

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 3,374 residents by 2030 for a projected population of 10,500, as part of the County's overall population forecast adopted under Pierce County Ordinance No. 2017-24s The City is required to plan for this allocated 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 Needed¹	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

* Existing as adopted in the 2014 Buildable Lands Report – Changes to density in 2018 Ordinances will update these capacities during the next Buildable Lands Report Update.

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 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 10,500 residents by 2030 within the 2010 city limits boundaries.
- c) Evaluate future plan and zoning amendments to ensure consistency with the adopted multi-county planning policies, Pierce County county-wide planning policies, and the city's designated role within those planning documents.

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 publicly 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

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 area’s 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.