	$858,000
27	Harborview Drive / Pioneer Way	$100,000	$0	$100,000
28	Hunt Street / 38th Ave	$1,500,000	$0	$1,500,000
29	Olympic Drive / Point Fosdick Drive	$400,000	$400,000	$0
	Total	**$ 61,610,000**	**$32,030,000**	**$29,580,000**

Table 12-11. Long Range Project Program/Estimated Grant Funding

No.	Project Name	Estimated Costs Total Project (Table 12-5)	Estimated Grant/Other Funding Amounts	City Share of Total Project Cost
1	Canterwood Bl (SR16-54th) to 4 lanes	$ 10,400,000	$ 4,000,000	$ 6,400,000
2	Borgen Bl (Peacock to Burnham) 7 lanes	$ 8,580,000	$ 4,000,000	$ 4,580,000
3	Rosedale Street widening	$ 7,150,000	$ 4,000,000	$ 3,150,000
4	Peacock Hill widening 5 lanes	$ 5,330,000	$ 4,000,000	$ 1,330,000
5	Bujacich Rd widening 3 lanes	$ 8,970,000	$ 3,000,000	$ 5,970,000
6	Stinson Ave left turn lane at Harborview	$ 286,000	$ -	$ 286,000
7	Hunt Street widening 3 lanes	$ 2,990,000	$ 2,000,000	$ 990,000
8	Soundview Drive selected lt lanes	$ 910,000	$ -	$ 910,000
9	New Road (50th to HHDr)	$ 1,430,000	$ 1,000,000	$ 430,000
10	50th Ave (new rd to Burnham)	$ 2,990,000	$ 1,000,000	$ 1,990,000
11	SR16 / Burnham/Borgen I/CH	$ 72,300,000	$ 40,000,000	$32,300,000
12	Stinson Ave / Pioneer Way	$ 429,000	$ 300,000	$ 129,000
13	38th Ave / 56th St	$ 195,000	$ -	$ 195,000
14	Hunt St / 48th Ave	$ 1,500,000	$ 1,000,000	$ 500,000
15	Skansie Ave / Rosedale St	$ 1,500,000	$ 1,000,000	$ 500,000
16	SR16 / Olympic I/CH EB ramp	$ 500,000	$ 300,000	$ 200,000
	Total	**$ 125,460,000**	**$ 65,600,000**	**$59,860,000**

Summary of Costs and Revenues

The proposed Short and Long Range Transportation Improvements, listed in **Table 12-10** and **Table 12-11**, are estimated to cost $187,070,000, combined. The costs for these improvements are balanced with the Revenue Forecast shown in **Table 12-9** and are summarized in **Table 12-12**, below.

Table 12-12. Summary of capital costs and revenues

Category	Short Range 2015-2020	Percent of Revenues	Long Range 2015-2030	Percent of Revenues
Projected Revenues	$61,610,000	100.0%	$125,460,000	100%
predictable sources	$42,325,000	69%	$97,905,000	78%
debt source	$19,285,000	31%	$27,555,000	22%
Projected Expenditures	$61,610,000	100%	$125,460,000	100%

The proposed financial strategy relies upon updated assumptions for state and federal grant amounts and an assumption that revenues from additional city debt or potential new funding sources are necessary to provide a balanced financial plan. The grant amounts were estimated on a project by project basis instead of using historical grant funding amounts as the basis. This will more accurately estimate the amount of local funds that will be necessary to complete each project. Historically, the City did not have many projects developed to the level where they could compete successfully for grant funding. In the recent past, the City has worked to incrementally develop projects and apply for grant funding with a success rate that is greater than what has historically occurred. The City anticipates continuing this trend by aggressively pursuing grant opportunities as they become available. Additional city debt, in the form of bonds or low interest loans, or potentially establishing a transportation benefit district (discussed earlier in this section) financially balance the plan. The new debt is assumed to be bond debt issued over 20 years at 4.5% interest. However, it should also be noted that the City has not made any assumptions related to other low interest loans such as from Federal or State programs. The City has traditionally been able to tap these sources, and continuing to do so would reduce the need for new bond issues which similarly could produce more favorable terms for the City's transportation program. Additionally, if state and federal grant availability increases over the planning period the reliance on future debt financing will be reduced.

SECTION 7. GOALS AND POLICIES

The transportation goals contained in this element are:

GOAL 12.1: CREATE AN EFFECTIVE MULTI-MODAL STREET NETWORK
GOAL 12.2: MODAL BALANCE
GOAL 12.3: DESIGN AND CONSTRUCTION STANDARDS
GOAL 12.4: LEVEL OF SERVICE STANDARDS
GOAL 12.5: AIR QUALITY
GOAL 12.6: SUSTAINABLE TRANSPORTATION
GOAL 12.7: SUPPORT CENTERS AND COMPACT COMMUNITIES

GOAL 12.1: CREATE AN EFFECTIVE MULTI-MODAL STREET NETWORK.
The City of Gig Harbor shall plan for an effective road network system.

Policy 12.1.1 Complete development of the multi-modal arterial street grid serving the the city.
Policy 12.1.2 Develop a trans-highway connector across SR-16 at Hunt Street.
Policy 12.1.3 Maintain a functional classification system which defines each streets principal purpose and protects the streets viability.
Policy 12.1.4 Develop an arterial and collector street system which collects and distributes area traffic to SR-16.
Policy 12.1.5 Define a hierarchy of local, collector, and arterial streets which provides methods for connecting and traversing the neighborhoods, districts and other places within the area without overly congesting or depending on the arterial street system or any single intersection.
Policy 12.1.6 Establish appropriate right-of-way widths, pavement widths, shoulder requirements, bicycle accommodations, curb-gutter-sidewalk standards for major arterials, collectors and local streets.
Policy 12.1.7 Improve collector streets to provide adequate capacity for present and future projected traffic loads, pedestrian and bicyclist activities.
Policy 12.1.8 Work with the Harbor property owners to determine an effective parking plan, which increases parking.
Policy 12.1.9 Provide planning and design assistance in establishing a local parking improvement district for the Harbor.
Policy 12.1.10 Enhance walkability in the Harbor through sidewalk widening and improved sidewalk connections.
Policy 12.1.11 Increase pedestrian enjoyment of the Harbor and other centers of local importance in the city through beautification and preservation activities.
Policy 12.1.12 Improve existing sidewalk, street, and intersection conditions in the city to increase pedestrian, bicycle, and vehicular safety.
Policy 12.1.13 Encourage additional pedestrian, bicycle, or shared vehicular, bicycle, and pedestrian connections in the city as development and redevelopment occurs to increase the ease of access and create useful and well-designed public ways.

GOAL 12.2: MODAL BALANCE

Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency.

Policy 12.2.1 Work with Pierce Transit to satisfy local travel needs within the planning area, particularly between residential areas, the downtown and major commercial areas along SR-16.
Policy 12.2.2 Work with Pierce Transit to locate Pierce Transit Park and Ride lots in areas which are accessible to transit routes and local residential collectors, but which do not unnecessarily congest major collectors or arterial roads or SR-16 interchanges.
Policy 12.2.3 Establish a multipurpose trails plan which provides designated routes for pedestrians and bicyclists.
Policy 12.2.4 Adopt and implement a program which increases public awareness to the city's transportation demand management strategies, including non-motorized

transportation and increased use of local transit. Adopted strategies include a Transportation Demand Management and Commute Trip Reduction Ordinance.

Policy 12.2.5 Promote transportation investments that support transit and pedestrian oriented land use patterns and provide alternatives to single-occupant automobile travel.

Policy 12.2.6 Promote non-motorized connections to the Cushman Trail to improve connectivity between the trail and parks, schools, adjacent neighborhoods, and businesses.

GOAL 12.3: DESIGN AND CONSTRUCTION STANDARDS

Establish design construction standards which provide for visually distinct roadways while providing efficient and cost effective engineering design.

Policy 12.3.1 Adopt and implement street construction standards which consider the objectives of Complete Streets and implement the goals and policies of the City of Gig Harbor Comprehensive Plan Design Element and the City Design Guidelines.

Policy 12.3.2 Identify and classify all arterials per FHWA recommend practice to facilitate grant eligibility and long range planning.

Policy 12.3.3 Provide for an efficient storm drainage system in road design considering the width of road pavement needed to achieve levels of service and utilization low impact development techniques including pervious pavements and biofiltration.

Policy 12.3.4 Implement design standards which provide, where feasible, for a pleasing aesthetic quality to streetscapes and which provide increased pedestrian safety by separating sidewalks from the street edge and adjacent hazards.

Policy 12.3.5 Give high priority to maintenance and preservation of ~~the~~ existing transportation infrastructure over construction of new transportation infrastructure.

Policy 12.3.6 Design, construct, and operate transportation infrastructure to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and location.

Policy 12.3.7 Work to increase the safety of the transportation system with appropriate design and, in the long term, support the state's goal of zero deaths and disabling injuries.

Policy 12.3.8 Work with Pierce County to require the design and construction of appropriate urban transportation improvements in the UGA's adjacent to the city.

GOAL 12.4: LEVEL OF SERVICE STANDARDS

Policy 12.4.1 The City of Gig Harbor Level of Service Standard for intersections is LOS D, except for the following intersections identified in the Harbor Area

- Harborview Drive/North Harborview Drive
- Harborview Drive/Pioneer Way
- Harborview Drive/Stinson Avenue
- Harborview Drive/Rosedale
- North Harborview Drive/Peacock Hill
- Harborview/Soundview

The above intersections may be allowed to operate a LOS worse than D, consistent with the vehicular, bicycle, and pedestrian objectives identified in the Harbor Area.

Policy 12.4.2 If funding for capacity projects falls short, the Land Use Element, LOS, and funding sources will be re-evaluated. Impact fees should be used to the extent possible under GMA to fund capacity project costs. Alternative revenue sources and/or LOS modifications should be considered before land use density changes are considered.

Policy 12.4.3 Level of service E will be acceptable at the SR 16 westbound ramp terminal roundabout intersection on Burnham Drive, provided that: (a) the acceptable delay at LOS E shall not exceed 80 seconds per vehicle as calculated per customary traffic engineering methods acceptable to the city engineer; and (b) this policy shall cease to have effect if a capital improvement project is added to the Transportation Improvement Program and is found by the City to be foreseeably completed within six years and to add sufficient capacity to the interchange and adjacent intersections so as to achieve a level of service of D or better upon its completion including the impacts of all then-approved developments that will add travel demand to the affected intersections.

Policy 12.4.4 When a proposed development would degrade the LOS below the adopted threshold on a state highway, traffic impact mitigation shall be required based on the recommendation of the City Engineer and consistent with the Washington State Highway System Plan Appendix G: Development Impacts Assessment.

Policy 12.4.5 The City shall maintain a current traffic model to facilitate the preparation of annual capacity reports and concurrency reviews.

Policy 12.5.5 Public and private transportation improvements are required to meet the 2014 Public Works Standards, which require inclusion of a non-motorized feature in the construction and design of new or improved streets.

GOAL 12.5: AIR QUALITY

The City should implement programs that help to meet and maintain federal and state clean air requirements, in addition to regional air quality policies.

Policy 12.5.1 The City's transportation system should conform to the federal and state Clean Air Acts by maintaining conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of WAC 173-420.

Policy 12.5.2 The City should work with the Puget Sound Regional Council, Washington State Department of Transportation, Pierce Transit and neighboring jurisdictions in the development of transportation control measures and other transportation and air quality programs where warranted.

Policy 12.5.3 Encourage and support the use of electric vehicles; provide a broad range of opportunities for vehicle recharge.

GOAL 12.6: SUSTAINABLE TRANSPORTATION

The City should implement programs and construct projects that reduce harmful vehicle emissions, avoid or mitigate impacts to critical areas and wildlife, manage water quality, and provide a safe environment for people to live and travel in.

Policy 12.6.1 Foster a system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.

Policy 12.6.2 Support programs and projects that help to reduce Greenhouse Gas emissions consistent with state goals established in RCW 70.235.050 and RCW 70.235.060.

Policy 12.6.3 Seek the development and implementation of transportation modes and technologies that are energy-efficient, improve system performance, and minimize negative impacts to human health.

Policy 12.6.4 Protect the transportation system against natural and manmade disaster, develop prevention and recovery strategies, and plan for coordinated responses by using transportation-related preparedness, prevention, mitigation, response, and recovery strategies and procedures adopted in the emergency management plans and hazard mitigation plans of the County and as well as the Washington State Comprehensive Emergency Management Plan.

GOAL 12.7: SUPPORT CENTERS OF LOCAL IMPORTANCE AND NEIGHBORHOODS

The transportation system will support the city’s growth strategy by focusing on connecting centers of local importance and neighborhoods with a highly efficient multimodal transportation network.

Policy 12.7.1 Prioritize investments in transportation facilities and services in centers of local importance that support compact, pedestrian and transit oriented development.

Policy 12.7.2 Promote and implement a network of local street and trail infrastructure that supports walking, bicycling, and transit use to enhance connectivity, and physical activity throughout the city while providing connections between centers of local importance and neighborhoods.

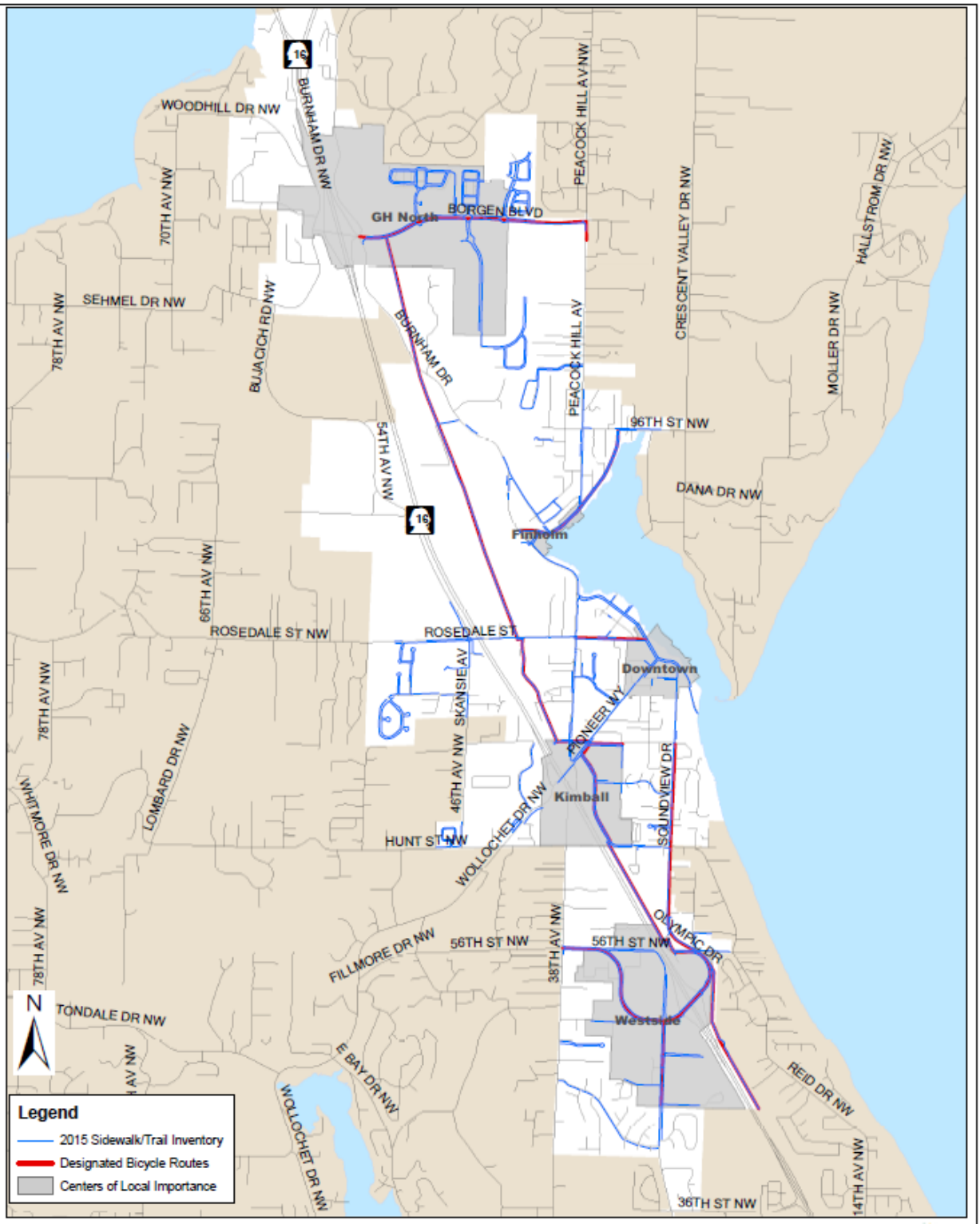


Figure 12-13
Non Motorized Survey - Existing Conditions 2015

Table 12-13 Short Range Projects – Non Motorized Project List

No.	Project Name	Updated Total Project Cost	Estimated Grant/Other Funding Amounts	City Share of Total Project Cost	Non-Motorized Portion		
					% of Project	Share of Total Cost	City Funded Amount
1	Cushman Trail Phases 5	$4,000,000	$3,000,000	$1,000,000	100%	$4,000,000	$1,000,000
4	50th St. Ct. NW Phase 2	$900,000	$500,000	$400,000	80%	$720,000	$320,000
7	38th Avenue Phase 1	$7,000,000	$3,000,000	$4,000,000	50%	$3,500,000	$2,000,000
8	Burnham Drive Phase 1	$1,300,000	$600,000	$700,000	50%	$650,000	$350,000
9	Harborview Drive Improvements	$130,000	$0	$130,000	100%	$130,000	$130,000
11	Wollochet Drive Improvements	$850,000	$0	$850,000	50%	$425,000	$425,000
14	38th Avenue Phase 2	$6,000,000	$3,000,000	$3,000,000	50%	$3,000,000	$1,500,000
15	Skansie Avenue Improvements	$8,600,000	$2,000,000	$6,600,000	50%	$4,300,000	$3,300,000
19	Vernhardson St Improvements	$488,000	$400,000	$88,000	80%	$390,400	$70,400
21	Grandview Street Phase 2	$1,120,000	$500,000	$620,000	80%	$896,000	$496,000
22	Grandview Street Phase 1	$600,000	$400,000	$200,000	80%	$480,000	$160,000
23	Hunt Street Crossing (at SR16)	$10,300,000	$9,000,000	$1,300,000	20%	$2,060,000	$260,000
25	Pedestrian Bridge Over SR16	$2,000,000	$1,000,000	$1,000,000	100%	$2,000,000	$1,000,000
26	Harborview Drive / Stinson Ave	$858,000	$0	$858,000	20%	$171,600	$171,600
27	Harborview Drive / Pioneer Way	$100,000	$0	$100,000	100%	$100,000	$100,000
28	Hunt Street / 38th Ave	$1,500,000	$0	$1,500,000	20%	$300,000	$300,000
	Subtotal (Short Range Non-Motorized)	$45,746,000	$23,400,000	$22,346,000		$23,123,000	$11,583,000

Table 12-14 Short Range Non-Motorized Capacity Elements and Non-Motorized Elements Breakdown

No.	Project Name	Notes	Updated Total Project Cost	Estimated Grant/Other Funding Amounts	City Share of Total Project Cost	Capacity Elements			Non-Motorized Elements		
						% of Project	Share of Total Cost	City Funded Amount	% of Project	Share of Total Cost	City Funded Amount
1	Cushman Trail Phases 5	[1]	$4,000,000	$3,000,000	$1,000,000	0%	$0	$0	100%	$4,000,000	$1,000,000
2	Harbor Hill Drive Extension	[5]	$8,500,000	$6,000,000	$2,500,000	100%	$8,500,000	$2,500,000	0%	$0	$0
3	Burnham Dr/Harbor Hill Dr Intersection	[5]	$2,000,000	$1,000,000	$1,000,000	100%	$2,000,000	$1,000,000	0%	$0	$0
4	50th St. Ct. NW Phase 2	[2]	$900,000	$500,000	$400,000	20%	$180,000	$80,000	80%	$720,000	$320,000
5	Pavement Preservation Program (2015 Kimball/Hunt)	[5]	$400,000	$330,000	$70,000	100%	$400,000	$70,000	0%	$0	$0
6	Rosedale Dr/Stinson Ave Intersection	[5]	$360,000	$200,000	$160,000	100%	$360,000	$160,000	0%	$0	$0
7	38th Avenue Phase 1	[3]	$7,000,000	$3,000,000	$4,000,000	50%	$3,500,000	$2,000,000	50%	$3,500,000	$2,000,000
8	Burnham Drive Phase 1	[3]	$1,300,000	$600,000	$700,000	50%	$650,000	$350,000	50%	$650,000	$350,000
9	Harborview Drive Improvements	[2]	$130,000	$0	$130,000	0%	$0	$0	100%	$130,000	$130,000
10	Soundview Dr/Hunt St Intersection	[5]	$850,000	$0	$850,000	100%	$850,000	$850,000	0%	$0	$0
11	Wollochet Drive Improvements	[3]	$850,000	$0	$850,000	50%	$425,000	$425,000	50%	$425,000	$425,000
12	SR-16/Olympic Dr	[5]	$1,400,000	$0	$1,400,000	100%	$1,400,000	$1,400,000	0%	$0	$0
13	Rosedale St/Skansie Ave Intersection	[5]	$360,000	$0	$360,000	100%	$360,000	$360,000	0%	$0	$0
14	38th Avenue Phase 2	[3]	$6,000,000	$3,000,000	$3,000,000	50%	$3,000,000	$1,500,000	50%	$3,000,000	$1,500,000
15	Skansie Avenue Improvements	[3]	$8,600,000	$2,000,000	$6,600,000	50%	$4,300,000	$3,300,000	50%	$4,300,000	$3,300,000
16	Meter Roundabout at SR16 / Burnham	[5]	$375,000	$0	$375,000	100%	$375,000	$375,000	0%	$0	$0
17	Harbor Hill Dr/Borgen Blvd Intersection	[5]	$700,000	$700,000	$0	100%	$700,000	$0	0%	$0	$0
18	Olympic/Hollycroft Spur Improvements	[5]	$30,000	$0	$30,000	100%	$30,000	$30,000	0%	$0	$0
19	Vernhardson St Improvements	[2]	$488,000	$400,000	$88,000	20%	$97,600	$17,600	80%	$390,400	$70,400
20	Wagner Way Traffic Signal at Wollochet	[5]	$389,000	$0	$389,000	100%	$389,000	$389,000	0%	$0	$0
21	Grandview Street Phase 2	[2]	$1,120,000	$500,000	$620,000	20%	$224,000	$124,000	80%	$896,000	$496,000
22	Grandview Street Phase 1	[2]	$600,000	$400,000	$200,000	20%	$120,000	$40,000	80%	$480,000	$160,000
23	Hunt Street Crossing (at SR16)	[4]	$10,300,000	$9,000,000	$1,300,000	80%	$8,240,000	$1,040,000	20%	$2,060,000	$260,000
24	Restripe Burnham Bridge to 4 Lanes	[5]	$100,000	$0	$100,000	100%	$100,000	$100,000	0%	$0	$0
25	Pedestrian Bridge Over SR16	[1]	$2,000,000	$1,000,000	$1,000,000	0%	$0	$0	100%	$2,000,000	$1,000,000
26	Harborview Drive / Stinson Ave	[4]	$858,000	$0	$858,000	80%	$686,400	$686,400	20%	$171,600	$171,600
27	Harborview Drive / Pioneer Way	[2]	$100,000	$0	$100,000	0%	$0	$0	100%	$100,000	$100,000
28	Hunt Street / 38th Ave	[4]	$1,500,000	$0	$1,500,000	80%	$1,200,000	$1,200,000	20%	$300,000	$300,000
29	Olympic Drive / Point Fosdick Drive	[5]	$400,000	$400,000	$0	100%	$400,000	$0	0%	$0	$0
	Subtotal (Short Range)		$ 61,610,000	$ 32,030,000	$ 29,580,000		$ 38,487,000	$ 17,997,000		$ 23,123,000	$ 11,583,000

Notes:

[1] Separate non-motorized facility.
[2] Sidewalks and/or bikelanes and/or pedestrian safety are largest component of project.
[3] Sidewalks and/or bikelanes included as part of vehicular capacity project.
[4] Essential non-motorized improvements at intersections or grade separated crossing projects that are primarily for vehicular capacity.
[5] Project is primarily for vehicular capacity.

Chapter 13
CAPITAL FACILITIES

INTRODUCTION

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

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

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

Level of Service Standards

The Capital Facilities Element identifies a level of service (LOS) standard for public services that are dependent on specific facilities. Level of service establishes a minimum capacity of capital facilities that must be provided per unit of demand or other appropriate measure of need. These standards are then used to determine whether a need for capacity improvements currently exists and what improvements will be needed to maintain the policy levels of service under anticipated conditions over the life of the Comprehensive Plan. The projected levels of growth are identified in the Land Use and Housing Elements.

Major Capital Facilities Considerations and Goals

The Capital Facilities Element is the mechanism the city uses to coordinate its physical and fiscal planning. The element is a collaboration of various disciplines and interactions of city departments including public works, planning, finance and administration. The Capital Facilities Element serves as a method to help make choices among all of the possible projects and services that are demanded of the City. It is a basic tool that can help encourage rational decision-making rather than reaction to events as they occur.

The Capital Facilities Element promotes efficiency by requiring the local government to prioritize capital improvements for a longer period of time than the single budget year. Long

range financial planning presents the opportunity to schedule capital projects so that the various steps in development logically follow one another respective to relative need, desirability and community benefit. In addition, the identification of adequate funding sources results in the prioritization of needs and allows the tradeoffs between funding sources to be evaluated explicitly. The Capital Facilities Plan will guide decision making to achieve the community goals as articulated throughout the Comprehensive Plan.

INVENTORY AND ANALYSIS

The inventory provides information useful to the planning process. It also summarizes new capital improvement projects for the existing population, new capital improvement projects necessary to accommodate the growth projected through the year 2030 and the major repair, renovation or replacement of existing facilities.

Inventory of Existing Capital Facilities

Outside Providers

The City of Gig Harbor is served by the Peninsula School District #401 for educational purposes. The PSD manages and maintain their public infrastructure through an adopted Six Year Facilities Plan, last updated in August 2014. The Peninsula School District #401 Capital Facilities Plan is hereby adopted by reference within the City of Gig Harbor's Comprehensive Plan. Copies of the plan are available for public review.

Fire services are provided by Pierce County Fire District #5, one fire station is located within city limits. The fire district has recently updated their Capital Facility Plan as part of the Pierce County Comprehensive Plan, adopted in July 2014. The Pierce County Fire District No.5 Capital Facility Plan 2015-2035 is hereby adopted by reference within the City of Gig Harbor's Comprehensive Plan. Copies of the plan are available for public review.

WASTEWATER SYSTEM

Existing Capital Facilities

Gig Harbor's original collection system, constructed in 1974-1975, served the downtown area and an area south of downtown. The original system was called Utility Local Improvement District (ULID) #1 and included six lift stations. ULID #2 was constructed to the south of ULID #1 in 1988 to serve south Gig Harbor including portions of Soundview Drive, Harbor Country Drive, Point Fosdick Drive, and Olympic Drive. ULID #3 was constructed north of ULID #1 in 1992 to serve North Gig Harbor including the area along Burnham Drive north of Harborview Drive, the Washington State Women's Corrections Center off Bujacich Drive, and the Purdy area including the Peninsula School District campus in Purdy.

Further expansions of the City's collection system were built under development agreements and as mitigation conditions of proposed development through the state environmental policy act

(SEPA) process. As of 2015 the City's collection system consisted of approximately 150,000 feet of gravity sewers, 32,000 feet of sewer force mains, and 17 lift stations.

The City's wastewater treatment plant (WWTP) is located on five acres, west of Harborview Drive at its intersection with North Harborview Drive. The original WWTP was brought online to provide secondary treatment of municipal sewage in 1975. Phase I of additional improvements to the WWTP to expand the treatment capacity to the permitted capacity of 1.6 MGD and completed those improvements in 2011.

Currently, the WWTP is under a Phase II expansion that will provide for a new laboratory operations building along with associated mechanical improvements that will consist of an ultra violet disinfection system for disinfection of the treated effluent prior to it being discharged into the outer narrows through a 24 inch diameter outfall pipe.

The City has also filed for renewal of its National Pollutant Discharge Elimination System (NPDES) operating capacity permit which upon completion will increase the treatment plant discharge capacity from 1.6 to 2.4 MGD, which will coincide with the completion of the Phase II improvements in 2016.

The WWTP consists of the following major components: influent flow meter, influent screens, screening press, aeration basins, blowers, secondary clarifiers, return activated sludge pumps, waste activated sludge pump, aerobic digester, digested sludge pumps, sludge dewatering centrifuge, chlorinators, chlorine contact tanks, and effluent discharge pumps. Effluent from the WWTP is piped through a 24 inch outfall that discharges into the outer Tacoma Narrows, whose diffuser section rests 190 feet below sea level.

In addition to sewer service within the Gig Harbor UGA, the City of Gig Harbor owns, operates, and maintains a septic system for the Shorecrest residential Developmentalong Ray Nash Drive NW located about 5 miles west of the City. The Shorecrest septic system is a 12-unit development with an on-site septic system and pressurized community drainfield.

The City also treats septic effluent from a 68 single family lot subdivision on Wollochet Bay in unincorporated Pierce County outside of the City's UGA as well as a 333 single family subdivision.

Level of Service

The City introduced a requirement in May 2006 through Ordinance #1044 for most new development and redevelopment projects to request a portion of the treatment capacity at the City's wastewater treatment plant (WWTP) through the sewer capacity reservation certificate (CRC) process. Each CRC reserves a specific number of gallons per day for treatment at the wastewater treatment plant based on the current value of an equivalent residential unit (ERU) Since the WWTP has limited capacity to treat wastewater, the City identifies by way of the sewer CRC process those projects that the City's WWTP has adequate public wastewater facilities to treat.

At the time of completion of the Phase II improvements, the projected wastewater treatment capacity will be increased to 2.4 million gallons per day (MGD). The net increase of capacity compared to the existing capacity is 1.6 MGD, or approximately an additional 5,333 ERUs. Based on maximum monthly flow projections, the projected treatment capacity of 2.4 MGD will be adequate for the next twenty.

Forecast of Future Needs

The City has used a demographics forecasting allocation model (DFAM) to forecast future population growth on undeveloped and underdeveloped parcels within the City's urban growth area (UGA). The primary input to the DFAM was a result of the City's Buildable Lands Analysis. The resulting population growth was then correlated to the generation of sewer flows to provide an estimate of the distribution of sewer flows throughout the City's UGA. These forecasted flows and descriptions of future wastewater needs are described further in the City's Wastewater Comprehensive Plan.

Future Wastewater Collection Needs

The City's collection system is planned at full build-out to expand to the limits of the UGA. The collection system has been divided into a total of 21 topographic basins, also known as sewer basins. At build-out each sewer basin will have one sewer pump station and a mixture of sewer gravity mains and sewer force mains. The design and construction of undeveloped and under-developed sewer basins may be financed by developers as conditions of SEPA or land use approval, and/or utility local improvement districts (ULIDs).

As noted above in the description of the existing capital facilities, the City's core area has an established sewer collection system. Some areas within the City's UGA are capable of having sewer flows conveyed through the use of gravity to existing sewer lift stations. However, in most areas the future development of the City's sewer collection system will occur in areas beyond the City's core area. These areas have a topographic low point where wastewater must be collected and pumped and may require construction of a new sewer pump station, also known as a lift station. Only one lift station shall be utilized in each sewer basin.

In situations where a new sewer lift station must be constructed two scenarios exist. The first scenario is where no lift station is located in the sewer basin. The proposed development activity shall design and construct a new developer funded, City designed lift station that will collect sewer flows from the proposed development and all future development upstream in the sewer basin.

The second scenario is where an existing lift station is already located in the sewer basin but the proposed development activity is located lower in elevation than the existing lift station. The proposed development activity shall design and construct a new developer funded City designed lift station that will collect sewer flows from the existing lift station, the proposed development and all future development upstream in the sewer basin. The existing lift station would then be

demolished.

Due to the likely potential for mechanical and electrical failures and the complications that arise when these failures occur, developments shall maximize gravity flows while minimizing the use of lift stations and grinder pumps.

Only developments lower in elevation than an existing lift station or gravity main AND lower in elevation that the path of sewer main construction may, upon approval of the Public Works Director, use grinder pumps in lieu of constructing a new lift station.

The City's Public Works Department provides continuous maintenance of the existing collection system. Future needs of the existing collection system are mostly limited to projects requiring rehabilitation of the lift stations. However, through the modeling of projected wastewater flows, no projects have been identified in the short term as necessary to increase the capacity of a gravity sewer main. Funding for the ongoing maintenance of the existing collection system, including rehabilitation of existing lift stations and replacement of existing sewer mains may be funded by utility connection fees and utility rates.

Specific facility improvements anticipated to accommodate the upcoming six year planning period are listed in Table 13.5.

Future Wastewater Treatment Plant Needs

With the completion of both the Phase I and the Phase II improvements in combination with the completion of the outfall, the City will have adequate capacity to treat the projected 20 year wastewater flows and loading projections.

Reclaimed Water Investigation.

The State has identified reclaimed water as an important water resource management strategy that can offer benefits related to potable water supply, wastewater management, and environmental enhancement. The City has acknowledged the State's acceptance and promotion of reclaimed water as being a viable and important water resource management tool through the adoption of a comprehensive plan goal for the wastewater utility to explore options to create reclaimed water. Table 13.5 identifies an annual project for the study and investigation of wastewater reuse and reclaimed water.

Specific facility improvements required to accommodate the upcoming six-year planning period are listed in Table 13.5

WATER SYSTEM

Existing Capital Facilities

The City of Gig Harbor Water System, limited by its retail water service area (RWSA), is unique in that many residents within the City limits and the City's UGA receive water service from adjacent water purveyors. Approximately 35% of the population within the City limits and City's UGA receives water from the City, and the remainder within the City limits and City's UGA receive water from other water purveyors or from private wells.

The City of Gig Harbor Water System was originally built in the late 1940's. Today, the City's RWSA encompasses approximately 4.4 square miles with 2,079 service connections serving approximately 5,100 people. The City operates six groundwater wells that supply water to its water service customers, and has more than 37 miles of pipeline and six reservoirs located around the City. Summaries of the City's well source supply and storage facilities are provided in Table 13.1 and Table 13.2, respectively, below. The City also provides wholesale water service to multiple customers outside the City's RWSA, and has an emergency intertie with one purveyor.

Table 13.1 – Summary of Well Source Supply

Well No.	Location (Sec-Twnshp-Rge)	Date Drilled	Capacity (GPM)	Depth (Ft.)	Status
1	8-21N-2E	1949	120	246 ~~320~~	Inactive
2	32-22N-2E	1962	280	116	Active
3	17-21N-2E	1978	750	745	Active
4	8-21N-2E	1988	200	399	Active
5	7-21N-2E	1990	543	705	Active
6	7-21N-2E	1991	975	566	Active
7	31-22N-2E	N/A	40	393	Inactive
8	17-21N-2E	1965	20	231	Active

Source: City of Gig Harbor Water Facilities Inventory (WFI) Report, 2008; DOE Water Right Certificates

Table 13.2 – Summary of Storage Facilities

Storage Facility	Associated with Well No.	Total Capacity (gallons)	NGVD 29 Elevation (ft) Base Elevation (ft)	NGVD 29 Elevation (ft) Overflow Elevation (ft)
East Tank	2	250,000	304	320
Harbor Heights Tank 1	4	250,000	290	320
Harbor Heights Tank 2	4	250,000	290	320
Shurgard Tank	3	590,000	339	440
Skansie Tank	5 & 6	1,000,000	336	441
Gig Harbor North Tank	None	2,300,000	301	450
Total		4,640,000		

Source: City of Gig Harbor 2009 Water System Plan, adopted 2012.

As with most municipalities, the City's water distribution system has developed continuously as

demands and the customer base have grown. This evolution has created a distribution system comprised of pipes of various materials, sizes, and ages. Some areas of the City have pipe materials, sizes, and age that do not meet current construction standards or underperform. A detailed description of the existing water supply system may be found in the City of Gig Harbor Water System Plan.

Level of Service

The City introduced a code requirement in January 2001 through Ordinance #862 for most new development and redevelopment projects to request a portion of capacity of the City's water system through the water capacity reservation certificate (CRC) process. Each CRC reserves a specific number of gallons per day based on the current value of an equivalent residential unit (ERU) Since the City has limited capacity to withdraw water, the City identifies by way of the water CRC process those projects that the City's water system has capacity to provide water.

The City's Water System Plan identifies the City's current annual water rights at 10,110 ERUs and a projected water demand in 2024 at 6,778 ERUs. Based on annual water rights the City has capacity to serve water beyond the next six years.

Analysis of the existing storage facilities in the City of Gig Harbor Water System Plan indicates that the City can meet all of its storage needs through the 20-year planning horizon with existing facilities by nesting standby storage and fireflow storage. Consequently the City is not currently planning for additional storage facilities in the 20-year planning horizon.

Forecast of Future Needs

The City has used a demographics forecasting allocation model (DFAM) to forecast future population growth on undeveloped and underdeveloped parcels within the City's RWSA. The primary input to the DFAM was a result of the City's Buildable Lands Analysis. The resulting population growth was then correlated to the generation of water demands to provide an estimate of the water demands throughout the City's UGA. These forecasted water demands are described further in the City's Water System Plan.

The City has used results of the DFAM and water system modeling to analyze future demands and the resulting impacts to the City's water supply, distribution system, and storage.

The City's planned water supply meets the short-term projected demands. However, it is the City's goal to meet the maximum day water demand with the largest source out of service. This increases the City's reliability and redundancy of their water supply system. Currently the City's water system cannot meet this goal. Therefore the City is developing a new deep aquifer well-to meet this goal. The deep aquifer well is identified as Well 11, located adjacent to the City Maintenance Facility, and should produce up to 1,000 acre-ft per year and 1,000 gallons per minute. This redundant well is part of the City's robust water distribution system. The water system is also robust, in part, due to the replacement of undersized pipes and the replacement of older asbestos cement (AC) water mains. As a result the programming is continued for

systematic replacement of undersized pipes to meet minimum fire flows and replacing older AC water mains with either ductile iron pipe or polyvinyl chloride (PVC) pipe.

Specific facility improvements required to accommodate the upcoming six-year planning period are listed in Table 13.5.

PARKS, RECREATION & OPEN SPACE FACILITIES

Existing Facilities

The City of Gig Harbor owns 35 parks ranging in size from 0.06 of an acre to 20 acres. Included in that total are four designated trails that range from 0.2 of a mile to 6 miles in length. Park profiles on each city park facility are included in the 2010 Park Recreation and Open Space Plan as Appendix A to that plan.

The Gig Harbor park classification system includes: neighborhood parks, waterfront parks, natural parks and trails. Open spaces are designated as open space properties, undeveloped park lands, or other properties. Table 13.3 documents the City's existing park facilities.

Neighborhood Parks are developed for both passive and active recreation, and are accessible by walking, biking, or driving. They have support facilities such as restrooms and parking. These parks may typically include athletic fields, sports courts, trails, playgrounds, open space and picnicking facilities.

Waterfront Parks are located on the shoreline and generally provide a mix of water related uses and forms of access to the shoreline. These parks typically include historic structures or uses that are planned for preservation in keeping with the City's maritime heritage. The City actively works to balance uses within these parks to provide a mix of recreation opportunities, historic preservation, and community gathering spaces.

Natural Parks preserve critical areas, urban forests and historic sites for future generations and include low impact recreational uses. Such sites are often developed with ancillary uses that are compatible with or support the primary preservation of the sites key features, such as the garden program located at Wilkinson Farm Park or the hatchery program located at Donkey Creek Park.

Trails include both linear trails (measured in miles) and trail support facilities (measured in acres). Trails are generally off-street transportation and recreation options either paved or unpaved that connect two points and are often located in a utility or undeveloped road right of way. While many of the City's parks provide access trails that loop through a park site, trails are linear in nature. The City has also designated one on-street trail, Harborview Trail, due to the importance of this corridor for recreational use and as a connector between waterfront parks.

Undeveloped Park Lands are properties acquired or owned by the City for park purposes, which have not yet been developed. These properties are anticipated to be developed into parks in the future and will be move to the appropriate classification as they are developed.

Open Space Properties are natural lands set aside for preservation of significant natural

resources, open space or buffering. These lands are typically characterized by critical areas such as wetlands, slopes and shorelines; significant natural vegetation, shorelines, or other environmentally sensitive areas. This classification is used for preserved lands which are not currently planned for development into parks due to physical constraints or other limitations.

Other Properties include lands which do not presently provide park, recreation or open space amenities but are in City ownership and possibly could be redeveloped for such uses in the future. These sites are not presently planned for redevelopment.

It should be noted that this inventory includes only City of Gig Harbor parks and open spaces; the Gig Harbor Peninsula is served by a variety of park and recreation service providers, and a detailed inventory of all public facilities on the Peninsula is not included in this plan. Information taken from the County's geographic information system indicates more than 900 acres of park, recreation and open space lands exist in public ownership on the Gig Harbor Peninsula. The City's system represents a little over 10% of the public lands set aside on the Peninsula for park, recreation and open space uses.

Table 13.3. Existing Park Facilities

	Name of Facility	Location	Size	Park Classification
Parks	**City Park at Crescent Creek**	3303 Vernhardson Street 9702 Crescent Valley Drive NW	9.79	Neighborhood
	Kenneth Leo Marvin Veterans Memorial Park	3580 50th Street	5.57	Neighborhood
	Civic Center (includes Greens and Skate Park)	3510 Grandview Street	6.55	Neighborhood
			Total Neighborhood Parks	**21.91**
	Austin Estuary*	4009 Harborview Drive	1.38	Waterfront
	Bogue Viewing Platform	8803 North Harborview Drive	0.10	Waterfront
	Eddon Boat Park	3805 Harborview Drive	2.89	Waterfront
	Jerisich Dock	3211 Harborview Drive	0.56	Waterfront
	Maritime Pier	3303 Harborview Drive	0.72	Waterfront
	Old Ferry Landing (Harborview Street End)	2700 Harborview Drive	0.17	Waterfront
	Skansie Brothers Park	3207 Harborview Drive	2.59	Waterfront
			Total Waterfront Parks	**8.41**
	Adam Tallman Park	6626 Wagner Way	11.84	Natural
	Donkey Creek Park	8714 North Harborview Drive	1.30	Natural
	Grandview Forest Park	3488 Grandview Street	8.58	Natural
	Wilkinson Farm Park	4118 Rosedale Street NW	17.74	Natural
			Total Natural Parks	**39.46**
	Cushman Trail		6 miles	Trail
	Trailhead at Borgen Blvd	5280 Borgen Blvd	0.18 acres	Trail
	Trailhead at Grandview	3908 Grandview	0.45 acres	Trail
	Trailhead at Hollycroft	2626 Hollycroft Street	0.60 acres	Trail
	Finholm View Climb	8826 North Harborview Drive (bottom) 8917 Franklin Avenue (top)	0.05 miles 0.32 acres	Trail
	Harborview Trail	Harborview and North Harborview Streets	2 miles	Trail

Stanich Trail	Undeveloped portion of Erickson Street	0.2 miles	Trail
		Total Trails (by area)	**1.55**
		Total Trails (by length)	**8.25**
		Total Parks	**71.33**
Ancich Waterfront Park	3555 Harborview Drive	0.76	Undeveloped
BB-16 Mitigation bonus site	WEST of Burnham interchange	0.45	Undeveloped
Harbor Hill Park	10310 Harbor Hill Drive	7.07	Undeveloped
Museum (Donkey Creek) Easement	Harbor History Museum shoreline area	0.43	Undeveloped
Old Burnham Properties	11722 Burnham Drive	20.3	Undeveloped
Rushmore Park (outside City Limits)	In Plat of Rushmore	1.07	Undeveloped
Wheeler Street End	Wheeler Ave at Gig Harbor Bay	0.08	Undeveloped
Woodworth/Ringold Water Tank Site	3800 Block Ringold St	0.06	Undeveloped
WWTP Park/Open Space	4212 Harborview Drive	5.82	Undeveloped
		Total Undeveloped Park Lands	**36.04**
Austin Estuary Tidelands	4009 Harborview Drive	7.07	Open Space
BB-16 Wetland Mitigation Site	SE corner of Burnham and Borgen	10.49	Open Space
Harbor Hill Open Space	Gig Harbor North Area	8.09	Open Space
Old Ferry Landing (adjacent bluff)	South of Old Ferry Landing	0.14	Open Space
		Total Open Space	**25.79**
Bogue Visitors Center	3125 Judson Street	0.15	Other
		Total Other Uses	**0.15**
		Total Other Properties	**61.98**

* Austin Estuary tidelands are included under open space

TOTAL PARK RECREATION AND OPEN SPACE LANDS 133.31

Level of Service

The City established levels of service for the park system in Ordinance # 1191, 2010 Park, Recreation and Open Space Plan (2010 Park Plan) to maintain and improve upon existing levels of service (ELOS). Planned levels of service (PLOS) were established for each category of park, and for the system as a whole to assure a variety of recreation opportunities will be available as the City grows. The level of service standards adopted by the City for the park system are expressed as the number of acres (or miles) per 1000 residents for a particular classification of park. Table 13.4 documents existing levels of service (ELOS) and proposed levels of service (PLOS).

Forecast of Future Needs

The Park Plan utilized levels of service based on the total City population and considered both current and projected levels of service based on anticipated population growth. The population projection, used in this section, reflects the City's most recent population allocation of 10,500 residents in the year 2030. This population projection reflects the slowdown in growth that has

occurred since 2008 and reflects a change in regional population allocations designed to locate future housing near employment centers. The 2030 population allocation in combination with the PLOS allows the City to calculate the amount of park land needed to achieve the planned service level (Table 13.4).

Table 13.4 Existing and Proposed Level of Service Standards

Park Type	Existing Acres	2010 Existing Level of Service	2030 Planned Level of Service [2]	2030 Additional Area Needed
Neighborhood Parks	21.91	2.91	5.00	30.59
Waterfront Parks	8.41	1.02	1.00	2.09
Natural Parks	39.46	5.25	5.25	15.66
Total Parks	69.78[1]	9.36	11.25	48.35
Trails (in miles)	8.25	0.83	1.17	4.04

1 – The total parks area in table 13.3 includes acreage for trailheads which is not represented on table 13.4.

2 – The planned Level of Service is based upon 2030 population allocations and is based on acre/per 1,000 residents.

Future needs for park, recreation and open spaces are also tied to achieving the expressed desires of this community. In the 2010 Park Plan update process several, key themes emerged which guided the creation of the acquisition and development plan. Key themes included trail development, expanding partnerships to leverage City funds, pursuing the acquisition of additional land in developing areas, and improving public access to natural features.

To meet the future demand the City plans for park improvements include both land acquisitions and development projects within existing parks or undeveloped lands. Specific facility improvements required to accommodate the upcoming six-year planning period are listed in Table 13.5.

STORMWATER SYSTEM

Existing Facilities

The Puget Sound and in particular Gig Harbor, Henderson Bay, and Wollochet Bay are the receiving water bodies of the City of Gig Harbor's storm system. The storm system consists of catch basins, pipe, drainage ditches, natural streams such as Donkey Creek and McCormick Creek, wetlands, ponds, and stormwater detention and water quality facilities. The Operations and Maintenance Department is responsible for approximately 46 stormwater ponds, of which 34 are private and 12 are public 2,117 catch basins, 14 miles of drainage ditches, 7 bio swales, 17 stormwater detention vaults and tanks, 2 rain gardens, 9 stormwater vaults and over 41 miles of storm pipe. Annually these numbers will increase as development continues to occur, CIP projects are constructed and new areas are annexed by the City. With the approximately 45 miles of pipe and drainage ditches discharging to the receiving waters of the Puget Sound, which is habitat to various fish and wildlife such as Chinook, coho, steelhead, bald eagles and herons. It is important to protect and improve the water quality of the various water bodies in the City.

The objective of the City's stormwater operation and maintenance program is to assure that all the elements of the stormwater system are functioning properly to avoid any impacts to the environment and properties. The program includes operation and maintenance of storm systems being performed by many entities, including the City's Public Works Department, homeowners association, and property management companies. Scheduled maintenance tasks and inspections are regularly performed and are essential to the program. Major system problems are avoided when defects are identified and addressed in a timely manner.

Through the Clean Water Act and other legislation at the federal level, the Washington State Department of Ecology has been delegated the authority to implement rules and regulations that meet the goals of the Clean Water Act. As part of these rules and regulations, the Department of Ecology issued the Western Washington Phase II Municipal Stormwater Permit (Permit) to the City of Gig Harbor in January 2007. The Permit authorizes the discharge of stormwater to surface waters and to ground waters of the State from Municipal Separate Storm Sewer System (MS4) owned or operated by the City of Gig Harbor. By being identified as a Permittee the City is required to satisfy many obligations during the five-year permit period. On January 1, 2010, the City adopted a new stormwater management and site development manual which was based on the Pierce County manual which is an approved Department of Ecology manual consistent with the Western Washington Phase II Municipal Stormwater Permit requirements.

The City has been proactive in satisfying the requirements of this Permit. In 2006, the City prepared a gap analysis comparing the existing City stormwater program to the Permit requirements. According to the gap analysis, public participation, City staff training and stormwater policies appear to be the areas that the City will need to focus their efforts. In 2015 and 2016 the City will be undertaking an updated gap analysis to align its policies and procedures with the new stormwater permit requirements that will be incrementally instituted over the next two years. Other obligations required by the Permit include the development of a stormwater management program and development of an enforceable mechanism, such as an ordinance, controlling runoff from development and construction sites, including adoption of a new stormwater technical manual. The City's stormwater management program along with the City's stormwater-related ordinances establishes a level of service for both public and private development projects.

The Permit requirements are being phased in over the course of the life of the permit. At the end of the permit, or sooner if required by law, the City will likely be issued a new permit with new permit requirements that are additive to the existing permit requirements.

Level of Service

In connection with the preparation of the City's Stormwater Comprehensive Plan, storm system modeling was performed at a planning level to identify system needs under future full build-out land use conditions. The City selected seven storm trunklines to be analyzed. These trunklines were selected based on known past conveyance and/or sedimentation problems and possible future system impacts due to development.

In general, the City's stormwater infrastructure is sufficient to convey stormwater runoff. And the stormwater management and development guidelines for future developments require runoff rates at developed conditions to meet runoff rates of undeveloped conditions. Therefore little to no net increase in stormwater runoff rates should occur as development continues and the level of service provided by the stormwater utility will remain adequate.

However, a list of recommended storm system capital improvement projects is identified in the Capital Improvement Plan (CIP) of the Stormwater Comprehensive Plan. In March 2008 the City initiated a Stormwater General Facility Charge for funding these stormwater CIP projects.

The types of improvements identified and the implementation scheduled provided in the Stormwater Comprehensive Plan primarily include NPDES Phase 2 permitting requirements, maintenance projects, and habitat projects. Storm system and habitat improvement projects identified in the CIP are based on the Staff's knowledge of the service area, past studies and the hydrologic/hydraulic system analysis.

Forecast of Future Needs

Specific facility improvements required to accommodate the upcoming six-year planning period are listed in Table 13.5.

CAPITAL FACILITIES PROGRAM

A Capital Facilities Program (CFP) is a six-year plan for capital improvements that are supportive of the City's population and economic base as well as near-term (within six years) growth. Capital facilities are funded through several funding sources which can consist of a combination of local, state and federal tax revenues.

The Capital Facilities Program works in concert generally with the land-use element. In essence, the land use plan establishes the "community vision" while the capital facilities plan provides for the essential resources to attain that vision. An important linkage exists between the capital facilities plan, land-use and transportation elements of the plan. A variation (change) in one element (i.e. a change in land use or housing density) would significantly affect the other plan elements, particularly the capital facilities plan. It is this dynamic linkage that requires all elements of the plan to be internally consistent. Internal consistency of the plan's elements imparts a degree of control (checks and balances) for the successful implementation of the Comprehensive Plan. This is the concurrence mechanism that makes the plan work as intended.

The first two years of the Capital Facilities Program will be converted to the annual capital budget, while the remaining four year program will provide long-term planning. It is important to note that only the expenditures and appropriations in the annual budget are binding financial commitments. Projections for the remaining four years are not binding and the capital projects recommended for future development may be altered or not developed due to cost or changed conditions and circumstances.

Definition of Capital Improvement

The Capital Facilities Element is concerned with needed improvements which are of relatively large scale, are generally non-recurring high cost and which may require financing over several years. The list of improvements is limited to major components in order to analyze development trends and impacts at a level of detail which is both manageable and reasonably accurate.

Smaller scale improvements of less than $25,000 are addressed in the annual budget as they occur over time. For the purposes of capital facility planning, capital improvements are major projects, activities or maintenance, costing over $25,000 and requiring the expenditure of public funds over and above annual operating expenses. They have a useful life of over ten years and result in an addition to the city's fixed assets and/or extend the life of the existing infrastructure. Capital improvements do not include items such as equipment or "rolling stock" or projects, activities or maintenance which cost less than $25,000 or which regularly are not part of capital improvements.

Capital improvements may include the design, engineering, permitting and the environmental analysis of a capital project. Land acquisition, construction, major maintenance, site improvements, energy conservation projects, landscaping, initial furnishings and equipment may also be included.

Capital Facilities Needs Projections

The City Departments of Public Works, Planning, Building and Fire Safety, Finance and Administration have identified various capital improvements and projects based upon recent surveys and planning programs authorized by the Gig Harbor City Council. Suggested revenue sources were also considered and compiled.

Currently, seven functional plans have been completed:

- City of Gig Harbor Water System Plan (April 2009, adopted 2012), as may later be amended by resolution.
- City of Gig Harbor Wastewater Comprehensive Plan (November 2009), as may later be amended by resolution.
- City of Gig Harbor Wastewater Treatment Plan Improvements Engineering Report (April 2003)
- City of Gig Harbor Phase 1 Wastewater Treatment Plan Improvements Technical Memorandum (August 2007)
- City of Gig Harbor Stormwater Comprehensive Plan (October 2009), as may later be amended by resolution.
- City of Gig Harbor Phase II Wastewater Treatment Plant Improvements Engineering Report, May 2010.
- The City of Gig Harbor 2010 Park, Recreation, & Open Space Plan (adopted June 2010)

All the plans identify current system configurations and capacities and proposed financing for improvements, and provide the technical information needed to develop the capital facility project lists for this Comprehensive Plan.

Prioritization of Projected Needs

The identified capital improvement needs listed were developed by the City Engineer, Finance Director, and the City Administrator. The following criteria were applied informally in developing the final listing of proposed projects:

Economics

- Potential for Financing
- Impact on Future Operating Budgets
- Benefit to Economy and Tax Base

Service Consideration

- Safety, Health and Welfare
- Environmental Impact
- Effect on Service Quality

Feasibility

- Legal Mandates
- Citizen Support
- 1992 Community Vision Survey

Consistency

- Goals and Objectives in Other Elements
- Linkage to Other Planned Projects
- Plans of Other Jurisdictions

Cost Estimates for Projected Needs

The majority of the cost estimates in this element are presented as future dollars and were derived from various federal and state documents, published cost estimates, records of past expenditures and information from various private contractors.

FUTURE NEEDS AND ALTERNATIVES

The Capital Facility Plan for the City of Gig Harbor is developed based upon the following analysis:

- Current Revenue Sources
- Financial Resources
- Capital Facilities Policies
- Method for Addressing Shortfalls

Current Revenue Sources

The major sources of revenue for the City's major funds are as follows:

Fund	Source	Projected (2015-2016)
General Fund	Sales tax	$11,607,000
	Utility tax	$2,858,000
	Property tax	$4,657,000
Street Fund- Operations	Property tax	$0
Water Operating Fund	Customer charges	$3,691,000
Sewer Operating Fund	Customer charges	$9,535,000
Storm Drainage Fund	Customer charges	$2,583,000

Financial Resources

In order to ensure that the city is using the most effective means of collecting revenue, the city inventoried the various sources of funding currently available. Financial regulations and available mechanisms are subject to change. Additionally, changing market conditions influence the city's choice of financial mechanism. The following list of sources include all major financial resources available and is not limited to those sources which are currently in use or which would be used in the six-year schedule of improvements. The list includes the following categories:

- Debt Financing
- Local Levies
- Local Non-Levy Financing
- State Grants and Loans
- Federal Grants and Loans

Debt Financing Method

Short-Term Borrowing: Utilization of short-term financing through local banks is a means to finance the high-cost of capital improvements.

Revenue Bonds: Bonds can be financed directly by those benefiting from the capital improvement. Revenue obtained from these bonds is used to finance publicly-owned facilities, such as new or expanded water systems or improvement to the waste water treatment facility. The debt is retired using charges collected from the users of these facilities. In this respect, the capital project is self-supporting. Interest rates tend to be higher than for general obligation bonds and the issuance of the bonds may be approved by voter referendum.

General Obligation Bonds: These are bonds which are backed by the full faith and credit of the city. Voter-approved bonds increase property tax rate and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues. Revenue may be used for new capital facilities or maintenance and operations at an

existing facility. These bonds should be used for projects that benefit the City as a whole.

Local Multi-Purpose Levies

Ad Valorem Property Taxes: The tax rate is in mills (1/10 cent per dollar of taxable value). The maximum rate is $1.60 per $1,000 assessed valuation. In 2010, the City's tax rate is $0.9274 per $1,000 assessed valuation. The City is prohibited from raising its levy more than one percent. A temporary or permanent excess levy may be assessed with voter approval. Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

Business and Occupation (B and O) Tax: This is a tax of no more that 0.2% of the gross value of business activity on the gross or net income of a business. Assessment increases require voter approval. The City does not currently use a B and O tax. Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

Local Option Sales Tax: The city has levied the maximum of tax of 1%. Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

Utility Tax: This is a tax on the gross receipts of electric, gas, telephone, cable TV, water/sewer, and stormwater utilities. Local discretion up to 6% of gross receipts with voter approval required for an increase above this maximum. Revenue may be used for new capital facilities or maintenance and operation of existing facilities. The city currently levies a 5% utility tax.

Real Estate Excise Tax: The real estate excise tax is levied on all sales of real estate, measured by the full selling price. In addition to the state rate of 1.28 percent, a locally-imposed tax is also authorized. The city may levy a quarter percent tax and additional quarter percent tax. These funds may only be used to finance eligible capital facilities.

Local Single-Purpose Levies

Motor Vehicle Fuel Tax – "Gas Tax": The state currently levies a tax of 37.5 cents per gallon on motor vehicle fuel under RCW 82.36.025(1) through (6) and on special fuel (diesel) under RCW 82.38.030(1) through (6). Cities receive 10.6961 percent of the 23 cents per gallon tax levied under RCW 82.36.025(1). These funds are distributed monthly on a per capita basis and are to be placed in a city street fund to be spent for street construction, maintenance or repair.

Local Option Motor Vehicle Fuel Excise Tax: Upon a vote of the people, a local option gas tax can be levied countywide at a rate equal to 10 percent of the state rate. Since the state rate is 37.5 cents per gallon, 10 percent currently would be 3.75 cents per gallon. The tax may be implemented only on the first day of January, April, July, or October and expenditure of these funds is limited solely to transportation purposes.

Local Option Commercial Parking Tax: This tax may be levied by a city within its boundaries and by a county in the unincorporated areas. There is no limit on the tax rate and many ways of assessing the tax are allowed. If the city chooses to levy it on parking businesses, it can tax gross proceeds or charge a fixed fee per stall. If the tax is assessed on the driver of a car, the tax rate

can be a flat fee or a percentage amount. Rates can vary by any reasonable factor, including location of the facility, time of entry and exit, duration of parking, and type or use of vehicle. The parking business operator is responsible for collecting the tax and remitting it to the city, which must administer it. This tax is subject to a voter referendum. At the present time, Bainbridge Island, Bremerton, Mukilteo, SeaTac, and Tukwila are the only cities that we know are levying this tax. Expenditure of these funds is limited solely to transportation purposes.

Transportation Benefit Districts: Cities, along with counties, may form transportation benefit districts to acquire, construct, improve, provide, and fund transportation improvements in the district that is consistent with any existing state, regional, and local transportation plans and necessitated by existing or reasonably foreseeable congestion levels. The area may include other cities and counties, as well as port and transit districts through interlocal agreements.

Any city passing on ordinance to form a transportation benefit district must also identify revenue options for financing improvements in the district. A district that has coterminous boundaries with a city may levy a $20 per vehicle license fee or impose transportation impact fees on commercial or industrial buildings, both without voter approval. A credit must be provided for any transportation impact fee on commercial or industrial buildings that the city has already imposed. Similarly, any district that imposes a fee that, in combination with another district's fee, totals more than $20, must provide a credit for the previously levied fee.

Voter-approved revenue options include a license fee of up to $100 per vehicle and a 0.2 percent sales tax. Like many other special districts, transportation benefit districts may levy a one-year O&M levy under RCW 84.52.052 and do an excess levy for capital purposes under RCW 85.52.056. The funds must be spent on transportation improvements as set forth in the district's plan.

Local Non-Levy Financing Mechanisms

Reserve Funds: Revenue that is accumulated in advance and earmarked for capital improvements. Sources of the funds can be surplus revenues, funds in depreciation revenues, or funds resulting from the sale of capital assets.

Fines, Forfeitures and Charges for Services: This includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, property appraisal fees, fines, forfeitures, licenses, permits, income received as interest from various funds, sale of public property, rental income and private contributions to the jurisdiction. Revenue from these sources may be restricted in use.

User and Program Fees: These are fees or charges for using park and recreational facilities, sewer services, water services and surface drainage facilities. Fees may be based on a measure of usage on a flat rate or on design features. Revenues may be used for new capital facilities or maintenance and operation of existing facilities.

Street Utility Charges: A fee of up to 50% of actual costs of street construction, maintenance and operations may be charged to households. Owners or occupants of residential property are

charged a fee per household that cannot exceed $2.00 per month. The fee charged to businesses is based on the number of employees and cannot exceed $2.00 per employee per month. Both businesses and households must be charged. Revenue may be used for activities such as street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities and drainage facilities.

Special Assessment District: Special assessment districts are created to service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from the new service or facility. The districts include Local Improvement Districts, Road Improvement Districts, Utility Improvement Districts and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created.

Impact Fees: Impact fees are paid by new development based upon the development's impact to the delivery of services. Impact fees must be used for capital facilities needed by growth and not to correct current deficiencies in levels of service nor for operating expenses. These fees must be equitably allocated to the specific entities which will directly benefit from the capital improvement and the assessment levied must fairly reflect the true costs of these improvements. Impact fees may be imposed for public streets, parks, open space, recreational facilities, and school facilities.

State Grants and Loans

Public Works Trust Fund: Low interest loans to finance capital facility construction, public works emergency planning, and capital improvement planning. To apply for the loans the city must have a capital facilities plan in place and must be levying the original 1/4% real estate excise tax. Funds are distributed by the Department of Commerce. Loans for construction projects require matching funds generated only from local revenues or state shared entitlement revenues. Revenue may be used to finance new capital facilities, or maintenance and operations at existing facilities.

State Parks and Recreation Commission Grants: Grants for parks capital facilities acquisition and construction. They are distributed by the Parks and Recreation Commission to applicants with a 50% match requirement.

Urban Transportation Improvement Programs: The State Transportation Improvement Board offers four grant programs to cities exceeding a population of 5,000. Urban Arterial Program for roadway projects which improve safety and mobility; Urban Corridor Program, for roadway projects that expand capacity; Sidewalk Program for sidewalk projects that improve safety and connectivity; and, arterial preservation program that provides for street overlays.

Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU): SAFETEA-LU represents the largest surface transportation investment in our Nation's history with guaranteed funding for highways, highway safety, and public transportation totaling $244.1 billion. SAFETEA-LU supplies funds for investments needed to maintain and grow vital

transportation infrastructure.

Centennial Clean Water Fund: Grants and loans for the design, acquisition, construction, and improvement of Water Pollution Control Facilities, and related activities to meet state and federal water pollution control requirements. Grants and loans distributed by the Department of Ecology with a 75%-25% matching share. Use of funds is limited to planning, design, and construction of Water Pollution Control Facilities, stormwater management, ground water protection, and related projects.

Water Pollution Control State Revolving Fund: Low interest loans and loan guarantees for water pollution control projects. Loans are distributed by the Department of Ecology. The applicant must show water quality need, have a facility plan for treatment works, and show a dedicated source of funding for repayment.

Federal Grants and Loans

Department of Health Water Systems Support: Grants for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. Grants are distributed by the state Department of Health through intergovernmental review and with a 60% local match requirement.

Capital Facility Strategies
In order to realistically project available revenues and expected expenditures on capital facilities, the city must consider all current policies that influence decisions about the funding mechanisms as well as policies affecting the city's obligation for public facilities. The most relevant of these are described below. These policies, along with the goals and policies articulated in the other elements were the basis for the development of various funding scenarios.

Mechanisms to Provide Capital Facilities

Increase Local Government Appropriations: The city will investigate the impact of increasing current taxing rates, and will actively seek new revenue sources. In addition, on an annual basis, the city will review the implications of the current tax system as a whole.

Use of Uncommitted Resources: The city has developed and adopted its Six-Year capital improvement schedules. With the exception of sewer facilities, however, projects have been identified on the 20-year project lists with uncommitted or unsecured resources.

Analysis of Debt Capacity: Generally, Washington state law permits a city to ensure a general obligation bonded debt equal to 3/4 of 1% of its property valuation without voter approval. By a 60% majority vote of its citizens, a city may assume an additional general obligation bonded debt of 1.7570%, bringing the total for general purposes up to 2.5% of the value of taxable property. The value of taxable property is defined by law as being equal to 100% of the value of assessed valuation. For the purpose of applying municipally-owned electric, water, or sewer service and with voter approval, a city may incur another general obligation bonded debt equal to 2.5% of

the value of taxable property. With voter approval, cities may also incur an additional general obligation bonded debt equal to 2.5% of the value of taxable property for parks and open space. Thus, under state law, the maximum general obligation bonded debt which the city may incur cannot exceed 7.5% of the assessed property valuation.

Municipal revenue bonds are not subject to a limitation on the maximum amount of debt which can be incurred. These bonds have no effect on the city's tax revenues because they are repaid from revenues derived from the sale of service.

The City of Gig Harbor has used general obligation bonds and municipal revenue bonds very infrequently. Therefore, under state debt limitation, it has ample debt capacity to issue bonds for new capital improvement projects.

User Charges and Connection Fees: User charges are designed to recoup the costs of public facilities or services by charging those who benefit from such services. As a tool for affecting the pace and pattern of development, user fees may be designed to vary for the quantity and location of the service provided. Thus, charges could be greater for providing services further distances from urban areas.

Mandatory Dedications or Fees in Lieu of: The jurisdiction may require, as a condition of plat approval, that subdivision developers dedicate a certain portion of the land in the development to be used for public purposes, such as roads, parks, or schools. Dedication may be made to the local government or to a private group. When a subdivision is too small or because of topographical conditions a land dedication cannot reasonably be required, the jurisdiction may require the developer to pay an equivalent fee in lieu of dedication.

The provision of public services through subdivision dedications not only makes it more feasible to service the subdivision, but may make it more feasible to provide public facilities and services to adjacent areas. This tool may be used to direct growth into certain areas.

Negotiated Agreement: An agreement whereby a developer studies the impact of development and proposes mitigation for the city's approval. These agreements rely on the expertise of the developer to assess the impacts and costs of development. Such agreements are enforceable by the jurisdiction. The negotiated agreement will require lower administrative and enforcement costs than impact fees.

Impact Fees: Impact fees may be used to affect the location and timing of infill development. Infill development usually occurs in areas with excess capacity of capital facilities. If the local government chooses not to recoup the costs of capital facilities in underutilized service areas then infill development may be encouraged by the absence of impact fees on development(s) proposed within such service areas. Impact fees may be particularly useful for a small community which is facing rapid growth and whose new residents desire a higher level of service than the community has traditionally fostered and expected.

Obligation to Provide Capital Facilities

Coordination with Other Public Service Providers: Local goals and policies as described in the other comprehensive plan elements are used to guide the location and timing of development. However, many local decisions are influenced by state agencies and utilities that provide public facilities within the Urban Growth Area and the City of Gig Harbor. The planned capacity of public facilities operated by other jurisdictions must be considered when making development decisions. Coordination with other entities is essential not only for the location and timing of public services, but also in the financing of such services.

The city's plan for working with the natural gas, electric, and telecommunication providers is detailed in the Utilities Element. This plan includes policies for sharing information and a procedure for negotiating agreement for provision of new services in a timely manner.

Other public service providers such as school districts and private water providers are not addressed in the Utilities Element. However, the city's policy is to exchange information with these entities and to provide them with the assistance they need to ensure that public services are available and that the quality of the service is maintained.

Level of Service Standards: Level of service standards are an indicator of the extent or quality of service provided by a facility that are related to the operational characteristics of the facility. They are a summary of existing or desired public service conditions. The process of establishing level of service standards requires the city to make quality of service decisions explicit. The types of public services for which the city has adopted level of service standards will be improved to accommodate the impacts of development and maintain existing service in a timely manner with new development.

Level of service standards will influence the timing and location of development, by clarifying which locations have excess capacity that may easily support new development, and by delaying new development until it is feasible to provide the needed public facilities. In addition, to avoid over-extending public facilities, the provision of public services may be phased over time to ensure that new development and projected public revenues keep pace with public planning. The city has adopted level of service standards for six public services. These standards are to be identified in Section V of this element.

Urban Growth Area Boundaries: The Urban Growth Area Boundary was selected in order to ensure that urban services will be available to all development. The location of the boundary was based on the following: environmental constraints, the concentrations of existing development, the existing infrastructure and services, and the location of prime agricultural lands. New and existing development requiring urban services will be located in the Urban Growth Area. Central sewer and water, drainage facilities, utilities, telecommunication lines, and local roads will be extended to development in these areas. The city is committed to serving development within this boundary at adopted level of service standards. Therefore, prior to approval of new development within the Urban Growth Area the city should review the six-year Capital Facilities Program and the plan in this element to ensure the financial resources exist to

provide the services to support such new development.

Methods for Addressing Shortfalls

The city has identified options available for addressing shortfalls and how these options will be exercised. The city evaluates capital facility projects on an individual basis rather than a system-wide basis. This method involves lower administrative costs and can be employed in a timely manner. However, this method will not maximize the capital available for the system as a whole. In deciding how to address a particular shortfall the city will balance the equity and efficiency considerations associated with each of these options. When evaluation of a project identifies shortfall, the following options would be available:

- Increase revenue
- Decrease level of service
- Decrease the cost of a facility
- Decrease the demand for the public service or facility
- Reassess the land use assumptions in the Comprehensive Plan

SIX-YEAR CAPITAL FACILITY PLAN

In addition to the direct costs for capital improvements, this section analyzes cost for additional personnel and routine operation and maintenance activities. Although the capital facilities program does not include operating and maintenance costs, and such an analysis is not required under the Growth Management Act, it is an important part of the long-term financial planning. The six-year capital facilities program for the City of Gig Harbor was based upon the following analysis:

- Financial Assumptions
- Projected Revenues
- Projected Expenditures
- Future Needs

Financial Assumptions

The following assumptions about the future operating conditions in the city operations and market conditions were used in the development of the six-year capital facilities program:

1. The city will maintain its current fund accounting system to handle its financial affairs.

2. The cost of running local government will continue to increase due to inflation and other growth factors while revenues will also increase.

3. New revenue sources, including new taxes, may be necessary to maintain and improve city services and facilities.

4. Capital investment will be needed to maintain, repair and rehabilitate portions of the city's aging infrastructure and to accommodate growth anticipated over the next twenty years.

5. Public investment in capital facilities is the primary tool of local government to support and encourage economic growth.

6. A consistent and reliable revenue source to fund necessary capital expenditures is desirable.

7. A comprehensive approach to review, consider, and evaluate capital funding requests is needed to aid decision makers and the citizenry in understanding the capital needs of the city.

Capital improvements will be financed through the following funds:

- General Fund
- Capital Improvement Fund
- Capital Development Fund
- Enterprise Funds

Projected Revenues

Tax Base: The City's tax base is anticipated to continue to see growth between 1-3% through the addition of new construction as well maintaining the valuation tax for existing real property each year. The City's assessment ratio is projected to remain constant at 100%. Although this is important to the overall fiscal health of the city, capital improvements are funded primarily through non-tax resources.

Revenue by Fund

General Fund: The General Fund is the basic operating fund for the city. The General Fund is allocated 25 percent of the annual tax yield from ad valorem property values. Since 2005, the average annual increase in tax levy was 6%. This was mostly due to new construction and annexations as regular growth in property tax levy is limited to 1 percent a year. The city is projecting a 3 percent increase in tax base for the next six years. The City has a maximum rate of $1.60 per $1,000 ad valorem.

Capital Improvement and Capital Development Funds: In the City of Gig Harbor, the Capital Improvement and Development Funds accounts for the proceeds of the first and second quarter percent of the locally-imposed real estate excise tax. Permitted uses are defined as "public works projects for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvements of streets, roads, highways, sidewalks street and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer

systems, and planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvements of parks. These revenues are committed to annual debt service and expenditures from this account are expected to remain constant, based upon the existing debt structure. The revenue in these funds is dedicated to meet annual debt service obligations on outstanding general obligation bonds. In 2018, the City is scheduled to repay the 2008 LTGO Bonds, and this revenue is freed up to contribute to other projects.

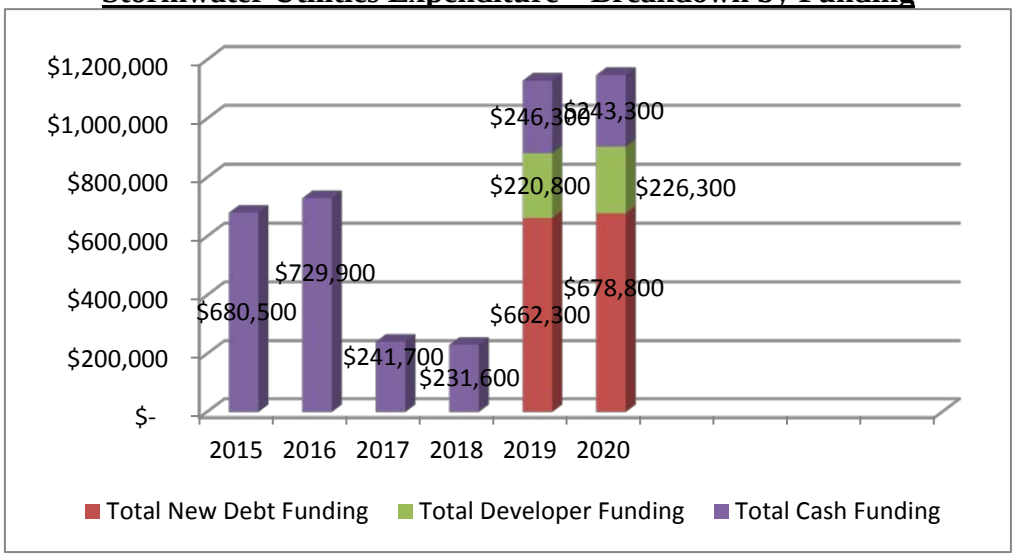
Street and Street Capital Funds: Expenditures from these funds include direct annual outlays for capital improvement projects. The revenues in this fund represent total receipts from state and local gas taxes. The projected revenues are based upon state projections for gasoline consumption, current state gas tax revenue sharing and continued utilization of local option gas taxes at current levels. This fund also includes state and federal grant monies dedicated to transportation improvements.

Enterprise Funds: The revenue these funds are used for the annual capital and operating expenditures for services that are operated and financed similar to private business enterprises. The projected revenues depend upon the income from user charges, connection fees, bond issues, state or federal grants and carry-over reserves.

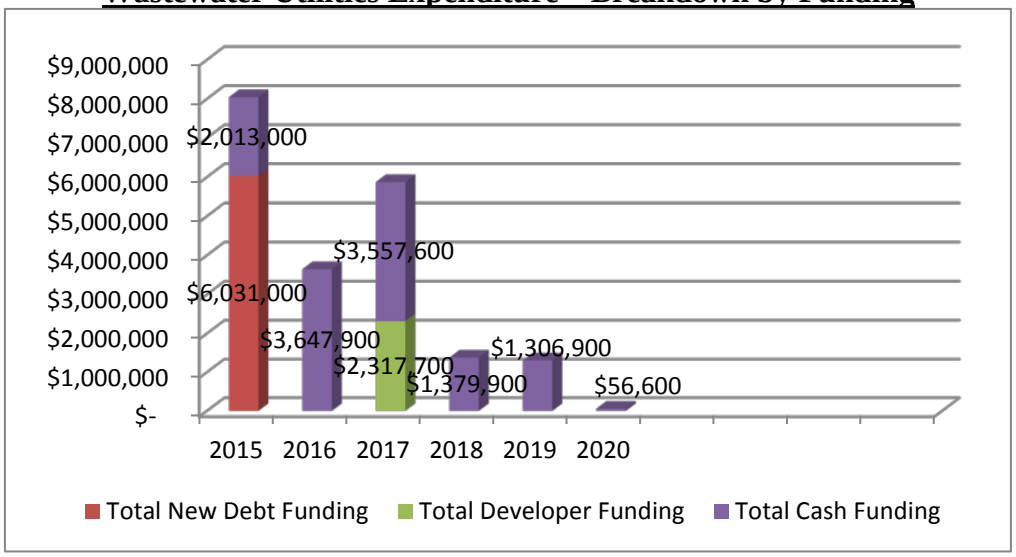
Funding Breakdown for six-year Capital Improvements

This following financial data was adopted via City Council on July 13, 2015.

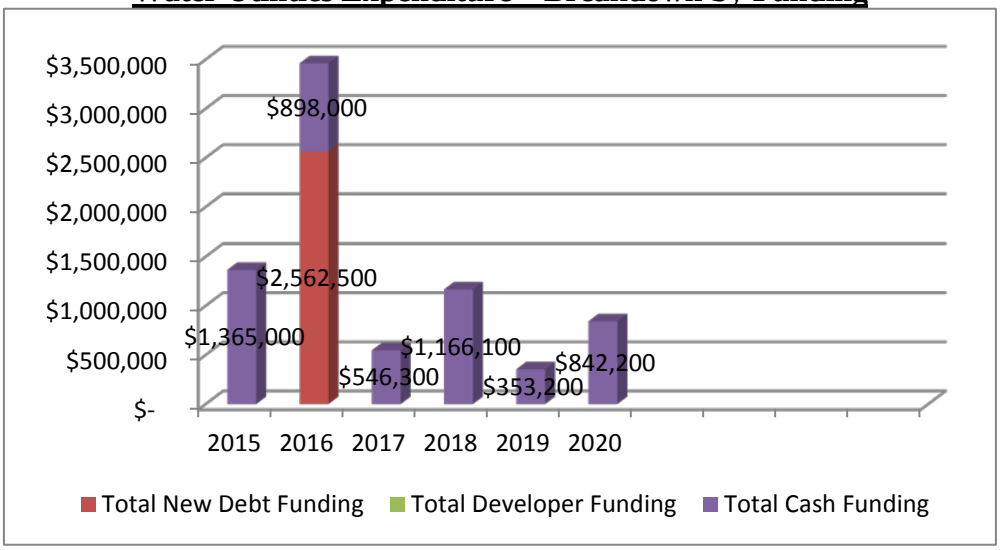
Stormwater Utilities Expenditure – Breakdown by Funding



Wastewater Utilities Expenditure – Breakdown by Funding



Water Utilities Expenditure – Breakdown by Funding



GOALS

GOAL 13.1. PROVIDE NEEDED PUBLIC FACILITIES TO ALL OF THE CITY RESIDENTS IN A MANNER WHICH PROTECTS INVESTMENTS IN EXISTING FACILITIES, WHICH MAXIMIZES THE USE OF EXISTING FACILITIES AND WHICH PROMOTE ORDERLY AND HIGH QUALITY URBAN GROWTH.

GOAL 13.2. PROVIDE CAPITAL IMPROVEMENT TO CORRECT EXISTING DEFICIENCIES, TO REPLACE WORN OUT OR OBSOLETE FACILITIES AND TO ACCOMMODATE FUTURE GROWTH, AS INDICATED IN THE SIX-YEAR SCHEDULE OF IMPROVEMENTS.

GOAL 13.3. FUTURE DEVELOPMENT SHOULD BEAR ITS FAIR-SHARE OF FACILITY IMPROVEMENT COSTS NECESSITATED BY DEVELOPMENT IN ORDER TO ACHIEVE AND MAINTAIN THE CITY'S ADOPTED LEVEL OF STANDARDS AND MEASURABLE OBJECTIVES.

GOAL 13.4. THE CITY SHOULD MANAGE ITS FISCAL RESOURCES TO SUPPORT THE PROVISION OF NEEDED CAPITAL IMPROVEMENTS FOR ALL DEVELOPMENTS.

GOAL 13.5. THE CITY SHOULD COORDINATE LAND USE DECISIONS AND FINANCIAL RESOURCES WITH A SCHEDULE OF CAPITAL IMPROVEMENTS TO MEET ADOPTED LEVEL OF SERVICE STANDARDS, MEASURABLE OBJECTIVES AND PROVIDE EXISTING FUTURE FACILITY NEEDS.

GOAL 13.6. THE CITY SHOULD PLAN FOR THE PROVISION OR EXTENSION OF CAPITAL FACILITIES IN SHORELINE MANAGEMENT AREAS, CONSISTENT WITH THE GOALS, POLICIES AND OBJECTIVES OF THE CITY OF GIG HARBOR SHORELINE MASTER PROGRAM.

POLICIES

13.1.1. Capital improvement projects identified for implementation and costing more than $25,000 shall be included in the Six Year Schedule of Improvement of this element. Capital improvements costing less than $25,000 should be reviewed for inclusion in the six-year capital improvement program and the annual capital budget.

13.1.2. Proposed capital improvement projects shall be evaluated and prioritized using the following guidelines as to whether the proposed action would:

a. Be needed to correct existing deficiencies, replace needed facilities or to provide

facilities required for future growth;

b. Contribute to lessening or eliminating a public hazard;

c. Contribute to minimizing or eliminating any existing condition of public facility capacity deficits;

d. Be financially feasible;

e. Conform with future land uses and needs based upon projected growth;

f. Generate public facility demands that exceed capacity increase in the six-year schedule of improvements;

g. Have a detrimental impact on the local budget.

13.1.3. The City sewer and water connection fee revenues shall be allocated to capital improvements related to expansion of these facilities.

13.1.4. The City identifies its sanitary sewer service area to be the same as the urban growth area. Modifications to the urban growth boundary will constitute changes to the sewer service area.

13.1.5. Appropriate funding mechanisms for development's fair-share contribution toward other public facility improvements, such as transportation, parks/recreation, storm drainage, will be considered for implementation as these are developed by the City.

13.1.6. The City shall continue to adopt annual capital budget and six-year capital improvement program as part of its annual budgeting process.

13.1.7. Every reasonable effort shall be made to secure grants or private funds as available to finance the provision of capital improvements.

13.1.8. Fiscal policies to direct expenditures for capital improvements will be consistent with other Comprehensive Plan elements.

13.1.9. The City and/ or developers of property within the City shall provide for the availability of public services needed to support development concurrent with the impacts of such development subsequent to the adoption of the Comprehensive Plan. These facilities shall meet the adopted level of service standards.

13.1.10. The City will support and encourage joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.

13.1.11. The City will emphasize capital improvement projects which promote the conservation, preservation or revitalization of commercial and residential areas within the downtown business area and along the shoreline area of Gig Harbor, landward of Harborview Drive and North Harborview Drive.

13.1.12. If probable funding falls short of meeting the identified needs of this plan, the City will review and update the plan, as needed. The City will reassess improvement needs, priorities, level of service standards, revenue sources and the Land Use Element.

LEVEL OF SERVICE STANDARDS

The following Level of Service Standards (LOS) shall be utilized by the City in evaluating the impacts of new development or redevelopment upon public facility provisions:

1. Parks:
   Park level of service standards are addressed in the Parks, Recreation & Open Space Facilities "Inventory and Analysis" section of this Chapter.
2. Transportation/Circulation:
   Transportation level of service standards are addressed in the Transportation Element.
3. Sanitary Sewer:
   Sanitary sewer level of service standards are addressed in the Wastewater System "Inventory and Analysis" section of this Chapter.
4. Potable Water:
   Potable water level of service standards are addressed in the Water System "Inventory and Analysis" section of this Chapter.

Six Year Capital Improvement Program

PLAN IMPLEMENTATION AND MONITORING

Implementation

The six-year schedule of improvements shall be the mechanism the City will use to base its timing, location, projected cost and revenue sources for the capital improvements identified for implementation in the other comprehensive plan elements.

Monitoring and Evaluation

Monitoring and evaluation are essential to ensuring the effectiveness of the Capital Facilities Plan element. This element will be reviewed annually and amended to verify that fiscal resources are available to provide public facilities needed to support LOS standards and plan objectives. The annual review will include an examination of the following considerations in order to determine their continued appropriateness:

a. Any corrections, updates and modifications concerning costs, revenue sources, acceptance of facilities pursuant to dedication which are consistent with this element, or to the date of construction of any facility enumerated in this element;
b. The Capital Facilities Element's continued consistency with the other element of the plan and its support of the land use element;
c. The priority assignment of existing public facility deficiencies;
d. The City's progress in meeting needs determined to be existing deficiencies;
e. The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order or level of priority;
f. The City's effectiveness in maintaining the adopted LOS standard and objectives achieved;
g. The City's effectiveness in reviewing the impacts of plans of other state agencies that provide public facilities within the City's jurisdiction;
h. The effectiveness of impact fees or fees assessed new development for improvement costs;
i. Efforts made to secure grants or private funds, as available, to finance new capital improvements;
j. The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment;
k. Capital improvements needed for the latter part of the planning period for updating the six-year schedule of improvements;
j. Concurrency status.

Table 13.5 Capital Facilities Projects

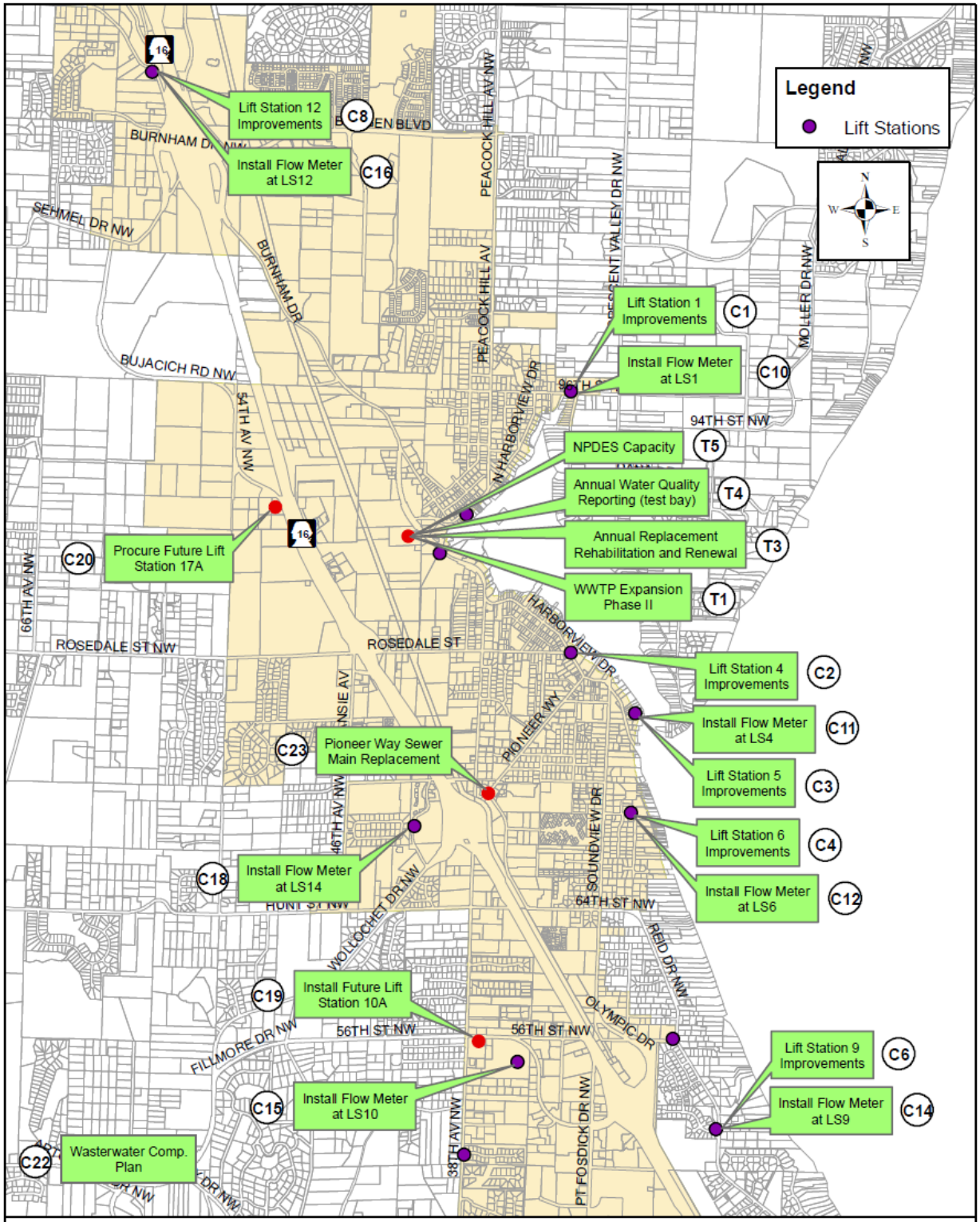
Wastewater System Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
Wastewater Treatment System					
T1	WWTP Expansion Phase II	2015-2016	$7,800,000	6-year	Utility Bond/GFC/Utility Rates
T3	Annual Replacement, Rehabilitation and Renewal	2015	$100,000	6-year	GFC/Utility Rates
T4	Annual Water Quality Reporting	2020	$56,600	6-year	GFC/Utility Rates
T5	NPDES Capacity	2015-2016	$202,500	6-year	GFC/Utility Rates
	Wastewater Treatment Subtotal		**$8,159,100**		
Wastewater Collection System					**Primary Funding Sources**
C1	Lift Station 1 Improvements (Crescent Creek Park)	2019	$143,500	6-year	GFC/Utility Rates
C2	Lift Station 4 Improvements (Harborview Dr./Rosedale St.)	2015-2017	$4,651,600	6-year	Utility Bond/GFC/Utility Rates
C3	Lift Station 5 Improvements (Harborview Ferry Landing)	2017	$136,600	6-year	GFC/Utility Rates
C4	Lift Station 6 Improvements (Ryan St./Cascade Ave)	2015-2018	$1,165,000	6-year	GFC/Utility Rates
C6	Lift Station 9 Improvements (50th St./Reid Dr.)	2015	$127,000	6-year	GFC/Utility Rates
C8	Lift Station 12 Improvements (Woodhill Dr./Burnham Dr.)	2018-2019	$1,672,500	6-year	GFC/Utility Rates
C10	Install Flow Meter at LS1	2019	$32,000	6-year	GFC/Utility Rates
C11	Install Flow Meter at LS4	2015	$31,000	6-year	GFC/Utility Rates
C12	Install Flow Meter at LS6	2016	$29,700	6-year	GFC/Utility Rates
C14	Install Flow	2015	$36,000	6-year	GFC/Utility Rates

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
	Meter at LS9				
C15	Install Flow Meter at LS10	2017	$32,600	6-year	GFC/Utility Rates
C16	Install Flow Meter at LS12	2018	$31,200	6-year	GFC/Utility Rates
C18	Install Flow Meter at LS14	2016	$36,900	6-year	GFC/Utility Rates
C19	Install Future Lift Station 10A (56th St./36th Ave.) and Forcemain	2017-2018	$1,536,300	6-year	Developer/GFC/Utility Rates
C20	Procure Future Lift Station 17A (Skansie Ave./90th St.) and Forcemain	2015-2017	$1,853,100	6-year	Developer/GFC/Utility Rates
C22	Wastewater Comprehensive Plan	2017	$236,500	6-year	GFC/Utility Rates
C23	Pioneer Way Sewer Main Replacement	2015	$400,000	6-year	GFC/Utility Rates
	Wastewater Collection Subtotal		**$13,151,500**		
	Wastewater Total		**$21,310,600**		

Notes: Estimated costs are based on dollars value in the estimated year of the project.

Figure 13-1



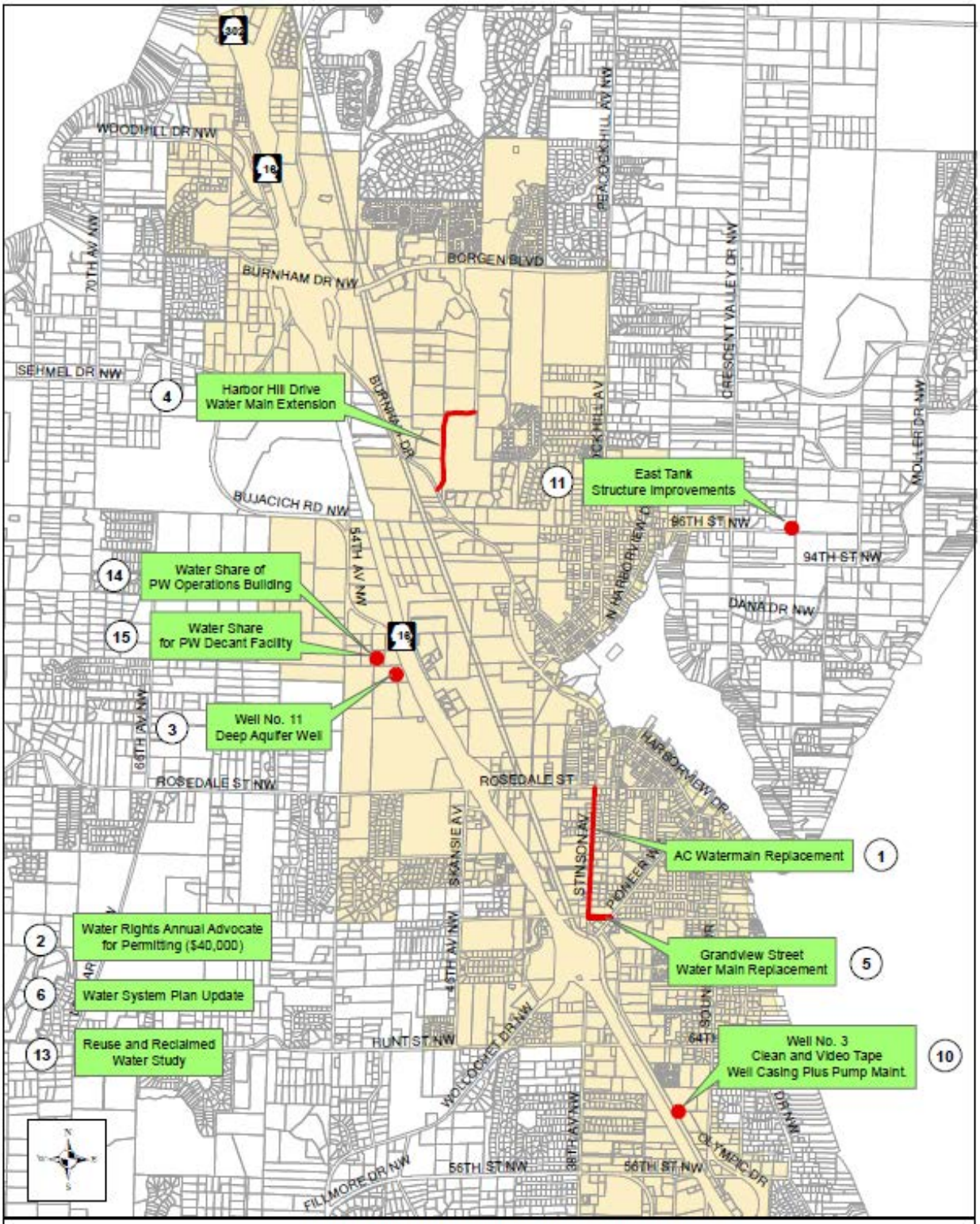
6-Year Wastewater Capital Projects
2015 - 2020

Water System Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Source
1	Asbestos Cement Water Line Replacement Program	2015-2020	$2,520,100	6-year	GFC/Utility Rates
2	Water Rights Annual Advocate for Permitting ($40,000)	2015-2020	$127,700	6-year	GFC/Utility Rates
3	Well No. 11 – Deep Aquifer Well	2016	$2,562,500	6-year	Utility Bond
4	Harbor Hill Drive Water Main Extension	2018	$484,800	6-year	Developer
5	Grandview Street Water Main Replacement	2020	$480,200	6-year	GFC/Utility Rates
6	Water System Plan Update	2018	$121,300	6-year	GFC/Utility Rates
10	Well No. 3 – Clean and Video Tape Well Casing	2015	$70,000	6-year	GFC/Utility Rates
11	East Tank Structural Improvements	2015	$350,000	6-year	GFC/Utility Rates
13	Reuse and Reclaimed Water Study	2015	$50,000	6-year	GFC/Utility Rates
14	Water Share of PW Operations Building	2015-2018	$922,600	6-year	GFC/Utility Rates
15	Water Share of PW Decant Facility	2016	$44,100	6-year	GFC/Utility Rates
	Water Total		**$7,733,300**		

Note: Estimated costs are based on dollar values in the estimated year of the project.

Figure 13-2



6-Year Water Capital Improvement Projects
2015 - 2020

Park, Recreation & Open Space Projects

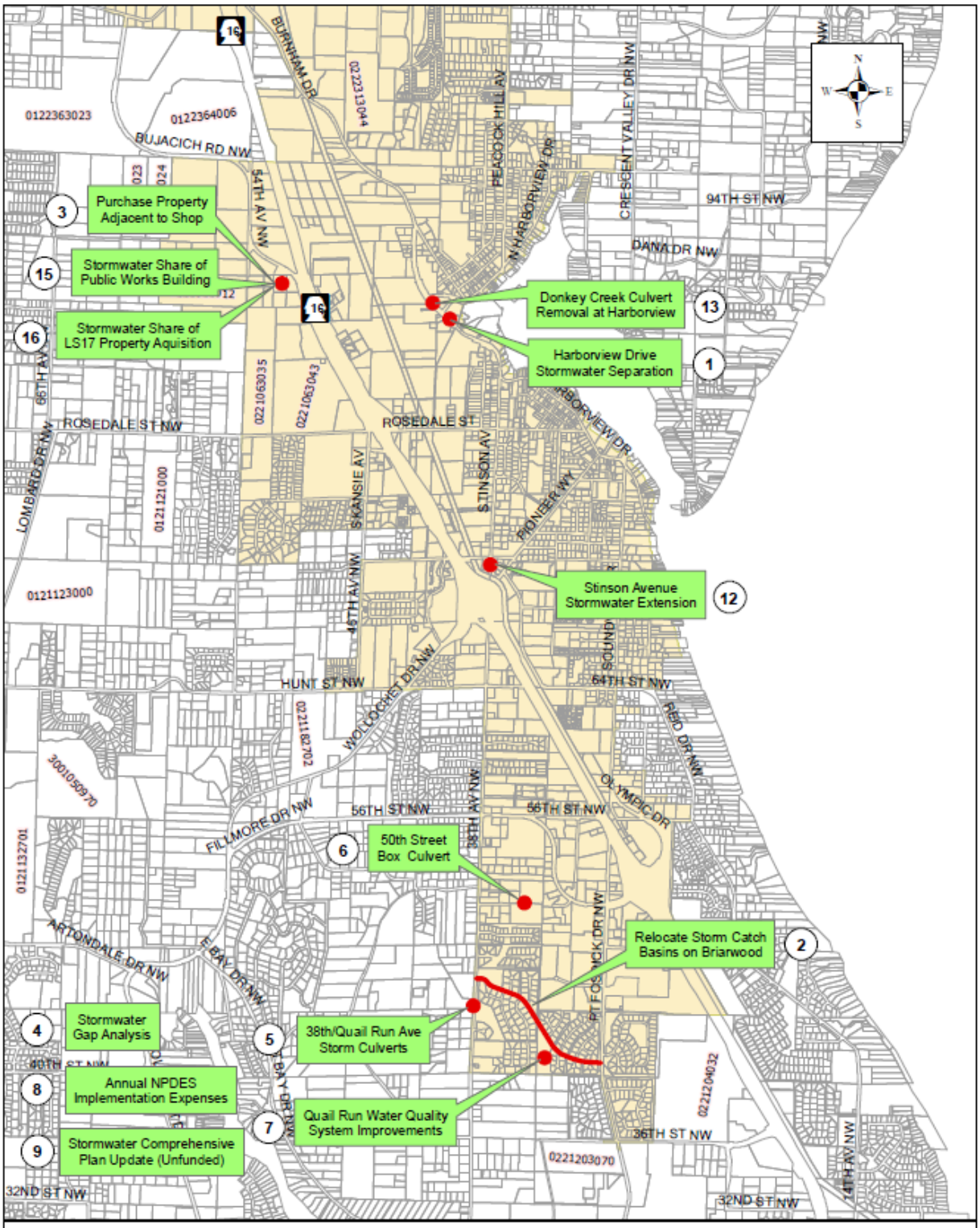
Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
1	Eddon Boat Shop Marine Railways	2012-2016	$150,000	6 year	Local, Grant
2	Boys and Girls Club/Senior Center	2010-2011	$1,000,000	6 year	Local ($250,000), Federal HUD (Funded $750,000)
3	Eddon Boat Park Development	2011-2014	$300,000	6 year	RCO Grants, Local
4	Gig Harbor North Park (Harbor Hill Park)	2012-2018	$5,000,000	6 year	Developer Mitigation, Grants
5	Gig Harbor North Trail System	2010-2016	$1,500,000	6 year	Local, Developer Mitigation, Grants
6	Wilkinson Farm Barn Restoration	2012-2018	$250,000	6 year	Heritage Barn Grant, Local Match
7	PROS Plan Update	2015-2016	$150,000		Local
8	Cushman Trail Phase 5	2015-2021	$3,500,000		Local, Grant
9	Jerisich Dock Float Extension	2012-2018	$900,000	6 year	Fees, Grants, Donations
10	Jerisich / Skansie Park Improvements	2010-2016	$150,000	6 year	Local, Donations/Volunteer
11	Seasonal Floats at Jerisich Dock	2012-2018	$200,000	6 year	Local, RCO Grant
12	Maritime Pier Development	2010-2016	$2,500,000	6 year	Local, Grants, Fees
13	Develop Plan for Wilkinson Farm Park	2010-2011	$25,000	6 year	Grants, Local, Fundraising
14	Twawelkax Trail	2010-2016	$400,000	6 year	Local, Volunteers
15	Veterans Memorial Trail	2012-2018	$125,000	6 year	Local
16	Wilkinson Farm Park Development	2012-2018	$900,000	6 year	RCO Grant, Preservation Grants, Local Match
17	Crescent Creek Park Master Plan	2015-2018	$80,000	6 year	Grants, Local, Fundraising
18	Harborview Waterfront Trail / Pioneer Way Streetscape	2010-2016	$500,000	6 year	Grants, Local, Fundraising
19	Kenneth Leo Marvin Veterans Memorial Park Phase 2	2010-2016	$250,000	6 year	RCO Grant, Local
20	Donkey Creek Corridor Conservation	2014-2020	$1,500,000	6 year plan	County Conservation Futures
21	Critical Area Enhancement	2012-2018	$100,000	6 year	Local, Volunteers, Grants
22	Wheeler Pocket Park	2012-2018	$70,000	6 year	Local
23	Ancich Waterfront Park Development	2013-2019	$5,000,000	6 year	Local, Grants
	Park Total		**$24,550,000**		

Stormwater System-Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Source
1	Harborview Drive Stormwater Separation	2016	$256,300	6-year	GFC/Utility Rates
2	Relocate Storm Culvert on Briarwood	2015	$5,500	6-year	GFC/Utility Rates
3	Purchase Property Adjacent to Shop	2015-2016	$95,100	6-year	GFC/Utility Rates
4	Stormwater Gap Analysis	2015-2016	$101,000	6-year	GFC/Utility Rates
5	38th/Quail Run Ave Storm Culverts	2019	$229,800	6-year	GFC/Utility Rates
6	50th Street Box Culvert	2015	$375,000	6-year	GFC/Utility Rates
7	Quail Run Water Quality System Improvements	2017	$15,800	6-year	GFC/Utility Rates
8	Annual NPDES Implementation Expenses	2015-2020	$96,000	6-year	GFC/Utility Rates
12	Stinson Avenue- Stormwater Extension	2020	$226,300	6-year	GFC/Utility Rates
13	Donkey Creek Culvert Removal at Harborview	2019-2020	$1,788,100	6-year	Utility Bond
15	Stormwater Share of Public Work Building	2015-2018	$922,600	6-year	GFC/Utility Rates
16	Stormwater Share of LS 17 Property Acquisition	2015	$50,000	6-year	GFC/Utility Rates
	Storm Total		**$4,161,500**		

Notes: Estimated costs are based on dollars value in the estimated year of the project.

Figure 13-3



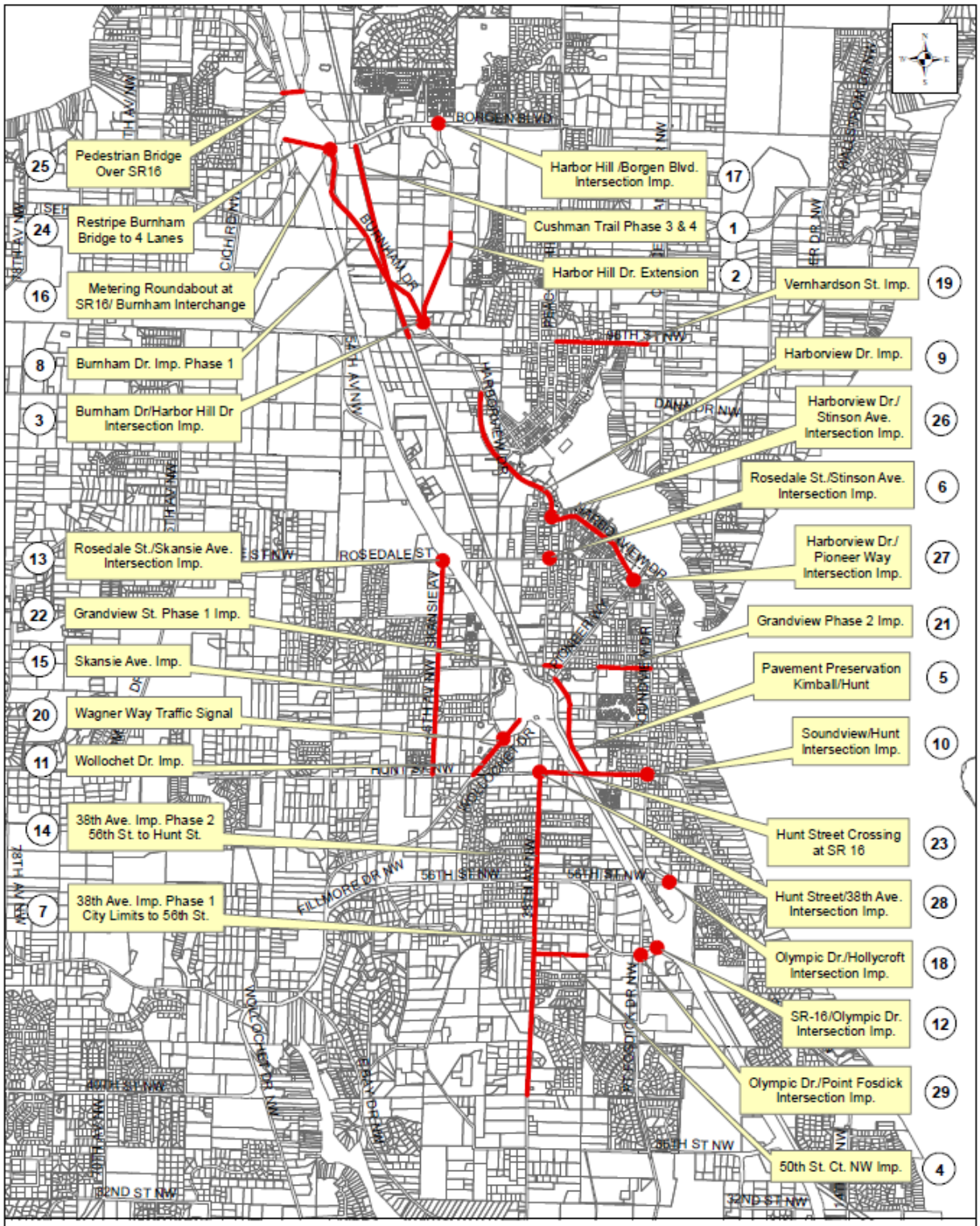
6-Year Stormwater Improvement Projects
2015 - 2020

Transportation Improvement Projects

No.	Project Name	Start Year	Estimated Costs (2015-2020)	Estimated (2021+)	Total (2015-2021+)	Plan	Funding Source
1	Cushman Trail Phases 5	2015	$400,000	$3,600,000	$4,000,000	Six-Year TIP	Fed/State/Local
2	Harbor Hill Drive Extension	2013	$8,500,000	$0	$8,500,000	Six-Year TIP	Fed/State/Local
3	Burnham Dr/Harbor Hill Dr Intersection	2015	$2,000,000	$0	$2,000,000	Six-Year TIP	Fed/State/Local
4	50th St. Ct. NW Phase 2	2016	$900,000	$0	$900,000	Six-Year TIP	State/Local/Other
5	Pavement Preservation Program (2015/16 Kimball/Hunt)	2015 Ongoing	$1,200,000	$200,000/ Year	$1,200,000	Six-Year TIP	Fed/State/Local
6	Rosedale Dr/Stinson Ave Intersection	2020	$360,000	$0	$360,000	Six-Year TIP	State/Local/Other
7	38th Avenue Phase 1	2017	$1,000,000	$6,000,000	$7,000,000	Six-Year TIP	Fed/State/Local
8	Burnham Drive Phase 1	2018	$1,300,000	$0	$1,300,000	Six-Year TIP	Fed/State/Local
9	Harborview Drive Improvements	2015	$130,000	$290,000	$420,000	Six-Year TIP	Fed/State/Local
10	Soundview Dr/Hunt St Intersection	2016	$850,000	$0	$850,000	Six-Year TIP	State/Local
11	Wollochet Drive Improvements	2019	$850,000	$0	$850,000	Six-Year TIP	State/Local
12	SR-16/Olympic Dr	2017	$1,400,000	$0	$1,400,000	Six-Year TIP	Fed/State/Local/Other
13	Rosedale St/Skansie Ave Intersection	2020	$360,000	$0	$360,000	Six-Year TIP	State/Local/Other
14	38th Avenue Phase 2	2019	$900,000	$5,100,000	$6,000,000	Six-Year TIP	Fed/State/Local
15	Skansie Avenue Improvements	2019	$860,000	$7,740,000	$8,600,000	Six-Year TIP	Fed/State/Local
16	Meter Roundabout at SR16 / Burnham	2018	$375,000	$0	$375,000	Six-Year TIP	Fed/State/Local
17	Harbor Hill Dr/Borgen Blvd Intersection	2017	$700,000	$0	$700,000	Six-Year TIP	Fed/State/Local/Developer
18	Olympic/Hollycroft Spur Improvements	2020	$30,000	$0	$30,000	Six-Year TIP	Local
19	Vernhardson St Improvements	2020	$488,000	$0	$0	Six-Year TIP	Fed/State/Local/Other

20	Wagner Way Traffic Signal at Wollochet	2020	$389,000	$0	$389,000	Six-Year TIP	Fed/State/Local/Other
21	Grandview Street Phase 2	2020	$250,000	$870,000	$1,120,000	Six-Year TIP	Fed/State/Local/Other
22	Grandview Street Phase 1	2020	$50,000	$550,000	$600,000	Six-Year TIP	Fed/State/Local/Other
23	Hunt Street Crossing	2020	$1,000,000	$9,300,000	$10,300,000	Six-Year TIP	Fed/State/Local/Other
24	Restripe Burnham Bridge to 4 Lanes	2020	$100,000	$0	$100,000	Six-Year TIP	Fed/State/Local/Other
25	Pedestrian Bridge Over SR16	2020	$500,000	$1,500,000	$2,000,000	Six-Year TIP	Fed/State/Local/Other
26	Harborview Drive/ Stinson Ave	2017	$858,000	$0	$858,000	Six-Year TIP	Fed/State/Local/Other
27	Harborview Drive/ Pioneer Way	2018	$100,000	$0	$100,000	Six-Year TIP	Fed/State/Local/Other
28	Hunt Street/ 38th Ave	2020	$1,500,000	$0	$1,500,000	Six-Year TIP	Fed/State/Local/Other
29	Olympic Drive / Point Fosdick Drive	2016	$400,000	$0	$400,000	Six-Year TIP	Other/ Developer
	Subtotal (Six-Year TIP)		**$13,360,000**	**$34,950,000**	**$62,212,000**		
30	96th Street SR16 Crossing	2040	$0	$8,000,000	$8,000,000	Other	Fed/State/Local/Other
31	Franklin Ave Improvements	2020	$500,000	$0	$500,000	Other	Fed/State/Local/Other
32	Street Connections - Point Fosdick Area	2020	$600,000	$0	$600,000	Other	Fed/State/Local/Other
33	Crescent Valley Connector	2040	$0	$2,500,000	$2,500,000	Other	Fed/State/Local/Other
34	Downtown Parking Lot	2020	$20,000	$100,000	$120,000	Other	Fed/State/Local/Other
35	Public Works Operations Facility	2015	$400,000	$0	$400,000	Other	Fed/State/Local/Other
	Subtotal (Other projects)		**$ 1,520,000**	**$ 10,600,000**	**$ 12,120,000**		
	TOTAL		**$14,880,000**	**$45,550,000**	**$74,332,000**		

Figure 13-4


25 Pedestrian Bridge Over SR16
24 Restripe Burnham Bridge to 4 Lanes
16 Metering Roundabout at SR16/ Burnham Interchange
8 Burnham Dr. Imp. Phase 1
3 Burnham Dr/Harbor Hill Dr Intersection Imp.
Harbor Hill /Borgen Blvd. Intersection Imp. 17
Cushman Trail Phase 3 & 4 1
Harbor Hill Dr. Extension 2
Vernhardson St. Imp. 19
Harborview Dr. Imp. 9
Harborview Dr./ Stinson Ave. Intersection Imp. 26
Rosedale St./Stinson Ave. Intersection Imp. 6
Harborview Dr./ Pioneer Way Intersection Imp. 27
13 Rosedale St./Skansie Ave. Intersection Imp.
22 Grandview St. Phase 1 Imp.
Grandview Phase 2 Imp. 21
15 Skansie Ave. Imp.
Pavement Preservation Kimball/Hunt 5
20 Wagner Way Traffic Signal
Soundview/Hunt Intersection Imp. 10
11 Wollochet Dr. Imp.
14 38th Ave. Imp. Phase 2 56th St. to Hunt St.
Hunt Street Crossing at SR 16 23
7 38th Ave. Imp. Phase 1 City Limits to 56th St.
Hunt Street/38th Ave. Intersection Imp. 28
Olympic Dr./Hollycroft Intersection Imp. 18
SR-16/Olympic Dr. Intersection Imp. 12
Olympic Dr./Point Fosdick Intersection Imp. 29
50th St. Ct. NW Imp. 4
BORGEN BLVD
BOWMAN DR
ROSEDALE ST
SKANSIE AV
HARBORVIEW DR
PIONEER WAY
GRANDVIEW DR
HUNT ST NW
WOLLOCHET DR
56TH ST NW
FILLMORE DR NW
POINT FOSDICK DR NW
38TH AV NW
78TH AV NW
72ND ST NW
6-Year Transportation Improvement Program
2015 - 2020 (Revised)