

ORDINANCE NO. 1118

AN ORDINANCE OF THE CITY OF GIG HARBOR, WASHINGTON, RELATING TO GROWTH MANAGEMENT AND PLANNING, MAKING THE FOLLOWING AMENDMENTS TO THE CITY OF GIG HARBOR COMPREHENSIVE LAND USE PLAN FOR THE 2007 ANNUAL CYCLE: AMENDING THE COMMUNITY DESIGN ELEMENT TO ADD GOALS, POLICIES AND A MAP RELATED TO NEIGHBORHOOD DESIGN AREAS AND RESIDENTIAL DEVELOPMENT DESIGN (COMP 07-0002); AMENDING THE TRANSPORTATION ELEMENT TO ADOPT LEVEL OF SERVICE STANDARDS FOR STATE-OWNED FACILITIES; TO CORRECT INTERNAL TRANSPORTATION FUNDING INCONSISTENCIES, AND TO ADD POLICIES TO ACHIEVE CONSISTENCY WITH DESTINATION 2030, VISION 2020 AND PIERCE COUNTY COUNTYWIDE PLANNING POLICIES (COMP 07-0003); AMENDING THE CAPITAL FACILITIES ELEMENT TO UPDATE THE SIX YEAR CAPITAL IMPROVEMENT PROGRAM AND INVENTORY OF EXISTING FACILITIES (COMP 07-0004).

WHEREAS, the City of Gig Harbor plans under the Growth Management Act (chapter 36.70A RCW); and

WHEREAS, the Act requires the City to adopt a Comprehensive Plan; and

WHEREAS, the City adopted a revised GMA Comprehensive Plan as required by RCW 36.70A.130 (4) in December 2004; and

WHEREAS, the City is required to consider suggested changes to the Comprehensive Plan (RCW 36.70A.470); and

WHEREAS, the City may not amend the Comprehensive Plan more than once a year (RCW 36.70A.130); and

WHEREAS, the City is required to provide public notice and public hearing for any amendments to the Comprehensive Plan and the adoption of any elements thereto (RCW 36.70A.035, RCW 36.70A.130); and

WHEREAS, on September 10, 2007, the City Council evaluated the comprehensive plan amendment applications submitted for the 2007 annual cycle, and held a public hearing on such applications; and

WHEREAS, on September 10, 2007, the City Council forwarded comprehensive plan amendment applications COMP 07-0002, COMP 07-0003 and COMP 07-0004 to

the Planning Commission for further processing in the 2007 Comprehensive Plan annual cycle; and

WHEREAS, on September 24, 2007, the City Council passed Resolution 726 rejecting comprehensive plan amendment applications COMP 07-0005 and COMP 07-0005 for processing during the 2007 Comprehensive Plan annual cycle; and

WHEREAS, on September 26, 2007, the City's SEPA Responsible Official issued a Determination of Non-Significance (DNS) for comprehensive plan amendment applications COMP 07-0002, COMP 07-0003 and COMP 07-0004, pursuant to WAC 197-11-340(2) which was not appealed; and

WHEREAS, the Planning Director notified the Washington State Office of Community Development of the City's intent to amend the Comprehensive Plan and forwarded a copy of the amendments on September 26, 2007 pursuant to RCW 36.70A.106; and

WHEREAS, the Planning Commission held work study sessions on application COMP 07-0002 on June 21, 2007, July 19, 2007, August 2, 2007, August 16, 2007, September 6, 2007, September 20, 2007 and October 18, 2007; and

WHEREAS, the Planning Commission held a public hearing on comprehensive plan amendment application COMP 07-0002 on July 19, 2007 and October 18, 2007; and

WHEREAS, the Planning Commission held a work study session and public hearing on applications COMP 07-0003 and COMP 07-0004 on October 18, 2007; and

WHEREAS, on October 18, 2007, after the public hearing, the Planning Commission recommended approval of comprehensive plan amendment applications COMP 07-0002, COMP 07-0003 and COMP 07-0004 as documented in the Planning Commission's written recommendation signed by Planning Commission Chair, Theresa Malich, on November 1, 2007; and

WHEREAS, the Gig Harbor City Council held a public hearing and first reading of an Ordinance implementing the recommendations of the Planning Commission amending the Comprehensive Plan on November 26, 2007; and

WHEREAS, the Gig Harbor City Council held a second public hearing and second reading of an Ordinance implementing the recommendations of the Planning Commission amending the Comprehensive Plan on December 10, 2007; Now, Therefore,

THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, ORDAINS AS FOLLOWS:

Section 1. Comprehensive Plan Text Amendments.

A. **Notice.** The City Clerk confirmed that public notice of the public hearings held by the City Council on the following applications was provided.

B. **Hearing Procedure.** The City Council's consideration of the comprehensive plan text amendments is a legislative act. The Appearance of Fairness doctrine does not apply.

C. **Testimony.** No persons testified on the applications at the November 26th or at the December 10th, 2007 public hearings.

D. **Criteria for Approval.** The process for Comprehensive Plan amendments (Chapter 19.09) states that the City Council shall consider the Planning Commission's recommendations and after considering the criteria found in GHMC 19.09.170 and 19.09.130 make written findings regarding each application's consistency or inconsistency with the criteria. The criteria found in GHMC 19.09.170 and 19.09.130 is as follows:

19.09.170 Criteria for approval.

A. The proposed amendment meets concurrency requirements for transportation as specified in Chapter 19.10 GHMC;

B. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect adopted levels of service standards for other public facilities and services such as parks, police, fire, emergency medical services and governmental services;

C. The proposed amendments will not result in overall residential capacities in the city or UGA that either exceed or fall below the projected need over the 20-year planning horizon; nor will the amendments result in densities that do not achieve development of at least four units per net acre of residentially designated land;

D. Adequate infrastructure, facilities and services are available to serve the proposed or potential development expected as a result of this amendment, according to one of the following provisions:

1. The city has adequate funds for needed infrastructure, facilities and services to support new development associated with the proposed amendments; or

2. The city's projected revenues are sufficient to fund needed infrastructure, facilities and services, and such infrastructure, facilities and services are included in the schedule of capital improvements in the city's capital facilities plan; or

3. Needed infrastructure, facilities and services will be funded by the developer under the terms of a developer's agreement associated with this comprehensive plan amendment; or

4. Adequate infrastructure, facilities and services are currently in place to serve expected development as a result of this comprehensive plan amendment based upon an assessment of land use assumptions; or

5. Land use assumptions have been reassessed, and required amendments to other sections of the comprehensive plan are being processed in conjunction with this amendment in order to ensure that adopted level of service standards will be met.

E. The proposed amendment is consistent with the goals, policies and objectives of the comprehensive plan;

F. The proposed amendment will not result in probable significant adverse impacts to the transportation network, capital facilities, utilities, parks, and environmental features which cannot be mitigated and will not place uncompensated burdens upon existing or planned services;

G. In the case of an amendment to the comprehensive plan land use map, that the subject parcels being redesignated are physically suitable for the allowed land uses in the designation being requested, including compatibility with existing and planned surrounding land uses and the zoning district locational criteria contained within the comprehensive plan and zoning code;

H. The proposed amendment will not create a demand to change other land use designations of adjacent or surrounding properties, unless the change in land use designation for other properties is in the long-term interest of the community in general;

I. The proposed amendment is consistent with the Growth Management Act, the countywide planning policies and other applicable interjurisdictional policies and agreements, and/or other state or local laws; and

J. The proposed effect of approval of any individual amendment will not have a cumulative adverse effect on the planning area.

19.09.130 Considerations for decision to initiate processing.

A. Whether circumstances related to the proposed amendment and/or the area in which it is located have substantially changed since the adoption of the comprehensive plan; and

B. Whether the assumptions upon which the comprehensive plan is based are no longer valid, or whether new information is available which was not considered during the initial comprehensive plan adoption process or during previous annual amendments.

E. Applications.

1. COMP 07-0002, Community Design Element.

Summary:

An amendment proposed by the City of Gig Harbor to add a Neighborhood Design section with goals, policies and map and to add a Residential Development Design section with goals and policies to the Community Design Element. Eight neighborhoods are proposed: View Basin, Soundview, Gig Harbor North, Peacock Hill,

Rosedale/Hunt, Westside, Bujacich Road/NW Industrial, and Purdy. The full text of the comprehensive plan amendment is attached hereto as Exhibit A.

Findings:

Each finding is lettered in relation to the applicable criterion of approval in Section 1(D) above:

- A. Not Applicable. Per GHMC 19.10.005, a transportation capacity evaluation is required for any comprehensive plan amendment which, if approved, would increase the intensity or density of permitted development. The text amendments to the Community Design Element relate to design policies and do not amend allowed intensities and densities of development.
- B. The amendments to the Community Design Element will not affect sewer, water or capital facility level of service standards because the new and amended policies relate to design only, such as architecture, layout and landscaping.
- C. The amendments the Community Design Element will not result in a change to residential capacities for the city or UGA or result in developments not achieving minimum densities because the amended policies affect lot layout and required plat amenities, but not allowed densities.
- D. Not Applicable. The text amendments to the Community Design Element relate to design policies and do not amend allowed densities of development or propose new development.
- E. The Community Design Element of the Comprehensive plan seeks to assure that future development respects and enhances Gig Harbor's built and natural environment (Introduction, 3-1). Goal 2.2 asks that the City to define a pattern of urban development which is recognizable, provides an identity and reflects local values and opportunities. Goal 2.2.1(b) states that the City should emphasize and protect area differences in architecture, visual character and physical features which make each part of the urban form unique and valuable. The amendments to the Community Design Element will further these goals by refining policies for the built form.
- F. Not Applicable. The text amendments to the Community Design Element relate to design policies and do not amend allowed densities of development.
- G. Not Applicable. The amendments to the Community Design Element do not include an amendment to the comprehensive plan land use map.
- H. The amendments to the Community Design Element do not include an amendment to the comprehensive plan land use map and, therefore, will not create a demand to change land use designations of adjacent or surrounding properties. The amendments relate to design policies only.
- I. The Growth Management Act allows City's to include a Community Design Element in its comprehensive plan. The amendment further refines the design goals and policies of the City of Gig Harbor. Pierce

County's County Wide Planning Policies do not specifically address neighborhood design or residential development design policies outside of designated centers (the City of Gig Harbor is not a designated center); however, the creation of design policies and implementing design standards is not prohibited.

- J. The approval of the changes to the Community Design Element will not have a cumulative adverse effect on the City of Gig Harbor, instead the new policies will allow the City to manage its projected growth while ensuring new developments enhance and are compatible with the existing design characteristics of Gig Harbor. The changes will allow the City to recognize and retain the unique neighborhoods and design characteristics of the harbor and will provide improved policies for new housing developments, in particular tree retention and planting and lot and street layout.

GHMC 19.09.130 A and B: The Community Design Element of the Comprehensive Plan has not been amended since 1994. In 1994, the City had a population of 3,753 and was approximately two (2) square miles in size. In 2007, the City has 6,780 residents and is approximately five (5) square miles in size. Furthermore, an additional 2,500 dwelling units and 2,400 jobs are projected by 2022. The Community Design Element was reviewed and updated to respond to this significant increase in residential and commercial development and growth projected in the City. The new policies will allow the City to manage its projected growth while ensuring new developments enhance and are compatible with the existing design characteristics of Gig Harbor. The changes will allow the City to recognize and retain the unique neighborhoods and design characteristics of the harbor and will provide improved policies for new housing developments, in particular tree retention and planting and lot and street layout.

Conclusion:

After consideration of the materials in the file, staff presentation, the Planning Commission recommendation, the City's Comprehensive Plan, criteria for approval found in Chapter 19.09 GHMC, applicable law, and public testimony, the City Council hereby approves the revisions to the Community Design Element as identified in Exhibit A, attached to this Ordinance.

2. COMP 07-0003, Transportation Element.

Summary:

An amendment to the Transportation Element proposed by the City of Gig Harbor, in response to comments provided by the Puget Sound Regional Council, adopting level of service (LOS) standards for state-owned facilities, correcting internal transportation funding inconsistencies, and adding policies to achieve consistency with Destination 2030, Vision 2020 and Pierce County Countywide Planning Policies. The full text of the comprehensive plan amendment is attached hereto as Exhibit B.

Findings:

Each finding is lettered in relation to the applicable criterion of approval in Section 1(D) above:

- A. Not Applicable. Per GHMC 19.10.005, a transportation capacity evaluation is required for any comprehensive plan amendment which, if approved, would increase the intensity or density of permitted development. The amendments to the Transportation Element do not amend allowed intensities or densities of development.
- B. The amendments to the Transportation Element will not impact the City's ability to provide sewer, water and other public facilities and services as the amendments do not relate to increased development or the removal of planned infrastructure improvements. The amendments: (1) Resolve internally inconsistencies with funding sources - Table 6-4 was updated in 2004 but Table 6-2, which contained related information was not; (2) Acknowledges Washington State Department of Transportation's study of a State Route 302 connection to SR 16; (3) Acknowledges WSDOT's and PSRC's adopted LOS standards for SR16 and SR302 and, (4) adds a policy to promote transit and pedestrian oriented transportation and a policy to encourage maintenance of existing transportation systems.
- C. The amendments the Transportation Element do not remove planned infrastructure improvements necessary for planned development; and, therefore, will not result in a change to future residential capacities for the city or UGA or result in developments not achieving minimum densities.
- D. Not Applicable. No new development is proposed through this amendment. The amendment assumes that the existing land use designations, intensities and population and employment allocations do not change.
- E. The amendments to the Transportation Element will revise information that was internally inconsistent with the current Comprehensive Plan. Previous updates to the plan did not consider all related changes to maintain internal consistency. For example, the Table 6-4 was updated in 2004 but Table 6-2, which contained related information, was not. Updating Table 6-2 will resolve internally inconsistencies with funding sources.
- F. The amendments to the Transportation Element will not adversely impact the City's transportation network as the amendments do not relate to increased development or the removal of planned infrastructure improvements. The amendments (1) Resolve internally inconsistencies with funding sources; (2) Acknowledges Washington State Department of Transportation's study of a State Route 302 connection to SR 16; (3) Acknowledges WSDOT's and PSRC's adopted LOS standards for SR16 and SR302 and, (4) adds a policy to promote transit and pedestrian oriented transportation and a policy to encourage maintenance of existing transportation systems over new construction.
- G. Not Applicable. The amendments to the Transportation Element do not include an amendment to the comprehensive plan land use map.

- H. The amendments to the Transportation Element do not include an amendment to the comprehensive plan land use map and, therefore, will not create a demand to change land use designations of adjacent or surrounding properties in this year's annual cycle. However, the adoption of regional policy themes to; 1-maintain and preserve the existing transportation system, and 2-support transit/pedestrian oriented land use patterns and provide alternatives to single-occupant automobile travel; may result in potential land use changes in future years as the City refines transportation project to meet these policies. Any change to land use designations to meet these policies would be in the best interest of the community as these policies support smart growth and are consistent with regional planning efforts.
 - I. The amendments to the Transportation Element are consistent with the Growth Management Act, the countywide planning policies and other applicable interjurisdictional policies and agreements in that the amendments would acknowledge Washington State Department of Transportation and Puget Sound Regional Council level of service standards, add policy themes contained in Destination 2030, Vision 2020 and Pierce County Countywide Planning Policies, and correct internal transportation funding inconsistencies.
 - J. The amendments the Transportation Element will not have a cumulative adverse effect on the City because the individual amendments deal with (1) correcting internal inconsistencies, the cumulative effect of which is a more consistent Comprehensive plan, a desired condition as it increases compliance with GMA requirements, and (2) incorporating goals/policies to increase consistency with regional planning documents, the cumulative effect of which is more regionally consistent plans, a desired condition as it increases compliance with GMA requirements.
- GHMC 19.09.130 A and B: The amendments to the Transportation Element are in response to comments from Robert E. Jones, Transportation Planning manager, WSDOT, Olympic Region on November 7, 2007 and Yorik Stevens-Wajda, Growth Management Planning, Puget Sound Regional Council on August 22, 2005. This year is the first opportunity the City has had to respond to these comments. The amendments will ensure consistency with current and ongoing regional transportation planning efforts.

Conclusion:

After consideration of the materials in the file, staff presentation, the Planning Commission recommendation, the City's Comprehensive Plan, criteria for approval found in Chapter 19.09 GHMC, applicable law, and public testimony, the City Council hereby approves the revisions to the Transportation Element as identified in Exhibit B, attached to this Ordinance.

3. COMP 07-0004, Capital Facilities Element.

Summary:

An amendment to the Capital Facilities Element to: 1) update the six year capital improvement program including revisions and additions to the City's list of stormwater, water system, wastewater, parks and open space projects; 2) update the inventory of City wastewater and water system facilities to reflect conditions as of 2007; 3) update the list of facility plans completed; and 4) update the level of service standards to reference current and approved facility plans. The full text of the comprehensive plan amendment is attached hereto as Exhibit C.

Findings:

Each finding is lettered in relation to the applicable criterion of approval in Section 1(D) above:

- A. Not Applicable. Per GHMC 19.10.005, a transportation capacity evaluation is required for any comprehensive plan amendment which, if approved, would increase the intensity or density of permitted development. The amendments to the Capital Facilities Element update the six year capital improvements program and update the description of current capital facility conditions and do not amend allowed intensities and densities of development.
- B. The amendments to the Capital Facilities Element will improve the City's ability to provide sewer, water and other public facilities and services by keeping the City's infrastructure improvements on pace with the City's projected population and commercial growth.
- C. The amendments to the Capital Facilities Element will not result in a change to residential capacities for the city or UGA or result in developments not achieving minimum densities. The amendments will ensure that adequate facilities can be constructed to provide for the projected 20-year residential need.
- D. Not Applicable. No specific development is expected by this amendment that would require additional infrastructure. The amendments to the six year capital improvement program will allow the City to adequately provide for the development expected as a result of the City's population and employment allocations and land use designations. The amendments will account for infrastructure needs to serve only the existing land use designations and planned intensities.
- E. The City's Comprehensive Plan seeks to keep pace with the population and commercial growth through the funding of capital improvements that manage and allow for the projected growth. The amendment to the Capital Facilities Element will allow the city to better address the planning area's transportation, sewer, park, storm water, wastewater and open space needs through adequate capital facility planning and funding.
- F. The amendments will not result in adverse impacts to the City's services and facilities, because the updates to the six year capital improvement plan will allow the City to provide the necessary infrastructure to serve the development projected by the Comprehensive Plan. Without this update, new development could create adverse impacts to the infrastructure

systems because the City would not have planned for projected growth as required by the Growth Management Act.

- G. Not Applicable. The amendments to the Capital Facilities Element do not include an amendment to the comprehensive plan land use map.
 - H. The amendments to the Capital Facilities Element do not include an amendment to the comprehensive plan land use map and, therefore, will not create a demand to change land use designations of adjacent or surrounding properties. The amendments account for only those infrastructure needs necessary to serve the existing land use designations and planned intensities.
 - I. The amendments to the Capital Facilities Element are consistent to Growth Management Act and Pierce County countywide planning policies because the amendments will allow the City to improve infrastructure, and therefore, allow for the projected growth within the City and UGA boundary.
 - J. The approval of the changes to the Capital Facilities Element will not have a cumulative adverse effect on the City of Gig Harbor, instead the updated six year capital improvement program will allow the City to plan for, fund and build the infrastructure improvements necessary for the projected growth within the City in a predictable manner.
- GHMC 19.09.130 A and B: The Capital Facilities Plan six year improvement program had its last comprehensive update in 2004. Since that time many of the projects list have been completed. For other projects, the City has refined the scope, costs and schedule for completion thereby necessitating revisions. Finally, since 2004, new projects have been identified that are needed to respond to current growth patterns and demands.

Conclusion:

After consideration of the materials in the file, staff presentation, the Planning Commission recommendation, the City's Comprehensive Plan, criteria for approval found in Chapter 19.09 GHMC, applicable law, and public testimony, the City Council hereby approves the revisions to the Capital Facilities Element as identified in Exhibit C, attached to this Ordinance.

Section 2. Transmittal to State. The City Community Development Director is directed to forward a copy of this Ordinance, together with all of the exhibits, to the Washington State Office of Community Development within ten days of adoption, pursuant to RCW 36.70A.106.

Section 3. Severability. If any portion of this Ordinance or its application to any person or circumstances is held by a court of competent jurisdiction to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the remainder of the Ordinance or the application of the remainder to other persons or circumstances.

Section 4. Effective Date. This ordinance shall take effect and be in full force five (5) days after passage and publication of an approved summary consisting of the title.

PASSED by the Council and approved by the Mayor of the City of Gig Harbor this 10th day of December, 2007.

CITY OF GIG HARBOR



CHARLES L. HUNTER, MAYOR

ATTEST/AUTHENTICATED:

By: 
MOLLY TOWSLEE, CITY CLERK

FILED WITH THE CITY CLERK: 11/21/07
PASSED BY THE CITY COUNCIL: 12/10/07
PUBLISHED: 12/19/07
EFFECTIVE DATE: 12/24/07
ORDINANCE NO. 1118

Exhibit “A”
Application COMP 07-0002:
Community Design Element

Chapter 3

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

3.1.1. 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.

3.1.2. 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.

3.1.3. 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.

3.1.4. 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 3.2 PROVIDE FUNCTIONAL LINKS BETWEEN DEVELOPED AND DEVELOPING PARCELS.

3.2.1. 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.

3.2.2. Facilitate pedestrians access.

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

3.2.3. Limit asphalt areas.

Allow and encourage shared parking between developments.

3.2.4. 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.

3.2.5. 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 3.3: CREATE COMMERCIAL CENTERS WHICH PROVIDE HIGH LEVELS OF PUBLIC AMENITIES IN AREAS DETERMINED APPROPRIATE FOR COMMERCIAL, HIGH DENSITY RESIDENTIAL, OR MIXED USES

3.3.1. 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

3.3.2. 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 3.4: ENHANCE THE CITY'S SENSE OF PLACE BY PRESERVING PROMINENTLY VISIBLE PARCELS FOR AESTHETICALLY PLEASING DEVELOPMENT

3.4.1. 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.

3.4.2. 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.

3.4.3. 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.

3.4.4. 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 3.5: 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.

3.5.1. Limit freeway exposure.

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

3.5.2. Designate freeway enhancement zones (see above).

3.5.3. Develop City gateways.

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

3.5.4. 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 3.6: ARTICULATE AN ARCHITECTURAL STYLE WHICH REFLECTS GIG HARBOR'S BUILT AND NATURAL ENVIRONMENT AND WHICH APPEALS TO THE HUMAN SPIRIT.

3.6.1. 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.

3.6.2. 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 3.7: 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.

3.7.1. 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.

3.7.2. 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 3.8: 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.

3.8.1. 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.

3.8.2. 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 3.9: DEFINE NEIGHBORHOOD DESIGN AREAS

3.9.1. Design standards should recognize existing neighborhood characteristics.

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

3.9.3. 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.

3.9.4. 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 3.10: MAINTAIN AND INCORPORATE GIG HARBOR'S NATURAL CONDITIONS IN NEW RESIDENTIAL DEVELOPMENTS.

3.10.1. 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.

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

3.10.3 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.

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

3.10.5. 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.

3.10.6. 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.

3.10.7. 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 3.11: ENSURE NEW RESIDENTIAL DEVELOPMENTS PROVIDE AN INTERFACE BETWEEN PUBLIC AND PRIVATE ACTIVITIES.

3.11.1. 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.

3.11.2. Provide vehicle connections between neighboring residential developments.

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

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

3.11.4. Encourage alternatives to on-street parking.

Aesthetics, safety and visual impacts should be considered in placement and size of parking areas.

GOAL 3.12: HOMES AND RESIDENTIAL DEVELOPMENTS SHOULD BE DESIGNED TO ENHANCE EXISTING CHARACTERISTICS OF GIG HARBOR.

3.12.1 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.

3.12.2 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.

3.13 PROMOTE SUSTAINABLE RESIDENTIAL DEVELOPMENTS

3.13.1 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 ~~3.9~~3.14: 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.

~~3.9.1.~~ 3.14.1 Identify visual points of interest and their point of reference from prominent public places and from individual parcels.

~~3.9.2.~~ 3.14.2 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 ~~3.10~~ 3.15: IDENTIFY, PRESERVE, AND DEVELOP AN APPROPRIATE WATERFRONT ARCHITECTURE.

~~3.10.1.~~ 3.15.1 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.

3.10.2. 3.15.2 Allow modern interpretations of historic structure designs.

3.10.3. 3.15.3 Limit mass and scale of new structures to historic forms and proportions.

3.10.4. 3.15.4 Limit building materials to those characteristic of Gig Harbor's historic structures.

GOAL 3.11 3.16: DEVELOP THE WATERFRONT AS A PLACE OF OUTDOOR PEOPLE ACTIVITY.

3.11.1. 3.16.1. 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

3.11.2. 3.16.2. Develop the waterfront as a place for public art displays.

This may require adoption of a public arts program.

3.11.3. 3.16.3 Provide for maximum comfort of outdoor space.

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

3.11.4. 3.16.4. 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 3.12 3.17: 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.

3.12.1. 3.17.1. 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.

~~3.12.2.~~ 3.17.2. Recognize outstanding preservation efforts through an awards or plaque program.

GOAL ~~3.13~~ 3.18: TO PRESERVE THE CHARACTER OF THOSE SITES OR DISTRICTS WHICH REFLECT THE STYLE OF GIG HARBOR'S HISTORICAL DEVELOPMENT.

~~3.13.1.~~ 3.18.1 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.

~~3.13.2.~~ 3.18.2 Develop guidelines which promote compatible development within designated areas.

Guidelines should specify building forms, styles, and motifs appropriate for Gig Harbor's historic areas.

~~3.13.3.~~ 3.18.3 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.

~~3.13.4.~~ 3.18.4 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.

~~3.13.5.~~ 3.18.5 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 ~~3.14~~ 3.19: 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.

~~3.14.1.~~ 3.19.1 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.

~~3.14.2.~~ 3.19.2 Review minimum lot size standards and impervious coverage requirements to allow housing clusters consistent with historic densities.

~~3.14.3.~~ 3.19.3 Consider standards which encourage building forms consistent with historic designs, e.g, massing, roof styles and scale.

GOAL ~~3.15~~ 3.20: TO RETAIN VITALITY OF HISTORIC BUSINESS DISTRICTS

~~3.15.1.~~ 3.20.1. Define and retain "small town" characteristics of historic business districts.

Such characteristics may include setbacks, lot coverage, street orientation, pedestrian amenities, aesthetic qualities, etc.

~~3.15.2.~~ 3.20.2. Develop downtown parking standards.

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

~~3.15.3.~~ 3.20.3. 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.

~~3.15.4.~~ 3.20.4. 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 ~~3.16~~ 3.21: PRESERVE THE NATURAL AMBIANCE OF THE HARBOR AREA.

~~3.16.1.~~ 3.21.1. 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 3.17 3.22: 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.

3.17.1. 3.22.1. Maintain current standards which define landscape requirements for parking areas.

3.17.2. 3.22.2. Define pedestrian spaces with planting areas and overhead tree canopies.

GOAL 3.18 3.23: 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.

3.18.1. 3.23.1. 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.

~~3.18.2.~~ 3.23.1. 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 ~~3.19~~ 3.24: PRESERVE SIGNIFICANT VEGETATION WHILE MAINTAINING SIGNIFICANT VIEWS.

~~3.19.1.~~ 3.24.1. 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.

~~3.19.2.~~ 3.24.1. 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 urban landscapes 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 ~~3.20~~ 3.25: POSITION SIGNS TO FIT WITHIN FEATURES OF THE FACADE

~~3.20.1.~~ 3.25.1. 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.

~~3.20.2.~~ 3.25.2. 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.

3.20.3. 3.25.3. 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 3.21 3.26: KEEP SIGNAGE AS A SUBORDINATE ELEMENT IN BUILDING DESIGNS.

3.21.1. 3.26.1. 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.

3.21.2. 3.26.2. 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?

3.21.3. 3.26.3. 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.

3.21.4. 3.26.4. 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 ~~3.22~~ 3.27: AVOID FLAMBOYANCY IN SIGNAGE DESIGN.

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

~~3.22.1.~~ 3.27.1. 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.

~~3.22.2.~~ 3.27.2. 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 ~~3.23~~ 3.28: 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.

~~3.23.1.~~ 3.28.1. 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.

~~3.23.2.~~ 3.28.2. 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

~~3.23.3.~~ 3.28.3. 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 ~~3.24~~ 3.29: MINIMIZE SIGN AREA BY ENCOURAGING EFFECTIVE SIGNAGE AS OPPOSED TO LARGE SIGNS

~~3.24.1.~~ 3.29.1. 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.

~~3.24.2.~~ 3.29.2. 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 ~~3.25~~ 3.30: RESTRICT USE OF OFF-PREMISE SIGNAGE.

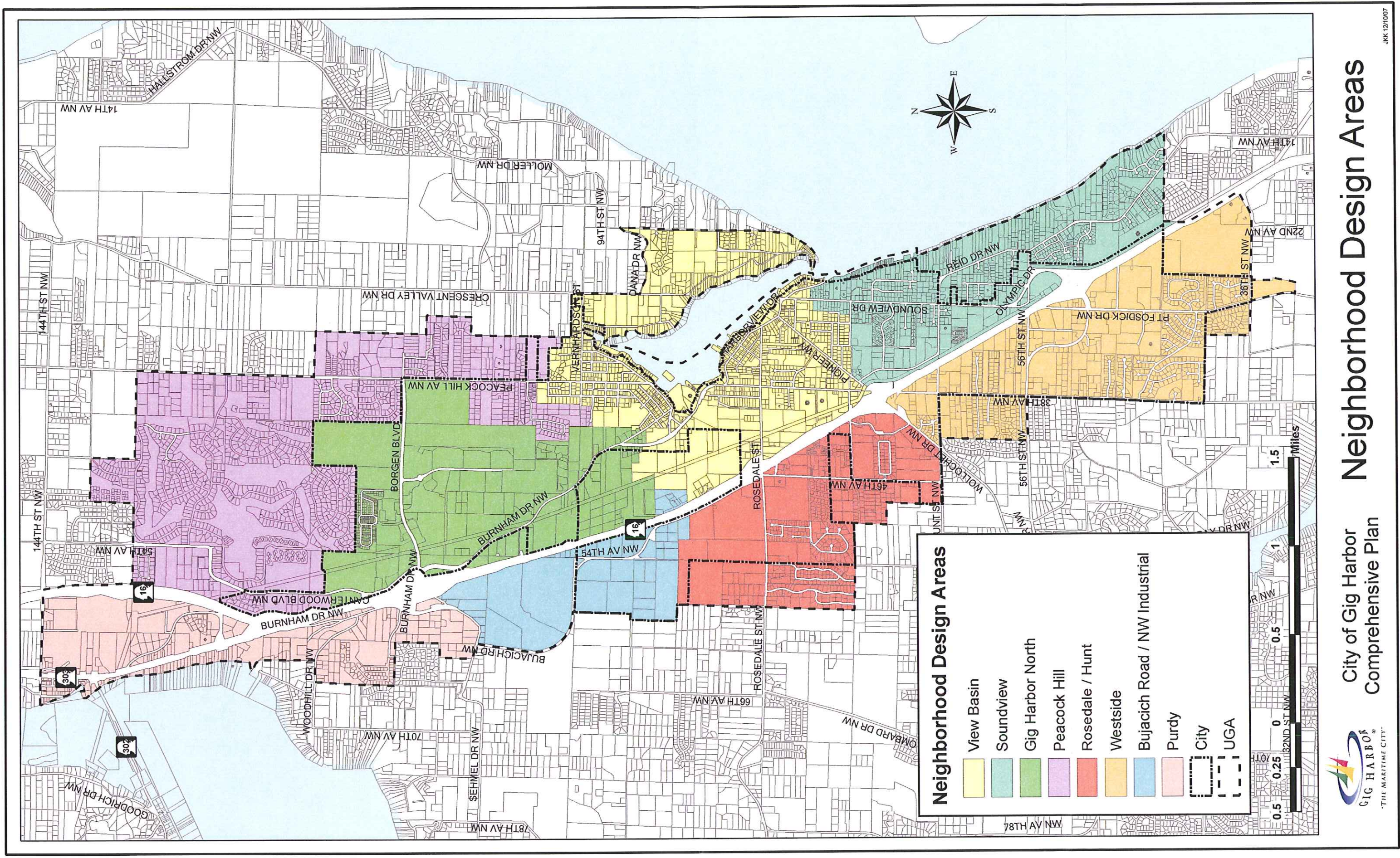
The uncontrolled proliferation of off-premise signs can result in a garish and cluttered cityscape. Off premise signs should be restricted to those businesses that cannot be adequately identified with on-premise signage.

~~3.25.1.~~ 3.30.1. 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 newcomers to Gig Harbor and may require off-premise directory signage.

~~3.25.2.~~ 3.30.2. 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.



Neighborhood Design Areas

- View Basin
- Soundview
- Gig Harbor North
- Peacock Hill
- Rosedale / Hunt
- Westside
- Bujacich Road / NW Industrial
- Purdy
- City
- UGA



City of Gig Harbor
Comprehensive Plan

Neighborhood Design Areas

Exhibit “B”
Application COMP 07-0003:
Transportation Element

Chapter 11

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. In 1994, the City completed an update of its comprehensive land use plan to comply with GMA requirements and help estimate future traffic growth within the city. Since then, Gig Harbor has annexed portions of unincorporated Pierce County surrounding it. This update reflects changes that have occurred since 1994, using 1998 as existing conditions and 2018 as the planning horizon. **Figure 1-1** shows the Gig Harbor urban growth 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.

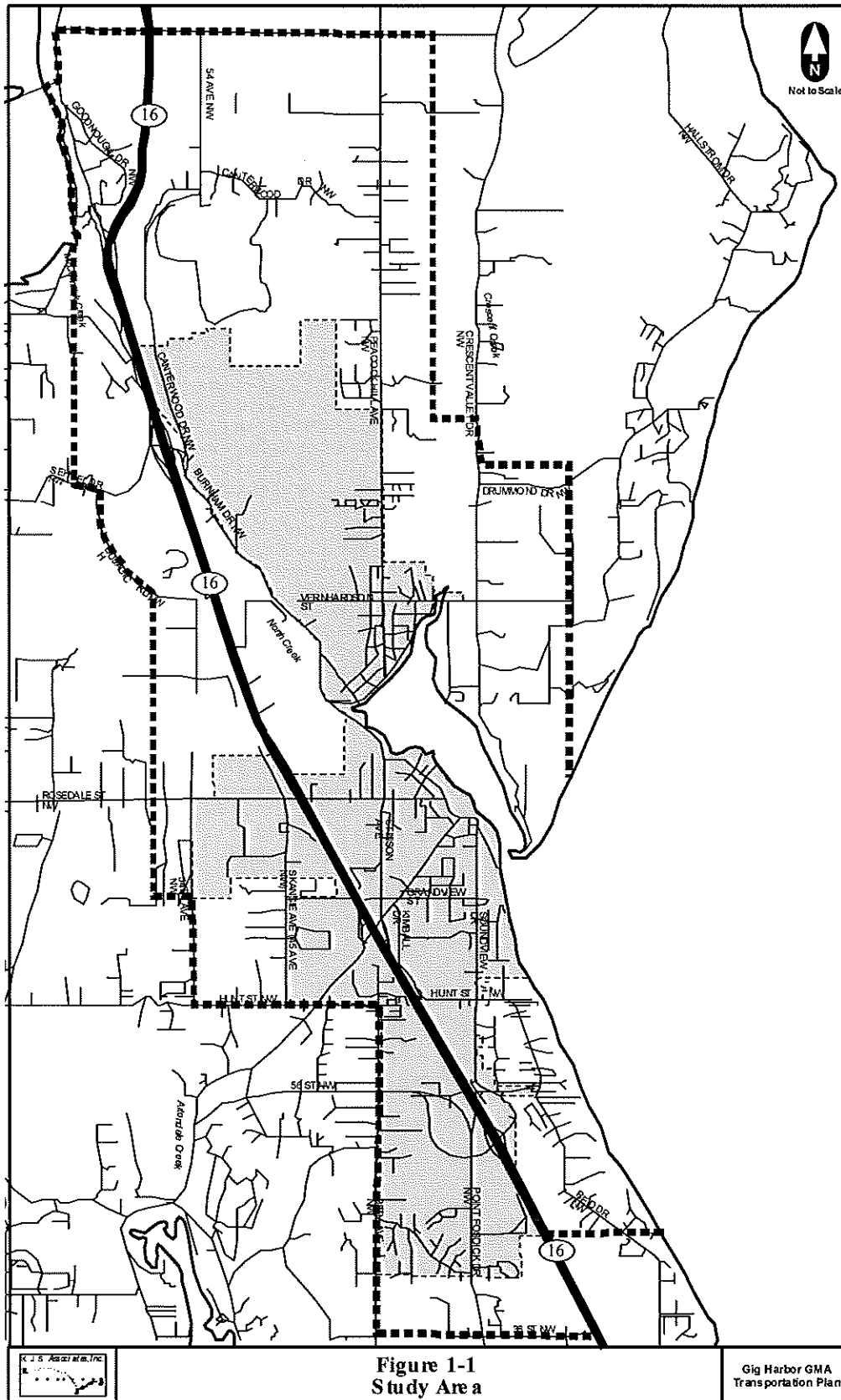
Existing Transportation System

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 based on 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. Roadways are divided into boulevards, arterials, major and minor local residential, 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.



Boulevards and 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. Boulevards and arterials have been identified in the most current adopted version of the *City of Gig Harbor Transportation Plan*. The City Engineer will classify all new roadways.

Collectors generally connect commercial, industrial, and residential projects to other collectors, arterials, and boulevards 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 exiting right-of-way if it is an existing roadway, and the necessity of turn lanes. Auxiliary left turn lanes are desired when connecting to boulevards, arterials, and major collectors. Collectors are identified in the most current adopted version of the *City of Gig Harbor Transportation Plan*. The City Traffic Engineer will classify all new roadways.

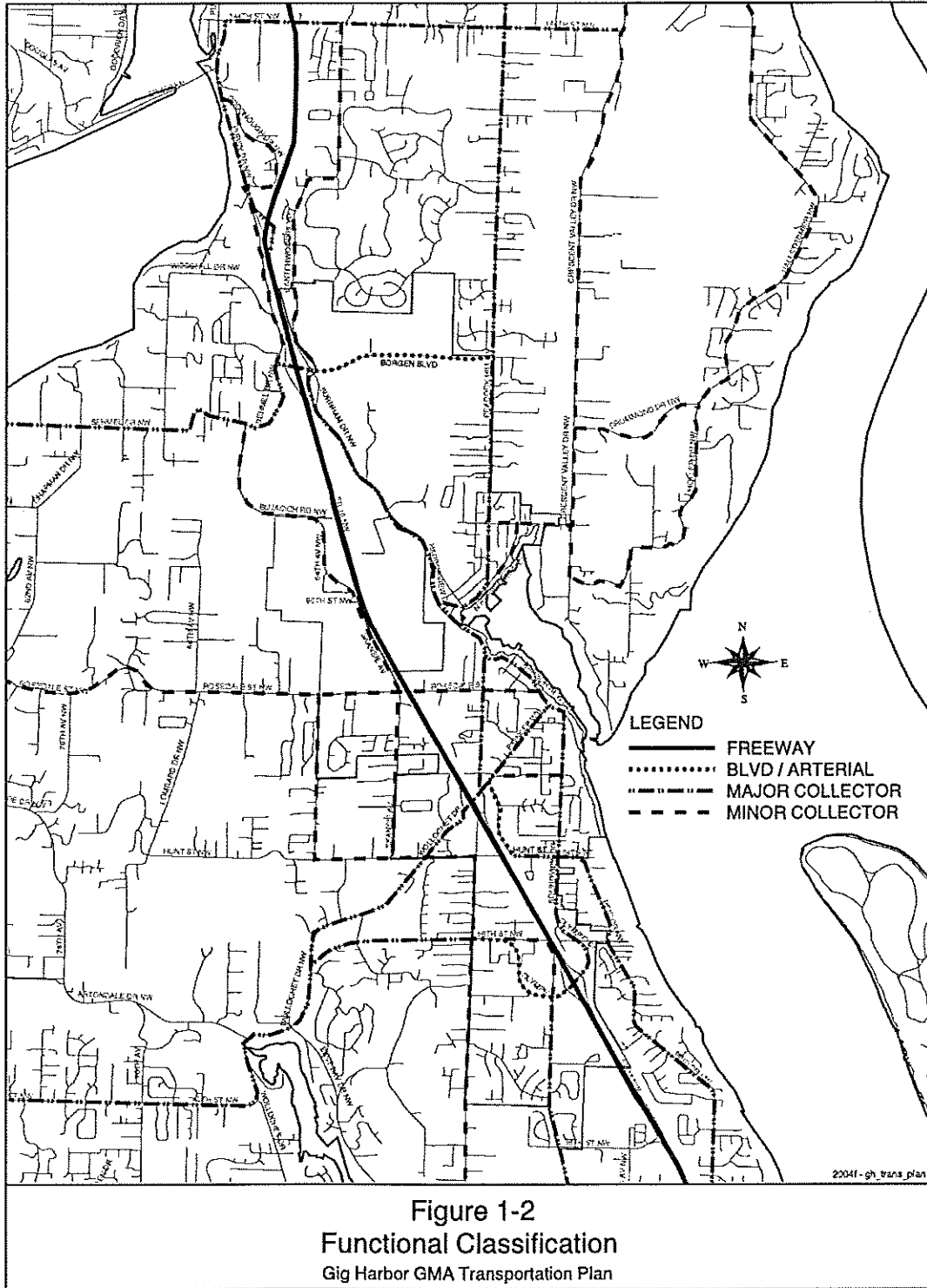
Major and minor local residential streets shall interconnect with each other and with minor collectors and have a minimum level of access control. Alleys in residential neighborhoods are encouraged. If the local residential street connects to a major collector or to an arterial, the street shall be a 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 5]

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 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 no access control.



Local Transportation System

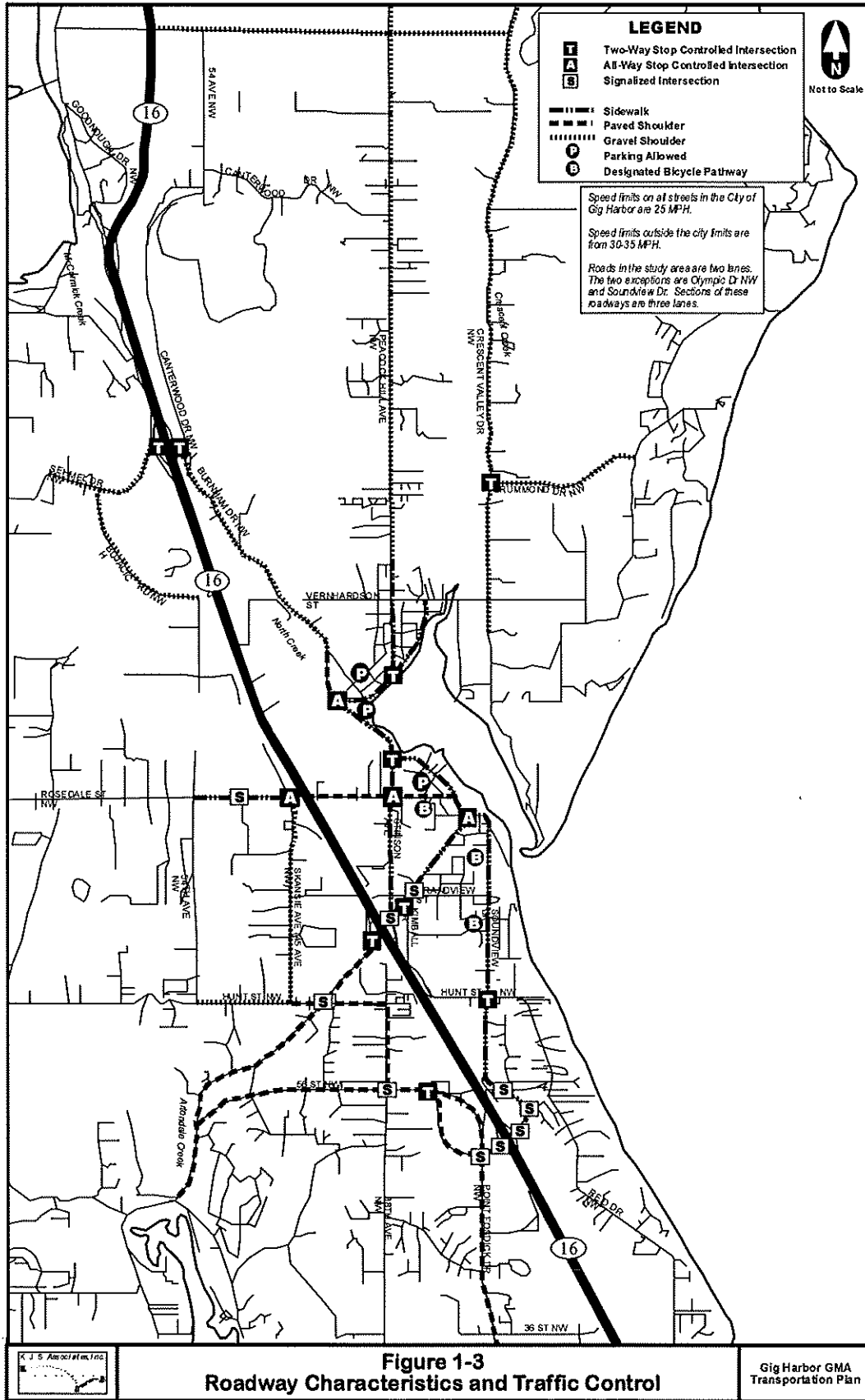
The downtown area of Gig Harbor and surrounding residences are served by the interchange with SR 16 at Pioneer Way. The southern portion of the city is served by the Olympic Drive NW interchange, and north of the existing city limits, access from SR 16 is provided by the Burnham Drive NW interchange.

One of the key north-south arterials serving the city and local residences is Soundview Drive, which becomes Harborview Drive through downtown Gig Harbor. Pioneer Way also provides access to residences and downtown Gig Harbor. Access to the unincorporated areas north of the city 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 and Wollochet Drive NW provide access to residential areas in unincorporated Pierce County.

The roadway characteristics of these arterials in the study area are shown in **Figure 1-3**. 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 downtown 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 has three lanes (one lane in each direction and a center, two-way, left-turn lane along portions of the roadway). Outside of the city limits, all roadways are also two lanes, with the exception of Olympic Drive NW (56th Street NE), Point Fosdick Drive, and Borgen Boulevard, which have three lanes in some sections, and Point Fosdick Drive which has five lanes from Olympic to 44th Street NW. Borgen Boulevard has portions of four lanes with two roundabouts. 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 will be 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 Harbor View Drive and North Harborview Drive.

Existing intersection traffic control devices also are indicated on **Figure 1-3**. Within the city, there are signalized intersections at Pioneer Way/Grandview Street, Pioneer Way/Kimball Drive, Olympic Drive /Point Fosdick Drive, Wollochet Drive/Hunt Street, Olympic Drive/Holycroft 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 ramp at Pioneer Way, are signalized. All other major intersections and SR 16 ramp intersections are stop sign controlled, except the SR 16/Burnham Drive northbound and southbound ramps, which intersects a single lane roundabout on the southbound ramps and a two-lane roundabout on the northbound ramps.



Traffic Volumes

A comprehensive set of street and intersection traffic counts was collected in 1997. Average weekday traffic volumes (AWDT) are summarized in **Figure 2-1**. AWDT volumes represent the number of vehicles traveling a roadway segment over a 24-hour period on an average weekday. 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 the development.

Intersection Level Of Service

The acknowledged method for determining intersection capacity is described in the current edition of the Highway Capacity Manual (*Transportation Research Board [TRB], Special Report 209*). Capacity analyses are described in terms of Level of Service (LOS). 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 in the 1998 analysis are described in the *1994 Highway Capacity Manual* (Special Report 209, Transportation Research Board). The measure of effectiveness for signalized intersections is average stopped delay, which is defined as the total time vehicles are stopped in an intersection approach during a specified time period divided by the number of vehicles departing from the approach in the same time period.

The methods used to calculate the levels of service subsequent to 2000 are described in the 2000 Highway Capacity Manual (Special Report 209, Transportation Research Board). 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 report as “controlled movements”. In most jurisdictions in the Puget Sound region, LOS D or better is defined as acceptable, LOS E as tolerable in certain areas, and LOS F as unacceptable.

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.”

The City of Gig Harbor has constructed several roundabouts since adoption of the transportation element, including a six-legged roundabout at the intersection of Borgen Blvd, Burnham Drive, Canterwood Blvd and the SR 16 on and off-ramps. These intersections require evaluation with specific roundabout analysis software. The City of Gig Harbor will determine appropriate LOS analysis procedures for the roundabouts consistent with the LOS policy of the plan. The City or its designee will conduct all LOS calculations for roundabouts in the City of Gig Harbor to ensure consistency in analysis. Developers will reimburse the city or its designee the cost to complete the analysis if the development is shown to impact a roundabout with any new trips.

Traffic Accidents

Traffic accident records compiled by the Gig Harbor Police Department for the 17-month period from January, 1999, through and including May, 2000, were reviewed. The Police Department accident records included the date and location of each accident, and specified an accident type: “injury,” “non-injury,” “hit-and-run,” “parking lot,” or “pedestrian/cyclist.”

During the 17-month period analysis period there were 308 accidents on the Gig Harbor street system, of which 72 (23%) were injury accidents. Only two accidents involved pedestrians or bicyclists, though both of these accidents involved injuries.

The streets with the greatest accident experience were Olympic Drive, along which 84 accidents occurred (five per month), and Point Fosdick Drive, along which 69 accidents occurred (four per month). Pioneer Way and Hunt Street each experienced 22 accidents, and Wollochet Drive and Harborview Drive each experienced 18. No other street experienced more than 15 accidents.

Transit Service and Facilities

The service provider for Gig Harbor is Pierce Transit. The four transit routes that currently serve Gig Harbor are shown in **Figure 1-4**.

Route 100 extends from the Gig Harbor Park and Ride to the Tacoma Community College Transit Center. During weekdays, the route operates on half-hour headways, and on one-hour headways on the weekends. Route 102 provides express bus service from Purdy to Downtown Tacoma via the Gig Harbor Park and Ride. It operates during weekday peak hours only, with service being provided every 30 minutes.

Local bus service in Gig Harbor is provided by Routes 111 and 112. Route 111 runs from the Gig Harbor Park and Ride to the Gig Harbor Library at Point Fosdick. Hourly service from morning to evening is provided on this route seven days a week. Route 112 extends from the Purdy Park and Ride to the Gig Harbor Park and Ride via Peacock Hill Avenue. Transit service for this route also operates on one hour headways, seven days a week. Route 113 from Key Center connects with Routes 100, 102, and 112 at the Purdy Park and Ride.

Pierce Transit continues to look at ways to improve transit service to and from the peninsula area. Possible improvements include the creation of several entirely new park and rides. The creation of new transit routes will depend heavily on increased capacity on the Tacoma Narrows Bridge.

Planned Transportation Improvements

Based on projections by Pierce County, 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 the city 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 project list has not been revised since adoption of the Community Plan in 2001. Project priorities are identified as: Premier Priority, High Priority, Medium Priority, and Low Priority. Conservatively, Pierce County believes they will be able to fund all Premier and High Priority projects and half of the Medium Priority projects. Optimistically, they hope to be able to fund all projects on county roads. Premier and High Priority projects that impact the study area are listed below.

Premier Priority

- P28. 56th Street, Wollochet Drive to Point Fosdick Drive: Widen to four lanes; provide pedestrian and drainage improvements.
- P29. Wollochet Drive, 40th Street to Gig Harbor City Limits: Widen to four lanes; improve intersections and shoulders.
- P53. Sehmel Drive NW, 70th Avenue NW to Bujacich Road NW: Improve intersections, alignment and shoulders.
- P63. 38th Avenue, 36th Street to Gig Harbor City Limits: Improve intersection and shoulders.
- P73. Jahn Ave/32nd Street/22nd Avenue, Stone Drive to 36th Street: Realign and improve shoulders

High Priority

- P30. Point Fosdick Drive, 56th Street to Stone Drive: Provide pedestrian and drainage improvements; improve intersections.
- P42. Hunt Street NW, Lombard Drive NW to Gig Harbor city limits: Improve intersections, alignment, and shoulders.
- P50. Ray Nash Drive NW, 36th Street NW to Rosedale Street NW: Improve alignment and widen shoulders.

- P64. 144th Street NW/62nd Avenue NW, intersection (Peninsula High School): Channelization and possible traffic control.
- P68. 96th Street NW, Crescent Valley Drive NW to city limits: Add paved shoulders.
- P76. Point Fosdick Drive NW/Stone Drive NW/34th Avenue NW, intersection: Channelization, traffic control, and realignment.

Pierce County Six-year Transportation Improvement Program (TIP)

The prioritization process for transportation projects in unincorporated Pierce County is implemented through the Six-Year Road Program and the Annual Road Program. The projects identified that impact the study area for 2004-2009 are summarized below.

- Rosedale Street, 66th Avenue NW to Lombard Drive NW. Reconstruct roadway to improve vertical alignment.
- Fillmore Drive/Gustafson/56th Street NW. Provide turn lane(s) at intersection.
- Hunt Street, 46th Avenue NW to Lombard Drive NW: Reconstruct roadway to improve horizontal/vertical alignment.
- Wollochet Drive, Fillmore Drive NW to 40th Street NW: Widen and reconstruct roadway to provide more lane(s).
- Point Fosdick Drive NW/36th Street NW: County portion of Gig Harbor intersection project.
- 36th Street NW, city limits to 22nd Avenue NW. Reconstruct to improve vertical alignment.
- Jahn Avenue NW/32nd Street NW/22nd Avenue NW, 36th Street NW to 24th Street NW. Reconstruct roadway to improve horizontal/vertical alignment.

As future funds become available, the improvement projects from the Pierce County Comprehensive Transportation Plan will be added to the most recent six-year road program.

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 a copy of the current plan can be obtained from the City's Public Works Department.

Washington State Department of Transportation Highway Improvement Program

The 20-year WSDOT Highway System Plan includes several potential projects in the Gig Harbor vicinity. These include:

- Construction of a 750 stall park and ride lot in the Purdy area.
- Widening of SR 302 to four lanes with a restricted median from the Key Peninsula Highway to SR 16.
- Widening of SR 16 from four lanes to six creating HOV lanes, interchange improvements, TSM/TDM, and Intelligent Transportation System improvements from SR 302 to the Pierce/Kitsap county line.

WSDOT's funded project list includes:

- Construct core HOV lanes, new interchange, and Intelligent Transportation System improvements to SR 16 between the 36th Street interchange and the Olympic interchange.
- Overlay existing ramps at the Wollochet Drive interchange on SR 16.
- Construct core HOV lanes, interchange improvements, frontage road, and Intelligent Transportation System improvements to SR 16 at the Olympic interchange to Purdy (SR 302)

In addition, WSDOT is currently constructing a new Tacoma Narrows Bridge to provide significantly increased capacity for the congested crossing on the existing bridge. An integral element of the new bridge project is construction of a split diamond interchange with half at 24th Street and half at 36th Street. The 24th Street improvements are integral to the Tacoma Narrows Bridge project, and a portion of the improvements in P73 will be included in the bridge project. The new Tacoma Narrows Bridge will significantly increase highway capacity and improve access between the Gig Harbor/Peninsula area and the "mainland" (Tacoma, I-5, etc.). These capacity and access improvements will have a significant effect on long-term growth and development in and around Gig Harbor, and will affect Gig Harbor area travel patterns, traffic volumes, and transportation improvement needs.

This Gig Harbor Transportation Element, which is based on and developed for the current growth forecasts, does not account for the transportation system needs and impacts associated with a new Tacoma Narrows Bridge.

The WSDOT has funded a study of SR 302 to develop and analyze new alignments for SR 302 from the Kitsap Peninsula to SR 16. The final alignment of SR 302 will affect access and circulation to Gig Harbor.

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:

- Annual monitoring of key transportation facilities within updates to the Six-Year Transportation Improvement Program (TIP);
- 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 Downtown Strategy Area and North Gig Harbor Study Area.
 - The specific intersections and the current LOS for each in the Downtown Strategy Area are:
 - Harborview Drive/North Harborview Drive LOS F
 - Harborview Drive/Pioneer Way LOS F
 - Harborview Drive/Stinson Avenue LOS F
 - Harborview Drive/Rosedale LOS D
 - North Harborview Drive/Peacock Hill LOS C
 - Harborview/Soundview LOS B

The above intersections may be allowed to operate at a LOS worse than D, consistent with the pedestrian objectives identified in the Downtown Strategy Area.

- 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

Traffic forecasting is a means of estimating future traffic volumes based on the expected growth in population and employment within an area. For the Gig Harbor area, traffic forecasts were prepared using current traffic counts, a travel demand forecasting computer model prepared for

the Pierce County Transportation Plan, and estimates of population and employment developed for the City’s Comprehensive Land Use Plan. As specified by the Growth Management Act (GMA), a 20 year horizon was used in the process to produce traffic forecasts for 2018.

This is essentially the same process as was followed in the 1994 Comprehensive Plan Transportation Element. **Table 2-1** below summarizes the population and employment growth assumptions that were used for the traffic forecasts.

Table 2-1. Growth Assumptions, 1998 - 2018

Year	Population	Employment
1998	6,900	5,230
2006	14,560	7,700
2018	21,370	7,259

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.

A combined approach was used for the City of Gig Harbor. The Pierce County Transportation Plan computer model developed by KJS provided information on area wide growth and was used as a tool in assigning traffic to various roads and intersections. For growth data, the 1998 Draft Gig Harbor Comprehensive Plan Update (prepared by the Beckwith Consulting Group) was used. Traffic counts taken in 1996 and 1997 provided data on existing travel patterns.

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 Transportation Model, the Gig Harbor Comprehensive Plan Update, and the Gig Harbor Travel Demand Model.

Pierce County Transportation Model

KJS Associates developed a 2010 travel demand model for Pierce County as a part of the county's GMA Transportation Planning program (the model has since been updated by Pierce County). The Pierce County transportation model is based on the Puget Sound Regional Council’s (PSRC) regional model covering King, Pierce, Snohomish and Kitsap Counties. The

model utilizes the standard transportation planning methodology: Trip Generation, Trip Distribution, Modal Choice and Trip Assignment.

For the Pierce County model, a system of traffic analysis zones (TAZs) was developed based on the same boundaries used by the PSRC in the regional model. This enabled KJSA to use the zonal demographic and street network data which PSRC provides, for the regional system, and to refine that information to provide more detail within Pierce County. The model was calibrated to 1990 conditions; 1990 traffic counts were used to calibrate the model's traffic flow patterns, and 1990 demographic/land use data provided the basis for the trip generation, trip distribution, mode choice, and traffic assignment assumptions. All forecasts from the model were based on 2000 and 2010 demographic/land use forecasts from PSRC.

Since the PSRC 20-year demographic forecasts appear to be consistent with the GMA forecasts for the City and IUGA, the PSRC 2010 database was used in the revised Pierce County model as the basis for travel demand forecasts.

Gig Harbor Comprehensive Plan Update

As a part of the Comprehensive Plan Update, the City used the existing and proposed comprehensive land use plans to estimate the residential and employment capacities of various areas of the Gig Harbor Interim Urban Growth Area (IUGA). In doing so, the IUGA was divided into 71 "units", or zones, for analysis purposes.

The existing land uses and an inventory of the number of platted lots within each zone were used to estimate the existing population of each zone. The size of commercial and employment/business areas on the Land Use plan was used to estimate the employment capacities within each zone.

Gig Harbor Travel Demand Model

The 71 land use zones from the Comprehensive Plan were used to create a more detailed traffic analysis zone structure within the Pierce County model. The 1998 population estimates and employment capacities for each of the 71 zones in the Comprehensive Plan Update were used to initially allocate the 1990 population and employment data from PSRC to each TAZ within the IUGA. The 1990 data were used since this is the most recent census which provides complete information for the area outside of the Gig Harbor IUGA. The 1990 data were then factored to 1998 estimates using the Comprehensive Plan information and 1998 traffic counts.

The growth in population and employment within each zone was converted into travel demand by the model. Since the base year was calibrated using 1998 traffic volumes, the 20-year growth in travel demand produced by the model resulted in 2018 travel demand estimates. This is consistent with the requirement of GMA.

Employment growth, unlike population growth, was assumed to occur around existing areas of high employment. Like the allocation of population, employment was allocated to each zone based on the capacities of the zone as calculated by Beckwith in the Comprehensive Plan Update.

To insure that the travel demand calculated by the model resulted in accurate estimates of traffic volumes on the road network, 1998 traffic counts on selected roads were used to calibrate the model. However, the model results are at best only a rough estimate of future traffic volumes. They provided a guide to general traffic trends and flow patterns, rather than exact traffic volumes on specific roadway links.

All trips were assigned to the City and County arterial system based on existing trip distribution and traffic assignment patterns. In addition to the population and employment forecast assumptions, specific assumptions were required to determine growth in external traffic volumes. For the Pierce County Peninsula Focus Area, the external connections in the south are the SR 16 highway crossing at the Tacoma Narrows Bridge and north to Kitsap County.

North Gig Harbor (NGH) Subarea Traffic Model 2005

A subarea traffic model was developed for the North Gig Harbor Traffic Mitigation Study (2005). The model was developed to analyze three Comprehensive Plan Amendments in 2005/6. Proposed and pipeline projects in the NGH subarea and a buildout analysis were included in the traffic model to identify transportation impacts and required mitigation.

Traffic Analysis (1998)

Existing (1998) daily traffic volumes on key roadway segments or links, and intersection levels of service are shown in Figure 2-1. The existing 1998 p.m. peak hour intersection levels of service are compiled in Table 2-2. As shown in Table 2-3 below, there are significant delays at three stop-sign controlled intersections in 1998.

Table 2:2: 1998 Intersection Levels of Service

SIGNALIZED INTERSECTIONS	1998 LOS
38 th Ave E/56th NW	C (D ^{**})
Olympic Dr/SR 16 NB ramps	C (D ^{**})
Olympic Dr/SR 16 SB ramps	C (C ^{**})
Pioneer Wy/Grandview St	A
Pioneer Wy/SR 16 NB ramps	D (E ^{**})
Point Fosdick Dr/Olympic Dr	D (D ^{**})
Rosedale/Schoolhouse	A
Wollochet Dr/Hunt St	B (C ^{**})
UNSIGNALIZED INTERSECTIONS	1998 LOS
36th Ave/Pt Fosdick Dr	C
Crescent Valley Dr/Drummond Dr	B
Harborview Dr/North Harborview Dr	F
Harborview Dr/Pioneer Way	F
Harborview Dr/Stinson Ave	F
Hunt/Skansie	C
Olympic/Hollycroft	C
Peacock Hill Ave/North Harborview Dr	A
Rosedale St/Skansie Ave	B
Rosedale St/Stinson Ave	C
Soundview Dr/Hunt St	B
SR 16 NB ramps/2 lane roundabout	A* (A ^{**})
SR 16 SB ramps/Single lane roundabout	B* (B ^{**})
SR 16 SB ramps/Wollochet Dr	F (F ^{**})
Borgen Blvd/51 st roundabout	A* (A ^{**})

* 2004 existing condition

(A^{**}) 2005 existing condition DEA 2005, City of Gig Harbor 2005
 Note: Refer to North Gig Harbor Traffic Mitigation Study for additional 2005 intersection operations in the NGH Study area.

Traffic Analysis - 2018

Once the model was calibrated to existing conditions, growth rates were applied to estimate traffic volumes for 2018. **Figure 2-2** shows roadway link volumes for 2018. **Figure 2-3** shows the intersection level of service for 2018, which is also summarized in **Table 2-3** below.

Table 2-3: PM Peak Hour Intersection Levels of Service

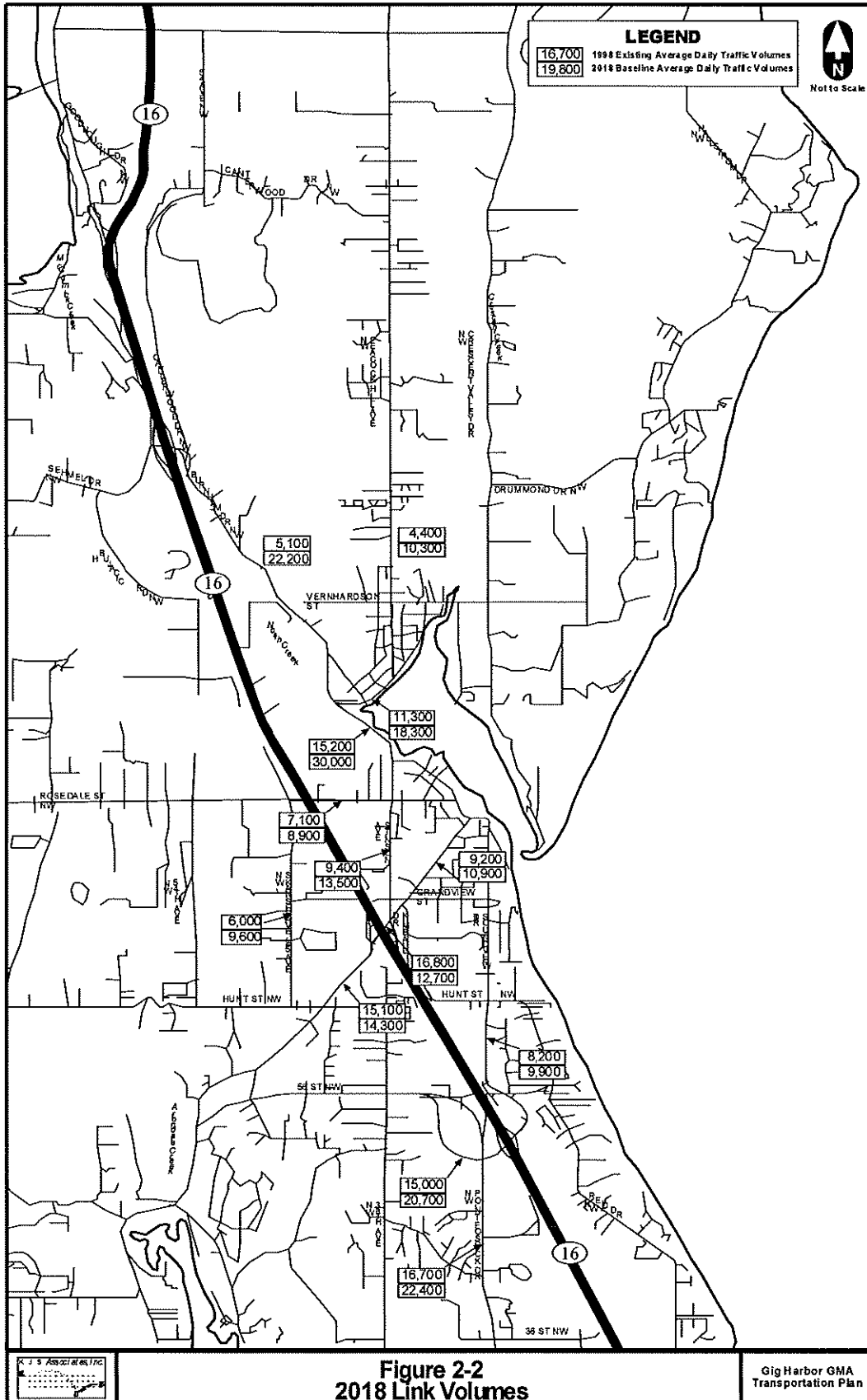
SIGNALIZED INTERSECTIONS	2018 LOS
38 th Ave E/56th NW	F
Olympic Dr/SR 16 NB ramps	C
Olympic Dr/SR 16 SB ramps	C
Olympic/Hollycroft	C
Pioneer Wy/Grandview St	B
Pioneer Wy/SR 16 NB ramps	D
Point Fosdick Dr/Olympic Dr	D
Rosedale/Schoolhouse	A
Wollochet Dr/Hunt St	F
UNSIGNALIZED INTERSECTIONS	2018 LOS
36th Ave/ Point Fosdick Dr	F
Crescent Valley Dr/Drummond Dr	F
Harborview Dr/North Harborview Dr	F*
Harborview Dr/Pioneer Wy	F*
Harborview Dr/Stinson Ave	F*
Hunt/Skansie	F
Peacock Hill Ave/North Harborview Dr	B
Rosedale St/Skansie Ave	C
Rosedale St/Stinson Ave	F
Soundview Dr/Hunt St	F
SR 16 NB ramps/2 lane roundabout	D** F***
SR 16 SB ramps/Single lane roundabout	F** F***
SR 16 SB ramps/Wollochet Dr	F
Stinson Ave/Grandview St	F
Borgen Blvd/51 st roundabout	A** E***

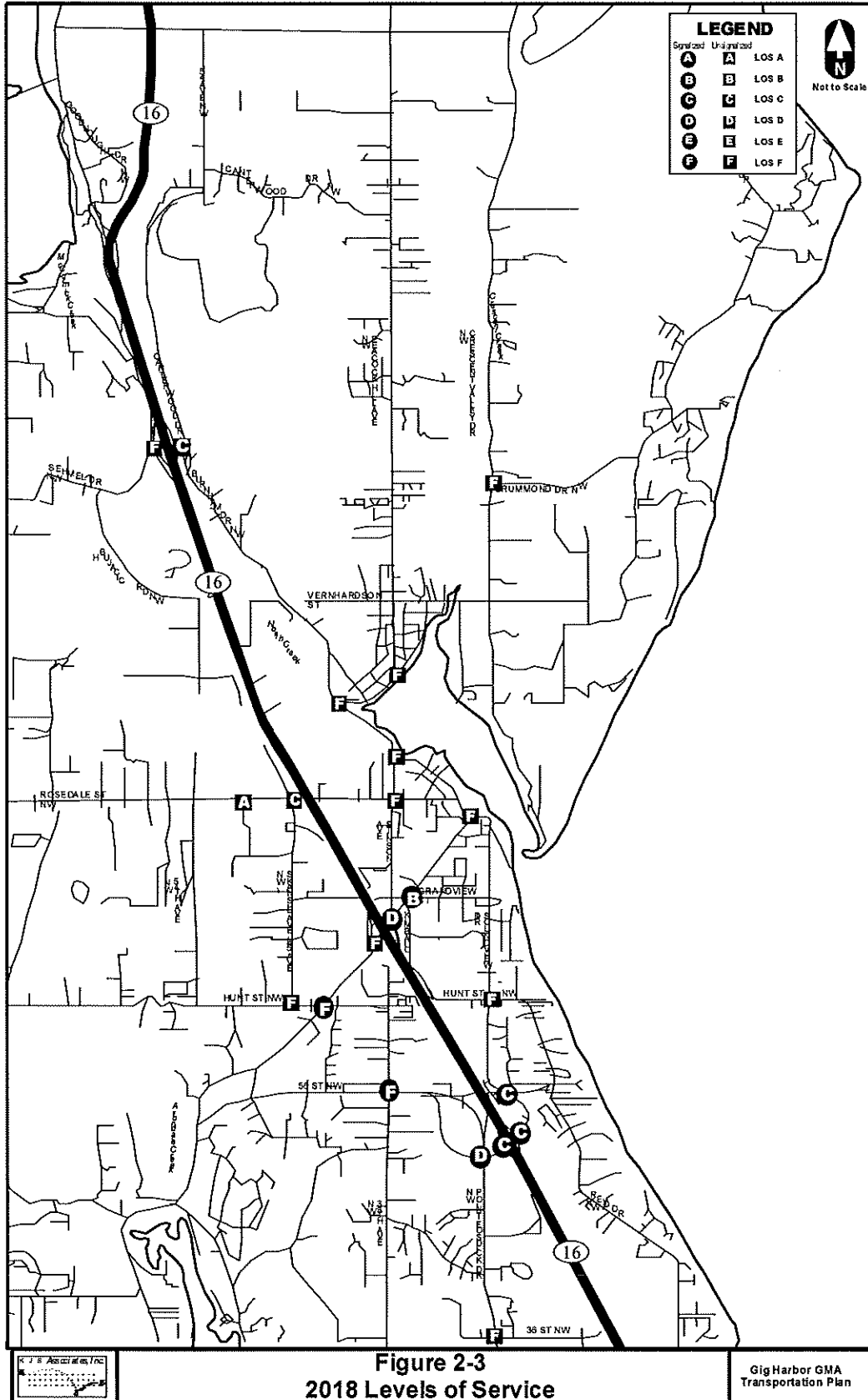
* Located within the downtown strategy area. Intersection impacts will be investigated on a case by case basis with implementation of various transportation strategies.

** 2013 Level of Service Summary

*** 2005 plus unmitigated pipeline conditions DEA 2005

Note: Refer to North Gig Harbor Traffic Mitigation Study for additional updated future intersection operations in the NGH Study area.





North Gig Harbor Traffic Analysis 2005

The North Gig Harbor 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 future traffic volumes and intersection LOS shown for the NGH subarea are superseded by those in the NGH Traffic Mitigation Study. The technical analysis of the study is incorporated herein by reference.

SECTION 3. ALTERNATIVES ANALYSIS

This section discusses the major transportation system improvements necessary to address identified deficiencies in the 2018 analysis year.

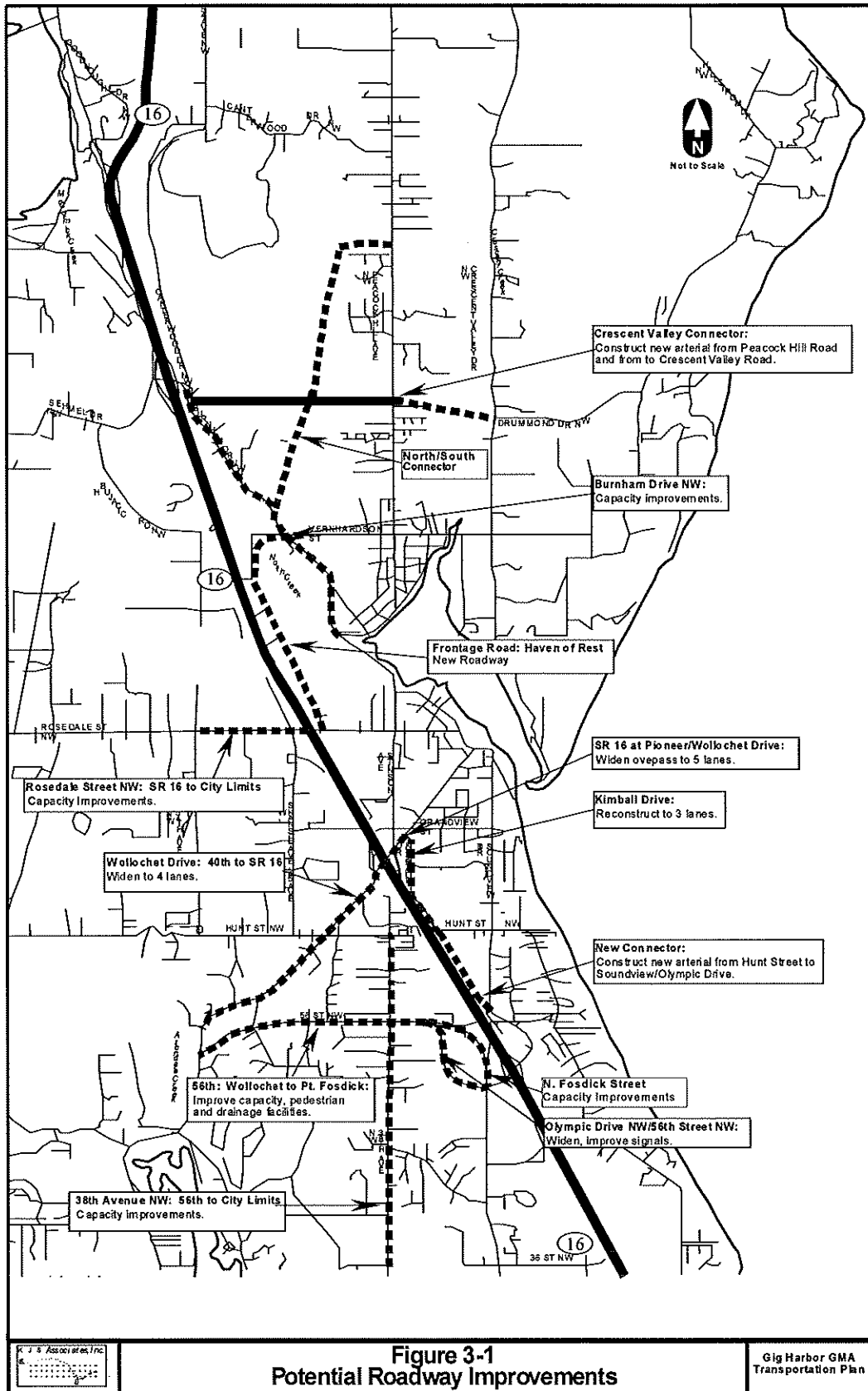
The potential improvements are organized in three categories: 1) roadway improvements, 2) intersection improvements, and 3) other improvements and transportation strategies.

Roadways

Figure 3-1 shows the potential roadway improvements, which include roadway widening, new arterial links, structures, and freeway and ramp improvements. Projects include a new north-south connector from Burnham Drive to Borgen Blvd. for circulation and access in the Gig Harbor north area, and a new east-west. Other improvements call for widening of several arterials, including Olympic Drive NW, Wollochet Drive, and Rosedale Street NW. Several other projects were dependent upon approval and construction of the new Tacoma Narrows Bridge, which is under construction.

North Gig Harbor Roadways 2005

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, including three proposed Comprehensive Plan Amendments. The projects identified may be considered if needed in future Transportation Improvement Plans (TIP's), consistent with this element to ensure concurrency is maintained. Funding for the roadway plan has not yet been determined, and therefore development approvals may be delayed until funding is secured pursuant to GMA requirements.



Intersections

By 2018, the most significant level of service problems would occur at intersections whose movements are controlled by stop signs rather than traffic signals. Stop signs are efficient under relatively low volume conditions, or where clear preference for through traffic movement is desired.

Most of the high-volume stop sign controlled intersections in Gig Harbor will deteriorate to LOS F for the worst movement by 2018. Typically, installation of traffic signals will resolve such conditions. However, in the downtown strategy area, where capacity improvements such as widening or signalization would severely impact the character of quality of the area, the City shall make every effort to implement and require developers to implement “transportation improvements and 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.

Tables 3-1 and 3-2 summarize the options examined at each signalized and unsignalized intersection, and the recommended improvement is noted for each intersection. Additional discussion is contained in Section 6 under recommendations.

Table 3-1: Evaluation of Improvements at Signalized Intersections

SIGNALIZED INTERSECTIONS	2018 LOS	Discussion	Recommendations
Wollochet Drive/Hunt Street	B	No improvement needed	
Pioneer Way/SR 16 NB ramps	LOS F (high volumes on fwy overxing)	Widening overcrossing per WSDOT plans and constructing east/west road will improve LOS	Implement WSDOT plans for this interchange
Pioneer Way/Grandview Street	B	No improvement needed.	

Table 3-2: Evaluation of Improvements at Unsignalized Intersections

UNSIGNALIZED INTERSECTIONS	2018 LOS	Discussion	Recommendation
Harborview Dr/North Harborview	F*	The pedestrian character of the area, coupled with relatively low speeds in downtown, makes signalization for the purposes of improving vehicle flow of this intersection not advisable.	Improve pedestrian crossings, ensure adequate sight distances and maintain stop-sign control unless pedestrian safety and mobility can be enhanced with signalization.
Harborview Drive/Stinson	F*	Same as above.	Save as above.
Rosedale/Skansie (46th)	F	Industrial area traffic along Skansie and growth west of SR 16 will create volumes too high for stop-sign control to handle.	Monitor and install traffic signal when warranted.
Harborview Drive/Pioneer Way	F*	The pedestrian character of the area, coupled with relatively low speeds in downtown, makes signalization for the purposes of improving vehicle flow of this intersection not advisable.	Improve pedestrian crossings, ensure adequate sight distances and maintain stop-sign control unless pedestrian safety and mobility can be enhanced with signalization..
SR 16 SB ramps/Wollochet	F	These ramps would be signalized with WSDOT planned improvement.	Implement intersection improvement per WSDOT plans.
Soundview/Hunt Street	D	Kimball connector will improve conditions at this intersection	Monitor and install stop sign all way control when warranted
SR 16 SB ramps/Single lane roundabout	F	Current and future high traffic volumes will require capacity improvements at the existing WSDOT roundabout.	Monitor and coordinate with WSDOT on future improvements.
Stinson/ Grandview	C	No deficiency	none
Stinson/ Rosedale	F	East/west road will reduce volumes sufficiently to level accommodated by stop-sign control	Maintain stop-sign control at this location.
Peacock Hill/North Harborview	E	East/west road will reduce volumes sufficiently to level accommodated by stop-sign control	Maintain stop-sign control at this intersection.
Hunt/Skansie	F	High volumes and increased left turns from Skansie require signal control and turn lanes	Monitor and signalize when required.

* Located within the downtown strategy area. Intersection impacts will be investigated on a case by case basis with implementation of various transportation strategies.

North Gig Harbor Intersections 2005

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, including three proposed Comprehensive Plan Amendments. The existing six-legged intersection at Burnham Drive/Borgen Blvd./Canterwood and the SR 16 on and off-ramps can not support the 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 a 40 percent increase in population and a 70 percent in employment within the City and its surrounding Urban Growth Area (UGA). This growth will also result in an increase in traffic volumes 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.), telecommuting 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 and carpooling.
- Enhancements of non-motorized travel to encourage alternate modes of transportation such as walking, cycling and elimination of trips altogether through compute trip reduction.
- Upgrading of existing motorized facilities.
- Construction of new motorized facilities.

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.

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.

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.

SECTION 4. RECOMMENDED TRANSPORTATION PLAN

The Growth Management Act requires an assessment of how well a recommended transportation plan meets the requirements of the Act and how well the level of service goals are met. The recommended improvements are summarized in **Table 4-1**.

Table 4-1 Recommended Transportation Plan

<i>Roadway Facility</i>	<i>Limits</i>	<i>Description</i>	<i>Lead Agency</i>	<i>Trigger Year</i>
56th Street–Point Fosdick Drive	Olympic – Olympic	Reconstruct to 3 lanes	Gig Harbor	2009
Skansie Avenue pedestrian improvements	Alternative High School - Rosedale	Minor widening, sidewalk; drainage	Gig Harbor	2004
Grandview Street Ph 2	Stinson – Pioneer	Reconstruct to 2 lanes; bike; pedestrian	Gig Harbor	2007
Grandview Street Ph 3	McDonald - Soundview	Reconstruct; bike; pedestrian	Gig Harbor	2008
45 th Avenue	Point Fosdick – 30 th	Sidewalk on one side	Gig Harbor	2006
38th Avenue Ph 1	56th St – city limits	Reconstruct to 2/3 lanes; bike; pedestrian	Gig Harbor	2010
Olympic Drive–56th Street	38th – Point Fosdick	Widen to 5 lanes; bike lanes; pedestrian, drainage	Gig Harbor	2007
Prentice Street	Burnham – Fennimore	Pedestrian, drainage	Gig Harbor	2008
Briarwood Lane	38th Ave – Pt Fosdick	Pedestrian, drainage	Gig Harbor	2006
Burnham Drive Ph 1	Franklin – Harborview	Reconstruct/widen; pedestrian; drainage	Gig Harbor	2007
38th Avenue Ph 2	56 th - Hunt	Reconstruct to 2/3 lanes; bike; pedestrian	Gig Harbor	2008
Vernhardsen Street	Peacock Hill – city limit	Pavement restoration; pedestrian; drainage	Gig Harbor	2007
Rosedale Street Ph 2	SR 16 – city limit	Widen to 2 thru lanes; bike	Gig Harbor	2006
Franklin Avenue Ph 2	Burnham–Peacock Hill	Pedestrian, drainage	Gig Harbor	2008
Point Fosdick pedestrian improvements	Harbor County – 36 th	Sidewalk on east side	Gig Harbor	2010
Harborview Drive	N Harborview - Burnham	Reconstruct roadway; bike; pedestrian	Gig Harbor	2009
Rosedale Street Ph 3	SR 16 – Shirley	Widen to 2 thru lanes; bike; pedestrian; drainage	Gig Harbor	2009
North-South Connector (Swede Hill Road)	Borgen – Burnham	Corridor preservation	Gig Harbor	2007
Burnham Drive Ph 2	Franklin – North/South Connector	Widen roadway; pedestrian; drainage	Gig Harbor	2010
50 th Court	Olympic – 36 th	Construct 2 lane roadway; pedestrian	Gig Harbor	2008
Crescent Valley Connector	Peacock – Crescent Valley	New roadway	Pierce County	2008
38 th Avenue /Hunt Street Ph 1	Skansie – 56 th	Design 2/3 lane section w/ median; bike	Gig Harbor	2008
Burnham Drive Ph 3	North/South Connector - Borgen		Gig Harbor	2010
Hunt St Ped Xing of SR 16	38 th – Kimball	Construct Ped undercrossing	Gig Harbor	2006
Wollochet Drive	Hunt St – SR 16	Widen roadway; pedestrian	Pierce County	2011
<i>Intersection</i>	<i>Limits</i>	<i>Description</i>	<i>Lead Agency</i>	<i>Trigger Year</i>
36th/Point Fosdick	intersection	Improve intersection	Gig Harbor	2004
Hunt/Skansie	intersection	Install signal	Gig Harbor	2010
<i>Other Improvements</i>				
Downtown parking lot	Central business district	Off-street parking	Gig Harbor	2010

Figure 4-1 shows the estimated 2018 daily traffic volumes on selected links with the improvements listed in the recommend transportation plan.

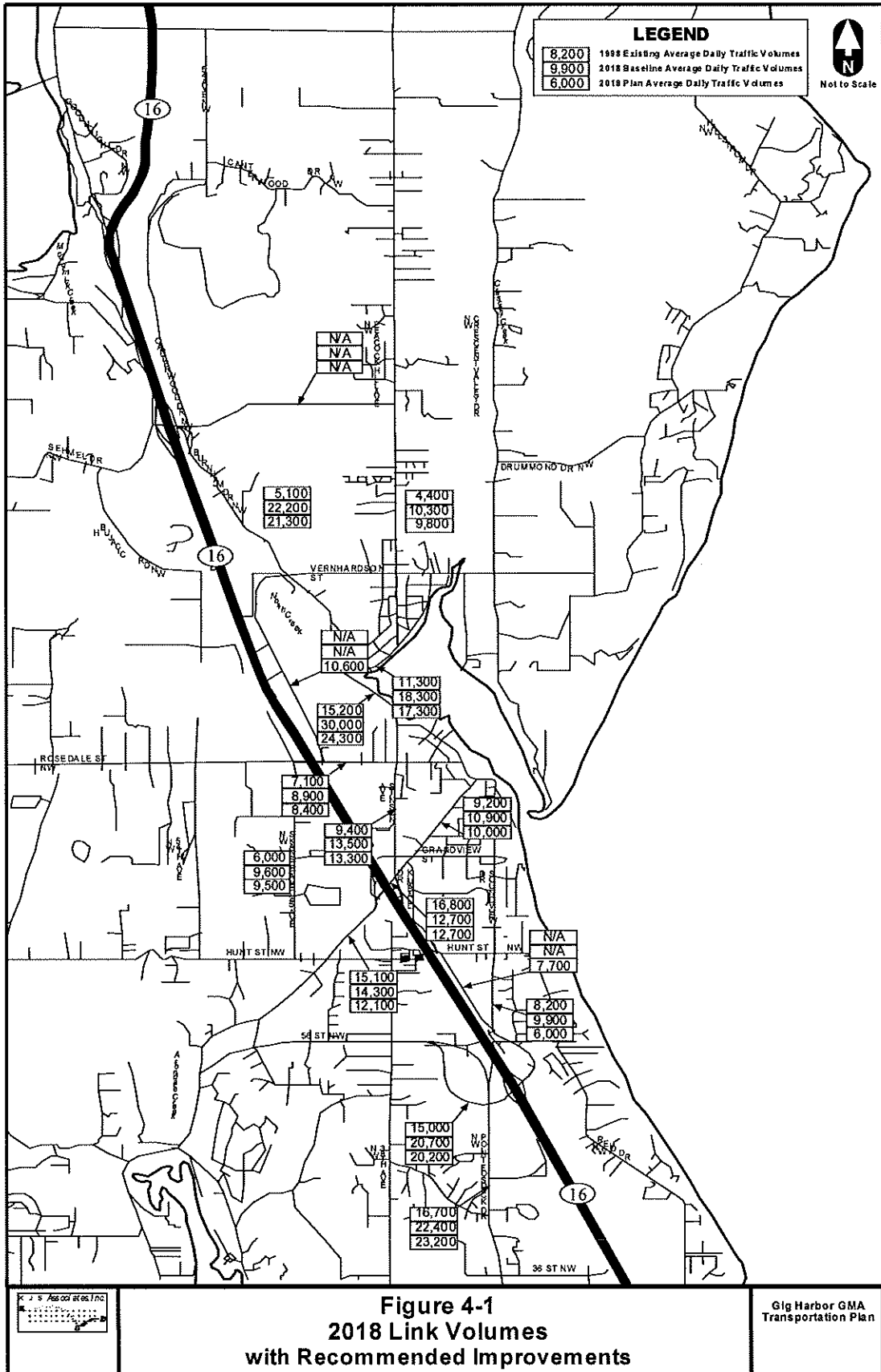
Roadway Improvements

Due to the proposed Tacoma Narrows bridge project which is currently under construction, many transportation improvements may be required to either be modified or constructed. The City has included many of these projected improvements in an effort to identify costs and other constraints related to these major projects. All of the identified improvements have a major impact to the City and the underlying transportation infrastructure.

- 1) At the time of the traffic modeling was conducted, the City excluded those major projects related to the bridge and only included the projects directly related to the City's existing and projected growth and infrastructure needs.

North Gig Harbor Roadway Improvements 2005

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 projects are not currently funded, but are demonstrated to provide a consistent transportation plan for the land use in the NGH area these projects may be considered, if funding or a strategy for funding those projects is in place per GMA requirements.



Intersection Improvements

The 2018 levels of service at key intersections with the improvements in the Recommended Plan are shown in **Table 4-2**.

Table 4-2: 2018 Plan Intersection Levels of Service

INTERSECTION	No Improvements	With Recommended Improvements
36th St/Point Fosdick Dr ⁽¹⁾	F	C
Crescent Valley Dr/Drummond Dr	F	C
Harborview Dr/North Harborview Dr ⁽²⁾	F*	F*
Harborview Dr/Pioneer Wy ⁽²⁾	F*	F*
Harborview Dr/Stinson Ave ⁽²⁾	F*	F*
Hunt/Skansie	F	C
North Harborview Dr/Peacock Hill Ave	F	B
Olympic Dr/Hollycroft	C	C
Olympic Dr/SR 16 NB ramps	C	C
Olympic Dr/SR 16 SB ramps	C	C
Pioneer Wy/Grandview St	B	B
Pioneer Wy/SR 16 NB ramps	D	C
Point Fosdick Rd/Olympic Dr	D	D
Rosedale St/Skansie Ave ⁽¹⁾	C	C
Rosedale St/Stinson Ave	F	D
Soundview Dr/Hunt St	F	C
SR 16 SB ramps/Burnham Drive ⁽¹⁾	F	#E
SR 16 SB ramps/Wollochet Dr ⁽¹⁾	F	A
Wollochet Dr/Hunt St	F	D

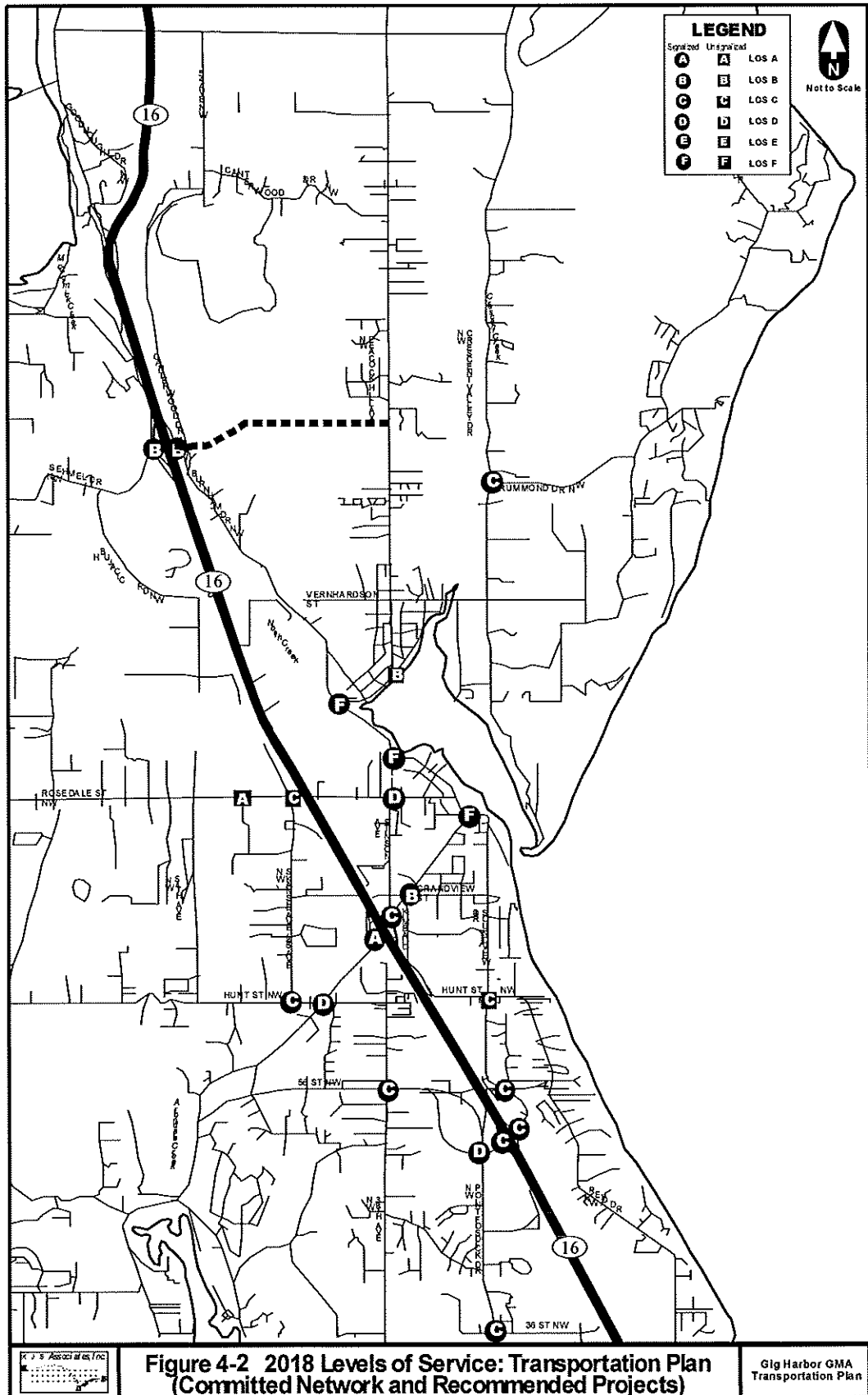
* recognized as acceptable in the downtown strategy area.

⁽¹⁾ Improvement includes signalization.

⁽²⁾ Downtown strategy Area – signalization not recommended.

with SPUI

Figure 4-2 shows the 2018 Plan intersection levels of service. The levels of service are based on traffic volumes generated by growth in the area and implementation of the improvements listed in the Recommended Plan. The capacity analysis shows that most of the City’s intersections will be able to meet the LOS D goal. The goal has been met, for the most part, by upgrading unsignalized intersections to signalized operation – or by making other improvements to increase capacity.



Other Improvements and Strategies

Transit

Gig Harbor participates with the local transit agency, Pierce Transit in a variety of projects. This cooperation has been in the planning and capital improvement projects. Pierce Transit has a System Plan to the year 2020. Long term improvement plans for the Peninsula area include:

- Construct the North Gig Harbor Transit Center near the SR 16 Burnham Drive interchange and add bus routes to serve it.
- Establish more direct regional transit services to major destinations in the Tacoma, Bremerton, Olympia and Seattle areas.
- Increased paratransit services.
- Increase ridesharing (carpool and vanpool) programs.
- Construct capital projects listed in the 6-year Capital Improvement Plan.

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 near the downtown area. Continued upgrading and enhancement of the Jerisich Park dock area should be emphasized. The increased use of marine services would also place demands on downtown 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 vehicle trips and vehicle miles traveled during peak periods to minimize the demand for constructing costly road improvements;
- Providing 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 bike racks, showers and 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.

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 downtown retail core, 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.

Recommended improvements for non motorized uses are shown in **Figure 4-3**. The plan outlines pedestrian, bicycle path, and marine service improvements.

Downtown Strategy Area

Much of Gig Harbor’s commercial, tourist and recreational facilities are located along the waterfront, creating congestion in the downtown area and generating demand for pedestrian amenities and additional parking. Traditional roadway or intersection capacity improvements here would destroy the unique character of the downtown.

Within the downtown strategy area, defined as Harborview Drive and North Harborview Drive between Soundview Drive and Peacock Hill Avenue, the City has reclassified 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.

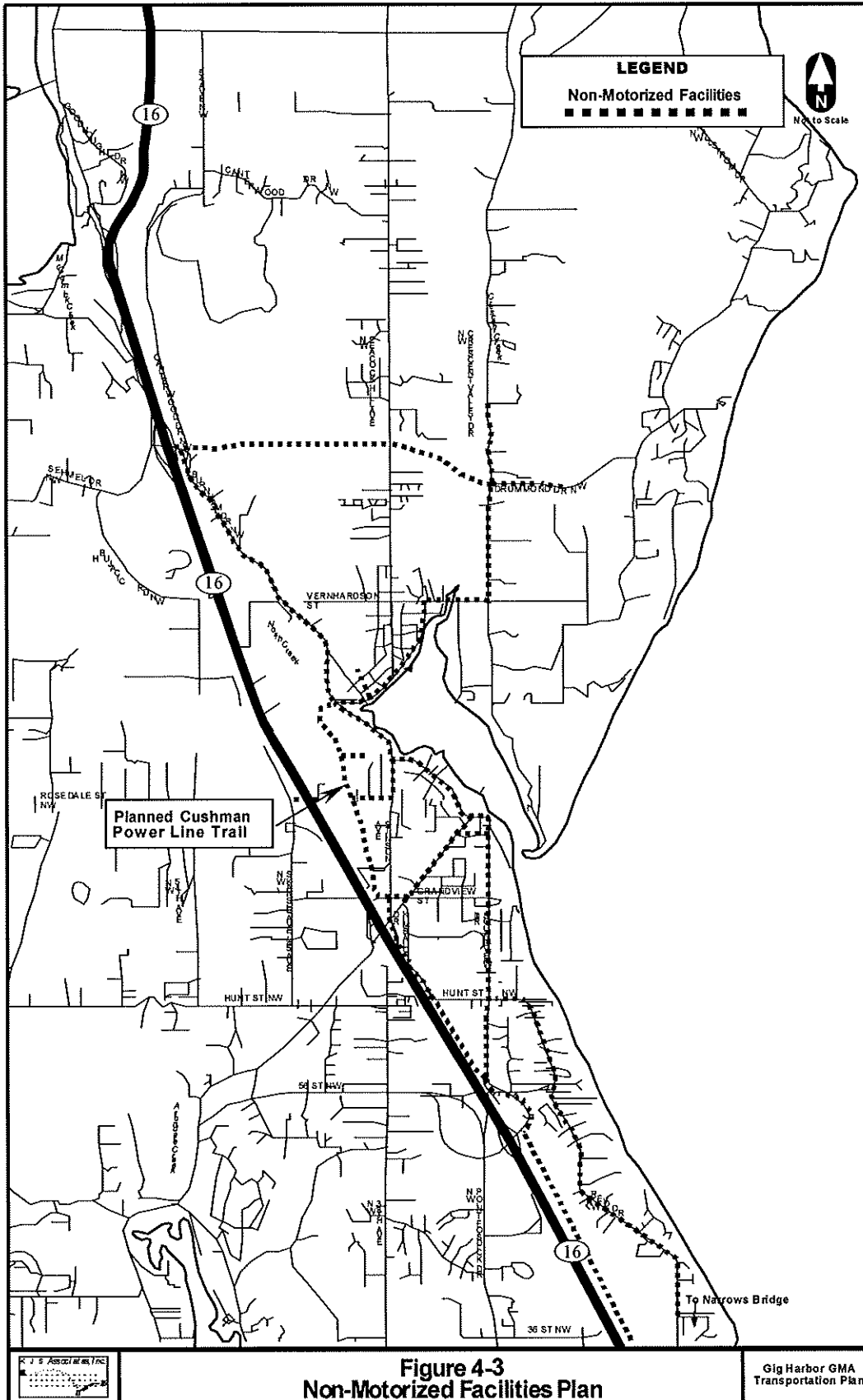
The specific intersections and current LOS that will be considered under the above are

- Harborview Drive/North Harborview Drive LOS F
- Harborview Drive/Pioneer Way LOS F
- Harborview Drive/Stinson Avenue LOS F
- Harborview Drive/Rosedale LOS D
- North Harborview Drive/Peacock Hill LOS C
- Harborview/Soundview LOS B

The above intersections may be allowed to operate a LOS worse than D, consistent with the pedestrian objectives identified in the Downtown Strategy Area.

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 5. 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 5-1** provides 20-year traffic volumes for SR-16, which is the only state facility within Gig Harbor. The volumes were generated by Pierce County model, which includes land use assumptions for 2018 for Gig Harbor.
- Transportation facilities and services of statewide significance (TFSSS) within Gig Harbor: SR 16 is included on the proposed list of TFSSS.
- 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 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, including three proposed Comprehensive Plan Amendments. 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/BorgenBlvd interchange.

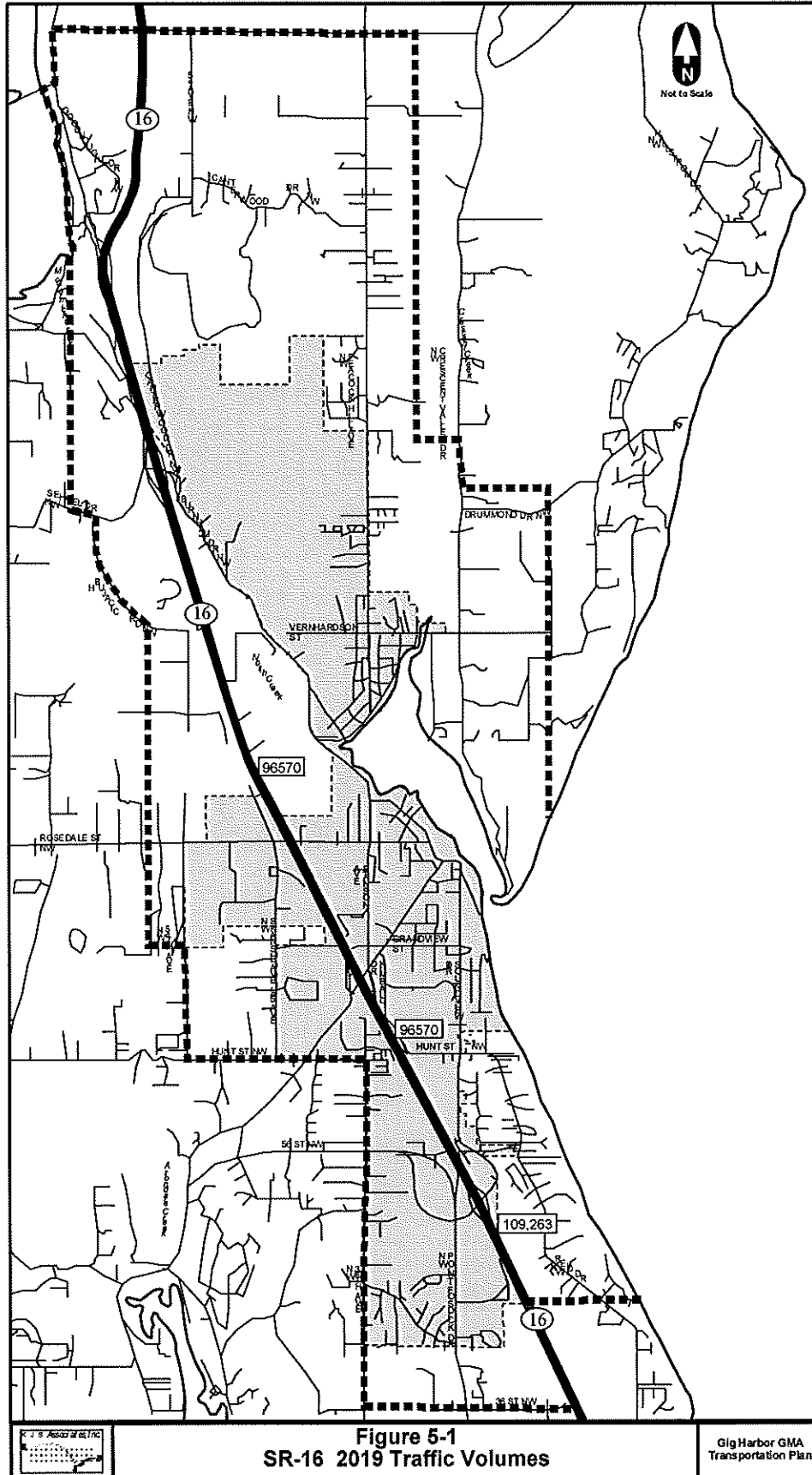
The City of Gig Harbor asserts that proposed improvements to state-owned facilities will be consistent with the Regional Transportation Plan (RTP) and the State Highway System Plan within Washington’s Transportation Plan (WTP).

In conjunction with SR16, WSDOT has adopted an LOS standard of D for SR16 and PSRC has adopted an LOS standard of C for SR302.

~~The City of Gig Harbor acknowledges that the concurrency requirement does not apply to transportation facilities and services of statewide significance in Pierce County.~~

WSDOT has several improvements planned in conjunction with the new Tacoma Narrows Bridge project, including a new interchange at 24th Street and 36th Street and SR16/Wollochet Drive ramp improvements. The increased capacity and access caused by the bridge construction will affect the Gig Harbor area transportation improvement needs and long-term growth and development in the area. Several major transportation improvements will be required within the City of Gig Harbor and neighboring Pierce County. These include:

- Hunt Street Pedestrian Overcrossing
- Crescent Valley Connector
- Hunt/Kimball Connector
- North-South Connector
- Expanded interchange at SR 16 Burnham Drive
- Added Access to SR 16 at 144th Avenue or similar location
- Better connection between SR 302 and SR 16



SECTION 6. 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.

Federal Revenue Sources

The 1991 federal Intermodal Surface Transportation Efficiency Act (ISTEA) reshaped transportation funding by integrating what had been a hodgepodge of mode- and category-specific programs into a more flexible system of multi-modal transportation financing. For highways, ISTEA combined the former four-part Federal Aid highway system (Interstate, Primary, Secondary, and Urban) into a two-part system consisting of the National Highway System (NHS) and the Interstate System. The National Highway System includes all roadways not functionally classified as local or rural minor collector. The Interstate System, while a component of the NHS, receives funding separate from the NHS funds.

In 1998, the Transportation Efficiently Act for the 21st Century (TEA-21) continued this integrated approach, although specific grants for operating subsidies for transit systems were reduced.

National Highway System funds are the most likely source of federal funding support available for projects in Gig Harbor. **Table 6-1**, taken from the Highway Users Federation of the Automotive Safety Foundation pamphlet *The Intermodal Surface Transportation Efficiency Act of 1991*, describes the types of projects that qualify for funding under NHS (the categories and definitions were virtually unchanged in TEA-21).

To receive TEA21 funds, cities must submit competing projects to their designated Regional Transportation Planning Organization (RTPO) or to the state DOT. Projects which best meet the specified criteria are most likely to receive funds. Projects which fund improvements for two or more transportation modes receive the highest priority for funding. (e.g., arterial improvements which includes transit facilities and reduces transit running times, and constructs pedestrian and bicycle facilities where none existed before).

Table 6-1. Projects Eligible for National Highway System Funding

-
- Construction, reconstruction, resurfacing, restoration and rehabilitation and operational improvements to NHS segments
 - Construction and operation improvements to non-NHS highway and transit projects in the same corridor if the improvement will improve service to the NHS, and if non-NHS improvements are more cost-effective than improving the NHS segment.
 - Safety improvements
 - Transportation planning
 - Highway research and planning
 - Highway-related technology transfer
 - Start-up funding for traffic management and control (up to two years)
 - Fringe and corridor parking facilities
 - Carpool and vanpool projects
 - Bicycle transportation and pedestrian walkways
 - Development and establishment of management systems
 - Wetland mitigation efforts
-

Historical Transportation Revenue Sources

The City of Gig Harbor historically has used three sources of funds for street improvements:

- Income from Taxes
 - Motor Vehicle Excise Tax (MVET)
 - Motor Vehicle Fuel Tax (MVFT)
- Income from Intergovernmental Sources:
 - HUD Block Grants
 - Federal Aid (FAUS, FAS, ISTEA, etc.)
 - Urban Arterial Board
 - TIB and STP Grants
- Miscellaneous Income:
 - Interest Earnings
 - Miscellaneous Income
 - Developer Contributions
 - Impact Fees (begun in 1996)

In the past, motor vehicle excise tax (MVET) and motor vehicle fuel tax (MVFT) allocations from the state have been the major sources of continuing funding for transportation capital improvements. Initiative 695, passed by the voters in 1999, removed MVET as a significant funding source, so the MVFT (“gas tax”) funding appear

to be the only reliable source of transportation funds for the future. MVET and MVFT also provided funds for state and federal grants which are awarded competitively on a project-by-project basis and from developer contributions which are also usually targeted towards the developer’s share of specific road improvements.

Revenue Forecast

The projected revenues for Gig Harbor’s recommended transportation capital improvements are shown in **Table 6-2**. According to these forecasts, approximately 32% of funding for transportation capital improvements for the next 20 years will come from LIDs, general funds and economic grants. Project-specific SEPA mitigation fees and City traffic impact fees will provide 32% of road capital funds. Additionally, approximately 36% will come from project-specific state and federal funding grants and taxes.

Table 6-2. Gig Harbor Transportation Revenue Forecast, 2000 ~~2004~~ to 2018 ~~2024~~

Funding Source	Six-year 2004-2006	Percent	Twenty-year 2004-2024	Percent
MVFT (“gas tax”)	\$400,000	8.7%	\$2,000,000	15.76%
State and federal grants	\$500,000*	10.80%	\$2,600,000*	20.52%
SEPA mitigation and Developer Contribution	\$2,000,000	43.5%	\$3,400,000	26.85%
City Traffic Impact Fees	\$100,000	2.2%	\$700,844,000	5.56%
Other funds (LIDs, general funds, economic grants, etc)	\$1,600,000	34.8%	\$4,000,000	31.51%
Totals	\$4,600,000	100.0%	\$12,700,844,000	100.00%

*Includes projected grants for projects whose completion would likely extend beyond 2006.

Capital Costs for Recommended Improvements

As discussed in Section 4, there are several capacity-related improvements within the Gig Harbor UGA needed to achieve adequate levels of service by 2018.

The capacity-related improvements listed in **Table 6-3** will be necessary to meet GMA level of service standards in 2018. Most of these projects have already been included in the City’s current *Six-Year Transportation Improvement Program*, along with project-specific identified funding sources.

Table 6-3. Capacity-related improvement costs, 2004 to 2010

<i>Facility</i>	<i>Description</i>	<i>Estimated Cost</i>	<i>Predictable (non-grant) Funding</i>
56th Street–Point Fosdick Drive	Reconstruct to 3 lanes	\$2,650,000	\$775,000
Skansie Avenue pedestrian improvements	Minor widening, sidewalk; drainage	\$ 150,000	\$30,000
Grandview Street Ph 2	Reconstruct to 2 lanes; bike; pedestrian	\$250,000	\$250,000
Grandview Street Ph 3	Reconstruct; bike; pedestrian	\$ 510,000	\$510,000
45 th Avenue	Sidewalk on one side	\$ 70,000	\$70,000
38th Avenue Ph 1	Reconstruct to 2/3 lanes; bike; pedestrian	\$6,588,000	\$1,788,000
Olympic Drive–56th Street	Widen to 5 lanes; bike lanes; pedestrian, drainage	\$4,000,000	\$1,000,000
Prentice Street	Pedestrian, drainage	\$ 520,000	\$520,000
Briarwood Lane	Pedestrian, drainage	\$ 450,000	\$400,000
Burnham Drive Ph 1	Reconstruct/widen; pedestrian; drainage	\$ 415,000	\$135,000
38th Avenue Ph 2	Reconstruct to 2/3 lanes; bike; pedestrian	\$4,400,000	\$1,400,000
Vernhardsen Street	Pavement restoration; pedestrian; drainage	\$ 223,000	\$198,000
Rosedale Street Ph 2	Widen to 2 thru lanes; bike	\$ 593,000	\$88,000
Franklin Avenue Ph 2	Pedestrian, drainage	\$ 500,000	\$500,000
Point Fosdick pedestrian improvements	Sidewalk on east side	\$ 265,000	\$265,000
Harborview Drive	Reconstruct roadway; bike; pedestrian	\$ 560,000	\$560,000
Rosedale Street Ph 3	Widen to 2 thru lanes; bike; pedestrian; drainage	\$ 445,000	\$60,000
North-South Connector (Swede Hill Road)	Corridor preservation	Developer	\$0
Burnham Drive Ph 2	Widen roadway; pedestrian; drainage	\$2,775,000	\$775,000
50 th Court	Construct 2 lane roadway; pedestrian	\$ 1,000,000	\$420,000
Crescent Valley Connector	New roadway	\$4,300,000	\$290,000
38 th Avenue /Hunt Street Ph 1	Design 2/3 lane section w/ median; bike	\$ 208,000	\$62,000
Burnham Drive Ph 3		\$4,400,000	\$1,400,000
Hunt St Xing of SR 16 Kimball Dr Ext	Construct 2 lane SR 16 undercrossing	\$12,475,000	\$398,000
Wollochet Drive	Widen roadway; pedestrian	\$5,000,000	\$0
36th/Point Fosdick	Improve intersection	\$ 980,000	\$650,000
Hunt/Skansie	Install signal	\$1,000,000	\$300,000
Total Costs		\$ 54,727,000	\$12,844,000

Summary of Costs and Revenues

Based on the revenues and costs listed above, the proposed capacity-related transportation element improvements are affordable within the City’s expected revenues for transportation capital costs. **Table 6-4** summarizes costs and revenues for the six and twenty year periods analyzed in the transportation element.

As shown in **Table 6-4**, the City expects to obtain a proportion of anticipated revenues from grants or other discretionary sources. The revenue estimate indicates the City will

be able to pay for its share of the recommended improvements, however, none of the assumptions about existing sources are guaranteed. The proposed projects include several that could receive matching funds from state and federal grant programs, for which there is considerable competition and limited grant funding. Should the necessary grant funds not be available, the City has several other strategies it can employ to balance revenues and public facility needs. These strategies, listed below, range from the development of other funding sources to the revision of City land use and growth policies:

- Obtain funds from other sources (e.g., loans)
- Revise land use policy
- Pursue cost-sharing opportunities with other agencies (e.g., WSDOT or Pierce County) and/or the private sector

The proposed improvements over the next 20 years total \$53,442,000. Proposed improvements and expected revenues are therefore balanced as shown in the **Table 6-4** below. The projects that have been excluded from the revenue obligation requirements are the Hunt Street overcrossing, the Crescent Valley connector, the Hunt/Kimball connector and the North-South Connector.

Table 6-4. Summary of capacity-related project capital costs and revenues

Category	Six-year 2004-2010	Percent of Revenues	Twenty-year 2000-2018	Percent of Revenues
<u>Projected Revenues</u>	<u>\$54,727,000</u>	<u>100.0%</u>	<u>\$54,727,000</u>	<u>100%</u>
predictable sources	\$12,844,000	23%	\$12,844,000	23%
grant sources	\$41,883,000	77%	\$41,883,000	77%
Projected Expenditures	\$54,727,000	100%	\$54,727,000	100%
Net	\$-0-	0%	\$-0-	0%

North Gig Harbor Capital Cost and Revenue Summary 2005

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 projects identified in the study include City, County, State, and Developer responsibility. The revenue required for the projects was identified. The projects are not yet funded. The projects may be added to the TIP as revenue sources such as impact fees, agency contributions, and or grants are obtained. A new revenue source was created in 2006 by passage of HB 2670, allowing the creation of Benefit Districts for infrastructure improvements, this revenue source could generate as much as \$2,000,000 per year towards infrastructure improvements.

SECTION 7. GOALS AND POLICIES

The transportation goals contained in this element are:

- Create an Effective Road and Sidewalk Network.
- Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency.
- Design and Construction Standards
- Level of Service Standards
- Air Quality

GOAL 11.1: CREATE AN EFFECTIVE ROAD AND SIDEWALK NETWORK.

The City of Gig Harbor shall plan for an effective road network system.

Policy 11.1.1 Complete development of the arterial road grid serving the planning area.

Policy 11.1.2 Develop a trans-highway connector across SR-16 at Hunt Street.

Policy 11.1.3 Establish a Kimball connector which would provide access between Hunt and Soundview Road and reduce traffic volumes on Soundview.

Policy 11.1.4 Establish a functional classification system which defines each road's principal purpose and protects the road's viability.

Policy 11.1.5 Develop an arterial and collector system which collects and distributes area traffic to SR-16.

Policy 11.1.6 Define a collector road system which provides methods for transversing the neighborhoods, districts and other places within the area without overly congesting or depending on the arterial system or any single intersection.

Policy 11.1.7 Establish effective right-of-way, pavement widths, shoulder requirements, curb-gutter-sidewalk standards for major arterials, collectors and local streets.

Policy 11.1.8 Improve collector roads in the planning area particularly Rosedale and Stinson Avenues, to provide adequate capacity for present and future projected traffic loads, pedestrian and bicyclist activities.

Policy 11.1.10 Work with downtown property owners to determine an effective parking plan of business owners.

Policy 11.1.11 Provide planning and design assistance in establishing a local parking improvement district for the downtown area.

GOAL 11.2: MODAL BALANCE

Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency.

Policy 11.1.1 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 11.2.2 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 11.2.3 Establish a multipurpose trails plan which provides designated routes for pedestrians and bicyclists.
- Policy 11.2.4 Designate routes around Gig Harbor Bay, within the Crescent and Donkey Creek corridors, from the Shoreline (north Gig Harbor) business district to Goodman school and into Gig Harbor North, from the downtown business district to Grandview Forest Park and other alignments which provide a unique environmental experience and/or viable options to single occupancy vehicles.
- Policy 11.2.5 The City should 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 Ordinance (Gig Harbor Ordinance #669).
- Policy 11.2.6 Promote transportation investments that support transit and pedestrian oriented land use patterns and provide alternatives to single-occupant automobile travel.

GOAL 11.3: DESIGN AND CONSTRUCTION STANDARDS

Establish design construction standards which provide for visually distinct roadways while providing efficient and cost effective engineering design.

- Policy 11.3.1 Adopt and implement street construction standards which implement the goals and policies of the City of Gig Harbor Comprehensive Plan Design Element and the City Design Guidelines.
- Policy 11.3.2 Identify and classify major or significant boulevards & arterials.
- Policy 11.3.3 Provide for an efficient storm drainage system in road design which minimizes road pavement needed to achieve levels of service.
- Policy 11.3.4 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.
- Policy 11.3.5 Give high priority to maintenance and preservation of the existing transportation system over new construction.

GOAL 11.4: LEVEL OF SERVICE STANDARDS

Policy 11.4.1 The City of Gig Harbor Level of Service Standard for intersections is LOS D, except for the following intersections identified in the Downtown Strategy 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 pedestrian objectives identified in the Downtown Strategy Area.

Policy 11.4.2 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.

Policy 11.4.3 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 11.4.4 When a proposed development would degrade a roadway or intersection LOS below the adopted threshold on a state highway, the roadway or intersection shall be considered deficient to support the development and 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 11.4.5 The City shall maintain a current traffic model to facilitate the preparation of annual capacity reports and concurrency reviews.

GOAL 11.5: 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 11.5.1 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 11.5.2 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.

Exhibit “C”
Application COMP 07-0004:
Capital Facilities Element

Chapter 12

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
- 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 in the Vision Statement of December, 1992.

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 2010 and the major repair, renovation or replacement of existing facilities.

Inventory of Existing Capital Facilities

Wastewater Facilities

Existing Capital Facilities

The City's waste-water treatment facility is located on five acres, west of Harborview Drive at its intersection with North Harborview Drive. The principal structure on the site consists of a 2,240 square feet building which houses the offices, testing lab and employee lunch room. The treatment facility consists of an activated sludge system which provides secondary level treatment of municipal sewage. After treatment, the effluent is discharged into Gig Harbor Bay via a submarine outfall pipe. The system was upgraded in 1996 to its present capacity of 1.6 MGD. The existing facility is very near actual capacity at historical month and peak flow of 1.1 MGD and 2.0 MGD, respectively. currently at about 60 percent capacity. A proposed 3.8 2.4MGD expansion of the treatment plant is anticipated to provide sufficient capacity through the 20-year planning horizon.

A 2003 and a 2007 report by the Cosmopolitan Engineering Group, Inc analyzed the operation, maintenance, and capacity problems at the treatment plant, including odor and noise complaints. The report proposed a number of phased system improvements that have been incorporated in the wastewater capital improvement program.

The existing collection system serves a population of 6,820 and includes approximately 141,000 feet of gravity pipe, the majority of which are PVC, 27,000 feet of force main, 13 lift stations. Detailed descriptions of the existing sewer system, including location and hydraulic capacities, are found in the Gig Harbor Wastewater Comprehensive Plan (2002).

The downtown portion of the collection system was constructed under ULID No.1 in the mid-1970's. ULID No. 2 was constructed in the late 1980's to serve areas to the South of Gig Harbor,

including portions of Soundview Drive, Harbor County Drive, Point Fosdick-Gig Harbor Drive, 56th Street NW, 32nd Avenue, and Harborview Drive. ULID No. 3 was constructed in the early 1990's to connect the Gig Harbor collection system to points north including portions of Burnham Drive NW and 58th Avenue NW.

In addition to sewer service within the Gig Harbor UGA, the City of Gig Harbor maintains a septic system for the Ray Nash Development, located about 5 miles west of the City. Ray Nash is a 12-unit development with an on-site septic system and pressurized drainfield. The City also maintains an on-site septic system for the Olympic Theater.

Forecast of Future Needs

In order to provide service to the urban growth area within 20 years, the City of Gig Harbor will need to extend its system into areas that currently do not have sewers. Collection system expansions will be financed by developer fees and/or utility local improvement districts (ULIDs), and maintained by the City. A conceptual plan for extending sewers into the unsewered parts of the city and urban growth area is included in the City's Wastewater Comprehensive Plan (2002). Individual basins in the unsewered areas were prioritized as 6-year or 20-year projects based on anticipated development.

The service area as configured in 1999 represented 2,270 equivalent residential units (ERUs). By 2019, this total is projected to reach 8,146 ERUs within the existing service area boundaries, with an additional 11,219 in the currently unsewered areas, for a system-wide total of 19,365 ERUs. Specific facilities improvements required to accommodate the short-term (6-year) and long-term (20-year) growth are listed in Table 12.5.

With completion of the proposed treatment plant expansion and other proposed system improvements, no significant capacity issues are anticipated through the 2022 planning horizon.

Water System

Existing Capital Facilities

The City's water system and service area are unique in that many residents within the City limits and the City's UGA receive water service from adjacent water purveyors. Over 6,300 of the 12,113 people (52%) within the City's UGA and over 500 people within the City limits receive water from water purveyors other than the City.

The City of Gig Harbor Water System was originally built in the late 1940's. The system has experienced considerable growth and served 1,391 connections and a service area population of 5,636 in 1999, including the Washington Corrections Center for Women and the Shore Acres Water System.

The City owns and draws water from six wells. The City's wells have a combined capacity of 2,705 gallons per minute (GPM) and are exclusively groundwater wells.

Table 12.1.- Summary of Existing Source Supply

Well No.	Date Drilled	Capacity (GPM)	Depth (Ft.)	Status
1	1949	N/A	320	Abandoned
2	1962	330	121	In Use
3	1978	625	920	In Use
4	1988	230	443	In Use
5	1990	500	818	In Use
6	1991	1,000	600	In Use
7	N/A	N/A	393	Class B Well
8	1965	20	240	In Use

Source: City of Gig Harbor Water Facilities Inventory (WFI) Report, 1998; DOE Water Right Certificates

The City also has ~~five~~ six storage facilities with a combined capacity of ~~4,550,000~~ 2,250,000 gallons as shown in Table 12.2. ~~Additionally Recently,~~ a 2.4 million gallon storage reservoir ~~was constructed in 2006 is in the planning stages.~~ The tank ~~will be privately~~ was privately constructed as a condition of a pre-annexation agreement for Gig Harbor North. Upon completion, the facility ~~will be~~ was turned over to the City.

Table 12.2 - Summary of Existing Storage Facilities

Storage Facility	Associated with Well No.	Total Capacity (gallons)	Base Elevation (ft)	Overflow Elevation (ft)
East Tank	2	250,000	304	320
Harbor Heights Tanks ⁽¹⁾	4	500,000	290	320
Shurgard Tank	3	500,000	339	450
Skansie Tank	5 & 6	1,000,000	338	450
<u>Gig Harbor North Tank</u>	<u>None</u>	<u>2,300,000</u>	<u>301</u>	<u>450</u>
Total		<u>4,550,000</u>		<u>2,250,000</u>

(1) There are two Harbor Heights tanks, each with a volume of 250,000 gallons.

Source: City of Gig Harbor Water System Comprehensive Plan

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. The City’s distribution system is comprised primarily of six-inch and eight-inch pipe. Ten-inch and twelve-inch pipes are located mostly at reservoir and pump outlets in order to maximize flows to the distribution system. There is also a 16-inch main along Skansie Avenue that serves the City maintenance shops and the Washington Correctional Center for Women facility in the Purdy area of the City’s UGA. Approximately five percent of the system consists of four-inch pipe. The City is systematically replacing these undersized lines as budget allows. The City is also replacing older asbestos cement (AC) lines with ductile iron pipe as budget allows.

A detailed description of the existing water supply system may be found in the City of Gig Harbor Comprehensive Water System Plan (2001).

Forecast of Future Needs

The water use projections for the existing service area indicate an increase from 5,636 people in 2000 to 7,590 people in 2019. Projected populations for the City’s new service area are estimated at an additional 4,650 people by 2019.

Analysis of the existing storage facilities 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. However, development in the Gig Harbor North area will require additional storage to supply future connections in this area. The City plans to construct a 500,000-gallon, ground-level steel tank near the existing maintenance shop on Skansie Avenue.

Planned improvements for the distribution system generally include AC pipe replacement and capacity upgrades to provide fireflow.

The City has recently been granted an additional water right of 1,000 gallons per minute, sufficient to serve about 2,547 additional equivalent residential units. With other planned water system improvements and programmatic measures, the City anticipates sufficient water supplies through 2019. Specific facilities improvements required to accommodate the short-term (6-year) and long-term (20-year) growth are listed in Table 12.5.

Parks and Recreation Facilities

Existing Facilities

The City has a number of public park facilities, providing a range of recreational opportunities. These facilities are listed in Table 12.3 and described in greater detail below.

Table 12.3. Existing Park Facilities

Facility	Size (Acres)	Location	Type of Recreation
City Park at Crescent Creek	5.8	Verhardson Street	Active; Park, athletic facilities, play fields Passive; picnic area
Jerisich Park	1.5	Rosedale Street at Harborview Drive	Moorage; water access; fishing
Grandview Forest Park	8.8	Grandview Drive	Passive; trail system
Old Ferry Landing	0.1	Harborview Drive, east end	Passive; view point

Facility	Size	Location	Type of Recreation
Borgen Property	0.96 acre	Located at the intersecting parcel defined by Austin Street, Harborview Drive and old Burnham Drive	Passive; historical, scenic, nature area
Wilkinson’s Homestead	16.3	Rosedale Street	Passive; Historical, walking trail
Tallman’s Wetlands	16.0	Wollochet Drive NW	Passive; Trails
	(Acres)		
WWTP (Wastewater Treatment Plant)	9.3	Burnham Drive	Passive; walking trails Active; (proposed) hike, bike and horse trails
Wheeler Street ROW end	0.4	Verhardson Street	Passive; beach access
Bogue Viewing Platform	0.4	North Harborview Drive	Passive; picnic area
Finholm Hillclimb	0.4	Fuller Street between Harbor Ride Middle School and the Northshore area.	Passive; walkway and viewing point
Dorotich Street ROW	0.4	West side of bay	Passive; Street End Park
Soundview Drive ROW end	0.4	West side of bay adjoining Tides Tavern	Passive; Public Access dock
Harborview Trail	1.4	Harborview Drive and North Harborview	Passive; bike and pedestrian trails
Bogue Building	0.04	3105 Judson	Passive; historical
Public Works/ Parks Yard	7.5	46 th Avenue NW	Passive; storage of parks equipment
Civic Center	10.0	Grandview Drive adjacent to Grandview Forest Park	Active; athletic fields, recreational courts, skatepark Passive; picnic area
Westside Park	5.5		Undeveloped – athletic fields under consideration
Skansie Park	2.0	Rosedale Street at Harborview Drive	Passive

City Park - this 5.8 acre property is located on Vernhardson Street on the east side of Crescent Creek. The eastern portion of the former Peninsula School District site has been improved with athletic facilities including a tennis court, basketball court, and youth baseball/softball field.

The western portion of the site conserves the banks, wetlands, and other natural areas adjacent to Crescent Creek. This portion of the site has been improved with a playground structure, picnic tables, picnic shelter, restrooms, parking area and a pump house building.

Jerisich Park - this 1.5 acre waterfront property is located within the extended right-of-way of Rosedale Street NW on Harborview Drive adjacent to the downtown district. The site is the only publicly developed marine-oriented waterfront Access Park within Gig Harbor.

The waterfront site has been developed with a flagpole and monument along Harbor view Drive. Restrooms, picnic tables, and benches are provided on a 1,500 square foot pier supported deck overlooking in the harbor and adjacent marinas. The deck provides gangplanks access to a 352 foot long, 2,752 square foot pile supported fishing and boat moorage pier. The pier provides day-use boat moorage for 20 slips, access for kayaks and other hand-carry watercraft, and fishing. The pier is used on a first-come basis to capacity, particularly during summer weekends.

Grandview Forest Park - Grandview Forest Park – this 8.8 acre site is located on Grandview Drive adjacent to the City Hall. The park site surrounds the city water storage towers on a hilltop overlooking the harbor and downtown district. The densely wooded site has been improved with bark- covered walking trails and paths that provide access to surrounding residential developments and the athletic fields located behind the school complex. The park is accessed by vehicle from Grandview Drive onto an informal graveled parking area located adjacent to the water storage tanks on an extension of McDonald Avenue.

Old Ferry Landing - this 1.0 acre site is located at the east end of Harborview Drive overlooking Point Defiance across the Narrows and Dalco passage. Portions of the original marine and ferry dock landing piles are visible from the end of the road right-of-way that extends into the tidelands.

Borgen Property – this recently acquired 0.96 acre property is located in the intersecting parcel defined by Austin Street, Harborview Drive, and Old Burnham Drive. The site includes the original wood structure that housed the Borgen lumber and hardware sales offices and displays, along with a number of out buildings and yard that stored lumber and other materials.

The site is bisected by Donkey (North) Creek – a perennial stream that provides salmonoid habitat including an on-going hatchery operation located on the north bank adjacent to Harborview Drive. Some of the lumber yard buildings and improvements extend into the buffer zone area that has recently been defined for salmon-bearing water corridors. Future plans for the property will need to restore an adequate natural buffer area along the creek while determining how best to establish an activity area on the site commensurate with the property’s strategic natural area, historical, and scenic.

Wilkinson’s Homestead - Wilkinson’s Homestead – this 16.3 acre site is located on Rosedale Street adjacent to Tacoma City Light powerlines. The site is being acquired from the heir of a previous property owner. The property contains large wetlands, steep hillsides under the powerline corridor, the family homestead, barn, outbuildings, former holly orchard, and meadows. The site is accessed from a driveway off Rosedale Street.

Tallman’s Wetlands - this 16.0 acre property is located on Wollochet Drive NW south of SR-16 and outside of existing city limits. The site contains significant wetlands that collects and filters stormwater runoff from the surrounding lands. This portion of the property will be conserved and provided with interpretive trails by the developer in accordance with the annexation agreement.

Wastewater Treatment Plant - the 9.3 acre wastewater treatment plant facility is located on the west side of Burnham Drive on North (Donkey) Creek. The property was recently expanded to provide a buffer between the plant and uphill portions of the creek.

A 33 acre portion of the expansion area may be developed to provide a trailhead connection to the overhead powerline property located parallel to SR-16. The powerline right-of-way could be improved to provide access to a multipurpose system of hike, bike, and horseback riding trails in this portion of the urban growth area.

Wheeler Street Right-of-Way (ROW) End - this 0.4 acre road right-of-way is located at the north end of the bay adjacent Crescent Creek in a quiet residential neighborhood. The site provides beach access.

Bogue Viewing Platform - this 0.4 acre harbor overlook is located on waterfront side of North Harborview Drive north of the intersection with Burnham Drive. The site has been improved with a pier supported, multilevel wood deck, picnic tables, benches, and planting. A sanitary sewer pump station is located with the park.

Finholm Hillclimb - this 0.4 acre road right-of-way is located in Fuller Street extending between Harbor Ridge Middle School and the North shore business district. A wooden stairway system with overlook platforms, viewing areas, and benches has been developed between Franklin and Harborview Drive as a joint effort involving the Lions Club, volunteers and city materials.

Dorotich Street (ROW) - this 0.4 acre road right-of-way is located on the west side of the bay adjoining residential condominiums and some commercial waterfront facilities. A private access dock has been developed at Arabella's Landing Marina that serves as the street-end park.

Soundview Drive ROW - – this 0.4 acre road right-of-way is located on the Westside of the bay adjoining Tides Tavern (the former Westside Grocery). The present and former owners maintain and provide a public access dock on the right-of-way for use of tavern patrons.

Harborview Trail - this 1.4 mile trail corridor is located within the public street right-of-way of Harborview Drive and North Harborview Drive. Additional road width was constructed (between curbs) to provide for painted on-road bike lanes on both sides of the roadway around the west and north shores of the harbor from Soundview Drive to Vernhardson/96th Street NW and City Park.

Curb gutters, sidewalks, and occasional planting and seating areas have been developed on both sides of the roadway from Soundview Drive to Peacock Hill Road. Sidewalks have also been extended on Soundview Drive, Pioneer Way, Rosedale Street, Austin Street adjacent to North (Donkey) Creek, and Burnham Drive will include provisions for pedestrians and bicyclists. Limited improvements have been constructed on Peacock Hill.

Bogue Building – this 0.4 acre property and 1, 800 square foot building is located adjacent to old City Hall on Judson Street within the downtown district. The one-story, wood frame building was previously used by the Gig Harbor Planning and Building Department and is now a volunteer center.

Public Works / Parks Yard - the 7.5 acre Public Works Yard is located north of Gig Harbor High School just west of 46th Street NW. The shop compound includes 3 buildings that provide 4,760 square feet, 2,304 square feet, and 1,800 square feet or 8,864 square feet in total of shop and storage space. Approximately 3,000 square feet of building or 0.52 acres of the site are used to store park equipment, materials, and plantings.

Civic Center - this 10.0 acre site is located on Grandview Drive adjacent to Grandview Forest Park. The site currently contains City offices, multi-use athletic fields, playground, recreational courts, a skateboard court, a boulder rock climbing wall, and wooded picnic area.

Forecast of Future Needs

The City has adopted a level of service for community parks of 7.1 gross acres of general open space and 1.5 gross acres of active recreational area per 1,000 residents. According to the parks inventory conducted for the Park, Recreation, and Open Space Plan, the City had about 54 acres of public open space (passive recreation) and about 16 acres of active recreation facilities in 2001. Using the 2000 Census population figure, the City met its level of service standards at that time.

Table 12.4. Recreational Facilities and Level of Service

Type of Facility	LOS Standard (Acres/1,000)	2001 Need (Acres)	2001 Actual (Acres)	2022 Need (Acres)	Additional Acreage
Open Space:	7.1	46	53.6	76.7	23.1
Active Recreation:	1.5	9.7	15.8	16.2	0.40
Total:		55.7	69.4	92.9	23.5

Alternative level of service standards, such as those recommended by the National Recreation and Park Association (NRPA) are compared to the City’s current service levels in the Park, Recreation, and Open Space Plan. The NRPA standards provide a finer level of measurement for specialized function facilities relative to the population size. This can provide an additional planning tool to ensure that all segments of the community are served according to their needs.

In addition to City-owned facilities, residents of the greater Gig Harbor community have access to facilities owned and operated by others. These include facilities associated with the Peninsula School District schools in and around the City, Pierce County’s Peninsula Recreation Center and Randall Street Boat Launch, Tacoma’s Madrona Links public golf course, and various private parks, including Canterwod Golf Course, sporting facilities, marinas, and boat landings. According to the Park, Recreation and Open Space Plan, all public and private agencies, and other public and private organizations owned 963.4 acres or about 80.3 acres for every 1,000 persons living within the City and its urban growth area in 2000. Therefore, while the City’s level of service standards provides a guide for ensuring a minimum provision of park and recreation land, the actual capacity of all such facilities is significantly higher.

Proposed parks capital facility improvements are listed on Table 12.5

Stormwater Facilities

Existing Facilities

The City of Gig Harbor is divided into six major drainage basins that drain the urban growth area. These are North/Donkey Creek, Gig Harbor, Bitter/Garr/Wollochet Creek, Gooch/McCormick Creek, Crescent Creek, and the Puget Sound. These basins drain to Gig Harbor, Wollochet Bay, and Henderson Bay. The storm drainage collection and conveyance system consists of typical components such as curb inlets, catch basins, piping ranging from 8-inch to 48-inch, open ditches, natural streams, wetlands, ponds, and stormwater detention and water quality ponds.

Level of Service

The role of federal, state, and local stormwater regulations is to provide minimum standards for the drainage and discharge of stormwater runoff. Specifically, the goal of these regulations is to reduce the damaging effects of increased runoff volumes to the natural environment as the land surface changes and to remove pollutants in the runoff.

Through the Clean Water Act and other legislation at the federal level, the states have been delegated the authority to implement rules and regulations that meet the goals of this legislation. The states, subsequently, have delegated some of this authority to the local agencies. The local agencies, in turn, enact development regulations to enforce the rules sent down by the state. Therefore, the level of service is represented by the regulations adopted and enforced by the City. The City of Gig Harbor has adopted the 1997 Kitsap County Stormwater Management Design Manual as the City of Gig Harbor Stormwater Management Design Manual. The manual outlines water quantity design criteria, water quality controls, erosion and sediment control practices, and site development.

Forecast of Future Needs

The development of stormwater facilities is largely driven by developer improvements, although the City provides oversight and system upgrades to remedy capacity issues. Proposed storm and surface water capital facility improvements are listed on Table 12.5.

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 year of the Capital Facilities Program will be converted to the annual capital budget, while the remaining five 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 five 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 Operations and Engineering, Planning-Building, 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, ~~six~~ five capital facilities plans have been completed:

- City of Gig Harbor Water System Comprehensive Plan – Volumes 1 & 2 (June 2001), as amended by ordinance
- City of Gig Harbor Wastewater Comprehensive Plan (February, 2002), as amended by ordinance.
- 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 (February, 2001), as amended by ordinance
- City of Gig Harbor Park, Recreation & Open Space Plan (March 2001), as amended by ordinance

All the plans identify current system configurations and capacities and proposed financing for improvements, and are adopted by reference as part of this Comprehensive Plan.

Prioritization of Projected Needs

The identified capital improvement needs listed were developed by the City Community Development Director, 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 in 2000 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 2004 \$
General Fund	Sales tax	\$3,862,000 (60%)
	Utility tax	\$944,000 (14%)
	Property tax	\$337,000 (5%)
Street Fund- Operations	Property tax	\$1,010,000 (80%)
Water Operating Fund	Customer charges	\$34,000
Sewer Operating Fund	Customer charges	\$1,498,000
Storm Drainage Fund	Customer charges	\$400,000

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 value of the property within the jurisdiction. 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. Revenue may be used for new capital facilities or the maintenance and operations at existing facilities. 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 \$3.60 per \$1,000 assessed valuation. In 2004, the City's tax rate is \$1.4522 per \$1,000 assessed valuation. The City is prohibited from raising its levy more than one percent or the rate of inflation, whichever is lower. 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%. Local governments that levy the second 0.5% may participate in a sales tax equalization fund. Assessment of this option requires voter approval. 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.

Real Estate Excise Tax: The original 1/2% was authorized as an option to the sales tax for general purposes. An additional 1/4% was authorized for capital facilities, and the Growth Management Act authorized another 1/4% for capital facilities. Revenues must be used solely to finance new capital facilities or maintenance and operations at existing facilities, as specified in the plan. An additional option is available under RCW 82.46.070 for the acquisition and maintenance of conservation areas if approved by a majority of voters of the county.

Local Single-Purpose Levies

Emergency Medical Services Tax: Property tax levy of up to \$.50 per \$1,000 of assessed value for emergency medical services. Revenue may be used for new capital facilities or operation and maintenance of existing ones.

Motor Vehicle Fuel Tax: Tax is paid by gasoline distributors. Cities receive about 10.7 percent of motor vehicle fuel tax receipts. State shared revenue is distributed by the Department of Licensing. Revenues must be spent for streets, construction, maintenance or operation, the policing of local streets, or related activities.

Local Option Fuel Tax: A county-wide voter approved tax equivalent to 10% of statewide Motor Vehicle fuel tax and a special fuel tax of 2.3 cents per gallon. Revenue is distributed to the city on a weighted per capita basis. Revenues must be spent for city streets, construction, maintenance, operation policing of local streets or related activities.

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 \$6.00 per month. The tax requires local referendum. 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 Community Development. Loans for construction projects require matching funds generated only from local revenues or state shared entitlement revenues. Public works emergency planning loans are at 5% interest rate, and capital improvement planning loans are no interest loans, with a 25% match. 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.

Arterial Improvement Program: AIP provides funds to improve mobility and safety. Funds are administered by the Transportation Improvement Board.

Transportation Partnership Program: TPP provides grants for mobility improvements.

Intermodal Surface Transportation Efficiency Act (ISTEA): ISTEA provides grants to public agencies for historic preservation, recreation, beautification, and environmental protection projects related to transportation facilities. These enhancement grants are administered by the state Department of Transportation and regional transportation planning organizations (RTPOs).

Transportation Improvement Account: Revenue available for projects to alleviate and prevent

traffic congestion caused by economic development or growth. Entitlement funds are distributed by the State Transportation Improvement Board with a 20% local match requirement. For cities with a population of less than 500 the entitlement requires only a 5% local match. Revenue may be used for capital facility projects that are multi-modal and involve more than one agency.

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. However, the city does not currently have policies in place regarding the acceptable level of debt and how that debt will be measured. The city believes that further guidelines, beyond the state statutory limits on debt capacity, are needed to ensure effective use of debt financing. The city intends to develop such guidelines in the coming year. When the city is prepared to use debt financing more extensively, it will rely on these policies, the proposed method of repayment, and the market conditions at that time to determine the appropriateness of issuing bonds.

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

- Operating Expenses
- 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
- Transportation Improvement Fund
- Enterprise Funds

Projected Revenues

Tax Base

The City's tax base is projected to increase at a rate of 6% per year for the adjusted taxable value of the property, including new construction. 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. Ad valorem tax yields were projected using the current tax rate and the projected 10% annual rate of growth for the adjusted taxable value of the property. The General Fund is allocated a percent of the annual tax yield from ad valorem property values.

Capital Improvement Fund: In the City of Gig Harbor, the Capital Improvement Fund accounts for the proceeds of the 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 through the year 2000, based upon the existing debt structure. The revenues in this fund represent continued capture of a dedicated portion of the ad valorem revenues necessary to meet annual debt service obligations on outstanding general obligation bonds.

Transportation Improvement Fund: Expenditures from this account include direct annual outlays for capital improvement projects and debt service for revenue bonds. The revenues in this fund represent total receipts from state and local gas taxes. The projection estimates 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 Fund: The revenue in this fund is 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.

Operation and Maintenance Costs

In addition to the direct costs of providing new capital facilities, the city will also incur increases in annual operating and maintenance costs. These are recurring expenses associated with routine operation of capital facilities. The anticipated increase in annual operating and maintenance costs associated with the new capital improvements and operation costs will initiate in the year following completion of the capital improvement

Operating costs are estimated by dividing the 1993 year expenditures for operation or maintenance by the number of units of output. This rate per unit of output is then used to calculate the estimated costs for operating and maintenance attributed to new capital improvements. The city has attempted to make various adjustments to the type and location of land use as well as adjustments in the timing and funding sources for financing capital improvements. The plan contained in this element represents a realistic projection of the city's

funding capabilities and ensures that public services will be maintained at acceptable levels of service.

GOALS AND POLICIES

GOALS

- GOAL12.1. 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.**
- GOAL12.2. 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.**
- GOAL12.3. 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.**
- GOAL12.4. THE CITY SHOULD MANAGE ITS FISCAL RESOURCES TO SUPPORT THE PROVISION OF NEEDED CAPITAL IMPROVEMENTS FOR ALL DEVELOPMENTS.**
- GOAL12.5. 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.**
- GOAL12.6. 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

- 12.1.1. 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.

12.1.2. 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.

12.1.3. The City sewer and water connection fee revenues shall be allocated to capital improvements related to expansion of these facilities.

12.1.4. 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.

12.1.5. 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.

12.1.6. The City shall continue to adopt annual capital budget and six-year capital improvement program as part of its annual budgeting process.

12.1.7. Every reasonable effort shall be made to secure grants or private funds as available to finance the provision of capital improvements.

12.1.8. Fiscal policies to direct expenditures for capital improvements will be consistent with other Comprehensive Plan elements.

12.1.9. 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.

12.1.10. 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.

12.1.11. 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.

12.1.12. 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. Community Parks:
 - 7.1 gross acres of general open space per 1,000 population.
 - 1.5 gross acres of active recreational area per 1,000 population.
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 City of Gig Harbor Wastewater Comprehensive Plan. 174 gallons per HOUSEHOLD per day
4. Potable Water:
 - Potable water level of service standards are addressed in the City of Gig Harbor Water System Comprehensive Plan. 231 gallons per HOUSEHOLD per day

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 12.5. Capital Facilities Projects

Storm Water System Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Source
1	Reconstruct storm drain system along Stanich Avenue, Stanich Lane and Judson Street to Soundview Drive.	2001 <u>2008-2012</u>	\$257,000	6-year	Local
2 1	Survey and Map Downtown storm facilities	2005 <u>2008-2012</u>	\$30,000	6-year	Local
3	102 nd Street Court NW— Replace 12-inch pipe with 50 feet of 24-inch pipe (AW1020)	2001	*	6-year	Private
4	Construct rock spill pad on Burnham Drive (AW1001)	2001	*	6-year	Private
5	101 st Street Court NW— Reconstruct detention pond	2002	*	6-year	Private
6	101 st Street Court NW— Replace 12-inch pipe with 200 feet of 30-inch pipe. (AW1016)	2002	*	6-year	Private
7	Burnham Drive (DC1012)— Replace 18-inch pipe with 80 feet of 36-inch pipe	2001	\$19,100	6-year	Local, potential for some private
8	Peacock Hill Avenue— Replace 12-inch pipe with 60 feet of 18-inch pipe. (AW1027)	2004	\$11,900	6-year	Local
9 2	Hot Spot	Annually	\$25,000	6-year	Local
10	Donkey Creek Fish Enhancement Study		\$30,000	6-year	Local
11	Crescent Creek Fish Enhancement Study	-	\$30,000	6-year	Local
12	McCormick Creek Fish Enhancement Study		\$30,000	6-year	Local
13	Gooch Creek Fish Enhancement Study	-	\$30,000	6-year	Local
3	38 th Street - Hunt to Goodman	2008-2009	<u>\$1,000,000</u>	6-year	TIB/Safe Routes to Schools/Local
4	Donkey Creek Daylighting	2009	<u>\$1,200,000</u>	6-year	State/Federal Salmon Recovery Grants/Earmarks
5	Austin Drive Box Culvert	2009	<u>\$500,000</u>	6-year	State/Federal Salmon Recovery Grants/Earmarks
6	Annual Storm Culvert Replacement Program	2008 – 2014	<u>\$250,000 / year</u>	6-year	Storm Water Utility Fees
7	50 th Street Box Culvert	2008	<u>\$350,000</u>	6-year	Storm Water Utility Fees
8	Storm Comp Plan Update	2009	<u>\$1,000,000</u>	6-year	Storm Water Utility Fees

<u>9</u>	<u>Annual NPDES Implementation Expenses</u>	<u>2008</u>	<u>\$100,000</u>	<u>6-year</u>	<u>Storm Water Utility Fees</u>
Subtotal			\$463,000		
			\$5,705,000		

* Private property – costs to be borne by property owner or developer

Notes:

- (1) Cost estimates do not include such items as permitting costs, sales tax, right-of-way acquisition, utility relocations, trench dewatering, traffic control or other unforeseen complications.
- (2) “Hot Spots” refers to the discretionary funds for emergencies and small projects that can be easily repaired or otherwise taken care of quickly

Water System Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Source
6-Year Water Capital Improvement Projects*					
1	Landscape Improvements	2003	\$5,000	6-year	
2	Leak Detection & BFP Inventory	2003	\$15,000	6-year	
3	Storage Tank Maintenance	2003	\$77,000	6-year	
4	Replace Source Meters	2003	\$12,000	6-year	
5	Pioneer Water Main Replacement	2003	\$102,000	6-year	
6	Public Works Standard Update	2003	\$12,000	6-year	
7	Water Meter Replacement	2003	\$5,000	6-year	
8	Telemetry SCADA System Improvements	2003	\$71,000	6-year	Inter-fund loans/ Public loans/ Revenue bonds
9	Woodworth Water Main Extension	2003	\$31,000	6-year	Inter-fund loans/ Public loans/ Revenue bonds
10	Skansie/72nd Street 12" Loop	2003	\$285,000	6-year	Inter-fund loans/ Public loans/ Revenue bonds
11	Harborview/WWTP Water Main Replacement	2003	\$291,000	6-7year	Inter-fund loans/ Public loans/ Revenue bonds
12	Rushmore 8" Upsize	2005	\$400,000	6-year	Inter-fund loans/ Public loans/ Revenue bonds
13	Leak Detection & BFP Inventory	2004	\$15,000	6-year	
14	Franklin Water Main Replacement	2004	\$52,000	6-year	
15	Design Harborview/Stinson	2005	\$159,000	6-year	
16	Design Harborview Water Main	2005	\$96,000	6-year	
17	Leak Detection & BFP Inventory	2005	\$16,000	6-year	
18	Skansie Water Tank Maintenance	2006	\$120,000	6-year	
19	Harborview/Stinson 12" Upsize	2006	\$541,000	6-year	
20	Leak Detection & BFP Inventory	2006	\$11,000	6-year	
21	Harborview Drive Water Main Replacement	2007	\$444,000 \$100,000	6-year	
22	Leak Detection & BFP Inventory	2007	\$17,000	6-year	
23	Leak Detection & BFP Inventory	2007	\$17,000	6-year	
1	Storm Tank Maintenance	2008-2010	\$500,000	6-year	Local Utility Fees &/or Revenue Bonds
2	Design Harborview/Stinson	2008	\$180,000	6-year	Local Utility Fees &/or Revenue Bonds
3	Design Harborview Water Main	2008	\$200,000	6-year	Local Utility Fees &/or Revenue Bonds
4	AC Water Line replacement City Wide	2008-2012	\$340,000	6-year	Local Utility Fees &/or Revenue Bonds
5	Water Systems Upgrades	2008-2012	\$278,000	6-year	Local Utility Fees &/or Revenue Bonds
6	Harborview/ Stinson 12" Upsize	2009	\$800,000	6-year	Local Utility Fees &/or Revenue Bonds
7	Harborview Drive Water Main Replace	2009	\$950,000	6-year	Local Utility Fees &/or Revenue Bonds

8	Well site Improvements	2008-2012	\$58,000	6-year	Local Utility Fees &/or Revenue Bonds
9	Water Rights Annual Advocate/Permitting (75,000/year)	2008-2012	\$375,000	6-year	Local Utility Fees &/or Revenue Bonds
10	GIS Inventory	2008-2012	\$80,000	6-year	Local Utility Fees &/or Revenue Bonds
11	Gig Harbor North Well Permitting/Design	2008-2009	\$1,800,000	6-year	SEPA Mitigation/Developers/ Connection Fees
12	Shallow Well	2008	\$950,000	6-year	SEPA Mitigation/Developers/ Connection Fees
Subtotal			\$2,794,000* \$6,511,000		

- Estimated costs are in year of project

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Source
20-Year Water Capital Improvement Projects**					
1	Upgrade Perrow Well	2010-2030	\$92,000	20-year	Undetermined
2	500,000 Gallon Storage Tank	2010-2030	\$1,500,000	20-year	Undetermined
Subtotal			\$1,592,000**		

** Estimated costs are in 2009 dollars

Wastewater System Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
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6-Year Wastewater Capital Improvement Projects*

Treatment System					
1	Lift Station 2	2005	\$750,000		Capital Reserves
2	WWTP Planning	2004	\$51,000		PWTF/ SRF/ revenue bonds
3	Interim WWTP Aeration Basin Mods & Headworks	2004	\$26,000		PWTF/ SRF/ revenue bonds
4	Outfall Relocation Design & Permitting	2004	\$154,000		PWTF/ SRF/ revenue bonds
5	WWTP Improvements Design	2005	\$132,000		PWTF/ SRF/ revenue bonds
6	Outfall Permit Tracking & Acquisition	2005	\$106,000		PWTF/ SRF/ revenue bonds
7	56 Olympic Drive	2005	\$74,000		
8	Outfall Miscellaneous	2006	\$81,000		PWTF/ SRF/ revenue bonds

City of Gig Harbor Comprehensive Plan – Capital Facilities Element

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
9	WWTP Aeration Modifications, Complete	2006	\$228,000		PWTF/ SRF/ revenue bonds
10	WWTP Dewatering	2006	\$1,173,000		PWTF/ SRF/ revenue bonds
11	WWTP Headworks	2006	\$440,000		PWTF/ SRF/ revenue bonds
12	WWTP Headworks-Complete	2007	\$452,000		PWTF/ SRF/ revenue bonds
13 1	Outfall Onshore Construction Phase I	2008	\$574,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
2	Outfall Construction Phase II From GH Bay out to Puget Sound	2011	\$8,000,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
3	WWTP Expansion Phase I	2009	\$10,000,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
4	WWTP Expansion Phase II	2011	\$6,000,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
5	Lift Station 4 Replacement	2008-2011	\$1,250,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
6	N. Harborview Sewer Stet	2010	\$1,000,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
7	Harborview Main Sewer Upsize/Replacement	2009	\$1,000,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
8	Odor Control	2008-2012	\$250,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
9	Reid Drive Lift Station Replace	2009	\$1,250,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
10	Annual Water Quality Reporting	2008-2012	\$400,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
11	Annual Sewer Flow Metering Program	2008-2012	\$1,250,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
12	WWTP Centrifuge	2008	\$400,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
13	Lift Station MCC Upgrades	2008-2012	\$2,500,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
14	Comprehensive Plan Completion	2008	\$75,000	6-year	PWTF/ SRF/ revenue bonds /Connection

City of Gig Harbor Comprehensive Plan – Capital Facilities Element

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
					<u>Fees/Sewer Rates</u>
Subtotal			\$4,241,000 \$33,949,000		

City of Gig Harbor Comprehensive Plan – Capital Facilities Element

Collector System Expansions					
C1	West Side of Hwy 16 from Tacoma community College to Rosedale Street	2000	\$1,654,000	6-year	Developer-funded
C2	Gig Harbor North (West Side)	2000	\$1,878,000	6-year	Developer-funded
C3	Sehmel Drive	2000	\$1,083,000	6-year	Developer-funded
C4	Purdy Drive from Hwy 16 to Peninsula High School	2001	\$2,502,000	6-year	Developer-funded
C5	Hunt & Skansie Drainage Basin	2005	\$5,636,000	6-year	Developer-funded
Subtotal			\$12,753,000		
Gravity Sewer Replacements					
E1	Harborview Drive from WWTP to Norvak	2002	\$1,187,000	6-year	Capital reserves
E2	Rosedale Street from Hwy 16 to Shirley Avenue	2002	\$663,000	6-year	Capital reserves
E3	Harborview Drive from Rosedale to Soundview	2002	\$449,000	6-year	Capital reserves
E4	Soundview Drive from Harborview to Grandview	2003	\$540,000	6-year	Capital reserves
E5	Soundview Drive from Erickson to Olympic	2003	\$840,000	6-year	Capital reserves
Subtotal			\$3,679,000		
Total 6-year			\$20,673,000		
20-Year Sewer Capital Improvement Projects**					
Treatment System					
1	Outfall Construction Phase II		\$590,000	20-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
2	Outfall Construction Phase III		\$4,721,000	20-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
3	WWTP Clarifier		\$718,000	20-year	
4	WWTP UV Disinfection		\$421,000	20-year	
5 1	Harborview Drive to WWTP	2010-2030	\$1,593,000 \$4,000,000	20-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
6 2	Rosedale Drive Main Upsize	2010-2030	\$885,000 \$3,000,000	20-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
7 3	Soundview Dr – Harborview to Grandview Main Upsize	2010-2030	\$708,000 \$3,000,000	20-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
4	Soundview Drive to Erickson Main Upsize	2010-2030	\$1,092,000 \$4,000,000	20-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
Subtotal			\$12,144,000 \$14,000,000		

City of Gig Harbor Comprehensive Plan – Capital Facilities Element

Collector System Expansions					
C6	Gig Harbor North (East Side)		\$1,706,000	20-year	Developer-funded
C7	Reid Drive from Olympic Village to Hunt Street, and 28th Avenue	<u>2010-2030</u>	\$5,166,000	20-year	Developer-funded
C8	38th Ave. from 60th St. to the S. Boundary of the UGA	<u>2010-2030</u>	\$2,794,000	20-year	Developer-funded
C9	Peacock Hill Ave. from 99th St. Ct. to Harbor Estates	<u>2010-2030</u>	\$1,673,000	20-year	Developer-funded
C10	Peacock Hill Ave. from Harbor Estates to the N. UGA Boundary	<u>2010-2030</u>	\$2,405,000	20-year	Developer-funded
C11	Reid Drive from Olympic Village to the S. Boundary of the UGA	<u>2010-2030</u>	\$2,426,000	20-year	Developer-funded
C12	Fairway Estates, Quail Park, and the East Half of Quail Run	<u>2010-2030</u>	\$3,892,000	20-year	Developer-funded
C13	Rosewood Estates, Parkdale Estates, and 58th Ave	<u>2010-2030</u>	\$3,587,000	20-year	Developer-funded
C14	54th Ave. S. of Bujacich Rd	<u>2010-2030</u>	\$1,184,000	20-year	Developer-funded
C15	East Side of Highway 16, North of Rosedale	<u>2010-2030</u>	\$846,000	20-year	Developer-funded
C16	Woodhill Dr.	<u>2010-2030</u>	\$457,000	20-year	Developer-funded
C17	UGA East of Gig Harbor	<u>2010-2030</u>	\$2,993,000	20-year	Developer-funded
Subtotal			\$29,129,000	-	-
Gravity Sewer Replacements					
E6	Burnham Drive from Harborview Drive to 96th Street	<u>2005 2010-2030</u>	\$456,000	20-year	Capital Reserves
E7	N. Harborview Dr. from Peacock Hill Ave. to L.S. #2	<u>2006 2010-2030</u>	\$238,000	20-year	Capital Reserves
E8	45th Street and Easement East of Point Fosdick Drive	<u>2007 2010-2030</u>	\$953,000	20-year	Capital Reserves
Subtotal			\$1,647,000		
Lift Station and Force Main Improvements					
L4-1	Lift Station 4, Phase 1	<u>2010-2030</u>	\$1,121,000	20-year	
L4-2	Lift Station 4, Phase 2	<u>2010-2030</u>	\$295,000	20-year	
L8	Lift Station No.8	<u>2006 2010-2030</u>	\$568,000	20-year	Capital Reserves
L3-2	Lift Station No. 3, Phase 2	<u>2008 2010-2030</u>	\$162,000	20-year	Capital Reserves
L1	Lift Station No. 1	<u>2019 2010-2030</u>	\$470,000	20-year	Capital Reserves
L5	Replace pump & motor: Lift Station No.5	<u>2010-2030</u>	\$20,000	20-year	Capital Reserves
L6	Replace pump & motor: Lift Station No.6	<u>2010-2030</u>	\$20,000	20-year	Capital Reserves
L10	Replace pump & motor: Lift Station No.10	<u>2010-2030</u>	\$20,000	20-year	Capital Reserves

L12	Replace pump & motor: Lift Station No.12 2010-2030	\$20,000	20-year	Capital Reserves
L13	Replace pump & motor: Lift Station No.13 2010-2030	\$20,000	20-year	Capital Reserves
Subtotal			\$1,300,000 \$2,616,000		
Total 20-year			\$44,220,000 \$52,320,000		

- * Estimated costs are in year of project
- ** Estimated costs are in 2009 dollars
- *** Pump and motors assumed to have a life span of approximately 20 years, replace or repair as needed

Notes:

- (1) PWTF - Public Works Trust Fund
- (2) SFR - State Revolving Fund

Park, Recreation & Open Space Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
1	Borgen Property	2000-2006	\$291,991	6-year	CFP/ GI Fee/ Bond
2	Burnham Drive	2000-2006	\$205,382	6-year	CFP/ GI Fee/ Bond
3	City Park at Crescent	2000-2006	\$936,391	6-year	CFP/ GI Fee/ Bond
4	Civic Center	2000-2006	\$1,949,693	6-year	CFP/ GI Fee/ Bond
5	Elem 9/Middle 3	2000-2006	No City Cost	6-year	CFP/ GI Fee/ Bond
6	Finholm Hillelimb	2000-2006	\$112,579	6-year	CFP/ GI Fee/ Bond
7	GHPHS Museum	2000-2006	\$10,000	6-year	CFP/ GI Fee/ Bond
8	Gig Harbor North	2000-2006	\$1,479,444	6-year	CFP/ GI Fee/ Bond
9	Gig Harbor West	2000-2006	\$630,427	6-year	CFP/ GI Fee/ Bond
10	Grandview Forest	2000-2006	\$100,613	6-year	CFP/ GI Fee/ Bond
11	Grandview Hillclimb	2000-2006	\$38,047	6-year	CFP/ GI Fee/ Bond
12	Jerisich Park	2000-2006	\$118,555	6-year	CFP/ GI Fee/ Bond
13	Narrows/ Purdy Trail	2000-2006	No City Cost	6-year	CFP/ GI Fee/ Bond
14	Old Ferry Landing	2000-2006	\$25,000	6-year	CFP/ GI Fee/ Bond
15	Peninsula Athletic Comp	2000-2006	No City Cost	6-year	CFP/ GI Fee/ Bond
16	Peninsula Retn Center	2000-2006	No City Cost	6-year	CFP/ GI Fee/ Bond
17	Pioneer Way Streetscape	2000-2006	\$127,000	6-year	CFP/ GI Fee/ Bond
18	Seofield Tidelands	2000-2006	\$168,054	6-year	CFP/ GI Fee/ Bond
19	Skansie Property	2000-2006	\$1,891,711	6-year	CFP/ GI Fee/ Bond
20	Support Facilities	2000-2006	\$139,000	6-year	CFP/ GI Fee/ Bond
21	St. Nicholas Church	2000-2006	\$410,000	6-year	CFP/ GI Fee/ Bond
22	Swede Hill DNR	2000-2006	No City Cost	6-year	CFP/ GI Fee/ Bond
23	Tallman's Wetlands	2000-2006	No City Cost	6-year	CFP/ GI Fee/ Bond
24	Trail – City Park/ Sunset	2000-2006	\$43,756	6-year	CFP/ GI Fee/ Bond
25	Various roads – bikes	2000-2006	No City Cost	6-year	CFP/ GI Fee/ Bond
26	Water trail	2000-2006	\$8,000	6-year	CFP/ GI Fee/ Bond

City of Gig Harbor Comprehensive Plan – Capital Facilities Element

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
27	Wheeler Street ROW	2000-2006	\$175,615	6-year	CFP/ GI Fee/ Bond
28	Wilkinson Homestead	2000-2006	\$390,671	6-year	CFP/ GI Fee/ Bond
29	WWTP	2000-2006	\$235,328	6-year	CFP/ GI Fee/ Bond
Subtotal			\$22,626,987		

Park, Recreation & Open Space Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
1	City Park Improvements	ongoing		6 year	Grants/Local
2	City Skate Park Improvements	2008-2010	\$30,000	6 year	Local
3	GHPHS Museum Creek Easement	2008-2009	\$400,000	6 year	Local
4	Gig Harbor North Park	2008-2012	\$3,000,000	6 year	Developer Mitigation/Impact
5	Jerisich Dock Moorage Extension	2008-2009	\$120,000	6 year	Fees/Grants/Donations
6	Cushman Trail Phase II Kimball to Borgen	2008-2009	\$664,000	6 year	Local/County
7	Boys and Girls Club/ Senior Center	2009-2011	\$150,000	6 year	Local
8	Pioneer Way Streetscape	2008-2012	\$127,000	6 year	Local
9	Austin Estuary Park	2008	\$100,000	6 year	Local
10	Skansie House Remodel	2010-2012	\$100,000 - \$300,000	6 year	PSRC Grant/Local
11	Skansie Netshed Repair and Restoration	2008-2010	\$450,000	6 year	Heritage Grant/Local
12	Wheeler Pocket Park	2009	\$35,000	6 year	
13	Wilkinson Farm Barn Restoration	2009	\$200,000	6 year	Heritage Barn Grant/Local Match
14	Wilkinson Farm Park	2010	\$900,000	6 year	State IAC Grant
15	WWTP/Cushman Trail Access	2008-2009	\$	6 year	
16	Crescent Creek West Shore Acquisition	2008-2011	\$95,000	6 year	
17	Westside Park	2008	\$900,000	6 year	IAC Grant/Impact Fees/Local
18	Eddon Boatyard Building Restoration	2008	\$980,000	6 year	Heritage Grant
19	Eddon Boatyard Building Impervious Containment Barrier	2007	\$25,000	6 year	
20	Eddon Park Sidewalk	2007	\$75,000	6 year	
21	Eddon Park Environmental Cleanup	2007-2008	\$2,000,000	6 year	Brownsfields Grants/ Harbor Cove Escrow Account
22	Taraboachia Public Parking Lot	2007-2008	\$30,000	6 year	Local
23	Maritime Pier – Dock Improvements	2008-2010	\$50,000	6 year	Local
Subtotal			\$22,626,987		
Subtotal			\$10,631,000		

Notes:

- (1) CFP - Capital Facilities Program
- (2) GI Fee - Growth Impact Fee
- (3) Bond - Park, Recreation & Open Space Bond

Transportation Improvement Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
1	Skansie Avenue Pedestrian Improvements Skansie Ave Improvements (Rosedale to Hunt, Roundabout @ Hunt)	2004 2010	\$150,000 \$2,100,000	6-year	Local/ State
2	Olympic Drive/ 56th Street Improvements	2007	\$4,000,000	6-year	Local/ State
3	56th Street/ Point Fosdick Drive Improvements	2006-8- 2009 12	\$2,650,000	6-year	Local/ State
4	Grandview Street (Phase 2)	2004-8- 2005 12	\$250,000	6-year	Local
5	38th Avenue Improvements - (Phase 1)	2006-8- 2009 12	\$6,588,000	6-year	Local/ State
6	45th Avenue Pedestrian Improvement	200 4 7	\$170,000	6-year	Local/ State
7	36th/ Point Fosdick Intersection	2004 2008 - 2012	\$980,000	6-year	Local/ State
8	Grandview Street (Phase 3)	2005-2006 2008 - 2012	\$510,000	6-year	Local
9	Prentice Street Improvements	2008	\$520,000	6-year	Local
10	Briarwood Lane Improvements	2005 2008 - 2012	\$500,000	6-year	Local/ State
11	38th Avenue Improvements (Phase 2)	2007-2010	\$4,400,000	6-year	Local/ State
12	Franklin Avenue Improvements (Phase 2)	2008 2008 - 2012	\$500,000	6-year	Local
13	Downtown Parking Lot Construction Design Only	2008-2010	\$60,000	6-year	Local
14	Burnham Drive Improvements (Phase 1)	2006-2007 2008 - 2012	\$415,000	6-year	Local/ State
15	Vernhardson Street Improvements	2006-2007 2008 - 2012	\$223,000	6-year	Local/ State
16	Rosedale Street Improvements (Phase 2)	2007-2008 2008 - 2012	\$593,000	6-year	Local
17	Burnham Drive Improvements (Phase 2)	2009-2010	\$2,775,000	6-year	Local/ State
18	Rosedale Street Improvements (Phase 3)	2008-2009	\$445,000	6-year	Local
19	Point Fosdick Drive Pedestrian Improvements	2009-2010	\$265,000 \$2,000,000	6-year	Local / State
20	50th Court	2008-2009	\$1,000,000	6-year	Local
21	Harborview Drive Improvement Project	2007-2008	\$560,000	6-year	Local
22	North-South Connector (Swede Hill Road)	2007	Developer	6-year	State
23	Burnham Drive Improvements (Phase 3)	2009-2010	\$4,400,000	6-year	Local/ State
24	38th/ Hunt Street (Phase 1)	2008-2009	\$208,000	6-year	Local/ State
25	Crescent Valley Connector	2008-2010 3	\$4,300,000	6-year	Local/ State

City of Gig Harbor Comprehensive Plan – Capital Facilities Element

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
26	Hunt St Crossing of SR-16 Kimball Drive Extension	2009-2010 2011	\$1,247,500 \$5,250,000	6-year	Local/ State
27	Wollochet Drive Improvement Project	2010	\$5,000,000	6-year	State
28	50 th Street Extension to 38 th	2008	\$900,000	6 year	Local
29	Burnham Interchange interim Solution Improvements	2008	\$10,300,000	6 year	State/Developer
30	Burnham Interchange Long-Term Solution Improvements	2012	\$44,000,000	6 year	Federal/State/ SEPA/ Impact Fees/Local
31	Burnham Drive (Harborview to Interchange) Sidewalks, Median, etc.	2011	\$4,500,000	6 year	State/Local
32	Rosedale - Stinson to Skansie (Roadway, Bike Lane, Sidewalk, Median)	2010	\$1,950,000	6 year	State/Local
33	Donkey Creek day lighting, Street & Bridge Improvements	2009	\$3,250,000	6 year	Federal/State Earmarks & Grants
34	Harborview Drive Sidewalk/Roadway Improvements	2008	\$1,200,000	6 year	Local
35	Judson/Stanich/Uddenburg Sidewalk/Roadway Improvements	2008	\$750,000	6 year	Local
36	38 th Street Sidewalk, Bike Lane, Improvements	2009	\$1,900,000	6 year	State/Local
37	Public Works Operations Facility	2009	\$1,125,000	6 year	Local
38	Street Connections – Pt. Fosdick Area	2011	\$1,500,000	6 year	State/Local
39	Skansie Ave Improvements (Rosedale to Hunt; Traffic control device @ Hunt)	2010	\$2,100,000	6 year	Mitigation/Impact Fees
40	Ericson/Grandview (Pedestrian Loop Improvements and Lighting)	2008	\$160,000	6 year	Local
	Subtotal		\$43,609,500 \$124,032,000		

Notes:

- (1) The Gig Harbor Transportation Plan Update does not contain projects beyond the next six years. The Six Year Transportation Improvement Plan is updated annually. The table reflects the most recent update.



COMMUNITY DEVELOPMENT DEPARTMENT

NOTICE OF RECOMMENDATION

CITY OF GIG HARBOR DESIGN REVIEW BOARD 2007 COMPREHENSIVE PLAN AMENDMENTS

TO: City of Gig Harbor
FROM: Jennifer Kester, Senior Planner
DATE: November 1, 2007
RE: Applications: COMP 07-0002, COMP 07-0003, and COMP 07-0004

Having reviewed the Comprehensive Plan amendments included in the 2007 cycle after a public hearing at its meeting of October 18, 2007, the City of Gig Harbor Planning Commission recommended the City Council **APPROVE** the following Comprehensive Plan amendments:

COMP 07-0002:

An amendment to the Community Design Element adding a Neighborhood Design section and map and a Residential Development Design section to the Community Design Element. The neighborhood design section will recognize and retain the unique neighborhoods and design characteristics of the harbor. The new housing development section will provide a framework for developing and amending performance standards for new housing developments.

COMP 07-0003:

An amendment to the Transportation Element to respond to the comments provided to the City by the Puget Sound Regional Council (PSRC). The text changes would adopt LOS standards for state-owned facilities, update population and travel demand growth assumptions incorporating population allocations adopted by Pierce County and add policies to be consistent with Destination 2030, Vision 2020 and Pierce County Countywide Planning Policies.

COMP 07-0004:

An amendment to the Capital Facilities Element to update, revise and add to the City's list of stormwater, water system, wastewater, parks and open space projects.

The Planning Commission made this recommendation after reviewing the criteria for approval found in GHMC 19.09.130 and 19.09.170. The recommendation is based on the following information and analysis:

1. The text amendments will not change the allowed intensities and densities of development and therefore no transportation capacity evaluation is required.
2. The changes to the Community Design Element will not affect sewer, water or capital facility level of service standards as the policies relate to site design, such as architecture, layout and landscaping. The amendments to the Transportation Element and Capital Facilities Element will improve the City's ability to provide sewer, water and other public facilities and services through updated funding mechanisms and consistency with regionally planning efforts.
3. The amendments will not result in a change to residential capacities for the city or UGA or result in developments not achieving minimum densities. The amendments to the Capital Facilities Element will ensure that adequate facilities can be constructed to provide for the projected 20-year residential need. The amendments to the Community Design element will affect lot layout and amenity requirements, but not densities.
4. The amendments will update the transportation, sewer, park, storm water, waste water and open space capital facilities plan so that the City can provide necessary infrastructure to serve the development projected by the Comprehensive Plan.
5. The amendments are consistent with the goals, policies and objectives of the comprehensive plan in that:
 - a. The Community Design Element of the Comprehensive plan seeks to assure that future development respects and enhances Gig Harbor's built and natural environment (Introduction, 3-1). Goal 2.2 asks that the City to define a pattern of urban development which is recognizable, provides an identity and reflects local values and opportunities. Goal 2.2.1(b) states that the City should emphasize and protect area differences in architecture, visual character and physical features which make each part of the urban form unique and valuable. The amendments to the Community Design Element will further these goals by refining policies for the built form.
 - b. The amendments to the Transportation Element will revise information that was internally inconsistent with the current Comprehensive Plan.
 - c. The City's Comprehensive Plan seeks to keep pace with the population and commercial growth through the funding of capital improvements that manage and allow for the projected growth. The amendment to the

Capital Facilities Element will allow the city to better address the planning area's transportation, sewer, park, storm water, wastewater and open space needs through adequate capital facility planning and funding.

6. The Planning Commission does not believe that the approval of all of the amendments will create a demand for land use designation changes. In the future, the City may desire to fully implement the neighborhood design areas through the development of sub-area plans. These plans may change land use designations.
7. The amendments are consistent with the Growth Management Act, the countywide planning policies and other applicable interjurisdictional policies and agreements in that:
 - a. The Growth Management Act allows City's to include a Community Design Element in its comprehensive plan. The amendment further refines the design goals and policies of the City of Gig Harbor. Pierce County's County Wide Planning Policies do not specifically address neighborhood design or residential development design policies outside of designated centers (the City of Gig Harbor is not a designated center); however, the creation of design policies and implementing design standards is not prohibited.
 - b. The amendments to the Transportation Element would: incorporate population allocations-adopted by Pierce County; include Washington State Department of Transportation and Puget Sound Regional Council level of service standards; and, add policy themes from Destination 2030, Vision 2020 and Pierce County Countywide Planning Policies.
 - c. The amendments to the Capital Facilities Element is consistent to Growth Management Act and Pierce County countywide planning policies in that the amendments will allow the City to improve infrastructure and allow for the projected growth within the City and UGA boundary.
8. The Planning Commission does not believe that the approval of all of the amendment will have a cumulative adverse effect on the City.
9. The amendments are based on infrastructure and design needs identified since the last update to the Comprehensive Plan in 2006.

Theresa Malich, Chairman
Planning Commission



Date 11/ 1/2007.

cc: Planning File

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**City of Gig Harbor Planning Commission/Design Review Board/City Council
Minutes of Joint Work-Study Session and Public Hearing
October 18, 2007
Gig Harbor Civic Center**

PRESENT: Commissioners Joyce Ninen, Jill Guernsey, Theresa Malich, and Dick Allen. Design Review Board members Kae Patterson, Rick Gagliano and Jane Roth Williams were present. City Councilmembers Tim Payne, Steve Ekberg, Bob Dick and Paul Conan were present along with Mayor Chuck Hunter. Commissioner Harris Atkins, Jim Pasin and Jeane Derebey were absent. Staff present: Jennifer Kester, Tom Dolan, and Diane Gagnon. Kurt Latimore from the Latimore Company was also present.

CALL TO ORDER: 5:10 p.m.

Chairman Theresa Malich called the meeting to order and announced that comment sheets were available for those unable to stay for the public hearing.

The meeting began with discussion of the Neighborhood Design Area Map. Senior Planner Jennifer Kester explained the map and noted that Councilmember Young had sent an e-mail to staff with his concerns with the Olympic/Point Fosdick areas and invited the Planning Commission members to discuss their thought process in defining the neighborhood areas. Ms. Malich explained how the Planning Commission had divided themselves into three different groups and brainstormed the various neighborhoods. Planning Director Tom Dolan stated that at the last council meeting they had voiced their desire to hear the reasoning in developing the neighborhoods.

Planning Commissioner Joyce Ninen asked what the differences were between the old maps and the new and Ms. Kester explained that there were no changes to the map, just in the layout. Design Review Board member Rick Gagliano said that it was important to note the text that went along with these different neighborhoods describing their characteristics. Mr. Gagliano addressed Councilmember Young's concern and Ms. Kester talked about the overall goal to create a sub area plan where the definition of these neighborhoods will be further developed.

Councilmember Steve Ekberg stated that conceptually when they started thinking about neighborhoods some of the Councilmembers wanted to know how those neighborhoods were designed. Chairman Malich emphasized the need to look at the text that goes along with the map. Ms. Kester pointed out which pages where the policies related to the map. Commissioner Guernsey stated that they had decided that the zoning was not the only consideration; they looked at it more as individual communities. Ms. Malich said that they were open to changing the map after input tonight.

Ms. Kester added that the beginning of this discussion was the Mayor's idea of the "bulls eye" approach. She also showed them on the map where they had considered the topography in defining the view basin. She further explained each of the neighborhoods.

Mr. Dolan noted that several of the Commissioners and staff had driven around to get a feel for the different neighborhoods.

Mr. Gagliano asked if everyone had had a chance to read the text for the view basin and Ms. Kester went over how the language had been developed. Mr. Gagliano said he would like to put the sub area plans further into the future. He stated that the development of regulations for each of these neighborhoods may lead to neighbors feeling like they had more onerous regulations placed on them.

Mayor Chuck Hunter asked about giving some latitude on either side of the line. Mr. Gagliano said they had discussed that. He then went over several areas that had been discussed at length and their reasoning for different divisions.

Councilmember Bob Dick went over what he had perceived as Councilmember Young's concerns with differing regulations within one commercial district. Mr. Gagliano explained the bubble concept that had begun their brainstorming session and what was reflected in the design manual. Discussion followed on the attributes of the various neighborhoods.

Councilmember Ekberg complimented the group on the neighborhood map and the work done. He said that it was helpful hearing how they had discussed and arrived at each of the individual neighborhoods. He asked if there had been much discussion of the area at the top of Rosedale. Mr. Gagliano said they had discussed it and Ms. Kester explained that it had been different initially and then through much discussion had changed. Discussion followed on the transportation connections.

Mayor Hunter explained his initial idea behind the bulls eye approach and the need for the view basin to have some more restrictive standards that don't necessarily work in other areas. Mr. Gagliano noted that the neighborhoods do extend into the Urban Growth Area. Mr. Dolan noted that there were annexation applications in for the donut hole and for 380 acres in the Purdy area.

Chairman Malich asked if anyone felt that there were changes necessary to the lines. Councilmember Paul Conan said that the real desire was just to hear how the lines were developed. He emphasized that he had wanted to hear that each of these neighborhoods were going to work together. Mr. Gagliano stated that part of their discussion was if the design manual requirements were just going to get less and less as you moved further and further away from the view basin or that there would be more of a matrix approach. He went on to discuss that there was a concern that they would end up with areas of the city where design review was easier and therefore resulting in less desirable development. Ms. Kester then discussed the front setback line requirement and used that as an example of something that is desirable in some areas and not in others. Mr. Gagliano also emphasized that they wanted the design review process to start earlier and help them identify when a project doesn't fit the neighborhood.

Councilmember Tim Payne said that he felt they had done a tremendous job and he saw the logic in the neighborhoods and Councilmember Ekberg said he appreciated the face to face meeting and the opportunity to understand the thought process behind the map. Ms. Malich said that she really thought that the best tool that had come out of this was the text describing the neighborhoods.

Councilmember Dick said that he still understood Councilmember Young's concern but also saw that a decision had to be made as to where the line was and that they can also be adjusted in another comprehensive plan change when they are closer to the design manual changes. Mr. Gagliano asked if it was plausible to adopt the text without the map. Ms. Kester said it could be done but that she didn't think that it would be possible to implement the design manual changes without the map. Mr. Dick stated that he would rather watch it closely over the next year. He stated that it was preferable to adopt something imperfect rather than adopting nothing. Mr. Dolan agreed that it was worth it to adopt it now and make small changes later. Ms. Kester said that a regulation could be written in that would allow someone to go the DRB for a neighborhood deviation and that there were several options to allow this to be a little more fluid. Mayor Hunter said that he was very happy with what they had accomplished.

Chairman Malich called a five minute recess at 5:55. The meeting was reconvened at 6:05 p.m.

1. **City of Gig Harbor, 3510 Grandview St., Gig Harbor WA 98335** – Application for a Comprehensive Plan text amendment (COMP 07-0004) to amend the Capital Facilities Element to update, revise and add to the City's list of Stormwater, water system, wastewater, parks and open space projects.

Ms. Kester began with a brief staff report stating that the City Council had adopted a process for Comprehensive Plan amendments and the need for the Planning Commission to make findings that meet certain criteria. She explained that this first amendment was an update of the list and introduced Emily Appleton Senior Engineer. Ms. Appleton explained that most of the changes were for removal of projects that have been completed and the addition of new projects for the future. She explained that they were in the process of updating their utility comp plans and should have a draft to do an update for the 2008 cycle. Ms. Kester said that it was probably not necessary to go through each of the items but rather to address any questions that the Planning Commission may have. Ms. Kester noted where the additional parks and trails projects were as that had been a concern of the commission. Ms. Ninen asked about page 12-5 and the additional water rights. Ms. Kester noted that she believed that that occurred in 2005 and was converting a back up well into a permanent well and the state had allowed us to take more water out of our wells. Ms. Guernsey noted a typographic error and Ms. Malich asked about page 12-2, where it talks about the discharge of sewer. Ms. Ninen asked about revenue sources and was there discussion of a B & O tax being proposed. Ms. Kester said that she was not aware of any discussion of that. Discussion followed on the Hospital Benefit Zone and how those tax dollars worked. They also discussed future water rights. Ms. Ninen asked about page 12-2 where it references the vision statement and Ms. Kester

stated she could get them a copy. Ms. Guernsey pointed out an area that could be worded better. It referenced “the jurisdiction” rather than the City of Gig Harbor on page 12-18. Ms. Appleton noted that this amendment was more the update to the table and that a more in depth look at the language would occur at a later date.

2. **City of Gig Harbor, 3510 Grandview St., Gig Harbor WA 98335** –

Application for a Comprehensive Plan text amendment (COMP 07-0003) to amend the Transportation Element to respond to the comments provided to the City by the Puget Sound Regional Council (PSRC).

Ms. Appleton went over that the proposed changes in response to a letter from Puget Sound Regional Council. She went over their comments and how they had been addressed in the comp plan. Ms. Guernsey asked for clarification on two of the pages and Ms. Appleton clarified their meaning. Ms. Guernsey asked if PSRC numbers assumed no annexations and Ms. Kester answered that it appeared that they did not account for future annexations. Ms. Appleton continued going over each of the PSRC comments and where the change had been made. Ms. Kester explained that it was necessary for PSRC to certify the transportation element of the comp plan in order to achieve grants and other funding.

The Planning Commission members asked about some of the various transportation projects and Ms. Appleton gave them an update on the upcoming projects. Ms. Appleton said that they are in the process of doing a 20 year traffic model where some additional changes will be made and she explained how public comment will be solicited.

3. **City of Gig Harbor, 3510 Grandview St., Gig Harbor WA 98335** –

Application for a Comprehensive Plan text amendment (COMP 07-0002) to amend the Community Design Element adding Neighborhood Design and Residential Development Design Sections and a Neighborhood Design Area map.

Senior Planner Jennifer Kester went over the community design element change, noting that there were two purposes for this change; to recognize different neighborhoods within the city and to add a residential development design section. She explained that this is a policy document not code. She noted where she had added language as discussed at the last meeting. Ms. Guernsey suggested that in 3.12.1 perhaps we should add language about residential remodels. Kurt Latimore pointed out that the overall goal references “new” and it was decided that the word “new” be removed. Ms. Kester explained the process for adoption of these regulations.

Chairman Theresa Malich called a recess at 6:50 prior to the public hearing. The meeting was reconvened at 7:00 p.m.

Chairman Malich opened the public hearing at 7:01 p.m.

Senior Planner Jennifer Kester went over the three proposed amendments to the comprehensive plan. Ms. Malich explained that within each neighborhood there are different zoning designations and that this map did not affect those zones.

Mark Shoen, 2002 Sullivan Drive, Gig Harbor

Mr. Shoen talked about the connector from Burnham to Borgen. Ms. Appleton replied that it will be part of the update next year as there had not been a funding source or timeline identified.

Tracey Perkins, 4216 31st Ave Ct NW, Gig Harbor

Ms. Perkins asked about the retention of trees and whether that requirement may be changed. Ms. Kester explained that there would not be numeric changes in these policies. She noted that it may be changed with the next phase when specific regulations are developed. She also noted that it had been discussed in this policy that perhaps there should be a bigger buffer along the road and more of an emphasis on the quality of the buffer.

Gretchen Wilbert, 8825 N Harborview Drive, Gig Harbor

Ms. Wilbert complimented everyone on their job on this and asked about where Rosedale/Hunt, joined Bujacich and asked what neighborhood the Boys and Girls Club would be and Ms. Kester said that it would be in the Rosedale/Hunt neighborhood. Ms. Wilbert asked if they anticipated that there could be some housing in the Bujacich area and Ms. Kester said that there had been a proposal for some senior housing in that area. Ms. Wilbert then asked about Peacock and Gig Harbor North at 112th and why was Gig Harbor North coming right up to Peacock Hill. Ms. Malich said that they had discussed that since that parcel had been a part of the annexation and that it had been a part of the planned community development of that area. She also noted that both of those areas will need to talk to each other and not place their backs to each other. Ms. Wilbert thanked everyone.

Commissioner Dick Allen asked about the area where some senior housing was proposed. Ms. Kester noted that this does not affect zoning, just the design of that housing. Ms. Malich asked about the zoning of the property along Peacock and Ms. Kester noted that it was all lower density residential.

Mark Shoen, 2002 Sullivan Drive, Gig Harbor

Mr. Shoen asked about the roundabout and when it was coming before the City Council and Ms. Appleton said that it will be coming to council in December as long everything goes smoothly.

Linda Chambers, 5821 Soundview Drive, Gig Harbor

Ms. Chambers asked if there were going to be zoning changes and Ms. Malich explained that these are not zoning changes just design issues. Ms. Kester said that some of those changes may happen in the future but that it wouldn't happen without public input.

Ms. Guernsey emphasized that they had been talking about the vision of the city and decided that maybe the vision is more in individual neighborhoods and that is how this map was developed. She also pointed out where the city limits were located and the urban growth area.

Anthony Miles, 3602 47th St Ct., Gig Harbor

Mr. Miles suggested that this would be a better plan with the inclusion of the zoning densities and asked if the properties have to ask to be annexed. Ms. Kester answered that there are two processes where the city can ask residents and where residents can petition for annexation.

Kae Paterson asked that Ms. Kester explain the Growth Management Act and the Urban Growth Area. Ms. Kester gave a brief explanation of these and how they impact regulations within the city. Ms. Guernsey gave examples on the map and how GMA affected various densities.

Chairman Theresa Malich closed the public hearing at 7:30 p.m.

MOTION: Moved to recommend adoption of the proposed Comprehensive Plan Amendments 07-002, 07-003 and 07-004 and direct staff to prepare findings for signature. Guernsey/Ninen – Motion passed unanimously.

Chairman Theresa Malich called a 5-minute recess. The meeting reconvened at 7:40 p.m.

Ms. Kester talked about the next meeting on November 1st and that the meeting will be at 5:00 p.m. She said that there is a VIP opening of Costco that night at 6:00 p.m. and that the Planning Commission is invited. She stated that she will bring back the findings for signature and will talk about the schedule for the coming year.

UPCOMING MEETINGS

November 1st, 2007 at 5:00 p.m.

ADJOURNMENT

MOTION: Move to adjourn at 7:45 p.m. Ninen/Guernsey – Motion passed unanimously.