

ORDINANCE NO. 1151

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 2008 ANNUAL CYCLE: AMENDING TEXT AND MAPS RELATED TO SEWER BASIN C14 (COMP 07-0005); AMENDING THE PARKS, RECREATION AND OPEN SPACE PLAN TO ADD THREE ADDITIONAL PROPERTIES FOR AQUISITION (COMP 08-0002); AMENDING THE COMPREHENSIVE PLAN LAND USE MAP TO CHANGE THE LAND USE DESIGNATION FOR .5 ACRES OF PROPERTY LOCATED AT 3720 HARBORVIEW DRIVE STREET FROM RESIDENTIAL LOW (RL) TO RESIDENTIAL MEDIUM (RM) (COMP 08-0003); AMENDING THE COMPREHENSIVE PLAN LAND USE MAP TO CHANGE THE LAND USE DESIGNATION FOR 3 AREAS OF THE CITY TO ELIMINATE EXISTING INCONSISTENCIES BETWEEN THE ADOPTED ZONING OF THE PROPERTIES AND THE COMPREHENSIVE PLAN LAND USE MAP (COMP 08-0004); AMENDING THE WASTEWATER COMPREHENSIVE PLAN ELEMENT TO REVISE SEWER BASIN BOUNDARIES FOR SEWER BASINS C1, C5 AND C8 (COMP 08-0005); AMENDING THE UTILITIES ELEMENT OF THE COMPREHENSIVE PLAN TO ADD A GOAL THAT WOULD ALLOW FOR THE POTENTIAL CREATION AND UTILIZATION OF RECLAIMED WATER (CLASS A) AT THE CITY WASTEWATER TREATMENT PLANT (COMP 08-0006); AMENDMENT OF THE CAPITAL FACILITIES ELEMENT TO UPDATE THE SIX-YEAR AND TWENTY-YEAR IMPROVEMENT PROJECT LISTS, (COMP 08-0007); AMENDING THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN TO CORRECT INCONSISTENCIES AND INCORPORATE NEW INFORMATION RESULTING FROM WORK IN PROGRESS (COMP 08-0008); AND DENYING APPLICATION COMP 08-0001 THAT REQUESTED A COMPREHENSIVE PLAN LAND USE MAP AMENDMENT TO CHANGE THE LAND USE DESIGNATION FOR 2 ACRES OF PROPERTY LOCATED AT 3700 GRANDVIEW STREET FROM RESIDENTIAL LOW (RL) TO RESIDENTIAL MEDIUM (RM).

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, except under circumstances not applicable here, 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 April 28, 2008, the City Council evaluated the comprehensive plan amendment applications submitted for the 2008 annual cycle, and held a public hearing on such applications; and

WHEREAS, on May 12, 2008, the City Council forwarded nine comprehensive plan amendment applications to the Planning Commission for further processing in the 2008 Comprehensive Plan annual cycle; and

WHEREAS, on July 18, 2008, the City's SEPA Responsible Official issued a Determination of Non-Significance (DNS) for comprehensive plan amendment applications, 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 proposed amendments on July 23, 2008 pursuant to RCW 36.70A.106; and

WHEREAS, the Planning Commission held work study sessions on to discuss the applications on July 17, 2008, August 7, 2008, August 21, 2008, September 4, 2008 and September 18, 2008; and

WHEREAS, the Planning Commission held public hearings on comprehensive plan amendments on August 7, 2008 and September 4, 2008; and

WHEREAS, on September 18, 2008 the Planning Commission voted to recommend approval of 8 proposed amendments (COMP 07 – 0005, COMP 08-0002, COMP 08-0003, COMP 08-0004, COMP 08-0005, COMP 08-0006, COMP 08-0007, COMP 08-0008) and recommend denial of one proposed amendment (COMP 08-0001) as documented in the Planning Commission's written recommendation signed by Planning Commission Vice-Chair, Harris Atkins, dated October 2, 2008; 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 October 13, 2008; 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 October 27, 2008; and

WHEREAS, the Gig Harbor City Council held a third reading of an Ordinance on November 10, 2008; and

WHEREAS, the Gig Harbor City Council also held a public hearing on November 24, 2008 to consider the development agreement associated with COMP 08-0001; 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.** The following persons testified on the applications at the October 13, 2008 public hearing:

(COMP 08-0001) Carl Halsan, Bill Fogerty, Mike Paul, (COMP 08-0003) Richard Swanson, (COMP 08-0004) Ron Ebersode, Carla Martin, Eric Barron, Jeff Meredith, Richard Kemp, Lisa Clark, Marion Hansen, Kirk St. Johns, (COMP 08-0007) John Alexander.

The following persons testified at the second reading of ordinance on October 27, 2008:

(COMP 08-0004) Richard Kemp, Kirk St. Johns, (COMP 08-0001) Carl Halsan, Marty Paul.

The following persons testified at the third reading of ordinance on November 10, 2008:

(COMP 08-0001) Carl Halsan, Bill Fogerty, Mike Paul, (COMP 08-0004) Richard Kemp, Beverly Pearson, Janet Metcalf.

The following persons testified on the applications at the November 24, 2008 public hearing on the development agreement for COMP 08-0001 and the Ordinance for the 2008 Comprehensive Plan Amendments:

(COMP 08-0001) Charles Johnson, Carl Halsan, Mark Hoppen, Jack Tropiano, Guy Hoppen, Bill Fogerty, Mike Paul, Monte Hester, Bill Lynn and Marty Paul.

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 are 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.

E. Applications. The City Council hereby enters the following findings and conclusions for each application:

1. COMP 07-0005, Wastewater Element.

Summary: The proposed Comprehensive Plan amendment, requested by Harbor Reach Estates LLC, would amend text and maps related to the Sewer Basin C14 in the Gig Harbor Wastewater Comprehensive Plan.

Findings:

The proposed minor amendment to the Wastewater Comprehensive Plan is consistent with the applicable criteria found in GHMC 19.09.170.

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 Sewer Basin C14 in the Gig Harbor Wastewater Comprehensive Plan as identified in Exhibit A, attached to this Ordinance.

2. COMP 08-0001, Comprehensive Plan Land Use Map Amendment.

Summary: The proposed Comprehensive Plan amendment, requested by MP8 LLC and Pioneer & Stinson LLC, would change the land use designation for 2 acres of property located at 3700 Grandview Street from a Residential Low (RL) designation to a Residential Medium (RM) designation.

Findings:

- a. When this amendment was originally submitted, the request was to change 4.67 acres from Residential Low to Residential Medium to allow the development of 7 duplexes on the northerly 2.67 acres of the property and the development of one or more mixed use commercial buildings on the southerly 2 acres of the property.
- b. The Planning Commission after several work study sessions and a public hearing voted to recommend denial of the amendment. As stated in the Planning Commission's Notice of Recommendation dated October 2, 2008 the Planning "Commission found that the request was inconsistent with the goals, policies and objectives of the comprehensive plan." In terms of the proposed duplexes, the Commission felt that changing the northerly portion of the site to Residential Medium to allow a rezone to R-2 would be inconsistent with Land Use Element Policy 2.2.2. This policy seeks to define and protect the integrity of small planning areas, particularly residential neighborhoods. The construction of duplexes adjacent to existing single family residences could have an adverse impact upon the single family homes. The commission further felt that duplexes could create a precedent for similar requests further down the hill to the north. The Planning Commission also felt that the proposed mixed use development on the southerly half of the site was inconsistent with the goals, policies and objectives of the Comprehensive Plan. The applicants indicated that if the Land Use Map was changed to designate the site Residential Medium, they intended to rezone the property RB-2. As previously stated, the site is currently zoned RB-1. There are two major differences between RB-1 and RB-2. The RB-2 zone allows multiple family housing and the RB-1 only allows single family. The RB-1 zone has a maximum building size of 5,000 square feet and the RB-2 zone has no maximum size limit. The applicant proposes the construction of one or more structures up to 3 stories in height. The goals and policies of the Community Design Element of the Comprehensive Plan discuss the importance of scale as it relates to the surrounding area. The Commission was concerned that a change to the Land Use Map that led to the rezoning of the site to RB-2 could adversely affect the neighborhood's scale, which for the most part consists of single story and 1 ½ story commercial buildings.

There are several policies in the Comprehensive Plan that discuss the importance of retaining existing vegetation. The applicants indicated that they would retain existing vegetation as required under the existing zoning regulations. The Planning Commission felt they could not evaluate the retention of existing vegetation in that the plans submitted by the applicant did not provide conceptual building locations, parking or vegetation retention detail.

Criteria 19.09.170 G. requires that in the case of a comp plan land use map amendment, the subject parcel must be physically suitable for the allowed uses in the designation requested, including compatibility with existing and

- planned surrounding land uses. Testimony at the Planning Commission's public hearing brought into question whether the proposed land use map amendment would result in a development that would be compatible with the surrounding uses which are predominately single family homes to the north and east. The Planning Commission concluded that the future large multiple story building or buildings would not be compatible with the surrounding land uses.
- c. When the amendment was presented to the City Council at their October 13, 2008 public hearing, the applicants had amended the application to remove the northerly 2.67 acres from the request. They proposed that the application only include the southerly 2 acres of the site. This was the portion of the site that included the mixed use commercial buildings. A revised site plan was submitted that showed the development of a 7 lot single family plat on the northerly 2.67 acres. Further versions of the proposed site plan were submitted at the October 27, November 10 and November 24 Council meetings. In addition, revised Development Agreements were submitted at each of the Council meetings.
 - d. Testimony before the City Council expressed concern over the impacts to the surrounding properties due to the larger size of buildings (2.5 stories and 34,000 s.f and 43,000 s.f.) proposed by the applicants in comparison to the existing structures within the area. Concern was also expressed regarding the loss of trees on the site and the lack of specificity of which trees would be retained. Another issue discussed was the precedent this amendment would set for further commercial "creep" down the hill into the View Basin.
 - e. After conducting two public hearings, the City Council members expressed several concerns relative to the application at their November 24, 2008 meeting. First, concern was expressed that the application before the Council on November 24 was very different from the application reviewed by the Planning Commission when they were formulating their recommendation to the City Council. Several Council members expressed the belief that the changes proposed by the applicants should have been reviewed by the Planning Commission. The Council also noted that the site is one of the "gateways" into the City and as such, the scale of buildings on the site should be appropriate and compatible with surrounding properties. It was noted by the Council that there is other property available within the City that allows the larger mixed use commercial buildings such as the applicants propose. The Council expressed concern that there hasn't been any change affecting the property that justifies changing the Comprehensive Plan Land Use Map from Residential Low to Residential Medium with a subsequent rezoning of the property to RB-2. It was noted that the RB-1 District is intended to act as a transition between higher intensity commercial development and single family homes and that the existing RB-1 designation fulfills that intent. The Council expressed concern regarding the number of times the development proposal had changed since it was submitted and that the public may not have had the opportunity to comment on the revisions. Finally, it was noted that the limitations on future development of the site as proposed by the applicant

through a development agreement could be in jeopardy if the change to Residential Medium is made and the development agreement expires at the end of 5 years.

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 denies the change to the land use designation for 2 acres of property located at 3700 Grandview Street from a Residential Low (RL) designation to a Residential Medium (RM) designation as identified in Exhibit B, attached to this Ordinance. The Planning Commission recommended denial of the proposed amendment in that it was their opinion that the request was not consistent with the applicable criteria found in GHMC 19.09.170. Testimony before the City Council has not demonstrated that the Planning Commission's recommendation was incorrect. Based upon the information submitted, the City Council concludes that the application is inconsistent with at least two of the criteria found in 19.09.170. Criteria 19.09.170 E. states that "the proposed amendment must be consistent with the goals, policies and objectives of the comprehensive plan." The requested amendment, in its current form is inconsistent with the goals and policies of the Community Design Element of the Comprehensive Plan, in that the proposed scale of the two mixed use commercial buildings (2.5 stories and 34,000 s.f and 43,000 s.f.) would be substantially larger than surrounding structures. Criteria 19.09.170 G. states that "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." While the site might be physically suitable for the mixed use commercial development proposed by the applicants, testimony before the Council established that the amendment, as currently proposed would result in a development that would be incompatible with the surrounding land uses. The burden of proof for demonstrating consistency with the applicable criteria of 19.09.170 is on the applicants proposing amendments to the Comprehensive Plan. The City Council concludes that burden has not been met.

3. COMP 08-0002, Parks, Recreation and Open Space Amendment.

Summary: The proposed amendment to the Parks, Recreation and Open Space Plan (PROS) element of the Comprehensive Plan to identify 3 parcels of land that have been acquired in 2008 or that may be acquired in 2009 for park purposes.

Findings:

The proposed minor amendment to the Parks, Recreation Plan is consistent with the applicable criteria found in GHMC 19.09.170.

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 Parks, Recreation and Open Space Plan as identified in Exhibit C, attached to this Ordinance.

4. COMP 08-0003, Comprehensive Plan Land Use Map Amendment.

Summary: The proposed Comprehensive Plan amendment, requested by Michael Averill of Lighthouse Square LLC, would change the land use designation for one parcel of property (approximately ½ acre) located at 3720 Harborview Drive, currently occupied by Lighthouse Marine and Speedy Auto Glass, from a Residential Low (RL) designation to a Residential Medium (RM) designation.

Findings:

The proposed amendment to the Comprehensive Plan Land Use Map to change the designation of the property from RL (Residential Low) to RM (Residential Medium) is consistent with the applicable criteria found in GHMC 19.09.170.

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 requested change to the land use designation for one parcel of property (approximately ½ acre) located at 3720 Harborview Drive, currently occupied by Lighthouse Marine and Speedy Auto Glass, from a Residential Low (RL) designation to a Residential Medium (RM) designation as identified in Exhibit D, attached to this Ordinance.

5. COMP 08-0004, Comprehensive Plan Land Use Map Amendment.

Summary: The proposed Comprehensive Plan amendment, requested by the City of Gig Harbor Planning Commission, would correct inconsistencies between the Land Use Map and the Zoning Map. The three amendments include:

1. A land use designation change from Residential Medium (RM) to Residential Low (RL) of approximately 38 acres along the west side of Soundview Drive zoned R-1 (Area 1);
2. A land use designation change from Residential Low (RL) to Residential Medium (RM) of approximately 16.5 acres between Soundview Drive and Harborview Drive near the old ferry landing zoned R-2 and RB-1 (Area 2); and,
3. A land use designation change from Residential Low (RL) to Residential Medium (RM) of approximately 250 acres between Burnham Drive and State Route 16 in the Urban Growth Area with pre-annexation zoning of R-2 (Area 3).

Findings:

- a. In each of the 3 areas included in this amendment, the existing map element of the Comprehensive Plan is inconsistent with the existing zoning of the area.
- b. The Growth Management Act mandates consistency between a jurisdiction's comprehensive plan and zoning ordinance.
- c. In Area 1, the predominate use of the property is for single family homes and the area is zoned R-1 (Single Family). Area 1 is designated by the Comprehensive Plan as Residential Medium. In Area 2, the predominate use is duplex, triplex and multiple family and the area is zoned RB-1 (Residential and Business District) and R-2 (Duplex/Triplex/Fourplex). Area 2 is designated by the Comprehensive Plan as Residential Low. The property affected in Area 3 is currently vacant but a pending annexation has fixed the zoning as R-2.
- d. To be consistent with the existing zoning and land use of the properties, Area 1 would need to be designated Residential Low and Area 2 would need to be designated Residential Medium. Although currently vacant land, Area 3 would need to be designated Residential Medium to be consistent with the designated pre-annexation zoning of R-2.
- e. The testimony of the Area 1 residents was that Area 1 should remain R-1 and designated Residential Low to allow development of Single Family Dwellings only.
- f. The testimony of the Area 2 residents was that Area 2 should remain R-2 and designated Residential Medium to allow for future development of single family homes, duplexes, triplexes and fourplexes. However, the testimony of residents living just south of Area 2 was that the southerly 6 properties within Area 2 should remain designated Residential Low and downzoned to R-1. The principle reason stated for the downzoning was the impact the development of duplexes, triplexes and fourplexes would have on the private street that provides access to the neighborhood. The owners of 3 of the southerly six properties testified that downzoning of their property was not appropriate. They cited the location of their properties between a large condominium development to the north and a nonconforming multiple family structure to the south. They further stated that one of the six properties in question was already developed with a duplex.
- g. The proposed amendments to the Comprehensive Plan Land Use Map are consistent with the applicable criteria found in GHMC 19.09.170.

Conclusions:

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 3 requested changes to amend the Comprehensive Plan Land Use Map. The changes include:

1. A land use designation change from Residential Medium (RM) to Residential Low (RL) of approximately 38 acres along the west side of Soundview Drive zoned R-1 (Area 1);
2. A land use designation change from Residential Low (RL) to Residential Medium (RM) of approximately 16.5 acres between Soundview Drive and Harborview Drive near the old ferry landing zoned R-2 and RB-1 (Area 2); and,
3. A land use designation change from Residential Low (RL) to Residential Medium (RM) of approximately 250 acres between Burnham Drive and State Route 16 in the Urban Growth Area with pre-annexation zoning of R-2 (Area 3).

Consistency between the Comprehensive Plan and the zoning designation of properties is necessary under the Growth Management Act and provides consistent direction to property owners as to the development of property. As such, the change to the Comprehensive Plan Land Use Map for Area 1 to designate the Area as Residential Low would be consistent with the existing R-1 zoning of the area as well as the predominate development of single family homes within the area. The change of the Comprehensive Plan Land Use Map for Area 2 to designate the area Residential Medium would also be consistent with existing R-2 and RB-1 zoning of the properties and the predominate development of the area with duplex/triplex and condominium uses. Leaving the southerly 6 properties in Area 2 designated Residential Low and subsequently downzoning them to R-1 would not be appropriate due to their location between a large condominium development to the north and a nonconforming multiple family structure to the south. Further, the downzoning of these properties would inappropriately create a nonconforming use (duplex) on one of the 6 properties. Finally, the designation of Area 3 to Residential Medium is appropriate to provide consistency with the area's R-2 pre-annexation zoning. Therefore, COMP 08-0004 should be approved as presented. See Attached Exhibit E.

6. COMP 08-0005, Wastewater Element.

Summary: The proposed Comprehensive Plan amendment, requested by the City of Gig Harbor, would amend sewer basin boundaries to reflect actual conditions for Sewer Basins C1, C5 and C8 contained in the Gig Harbor Wastewater Comprehensive Plan.

Findings:

The proposed minor amendment to the Wastewater Comprehensive Plan is consistent with the applicable criteria found in GHMC 19.09.170.

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 amendments to sewer basin boundaries to reflect actual conditions for Sewer Basins C1, C5 and C8 contained in the Gig Harbor Wastewater Comprehensive Plan as identified in Exhibit F, attached to this Ordinance.

7. COMP 08-0006, Utilities Element.

Summary: The proposed Comprehensive Plan amendment, requested by the City of Gig Harbor, would add a goal to the Utilities Element to allow for the potential creation and utilization of reclaimed (Class A) water at the City's Wastewater Treatment Plant.

Findings:

The proposed amendment to the Utilities Element of the Comprehensive Plan is consistent with the applicable criteria found in GHMC 19.09.170.

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 amendments to add a goal to the Utilities Element to allow for the potential creation and utilization of reclaimed (Class A) water at the City's Wastewater Treatment Plant as identified in Exhibit G, attached to this Ordinance.

8. COMP 08-0007, Capital Facilities Element.

Summary: The proposed Comprehensive Plan amendment, requested by the City of Gig Harbor, would amend the Capital Facilities Plan to update the stormwater, wastewater, water system, parks, recreations and open space, and transportation improvement projects included in the six-year and twenty-year improvement project lists.

Findings:

The proposed amendment to the Capital Facilities Element of the Comprehensive Plan is consistent with the applicable criteria found in GHMC 19.09.170.

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 amendments to the Capital Facilities Plan to update the stormwater, wastewater, water system, parks, recreations and open space, and transportation improvement projects included in the six-year and twenty-year improvement project lists as identified in Exhibit H, attached to this Ordinance.

9. COMP 08-0008, Transportation Element.

Summary: The proposed Comprehensive Plan amendment, requested by the City of Gig Harbor, would amend the Transportation Element, correcting inconsistencies and incorporating new information resulting from work in progress to identify key transportation capacity improvement projects using updated growth and traffic modeling information.

Findings:

The proposed amendment to the Transportation Element of the Comprehensive Plan is consistent with the applicable criteria found in GHMC 19.09.170.

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 amendments to the Transportation Element, correcting inconsistencies and incorporating new information resulting from work in progress to identify key transportation capacity improvement projects using updated growth and traffic modeling information as identified in Exhibit I, attached to this Ordinance.

Section 2. Transmittal to State. The Planning 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 8th day of December, 2008.

CITY OF GIG HARBOR



CHARLES L. HUNTER, MAYOR

ATTEST/AUTHENTICATED:

By: 
MOLLY TOWSLEE, CITY CLERK

APPROVED AS TO FORM:

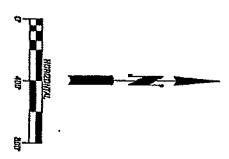
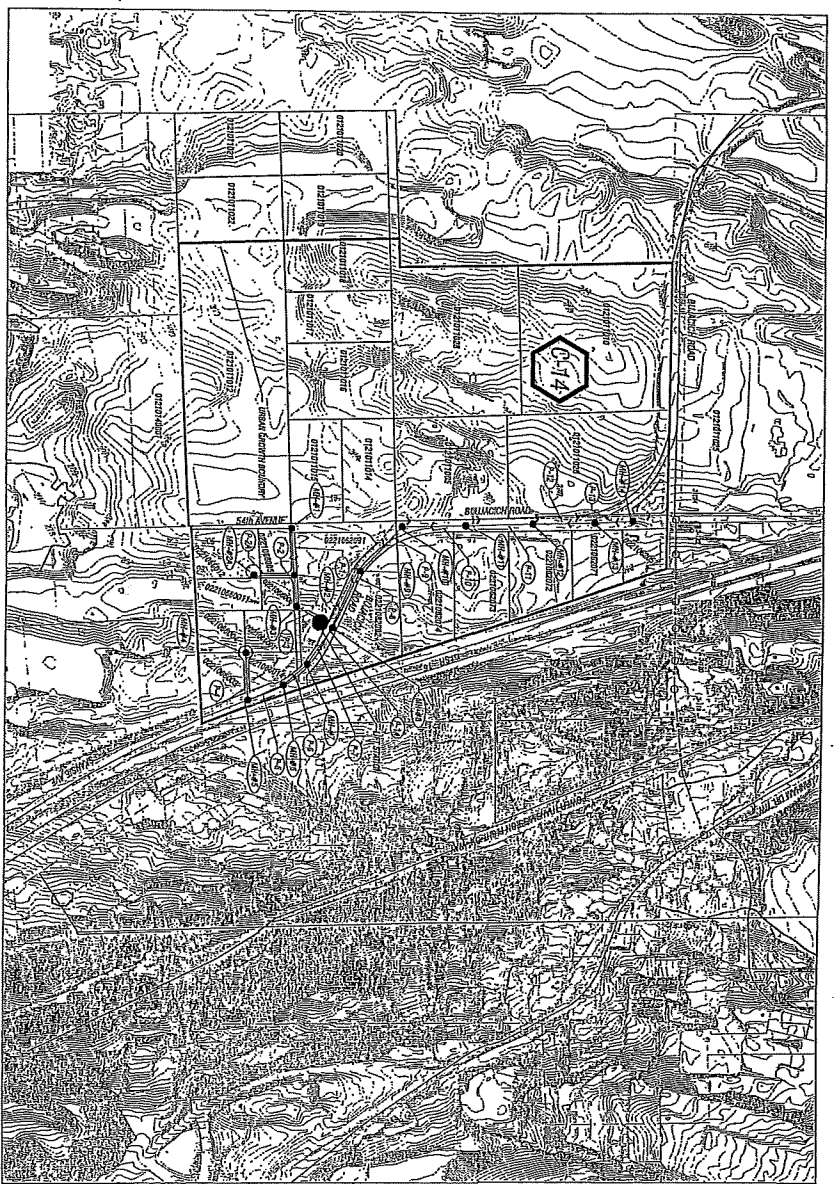
City Attorney

FILED WITH THE CITY CLERK: 11/5/08
PASSED BY THE CITY COUNCIL: 12/8/08
PUBLISHED: 12/17/08
EFFECTIVE DATE: 12/17/08
ORDINANCE NO. 1151

Exhibit "A"
Application COMP 07-0005:
Gig Harbor Wastewater
Comprehensive Plan Amendment to
Sewer Basin C14

FIGURE 2

IN A PORTION OF THE NORTHEAST 1/4
OF SECTION 1
TOWNSHIP 21 NORTH, RANGE 01 EAST
WILLAMETTE MERIDIAN
CITY OF GIG HARBOR
PIERCE COUNTY, WASHINGTON



LEGEND

- PROPOSED SEWER MAIN
- PROPOSED LIFT STATION
- PROPOSED MANHOLE
- PROPOSED FORCE MAIN
- PROPOSED SEWER SYSTEM
- SEWER BASIN C-14
- UNDER GROUND UTILITIES

SEWER NUMBER	MANHOLE ELEVATION	PIPE ELEVATION	PIPE DIAMETER (IN)	PIPE MATERIAL	PERCENT GRADE	LENGTH (FEET)	FLOW CAPACITY (GPM)
MH-42	304.0	297.7	48.0	297.7	0.50	297.7	1.50
MH-43	301.0	293.0	48.0	293.0	0.50	293.0	1.50
MH-44	292.0	285.9	48.0	285.9	0.50	285.9	1.50
MH-45	304.0	294.0	48.0	294.0	0.50	294.0	1.50
MH-46	314.0	297.0	48.0	297.0	0.50	297.0	1.50
MH-47	300.0	294.8	48.0	294.8	0.50	294.8	1.50
MH-48	255.0	253.4	36.0	253.4	0.54	253.4	0.54
MH-49	313.0	301.1	48.0	301.1	0.55	301.1	0.55
MH-50	318.0	303.3	48.0	303.3	0.55	303.3	0.55
MH-51	317.0	307.6	48.0	307.6	0.55	307.6	0.55
MH-52	317.0	307.6	48.0	307.6	0.55	307.6	0.55
MH-53	317.0	307.6	48.0	307.6	0.55	307.6	0.55
MH-54	317.0	307.6	48.0	307.6	0.55	307.6	0.55

PROPOSED LIFT STATION
MANHOLE ELEVATION
PIPE ELEVATION
BOTTOM ELEVATION
BOTTOM ELEVATION 277.0

NOTE:
ALL SHOWN SEWER SYSTEMS
ARE PROPOSED TO BE 6" DIAMETER
UNLESS OTHERWISE SPECIFIED.
PROPOSED TO BE 6" DIAMETER.

PacWest Engineering, LLC
5009 PACIFIC HWY E, UNIT 9-0
Rife, WA 98424
Phone (253) 926-3400
Fax (253) 926-3402

C-14 SEWER BASIN
IMPLEMENTATION MAP
(REVISED FIGURE 6-15)

DESIGN	E. MARTIN
DRAWN	EM
CHECKED	E. MARTIN
APPROVED	E. MARTIN

SHEET	1 OF 1
DWG	SEWER BASIN DWG
DATE	JUNE 2008
PROJECT	05-585

Revised proposal for C14: 54th Ave South of Bujacich Road

A revised collection system expansion plan is shown in Figure 2. This plan is a revision of Figure 6-15 of the current Wastewater Comprehensive Plan. A contour map of the region in which basin C14 lies (see Figure 1) illustrates that the planned gravity sewer will flow south and require augmentation by a sewer lift station not shown in the original plan. The point of connection to the existing system will remain as shown, however, it will be a by a proposed force main/pressure sewer. This will allow implementation of the existing Comprehensive Plan connection point while respecting the natural topography of the basin.

The boundary of Basin C-14 as shown in the current plan Fig. 6-15 (See Figure 1 of this proposal) is proposed to be revised with this amendment. Parcels 012011019, 012011020, 012011021, and 012011022 are included in the current Fig. 6-15 and are shown in the 2002 City comprehensive plan to be included in Basin C-14. These parcels are not shown to be within the City limits or within the urban growth boundary per the most recent City zoning maps and have therefore been excluded from the revised C-14 Basin, Fig. 2. In addition, parcel 012014011 has been excluded as its natural drainage is to the south away from the C-14 basin. The exclusion of this parcel in C-14 and the inclusion of it in an adjacent basin will have very little or no affect on future basin flows. The parcel is zoned R-1 which is a low density residential zoning and has been mapped by Pierce County as having a significant portion of the parcel covered by wetlands further reducing the potential for future sewage flows. Portions of other parcels shown as included on the overall 2002 Wastewater Map (although not shown on the current Fig. 6-15) have also been excluded to better follow parcel lines. These minimal areas will also have little or no affect on basin flows.

As shown in Figure 2, the primary sewer line is to run south along Bujacich Road, from a location near the north boundary of basin C-14 at a surface elevation of approximately 320 feet to a low spot, at an elevation of about 290 feet, located about 700 feet southeast of the intersection with 54th Avenue. This location has been identified as the appropriate site for the sewer lift station required for the basin. Further discussion of this location is included later in this section. Figure 2 identifies a system of gravity sewer interceptors to the southeast and southwest providing the backbone collection system for the basin. Planned development of the area should allow all planned collection lines to be available within paved areas for ease of maintenance. The sewage for basin C-14 thus collected at the proposed lift station would be pumped through a force main to Manhole 3-124 located at the north end of the basin and is the original location as shown in the current Comprehensive Plan.

As it stands now, the basin is relatively undeveloped. As the basin develops, gravity sewers will feed to the proposed lift station on Bujacich Road adjacent to parcel 0221062091. Only one lift station will be required for the basin as a whole.

Figure 2 illustrates the proposed rim elevations, invert elevations and spacing of the manholes for the implementation of the sewer plan for basin C14. Also, attached in Appendix B, are spreadsheets detailing the sizing of the gravity lines. As can be seen from the gravity line spreadsheets, 8" gravity lines are sufficient to carry the flows at build-out.

The basin, as previously mentioned, is zoned entirely for economic development (ED). The basin size is approximately 163 acres. The size of the proposed Harbor Reach Estates is 54.16 acres, planned for approximately 256 dwellings. Other proposed projects in the area were assigned ERU's based on proposed uses for existing applications in progress with the City at the time of this report. Assuming that the rest of the basin remains for commercial development, at build-out with a design count of 1 ERU per 0.20 acres (as per the City of Gig Harbor 2002 Wastewater Comprehensive Plan), this would produce a total ERU of 813.

A table detailing each parcel and the minimum building finish floor elevations based on parcel grade and sewer connectivity has been included in Appendix D. Based on this table the entire basin should be able to be served by gravity conveyance to the proposed lift station.

Lift Station Location

This request for amendment to the C-14 basin proposes a regional lift station on City owned land adjacent to Bujacich Rd NW. The selection of this site was based on the basin topography and availability of property. Locations were considered on property that was either controlled by the proponents, or was publicly owned. Our preliminary design of this lift station facility has made allowances and set a wet well depth to serve all developable areas within the basin by gravity flow. Low areas in this basin, known to contain wetlands were not considered developable and therefore were not considered necessary to be served by gravity sewer. This includes low areas in the south central portion of APN 0121011012. This parcel is currently proposed for development and is, as of the date of this amendment, under review at the City identifying the low lying areas of this parcel as wetland and not proposed to be developed.

Lift Station Operation and Maintenance

Once the construction of the lift station is complete, the facility would become property of the City of Gig Harbor and all operation and maintenance responsibilities would belong to the City. The estimated annual operational costs are \$5,000 - \$10,000. This figure was arrived using the City of Gig Harbor 2007 Annual Budget. The overall costs of maintenance and repair for all pump stations is \$70,000 according to this document. There are currently 12 pump stations. The average cost per pump station is \$5,833.

Environmental Impacts

A SEPA checklist will be prepared as part of the request for a comprehensive plan amendment. A component of the Checklist will address the sanitary sewer improvement portion of the project.

**Exhibit “B”
Application COMP 08-0001:
3700 Grandview Street
Comprehensive Land Use Map
Amendment**

**DEVELOPMENT AGREEMENT
BY AND BETWEEN THE CITY OF GIG HARBOR, MP8 LLC AND PIONEER &
STINSON LLC, FOR THE
PIONEER & STINSON DEVELOPMENT**

THIS DEVELOPMENT AGREEMENT is made and entered into this ____ day of _____, 2008, by and between the City of Gig Harbor, a noncharter, optional code Washington municipal corporation, hereinafter the “City,” MP8, a limited liability corporation organized under the laws of the State of Washington, located at 363 7th Lane, Fox Island, WA and Pioneer & Stinson a limited liability corporation organized under the laws of the State of Washington, located at 3312 Rosedale Street, Gig Harbor, WA, hereinafter referred to collectively as the “Developer.”

RECITALS

WHEREAS, the Washington State Legislature has authorized the execution of a development agreement between a local government and a person having ownership or control of real property within its jurisdiction (RCW 36.70B.170(1)); and

WHEREAS, local governments may also enter into a development agreement for real property outside its boundaries as part of a proposed annexation or service agreement (RCW 36.70B.170(1)); and

WHEREAS, a development agreement must set forth the development standards and other provisions that shall apply to, govern and vest the development, use and mitigation of the development of the real property for the duration specified in the agreement (RCW 36.70B.170(1)); and

WHEREAS, for the purposes of this development agreement, “development standards” includes, but is not limited to, all of the standards listed in RCW 36.70B.170(3); and

WHEREAS, a development agreement must be consistent with the applicable development regulations adopted by a local government planning under chapter 36.70A RCW (RCW 36.70B.170(1)); and

WHEREAS, this Development Agreement by and between the City of Gig Harbor and the Developer (hereinafter the “Development Agreement”), relates to the development known as Pioneer and Stinson, which is located at the top of Stinson and Pioneer with frontage on Grandview: (with a street address of 3700 Grandview Street) (hereinafter the “Property”); and

WHEREAS, the following events have occurred in the processing of the Developer’s application:

a) By Ordinance No. __, the City approved the Developer's application to change the designation for the southern two acres to Residential Medium;

b) After a public hearing, by Resolution Ordinance No. __, the City Council authorized the Mayor to sign this Development Agreement with the Developer; and

Now, therefore, the parties hereto agree as follows:

General Provisions

Section 1. *The Project.* The Project is the development and use of the Property, consisting of 4.27 acres in the City of Gig Harbor. The Comprehensive Plan Amendment amends the land use designation of the Property from Residential-Low to Residential-Medium for the uphill 2 acre portion of the Property, as shown in Exhibit B, attached hereto and incorporated herein by this reference. The lower 2.27 acres is not affected by the Comprehensive Plan Amendment, and will remain designated Residential-Low, zoned R-1. For the upper 2 acres, the Developer plans to submit applications for the construction of -two mixed use buildings containing residential units over office or personal/professional service space or level 1 restaurant space, if a rezone to RB-2 is granted in the future. A portion of the on-site parking requirements for the uphill 2 acres will be located in below-average-grade parking structures underneath each of the two buildings, with the size being limited to the size of the first floor of the building above.

The aspects of the Project that are not included in the comprehensive plan amendment submitted by the developer have not been reviewed under SEPA, nor have any project permit applications for the Project been submitted by the developer. Inclusion of the detail regarding future development of the Project does not bind the City in any way to a decision to approve or conditionally approve any aspect of the Project described herein. Execution of the Development Agreement shall not extend any vested rights to any project permit application that has yet to be submitted to the City.

Section 2. *The Subject Property.* The Project site is legally described in Exhibit "A", attached hereto and incorporated herein by this reference.

Section 3. *Definitions.* As used in this Development Agreement, the following terms, phrases and words shall have the meanings and be interpreted as set forth in this Section.

a) "Adopting Resolution " means the Resolution which approves this Development Agreement, as required by RCW 36.70B.200.

b) "Below-Average-Grade" parking means to have as much of the parking as practical sub-terrainian given the existing topography; and to limit the amount of garage wall façade that is exposed. ~~Where existing grades makes it impractical to eliminate façade exposure, the exposed façade will have architectural treatments added pursuant to Design Review Board approval.~~

b) "Certificate of occupancy" means either a certificate issued after inspections by the City authorizing a person(s) in possession of property to dwell or otherwise use a specified building or dwelling unit, or the final inspection if a formal certificate is not issued.

c) "Council" means the duly elected legislative body governing the City of Gig Harbor.

d) "Design Guidelines" means the Gig Harbor Design Manual, as adopted by the City.

e) "Director" means the City's Community Development Director or Director of Planning.

f) "Effective Date" means the effective date of the Adopting Resolution.

g) "Existing Land Use Regulations" means the ordinances adopted by the City Council of Gig Harbor in effect on the Effective Date, including the adopting ordinances that govern the permitted uses of land, the density and intensity of use, and the design, improvement, construction standards and specifications applicable to the development of the Subject Property, including, but not limited to the Comprehensive Plan, the City's Official Zoning Map and development standards, the Design Manual, the Public Works Standards, SEPA, Concurrency Ordinance, and all other ordinances, codes, rules and regulations of the City establishing subdivision standards, park regulations, building standards. Existing Land Use Regulation does not include non-land use regulations, which includes taxes and impact fees.

h) "Landowner" is the party who has acquired any portion of the Subject Property from the Developer who, unless otherwise released as provided in this Agreement, shall be subject to the applicable provisions of this Agreement. The "Developer" is identified in Section 5 of this Agreement.

i) "Project" means the anticipated development of the Subject Property, as specified in Section 1 and as provided for in all associated permits/approvals, and all incorporated exhibits.

Section 4. *Exhibits.* Exhibits to this Agreement are as follows:

- a) Exhibit A – legal description of the Subject Property.
- b) Exhibit B – site plan

Section 5. *Parties to Development Agreement.* The parties to this Agreement are:

a) The “City” is the City of Gig Harbor, 3510 Grandview Street, Gig Harbor, WA 98335.

b) The “Developer” or Owner is a private enterprise which owns the Subject Property in fee, and whose principal office is located at 3312 Rosedale Street, Suite 201, Gig Harbor, WA 98335.

c) The “Landowner.” From time to time, as provided in this Agreement, the Developer may sell or otherwise lawfully dispose of a portion of the Subject Property to a Landowner who, unless otherwise released, shall be subject to the applicable provisions of this Agreement related to such portion of the Subject Property.

Section 6. *Project is a Private Undertaking.* It is agreed among the parties that the Project is a private development and that the City has no interest therein except as authorized in the exercise of its governmental functions.

Section 7. *Term of Agreement.* This Agreement shall commence upon the effective date of the Adopting Resolution approving this Agreement, and shall continue in force for a period of 5 years unless extended or terminated as provided herein. Following the expiration of the term or extension thereof, or if sooner terminated, this Agreement shall have no force and effect, subject however, to post-termination obligations of the Developer or Landowner.

Section 8. *Vested Rights of Developer.* During the term of this Agreement, unless sooner terminated in accordance with the terms hereof, in developing the Subject Property consistent with the Project described herein, Developer is assured, and the City agrees, that the development rights, obligations, terms and conditions specified in this Agreement, are fully vested in the Developer and may not be changed or modified by the City, except as may be expressly permitted by, and in accordance with, the terms and conditions of this Agreement, including the Exhibits hereto, or as expressly consented to by the Developer. However, the Developer acknowledges that this Agreement only describes the conditions imposed on the Developer’s comprehensive plan amendment for the Property. This Agreement does not provide any vested right or approval of any rezone or project permit application for the Property, whether or not such rezone or application is described in or contemplated by this Agreement.

Section 9. Development Standards.

A. Within 2 years of the effective date of this Comprehensive Plan Amendment, the Developer shall submit application to the City for rezone of the Property, consistent with this Comprehensive Plan Amendment. . Along with the rezone application, the Developer will also submit project permit applications for development of the property to the City. These Project permit applications shall be consistent with the City’s code in effect at that time, and also include:

1. If a subsequent rezone from RB-1 to RB-2 is approved by the City as to the upper two acres of the Property, shown in Exhibit B as Area 1, the Developer shall limit the use and development of the Property to two mixed use buildings with residential units over office or personal/professional service space or level 1 restaurant space, as allowed by the RB-2 zone. Parking for the buildings will be provided to the greatest extent possible underneath each building in below average grade structures located underneath each building. By execution of this Agreement, the City does not agree to approve any subsequent permit applications showing development of Area 1 with these uses. The parties acknowledge that the review and processing of any development applications must follow the City's permit processing procedures, and that nothing in this Agreement shall alter these procedures (as they exist or may exist in the future). By execution of this Agreement, the City only agrees that during the five year term of the Agreement, the Developer may apply for a rezone to RB-2 and if that rezone is approved, the Developer shall be allowed to develop Area 1 with mixed uses, to include residential over office or personal/professional service space or level 1 restaurant space as currently allowed by the RB-2 zone provided all other necessary permits are also approved. Developer agrees that it shall not develop Area 1 with any other uses.

2. As to the lower acreage of the Property, shown in Exhibit B as Area 2, the Developer shall limit use and development of the property to a single family subdivision. By execution of this Agreement, the City does not agree to approve any subsequent permit applications showing development of Area 2 with these uses. The parties acknowledge that the review and processing of any development applications must follow the City's permit processing procedures, and that nothing in this Agreement shall alter these procedures (as they exist or may exist in the future). Developer agrees that it shall not develop Area 2 with any other uses.

3. A 25' wide vegetative screen, consisting of dense evergreen plantings that create an opaque hedge with a mature height of 16' will be planted adjacent to the northern property line of the 4.27 acre project site. This buffer will be planted prior to occupancy of the first new building within the 4.27 acre project site. This buffer will extend from Pioneer Way to Stinson Avenue.

4. An appropriate zone transition buffer, as approved by the DRB pursuant to 17.99.200 GHMC will be planted adjacent to and south of the northerly line of the southerly two acre portion of the project

site. This buffer will be planted prior to occupancy of the first new building within the 4.27 acre project site. This buffer will extend from Pioneer Way to Stinson Avenue.

6. Significant Tree preservation will exceed the minimum requirement by at least 50% under current code. Current code requires that 20% of the existing trees be retained and but this Project will retain at least 30% of existing trees across the 4.27 acre site. Both Area 1 and Area 2 will preserve 30% of the significant trees within each Area. Wherever possible, additional trees will be preserved as well, with emphasis on preserving healthy “clumps” or “stands”, and within the areas adjacent to Pioneer Way, Stinson Avenue and Grandview Street beyond the required minimum building setbacks.

7. The westerly mixed use building closest to Stinson Avenue will contain no more than 12,000 square feet of office/non-residential space on the first floor with an equal amount of square footage dedicated to parking below-average-grade. The second floor will contain no more than 85% of the square footage of the first floor, and this space will be dedicated to residential uses only. The intent of the square footage floor-to-floor reduction is to have the residential façade modulated from the floor below.

8. The easterly mixed use building closest to Pioneer Way will contain no more than 15,000 square feet of office/non-residential space on the first floor with an equal amount of square footage dedicated to parking below-average-grade. The second floor will contain no more than 85% of the square footage of the first floor, and this space will be dedicated to residential uses only. The intent of the square footage floor-to-floor reduction is to have the residential façade modulated from the floor below.

9. At the time this Resolution was adopted, the Project site is within the Height Restriction Area which limits overall building height on the uphill and downhill portions of the buildings. The Developer will be requesting to have Area 1 removed from the Height Restriction Area under a subsequent application. If approved, the Developer will not request approval for any building height in excess of 30’.

Section 10. Minor Modifications. Minor modifications from the approved exhibits attached hereto may be approved in accordance with the provisions of the City’s code, and shall not require an amendment to this Agreement.

Section 11. Further Discretionary Actions. Developer acknowledges that the Existing Land Use Regulations contemplate the exercise of further discretionary powers by the City. These powers include, but are not limited to, review of additional permit applications under SEPA. Nothing in this Agreement shall be construed to limit the authority or the obligation of the City to hold legally required public hearings, or to limit the discretion of the City and any of its officers or officials in complying with or applying Existing Land Use Regulations.

Section 12. Design Review. In order to ensure maximum public involvement throughout the entitlement process, the Developer agrees to bring the project to the Design Review Board (DRB) for pre-application review for all items associated with design of the project, and will request that public notice be provided for the meeting. It is the Developer's intent to conform to as many of the Specific Requirements of the Design Manual (17.99 GHMC) as possible, but they will bring the project to the DRB prior to the Hearing Examiner hearing to solicit a DRB recommendation and public input on any of the project's design elements that do not meet the Specific Requirements, including but not limited to Zone Transition.

Section 13. Existing Land Use Fees and Impact Fees.

A. Land use fees adopted by the City by ordinance as of the Effective Date of this Agreement may be increased by the City from time to time, and applicable to permits and approvals for the Subject Property, as long as such fees apply to similar applications and projects in the City.

B. All impact fees shall be paid as set forth in the approved permit or approval, or as addressed in chapter 19.12 of the Gig Harbor Municipal Code.

Section 14. Default.

A. Subject to extensions of time by mutual consent in writing, failure or delay by either party or Landowner not released from this Agreement, to perform any term or provision of this Agreement shall constitute a default. In the event of alleged default or breach of any terms or conditions of this Agreement, the party alleging such default or breach shall give the other party or Landowner not less than thirty (30) days notice in writing, specifying the nature of the alleged default and the manner in which said default may be cured. During this thirty (30) day period, the party or Landowner charged shall not be considered in default for purposes of termination or institution of legal proceedings.

B. After notice and expiration of the thirty (30) day period, if such default has not been cured or is not being diligently cured in the manner set forth in the notice, the other party or Landowner to this Agreement may, at its option, institute legal proceedings pursuant to this Agreement. In addition, the City may decide to file an action to enforce

the City's Codes, and to obtain penalties and costs as provided in the Gig Harbor Municipal Code for violations of this Development Agreement and the Code.

Section 15. Annual Review. The City shall, at least every twelve (12) months during the term of this Agreement, review the extent of good faith substantial compliance by Developer and Landowner with this Agreement. The City may charge fees as necessary to cover the costs of conducting the annual review.

Section 16. Termination. This Agreement shall expire and/or terminate as provided below:

A. This Agreement shall expire and be of no further force and effect if the Developer does not apply for development of the Property consistent with the Comprehensive Plan Amendment granted under Resolution No. ____, within two years of the execution of this Agreement by both parties.

B. This Agreement shall expire and be of no further force and effect if the development contemplated in this Agreement and all of the permits and/or approvals issued by the City for such development are not substantially underway prior to expiration of such permits and/or approvals. Nothing in this Agreement shall extend the expiration date of any permit or approval issued by the City for any development.

C. This Agreement shall terminate upon the expiration of the term identified in Section 7 or when the Subject Property has been fully developed, which ever first occurs, and all of the Developer's obligations in connection therewith are satisfied as determined by the City. Upon termination of this Agreement, the City shall record a notice of such termination in a form satisfactory to the City Attorney that the Agreement has been terminated. This Agreement shall automatically terminate and be of no further force and effect as to any single-family residence, any other residential dwelling unit or any non-residential building and the lot or parcel upon which such residence or building is located, when it has been approved by the City for occupancy.

Section 17. Effect upon Termination on Developer Obligations. Termination of this Agreement as to the Developer of the Subject Property or any portion thereof shall not affect any of the Developer's obligations to comply with the City Comprehensive Plan and the terms and conditions or any applicable zoning code(s) or subdivision map or other land use entitlements approved with respect to the Subject Property, any other conditions of any other development specified in the Agreement to continue after the termination of this Agreement or obligations to pay assessments, liens, fees or taxes.

Section 18. Effects upon Termination on City. Upon any termination of this Agreement as to the Developer of the Subject Property, or any portion thereof, the entitlements, conditions of development, limitations on fees and all other terms and conditions of this Agreement shall no longer be vested hereby with respect to the property affected by such termination (provided that vesting of such entitlements,

conditions or fees may then be established for such property pursuant to then existing planning and zoning laws).

Section 19. Assignment and Assumption. The Developer shall have the right to sell, assign or transfer this Agreement with all their rights, title and interests therein to any person, firm or corporation at any time during the term of this Agreement. Developer shall provide the City with written notice of any intent to sell, assign, or transfer all or a portion of the Subject Property, at least 30 days in advance of such action.

Section 20. Covenants Running with the Land. The conditions and covenants set forth in this Agreement and incorporated herein by the Exhibits shall run with the land and the benefits and burdens shall bind and inure to the benefit of the parties. The Developer, Landowner and every purchaser, assignee or transferee of an interest in the Subject Property, or any portion thereof, shall be obligated and bound by the terms and conditions of this Agreement, and shall be the beneficiary thereof and a party thereto, but only with respect to the Subject Property, or such portion thereof, sold, assigned or transferred to it. Any such purchaser, assignee or transferee shall observe and fully perform all of the duties and obligations of a Developer contained in this Agreement, as such duties and obligations pertain to the portion of the Subject Property sold, assigned or transferred to it.

Section 21. Amendment to Agreement; Effect of Agreement on Future Actions. This Agreement may be amended by mutual consent of all of the parties, provided that any such amendment shall follow the process established by law for the adoption of a development agreement (*see*, RCW 36.70B.200). However, nothing in this Agreement shall prevent the City Council from making any amendment to its Comprehensive Plan, Zoning Code, Official Zoning Map or development regulations affecting the Subject Property during the next five years, as the City Council may deem necessary to the extent required by a serious threat to public health and safety. Nothing in this Development Agreement shall prevent the City Council from making any amendments of any type to the Comprehensive Plan, Zoning Code, Official Zoning Map or development regulations relating to the Subject Property five years from the anniversary date of the Effective Date of this Agreement.

Section 22. Releases. Developer, and any subsequent Landowner, may free itself from further obligations relating to the sold, assigned, or transferred property, provided that the buyer, assignee or transferee expressly assumes the obligations under this Agreement as provided herein.

Section 23. Notices. Notices, demands, correspondence to the City and Developer shall be sufficiently given if dispatched by pre-paid first-class mail to the addresses of the parties as designated in Section 5. Notice to the City shall be to the attention of both the City Administrator and the City Attorney. Notices to subsequent Landowners shall be required to be given by the City only for those Landowners who have given the City written notice of their address for such notice. The parties hereto

may, from time to time, advise the other of new addresses for such notices, demands or correspondence.

Section 24. Reimbursement for Agreement Expenses of the City. Developer agrees to reimburse the City for actual expenses incurred over and above fees paid by Developer as an applicant incurred by the City directly relating to this Agreement, including recording fees, publishing fees and reasonable staff and consultant costs not otherwise included within application fees. This development agreement shall not take effect until the fees provided for in this section, as well as any processing fees owed to the City for the project are paid to the City. Upon payment of all expenses, the Developer may request written acknowledgement of all fees. Such payment of all fees shall be paid, at the latest, within thirty (30) days from the City's presentation of a written statement of charges to the Developer.

Section 25. Applicable Law and Attorneys' Fees. This Agreement shall be construed and enforced in accordance with the laws of the State of Washington. If litigation is initiated to enforce the terms of this Agreement, the prevailing party shall be entitled to recover its reasonable attorneys' fees and costs from the non-prevailing party. Venue for any action shall lie in Pierce County Superior Court or the U.S. District Court for Western Washington.

Section 26. Third Party Legal Challenge. In the event any legal action or special proceeding is commenced by any person or entity other than a party or a Landowner to challenge this Agreement or any provision herein, the City may elect to tender the defense of such lawsuit or individual claims in the lawsuit to Developer and/or Landowner(s). In such event, Developer and/or such Landowners shall hold the City harmless from and defend the City from all costs and expenses incurred in the defense of such lawsuit or individual claims in the lawsuit, including but not limited to, attorneys' fees and expenses of litigation, and damages awarded to the prevailing party or parties in such litigation. The Developer and/or Landowner shall not settle any lawsuit without the consent of the City. The City shall act in good faith and shall not unreasonably withhold consent to settle.

Section 27. Specific Performance. The parties specifically agree that damages are not an adequate remedy for breach of this Agreement, and that the parties are entitled to compel specific performance of all material terms of this Development Agreement by any party in default hereof.

Section 28. Severability. If any phrase, provision or section of this Agreement is determined by a court of competent jurisdiction to be invalid or unenforceable, or if any provision of this Agreement is rendered invalid or unenforceable according to the terms of any statute of the State of Washington which became effective after the effective date of the ordinance adopting this Development Agreement, and either party in good faith determines that such provision or provisions are material to its entering into this Agreement, that party may elect to terminate this Agreement as to all of its obligations remaining unperformed.

IN WITNESS WHEREOF, the parties hereto have caused this Development Agreement to be executed as of the dates set forth below:

OWNER/DEVELOPER:

CITY OF GIG HARBOR

By _____
Its _____

By _____
Its Mayor

ATTEST:

By _____
City Clerk

APPROVED AS TO FORM:

By _____
City Attorney

STATE OF WASHINGTON)
) ss.
COUNTY OF _____)

I certify that I know or have satisfactory evidence that is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____ of _____ to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated: _____

(print or type name)
NOTARY PUBLIC in and for the
State of Washington, residing at:

My Commission expires: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Charles L. Hunter is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Mayor of Gig Harbor to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

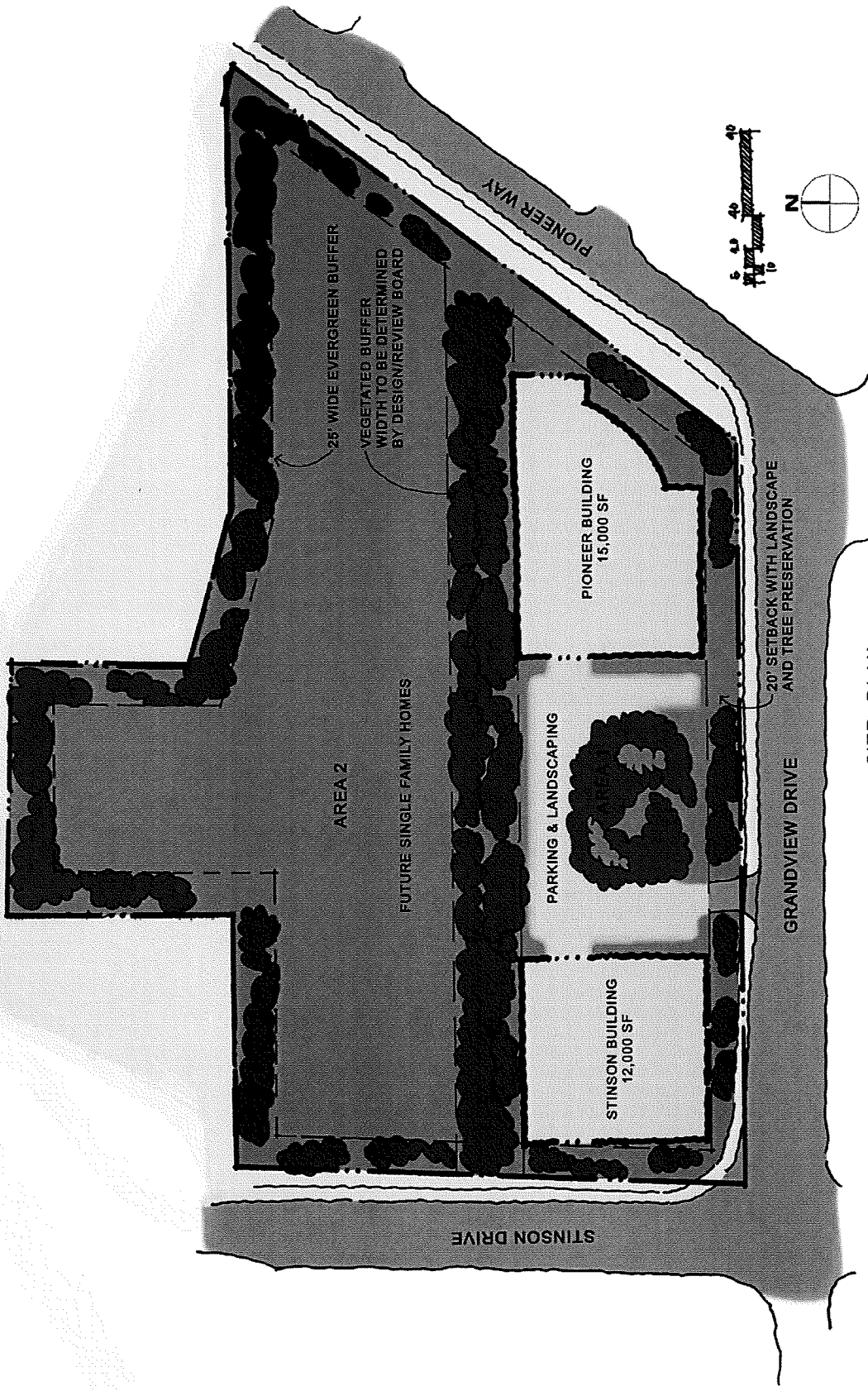
Dated: _____

(print or type name)
NOTARY PUBLIC in and for the
State of Washington, residing at:

My Commission expires: _____



ANCICH PROPERTY



SITE PLAN

BCRA

20 NOVEMBER 2008

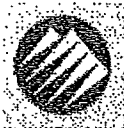
Exhibit “C”
Application COMP 08-0002:
Parks, Recreation and Open Space
Element Update

TO: MEMBERS OF THE PLANNING COMMISSION
FROM: TOM DOLAN, PLANNING DIRECTOR
SUBJECT: 2008 PARKS, RECREATION AND OPEN SPACE COMP PLAN AMENDMENT
DATE: July 17, 2008

The City of Gig Harbor is requesting a minor amendment of the Parks, Recreation and Open Space Plan element of the Comprehensive Plan to identify 3 parcels of land that have been acquired in 2008 or that may be acquired in 2009 for park purposes. Those three parcels include:

1. The Rohr Property. This property is located on the north side of the bike motocross property. It includes a single family home and the property abuts Crescent Creek on its westerly side. The property was purchased in 2008.
2. The Hoppen Property. This property is located at the mouth of Crescent Creek. The property is almost entirely a wetland that is tidally influenced. The property would be purchased with a combination of City and Conservation Futures funding.
3. Future Park Site – Gig Harbor North. The City is looking to acquire a park site in Gig Harbor North. Although no specific site has been identified at this time, it is anticipated that a suitable site may be identified in 2009.

Exhibit “D”
Application COMP 08-0003:
3720 Harborview Drive Land Use Map
Amendment



Pierce County Assessor-Treasurer
electronic Property
Information Profile (e-PIP)



Ken Madsen
Assessor-Treasurer

Pierce County Home Assessor-Treasurer Home Parcel Search Sales Search Recorded Documents Permits
Summary Taxes/Values Land Buildings Sales Map

Parcel Map for 0221053089

02/26/2008 01:05 PM

Taxpayer Details Taxpayer Name: LIGHTHOUSE SQUARE LLC Mailing Address: 3720 HARBORVIEW DR GIG HARBOR WA 98332-2185	Property Details Parcel Number: 0221053089 Site Address: 3720 HARBORVIEW DR Account Type: Real Property Category: Land and Improvements Use Code: 5999-RETAIL STAND ALONE
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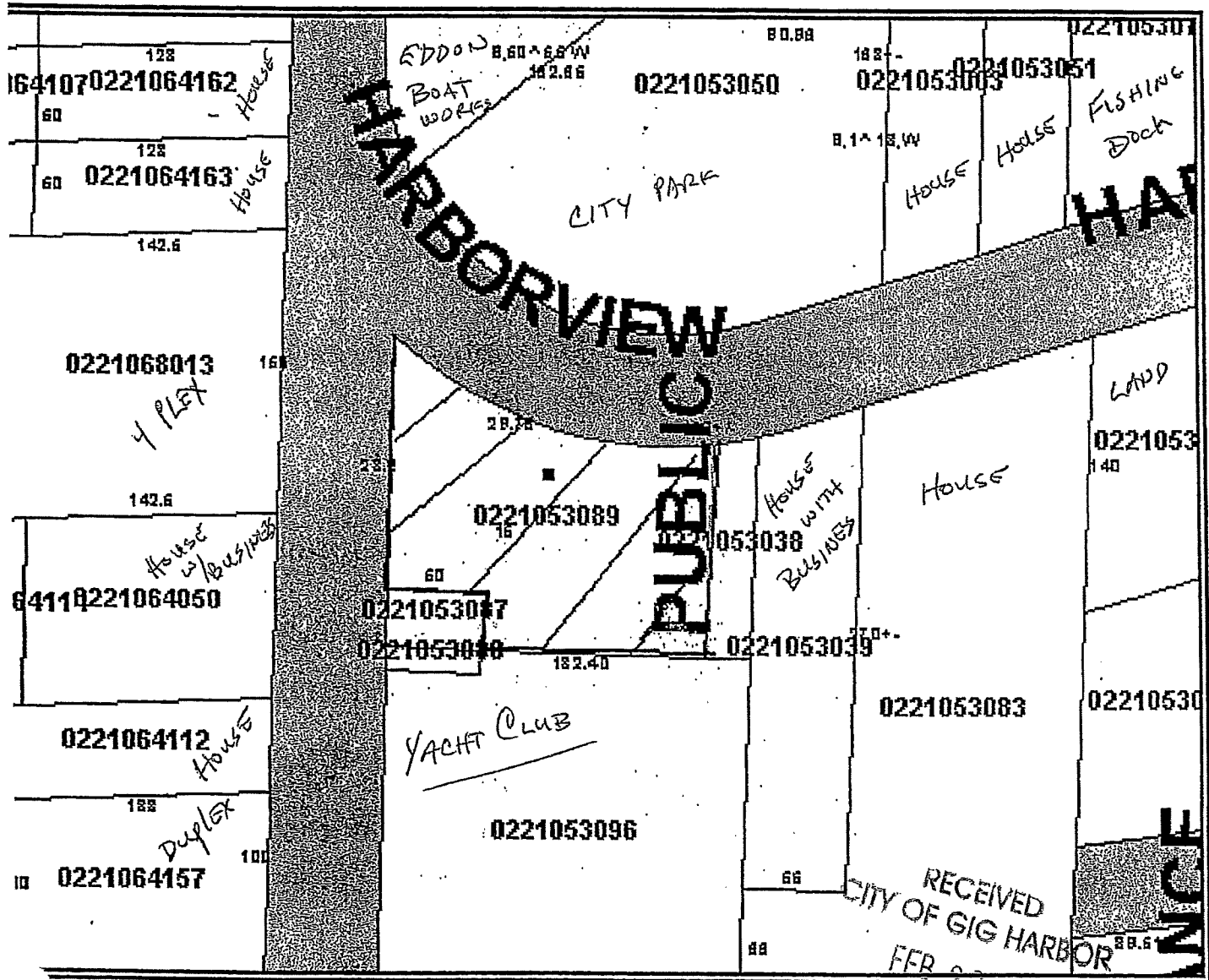
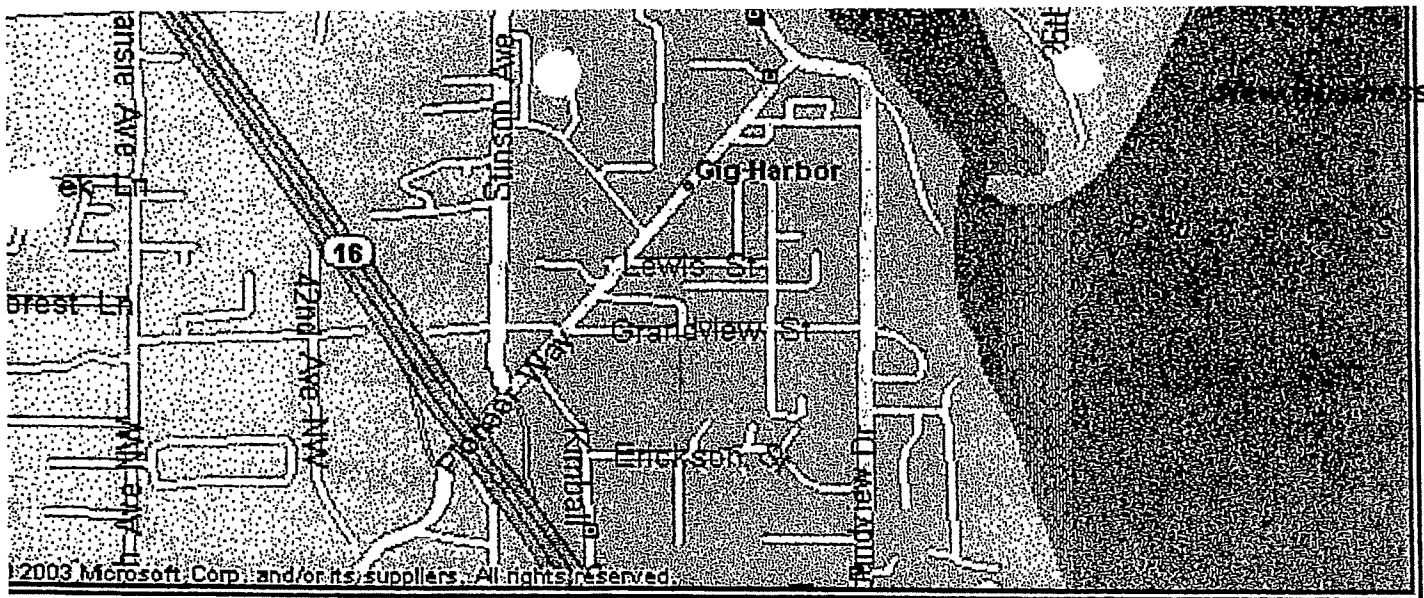
For additional mapping options, visit [Public GIS](#)

I acknowledge and agree to the prohibitions listed in RCW 42.17.260(9) against releasing and/or using lists of individuals for commercial purposes. Neither Pierce County nor the Assessor-Treasurer warrants the accuracy, reliability or timeliness of any information in this system, and shall not be held liable for losses caused by using this information. Portions of this information may not be current or accurate. Any person or entity who relies on any information obtained from this system, does so at their own risk. All critical information should be independently verified.

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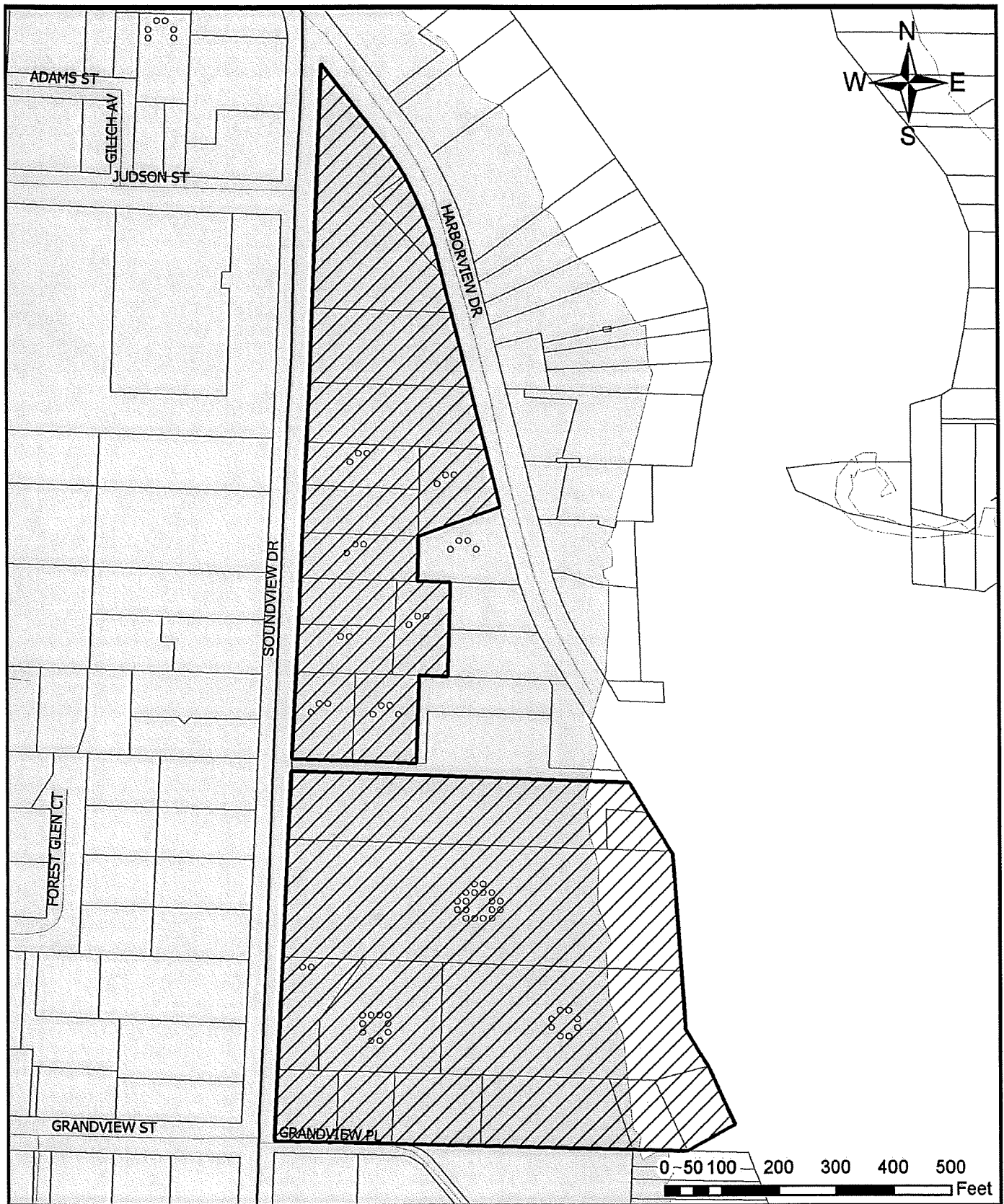


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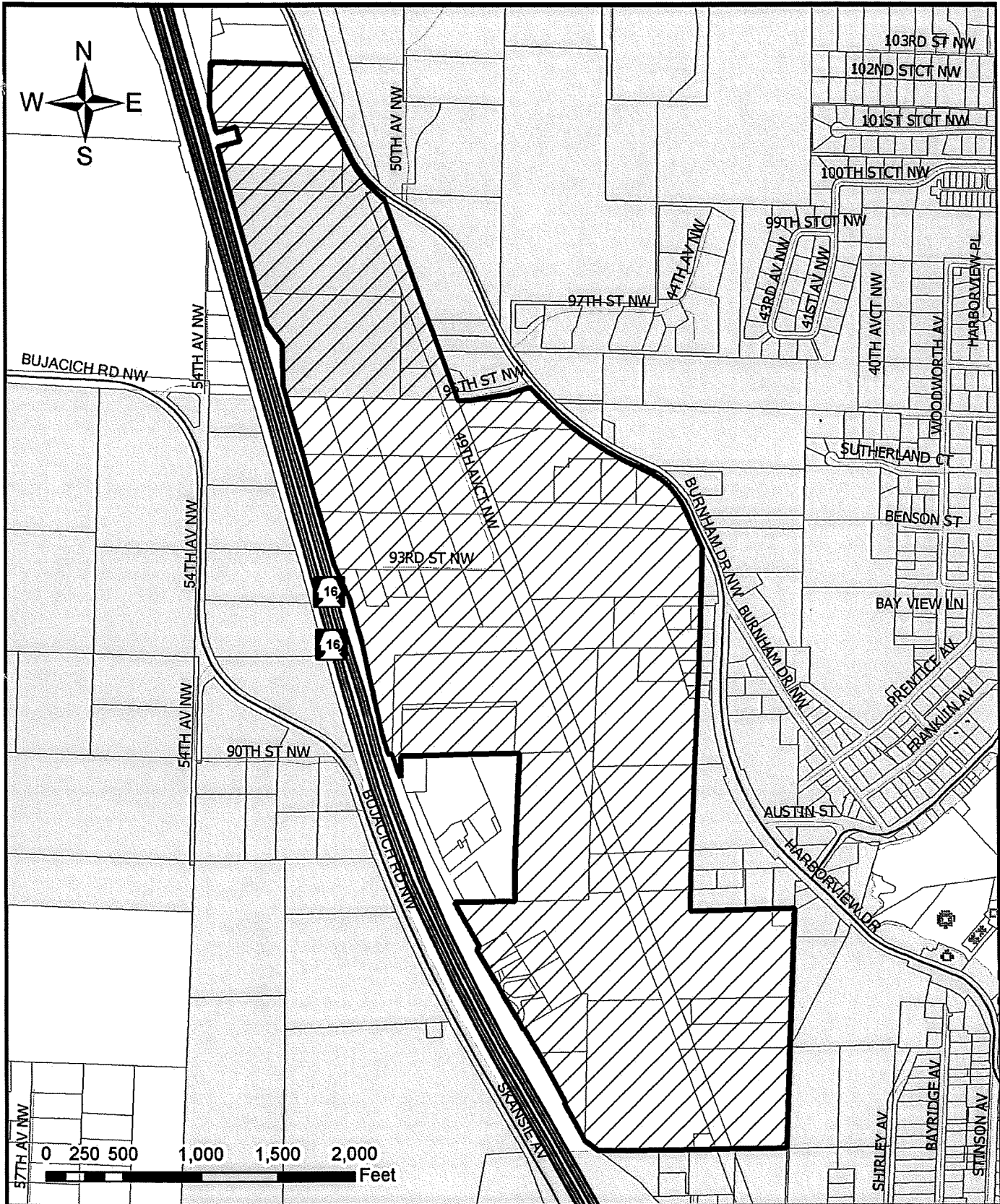
Exhibit "E"
Application COMP 08-0004:
Area-Wide Land Use Map
Amendments



COMP 08-0004 Land Use AREA 1
Residential Medium (RM) to Residential Low (RL) zoned R-1

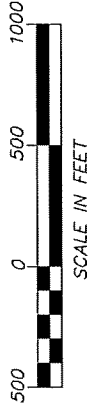
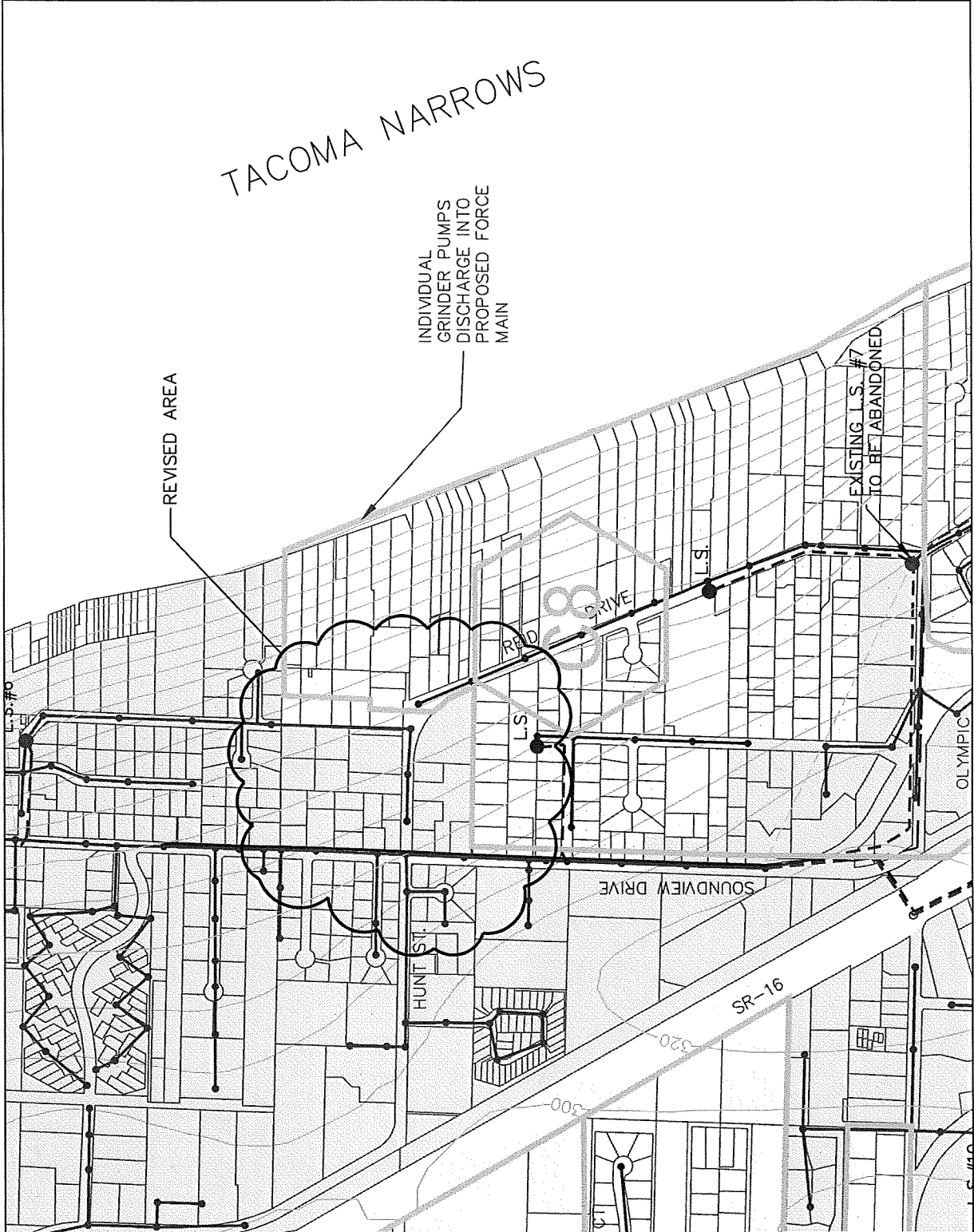


COMP 08-0004 Land Use AREA 2
Residential Low (RL) to Residential Medium (RM) zoned R-2



COMP 08-0004 Land Use AREA 3
Residential Low (RL) to Residential Medium (RM) zoned R-2

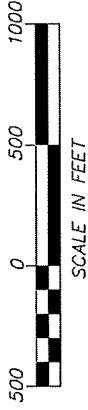
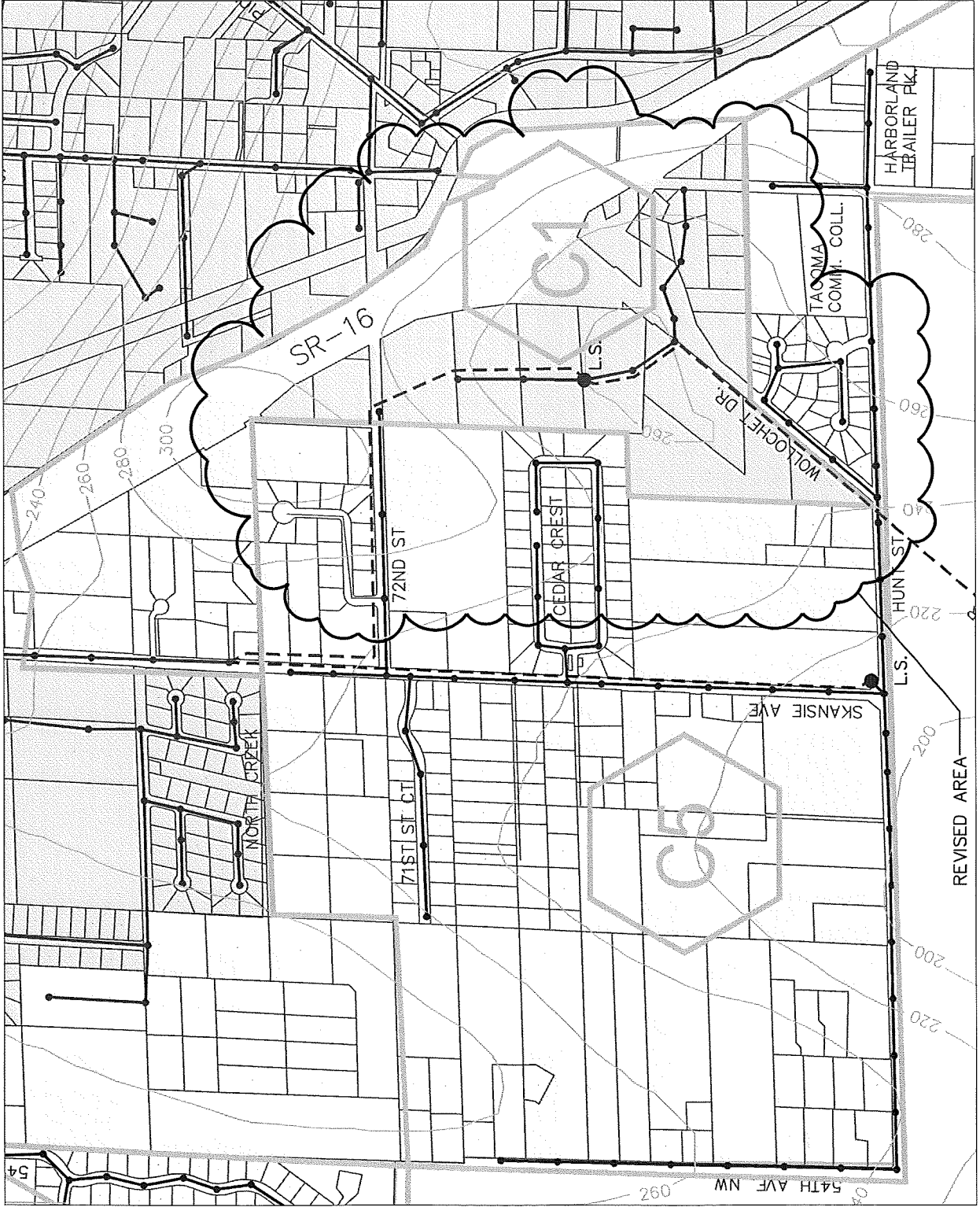
Exhibit “F”
Application COMP 08-0005:
Gig Harbor Wastewater
Comprehensive Plan Amendments to
Sewer Basins C1, C5 and C8



LEGEND	
	EXISTING GRAVITY SEWER AND MANHOLE
	EXISTING FORCE MAIN
	EXISTING LIFT STATION
	PROPOSED CITY GRAVITY SEWER AND MANHOLE
	PROPOSED CITY GRAVITY SEWER AND MANHOLE
	PROPOSED PRIVATE GRAVITY/PRESSURE SEWER
	PROPOSED IMPROVEMENTS TO EXISTING LINES
	PROPOSED CITY LIFT STATION
	SEWER BASIN BOUNDARIES
	EXISTING SEWERED AREA
	PROPOSED SEWERED AREA

EXHIBIT D
PROPOSED C8
SEWER BASIN
BOUNDARY





LEGEND

	EXISTING GRAVITY SEWER AND MANHOLE
	EXISTING FORCE MAIN
	EXISTING LIFT STATION
	PROPOSED CITY GRAVITY SEWER AND MANHOLE
	PROPOSED CITY FORCE MAIN/PRESSURE SEWER
	PROPOSED PRIVATE GRAVITY/PRESSURE SEWER
	PROPOSED IMPROVEMENTS TO EXISTING LINES
	L.S. PROPOSED CITY LIFT STATION
	SEWER BASIN BOUNDARIES
	EXISTING SEWERED AREA
	PROPOSED SEWERED AREA

EXHIBIT B
PROPOSED C1/C5
SEWER BASIN
BOUNDARIES



Exhibit "G"
Application COMP 08-0006:
Utilities Element Update

**COMP 08-0006 Add a Goal to Chapter 8 (Utilities Element) Regarding the
Development of Reclaimed Water**

Purpose: The purpose of this amendment is to explore the options for the City to create and utilize reclaimed (Class A) water at the City's Wastewater Treatment Plant.

Proposed Text Changes: Add the following text as Goal 8.x:

Explore options to create reclaimed water (also known as Class A water) at the City's existing Wastewater Treatment Plant while studying the benefits and potential uses for reclaimed water in the City of Gig Harbor.

GMA: .This amendment is consistent with the goals of the Washington State Growth Management Act by protecting the environment and enhancing the state's high quality of life, including air and water quality, and the availability of water

Countywide Planning Policies: This amendment is consistent with Countywide Planning Policies by seeking to exceed federal and state environmental quality standards (Section 8 of the Countywide Planning Policy on Natural Resources, Open Spaces and Protection of Environmentally-Sensitive Lands).

City Comprehensive Plan: This amendment furthers the purpose of the City's Comprehensive Plan by planning for potential opportunities to generate a higher quality standard of effluent from the City's Wastewater Treatment Plant. .

Exhibit “H”
Application COMP 08-0007:
Capital Facilities Plan Update

Chapter 12

CAPITAL FACILITIES

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CITY OF GIG HARBOR

APR 14 2008

**COMMUNITY
DEVELOPMENT**

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. A proposed 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-1970s. 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 six storage facilities with a combined capacity of 4,550,000 gallons as shown in Table 12.2. Recently, a 2.4 million gallon storage reservoir was constructed in 2006. The tank was privately constructed as a condition of a pre-annexation agreement for Gig Harbor North. Upon completion, the facility 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
Gig Harbor North Tank	None	2,300,000	301	450
Total		4,550,000		

(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	Vernhardson Street	Active; Park, athletic facilities, play fields Passive; picnic area
<u>Jerisich Dock Park</u>	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
<u>Borgen Property Donkey Creek Park</u>	0.96 acre	Located at the intersecting parcel defined by Austin Street, Harborview Drive and old Burnham North Harborview Drive	Passive; historical, scenic, nature area
<u>Eddon Boat Park</u>	2.9	<u>Located at the intersection of Stinson and Harborview Drive.</u>	<u>Passive; historical.</u>
Wilkinson’s Homestead	16.3	Rosedale Street	Passive; Historical, walking trail
Tallman’s Wetlands	16.0	Wollochet Drive NW	Passive; Trails

WWTP (Wastewater Treatment Plant)	9.3	Burnham Drive	Passive; walking trails Active; (proposed) hike, bike and horse trails
Wheeler Street ROW end	0.4	Vernhardson 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 Street	Passive; historical
Public Works/ Parks Yard	7.5	46 th Avenue NW	Passive; storage of parks equipment
City Hall/Civic Center	10.0	Grandview Drive adjacent to Grandview Forest Park	Active; athletic fields, recreational courts, skatepark Passive; picnic area
<u>Westside Kenneth Leo Marvin Veterans Memorial Park</u>	5.5	<u>50th Street near Olympic Drive.</u>	<u>Undeveloped – athletic fields under consideration design and construction.</u>
Skansie <u>Brothers Park</u>	2.0	Rosedale Street at Harborview Drive	Passive; <u>historical, picnic area.</u>
<u>Austin Estuary</u>	<u>1.8</u>	<u>Located adjacent to Donkey Creek in the Northwest corner of the harbor.</u>	<u>Passive; historical, scenic, nature area</u>

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 3.5 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.~~

Skansie Brothers Park/Jerisich Dock - this downtown waterfront property is located within the extended right-of-way of Rosedale Street NW on Harborview Drive and was expanded with the acquisition of the adjacent Skansie Brothers property. The waterfront site has been developed

with a flagpole and monument along Harborview Drive. The acquisition expanded the park to include a netshed and historic house which both stand south of Jerisich Dock.

Restrooms, picnic tables, and benches are provided on Jerisich's 1,500 square foot pier supported deck overlooking the harbor and adjacent marinas. The deck provides gangplank 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.

The pier was extended another 160 linear feet to the edge of the harborline in 1998. The additional platform area provides day-use boat moorage and fishing access. A pay-per-use sanitary sewage pump-out station was constructed at the same time along with lighting fixtures along the floats.

Expansion of the pier is under review.

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**~~ **Donkey Creek Park** – 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 collect and filter 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.

City Hall/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.

Kenneth Leo Marvin Veteran’s Memorial Park – the “Westside” park is accessible from 50th Avenue will be a memorial park and include a dual purpose baseball/soccer field, restrooms/picnic shelter, big toy, nature trails and Memorial.

Eddon Boat Park – with the support of the community and funding raised through a bond levy, the City purchased these parcels at the intersection of Harborview and Stinson. The park currently includes a historic boat building dock and small brick house. Once the tideland clean-up is completed, the open space parcel will be developed for passive recreational water access and the historic boat building will be restored for public access and maritime programming.

Austin Estuary – The estuary and upland tidelands will be preserved in connection with the Donkey Creek Restoration and Harbor History Museum project for passive recreational use. The park is located in the northwest corner of the harbor near the intersection of Harborview and North Harborview.

Cushman Trail – the current trail runs from 14th Avenue NW in the County north to Kimball Drive. In partnership with Pierce County, the City is planning to expand the existing trail to run further north along the power lines to Borgen Boulevard. Trailheads may be developed at the Wilkerson’s Farm Park, the Donkey Creek/Sewer Treatment Plant property, Burnham Drive and Borgen Boulevard.

Long term the City and the county would like to develop the trail further so that it connects to the bike lanes of the New Gig Harbor Narrow’s Bridge and north to the Purdy Spit.

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 Canterwood 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 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 than 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.
4. Potable Water:

Potable water level of service standards are addressed in the City of Gig Harbor Water System Comprehensive Plan.

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	<u>Survey and Map Downtown Update storm facilities mapping</u>	<u>2008-2012</u> <u>Annually</u>	\$30,000	6-year	Local
2	Hot Spot	Annually	\$25,000	6-year	Local
3	38 th Street - Hunt to Goodman	2008-2009	\$1,000,000	6-year	TIB/Safe Routes to Schools/Local
4	Donkey Creek Daylighting	2009	\$1,200,000	6-year	State/Federal Salmon Recovery Grants/Earmarks
5	<u>Austin Drive Box Culvert</u> <u>Donkey Creek Culvert under Harborview Drive</u>	<u>2009</u> <u>2014</u>	\$500,000	6-year	State/Federal Salmon Recovery Grants/Earmarks
6	Annual Storm Culvert Replacement Program	<u>2008-2014</u> <u>2009-2013</u>	\$250,000 / year	6-year	Storm Water Utility Fees
7	50 th Street Box Culvert	2008	\$350,000	6-year	Storm Water Utility Fees
8	Storm Comp Plan Update	<u>2009</u> <u>2008</u>	\$1,000,000	6-year	Storm Water Utility Fees
9	Annual NPDES Implementation Expenses	2008	\$100,000	6-year	Storm Water Utility Fees/ <u>State Grant</u>
10	<u>Stormwater retention, wetland mitigation and detention for Burnham interchange improvements:</u> - <u>Potential properties in proximity to Burnham interchange.</u>	2010	\$2,000,000	6-year	<u>State/Federal Transportation Funding/Grant</u>

11	<u>Aquifer Re-charge</u> - <u>Spadoni Gravel Pit and adjacent property north of 96th street between SR-16 and Burnham Drive.</u>	2010	\$1,700,000	6-year	<u>State/Federal Transportation Funding/Grant</u>
	Subtotal		\$5,705,000 \$8,155,000		

* 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	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 Well No. 6	2008-2012 2009-2014	\$58,000 \$1,740,000	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 \$2,000,000	6-year	SEPA Mitigation/Developers/ Connection Fees
12	Shallow Well Well No. 10	2008 2008-2009	\$950,000 \$150,000	6-year	SEPA Mitigation/Developers/ Connection Fees
13	Harbor Hill Drive Extension	2009-2014	\$160,000	6-year	Local Utility Fees, Revenue Bonds, &/or Developer Funded
14	Harborview Drive Dead End	2009-2014	\$405,000	6-year	Local Utility Fees &/or Revenue Bonds
15	Tarabochia Street	2009-2014	\$40,000	6-year	Local Utility Fees &/or Revenue Bonds
16	Grandview Street	2009-2014	\$59,000	6-year	Local Utility Fees &/or Revenue Bonds
17	96 th Street Extension	2009-2014	\$269,000	6-year	Local Utility Fees, Revenue Bonds, &/or Developer Funded
18	Woodworth Avenue	2009-2014	\$50,000	6-year	Local Utility Fees &/or Revenue Bonds
19	Shurgard East Tee	2009-2014	\$52,000	6-year	Local Utility Fees &/or Revenue Bonds
	Subtotal		\$6,511,000* \$8,628,000 *		

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
3	Shurgard Tank to Soundview	2010-2030	\$122,000	20-year	Undetermined
4	Pioneer Way	2010-2030	\$74,000	20-year	Undetermined
5	Reid & Hollycroft Intertie	2010-2030	\$3,000	20-year	Undetermined
6	Shore Acres Connection Improvements	2010-2030	\$56,000	20-year	Undetermined
7	Sehmel Drive Extension	2010-2030	\$543,000	20-year	Undetermined
8	Conjunctive Strategy	2010-2030	\$2,000,000	20-year	Undetermined
	Subtotal		\$1,592,000** \$ 4,390,000 **		

* Estimated costs are in year of project

** Estimated costs are in 2009 dollars

Wastewater System Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
6-Year Wastewater Capital Improvement Projects*					
Treatment System					
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 Fees/Sewer Rates
15	Spadoni Gravel Pit and adjacent property north of 96 th street between SR-16 and Burnham Drive for Reclamation Purposes	2010	\$1,700,000	6-year	State and Federal Transportation Funding/Grant
	Subtotal		\$33,949,000 \$35,649,000		

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
Collector System Expansions					
C1	West Side of Hwy 16 from Tacoma community College to Rosedale Street	2000 2012	\$1,654,000 \$2,977,000	6-year	Developer-funded
C2	Gig Harbor North (West Side)	2000 2010	\$1,878,000 \$2,535,000	6-year	Developer-funded
C3	Sehmel Drive	2000 2013	\$1,083,000 \$1,949,000	6-year	Developer-funded
C4	Purdy Drive from Hwy 16 to Peninsula High School	2001 2013	\$2,502,000 \$4,504,000	6-year	Developer-funded
C5	Hunt & Skansie Drainage Basin	2005 2009	\$5,636,000 \$10,145,000	6-year	Developer-funded
	Subtotal		\$12,753,000 \$22,110,000		
Gravity Sewer Replacements					
E1	Harborview Drive from WWTP to Nevak Rosedale	2002 2012	\$1,187,000 \$2,137,000	6-year	Capital reserves
E2	Rosedale Street from Hwy 16 to Shirley Avenue	2002 2010	\$663,000 \$1,193,000	6-year	Capital reserves
E3	Harborview Drive from Rosedale to Soundview	2002 2010	\$449,000 \$808,000	6-year	Capital reserves
E4	Soundview Drive from Harborview to Grandview	2003 2009	\$540,000 \$972,000	6-year	Capital reserves
E5	Soundview Drive from Erickson to Olympic	2003 2013	\$840,000 \$1,512,000	6-year	Capital reserves
	Subtotal		\$3,679,000 \$6,622,000		
Total 6-year			\$50,381,000 \$62,681,000		
20-Year Sewer Capital Improvement Projects**					
Treatment Collection System					
1	Harborview Drive to WWTP	2010-2030 2014-2028	\$4,000,000	20-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
2	Rosedale Drive Main Upsize	2010-2030	\$3,000,000	20-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
3	Soundview Dr – Harborview to Grandview Main Upsize	2010-2030	\$3,000,000	20-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
4	Soundview Drive to Erickson Main Upsize	2010-2030	\$4,000,000	20-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
	Subtotal		\$14,000,000		

City of Gig Harbor Comprehensive Plan – Capital Facilities Element

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
Gravity Sewer Replacements					
E6	Burnham Drive from Harborview Drive to 96th Street	2010-2030	\$456,000	20-year	Capital Reserves
E7	N. Harborview Dr. from Peacock Hill Ave. to L.S. #2	2010-2030	\$238,000	20-year	Capital Reserves
E8	45th Street and Easement East of Point Fosdick Drive	2010-2030	\$953,000	20-year	Capital Reserves
	Subtotal		\$1,647,000		
Lift Station and Force Main Improvements					
L4-1	Lift Station 4, Phase 1	2010-2030	\$1,121,000	20-year	
L4-2	Lift Station 4, Phase 2	2010-2030	\$295,000	20-year	
L8	Lift Station No. 8	2010-2030	\$568,000	20-year	Capital Reserves
L3-2	Lift Station No. 3, Phase 2	2010-2030	\$162,000	20-year	Capital Reserves
L1	Lift Station No. 1	2010-2030	\$470,000	20-year	Capital Reserves
	Subtotal		\$2,616,000		
Total 20-year			\$18,263,000		

* Estimated costs are in year of project

** Estimated costs are in 2009 dollars

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	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 \$200,000	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 \$200,000	6 year	Grant/Local
17	Westside Kenneth Leo Marvin Veterans Memorial 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	Heritage Grant/Local
20	Eddon Park Sidewalk	2007	\$75,000	6 year	
20	Eddon Boat Park Development	2009	\$2,000,000	6 year	Grants/ Local
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
30	Old Miller Property acquisition and development.	2009	\$360,000	6 year	Local/Impact Fees
31	Hoppen Property at the mouth of Crescent Creek.	2009-2014	\$250,000	6 year	Pierce County Conservation Futures/Local
32	Cushman Trail Extension North to Borgen Boulevard	2009	\$7,000,000	6 year	Pierce County Funds/Local
33	North/Donkey Creek Corridor. (Conservation Properties)	2010-2014	\$1,500,000	6 year	County Conservation Futures

City of Gig Harbor Comprehensive Plan – Capital Facilities Element

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
	<u>Northwest of Donkey Creek Park along the Creek.</u>				
<u>34</u>	<u>Skansie Park Development</u>	<u>2009-2010</u>	<u>\$150,000</u>	<u>6 year</u>	<u>Local</u>
<u>35</u>	<u>Sand Volleyball Court @ Crescent Creek Park</u>	<u>2009</u>	<u>\$30,000</u>	<u>6 year</u>	<u>Private Funding/Local</u>
<u>36</u>	<u>Sewer Easement Trail (Veterans Park to 45th Street Court)</u>	<u>2009-2014</u>	<u>\$300,000</u>	<u>6 year</u>	<u>Local</u>
	Subtotal		\$10,631,000 \$20,331,000		

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 Name	Projected Start Year	Estimated Cost	Plan	Funding Source
1	SR-16/Borgen/Canterwood Hospital Mitigation Improvements	2009	\$ 11,000,000	6-Year	State/Local
2	50th St Ct NW Improvements	2009	\$ 1,600,000	6-Year	Local
3	Harbor Hill and Borgen Intersection Improvements	2013	\$ 704,000	6-Year	Local
4	Rosedale and Stinson Intersection Improvements	2013	\$ 275,000	6-Year	Local
5	38th Ave Improvements Phase 1	2009	\$ 9,790,000	6-Year	State/Local
6	Harbor Hill Drive Extension	2009	\$ 1,000,000	6-Year	Developer/Local
7	Burnham Dr Phase 1	2011	\$ 6,700,000	6-Year	Local
8	Soundview and Hunt Intersection Improvements	2012	\$ 660,000	6-Year	Local
9	38th Ave Improvements Phase 2	2009	\$ 5,280,000	6-Year	State/Local
10	Skansie Ave Improvements	2010	\$ 9,460,000	6-Year	Local
11	Hunt St	2014	\$ 480,000	6-Year	Local
12	Hunt St Undercrossing	2012	\$ 6,160,000	6-Year	Local
13	Olympic/Fosdick Intersection Improvements	2009	\$ 440,000	6-Year	Developer/Local
14	Wollochet Dr Improvements	2010	\$ 660,000	6-Year	Developer/Local
15	Harborview/N Harborview Intersection Improvements	2010	\$ 1,650,000	6-Year	Local
16	SR 16/Olympic Drive	2012	\$ 825,000	6-Year	Local
17	Burnham Dr/Harbor Hill Drive Intersection Improvements	2010	\$ 2,200,000	6-Year	Local
18	Rosedale St/Skansie Ave Intersection Improvements	2011	\$ 275,000	6-Year	Local
19	Rosedale St Improvements	2010	\$ 3,740,000	6-Year	State/Local
20	Olympic/Hollycroft Intersection Improvements	2013	\$ 26,000	6-Year	Local
21	Vernhardson St Improvements	2013	\$ 375,000	6-Year	Local
22	Point Fosdick Pedestrian Improvements	2010	\$ 1,100,000	6-Year	Local
23	Harborview Drive Improvements from N. Harborview Drive to Pioneer Way	2011	\$ 100,000	6-Year	Local
24	Judson/Stanich/Uddenberg Improvements	2012	\$ 2,090,000	6-Year	Local
25	Donkey Creek Daylighting Street and Bridge Improvements	2009	\$ 2,050,000	6-Year	Local
26	Wagner Way/Wollochet Drive Traffic Signal	2009	\$ 300,000	6-Year	Developer/Local
27	Grandview Drive Phase I from Stinson to Pioneer	2010	\$ 500,000	6-Year	Developer/Local
28	Grandview Drive Phase 2 from Soundview to McDonald	2009	\$ 860,000	6-Year	Local
29	Pt Fosdick/56th Street Improvements	2010	\$ 4,000,000	6-Year	State/Local
30	Burnham Interchange Long-Term Solution	2008			
31	Canterwood Boulevard from SR16 to 54th Ave	2020	\$ 8,000,000	20-Year	State/Local
32	Borgen Boulevard from Peacock Hill to Harbor Hill	2020	\$ 6,600,000	20-Year	Local
33	Rosedale Street from Stinson to 58th Ave	2020	\$ 5,500,000	20-Year	Local
34	Peacock Hill from Borgen to 127th Street	2020	\$ 4,100,000	20-Year	Local
35	Bujacich Road from Sehmel to 89th Street	2020	\$ 6,900,000	20-Year	Local
36	Stinson Ave from Rosedale to Harborview	2020	\$ 220,000	20-Year	Local
37	96th Street SR16 Crossing	2030	\$ 8,000,000	Other	State/Local
38	Briarwood Lane Improvements	2010	\$ 500,000	Other	Local
39	Franklin Ave Improvements	2014	\$ 500,000	Other	Local
40	Street Connections - Point Fosdick Area	2014		Other	Local
41	Crescent Valley Connector	2030		Other	Local
42	Downtown Parking Lot Design	2009	\$ 60,000	Other	Local
43	Downtown Parking Lot property acquisition	2009	n/a	Other	Local
44	Purchase land for right-of-way, stormwater improvements, wetland mitigation	2008	n/a	Other	Local
45	Public Works Operations Facility	2010	\$ 1,125,000	Other	Local
	Subtotal		\$ 115,805,000		

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.~~ [Revisions to the Comprehensive Plan occur periodically to accommodate updated information or changes related to the City of Gig Harbor and the Gig Harbor Urban Growth Area \(UGA\). Figure 11-1 shows the current limits of the Gig Harbor UGA and the greater area considered in the transportation demand analysis \(“study area”\).](#) ~~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

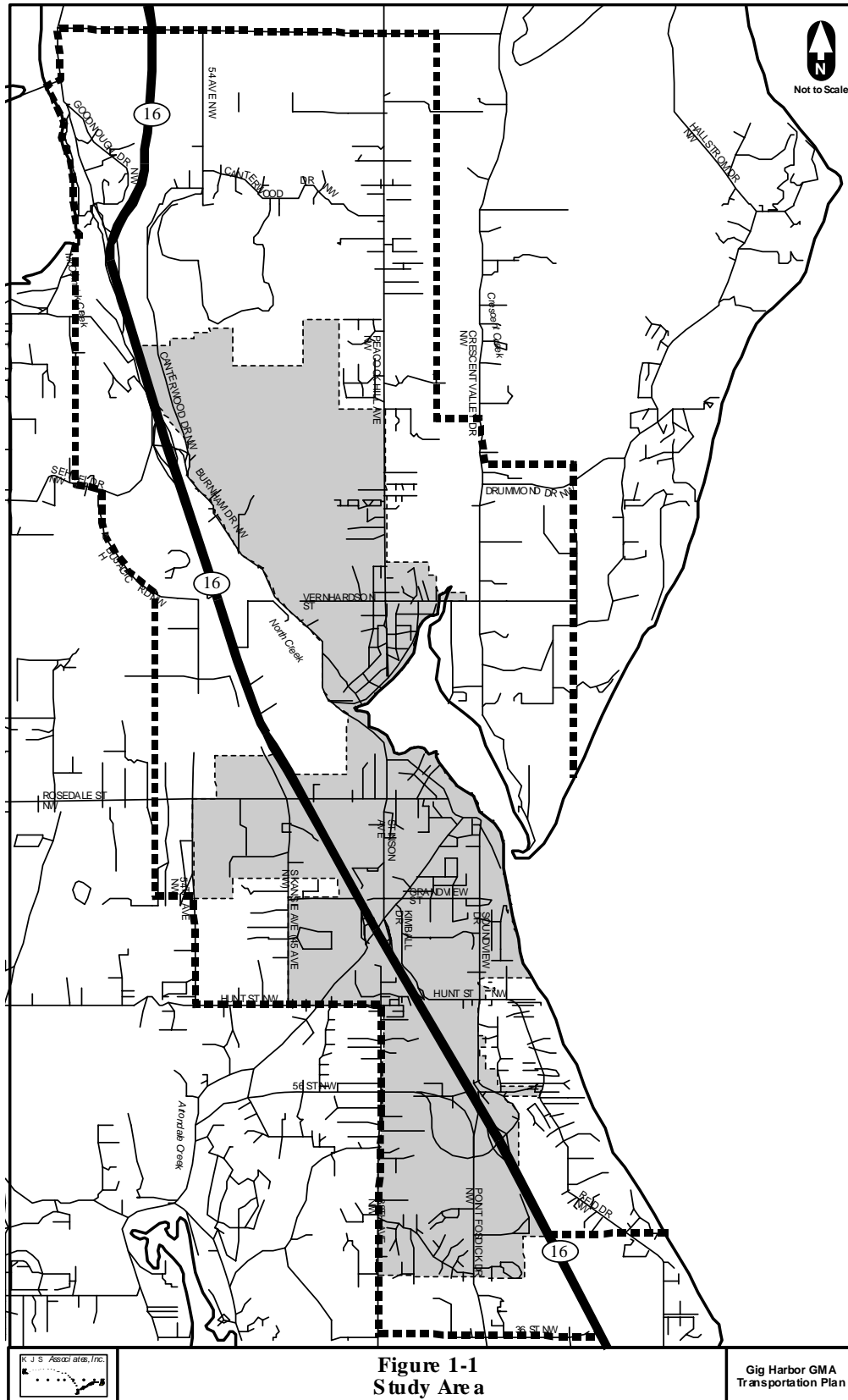
This section of the transportation plan describes the existing transportation system conditions in the study area, including a description of the roadway characteristics, functional classification, traffic volumes, level of service, accidents, and transit service. Planned transportation improvements 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

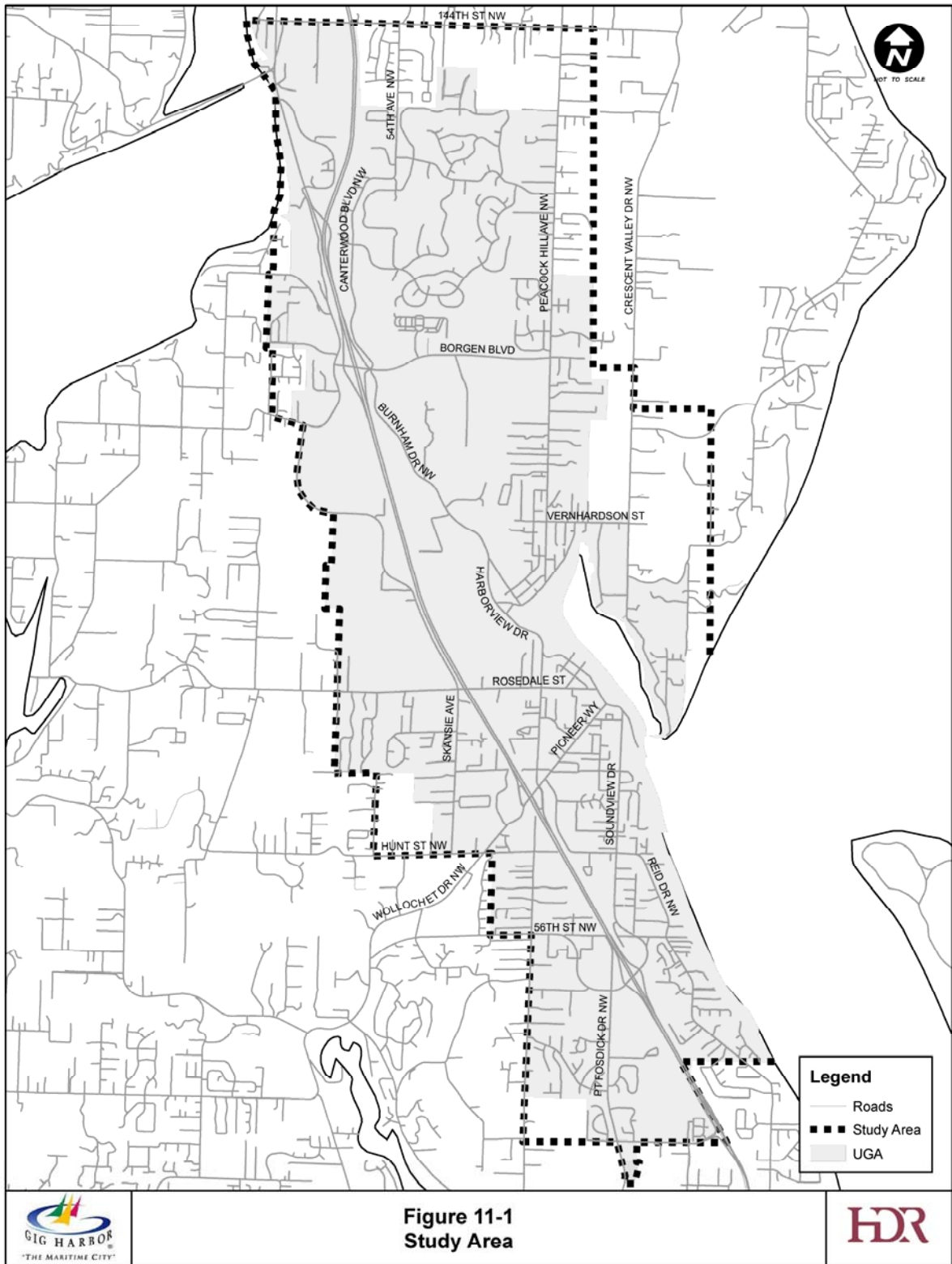
Roadway hierarchy ~~based on~~ [by functional classification](#) provides a network of streets based on distinct travel movements and the service they provide. Roadway layout shall be based primarily on the safety, efficiency of traffic flow, and functional use of the roadway. [Functional roadway classifications consist of](#) ~~Roadways are divided into~~ boulevards, arterials, major and minor [collectors, major and minor](#) local residential [streets](#), private streets, and alleys.

Roadways of all classifications shall be planned to provide for connectivity of existing and proposed streets in relation to adjoining parcels and possible future connections as approved by

the Community Development Department. New development roadway systems should be designed so as to minimize pedestrian travel to bus stops.



UPDATE FIGURE 11-1 (next page)



~~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; and 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.

[Roadways that are currently functionally classified within the City of Gig Harbor as arterials, major collectors or minor collectors are shown in Figure 1-2. 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. Later in this chapter, revisions to the functional classification map are proposed to provide consistency between the transportation plan map and the transportation capital facilities plan and to identify potential future roadway improvements that likely to be provided by development as the land use plan is implemented.](#)

Major and minor local residential streets shall interconnect with each other and with minor collectors and have a minimum level of access control. Alleys in residential neighborhoods are encouraged. If the local residential street connects to a major collector or to an arterial, the street shall be a major local residential. In such developments, connectivity shall be a key design factor, although the internal flow shall be discontinuous to discourage cut-through traffic movement and excessive speed. Traffic calming techniques shall be designed into all residential subdivisions.

The pedestrian network shall be paramount in the residential roadway network. Minor local residential streets serve as land access from residences and generally connect with major local residential and minor collectors. Safety is always the major consideration when determining intersection locations and connectivity.

State-owned transportation facilities and highways of statewide significance [See also Section 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.

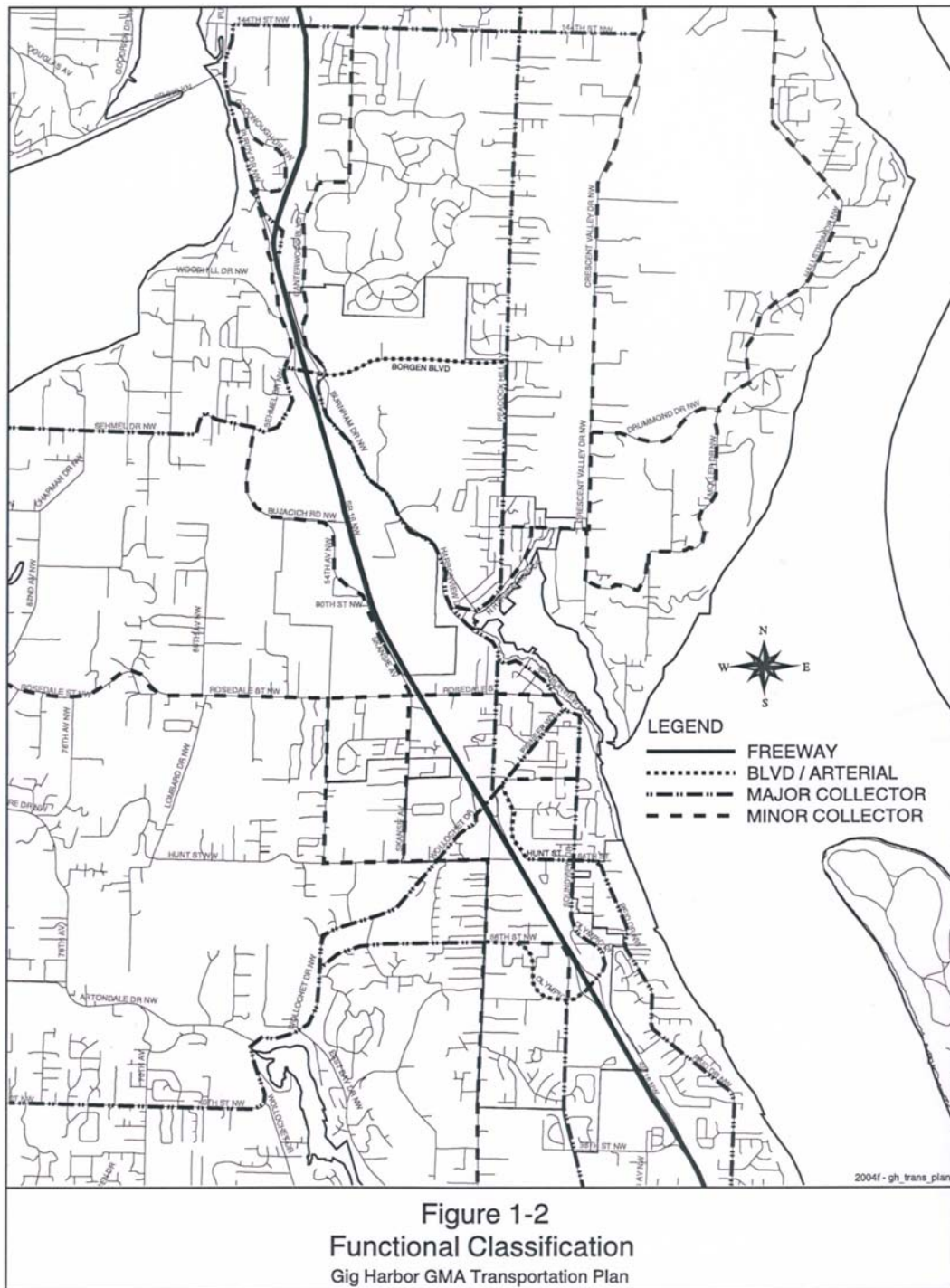
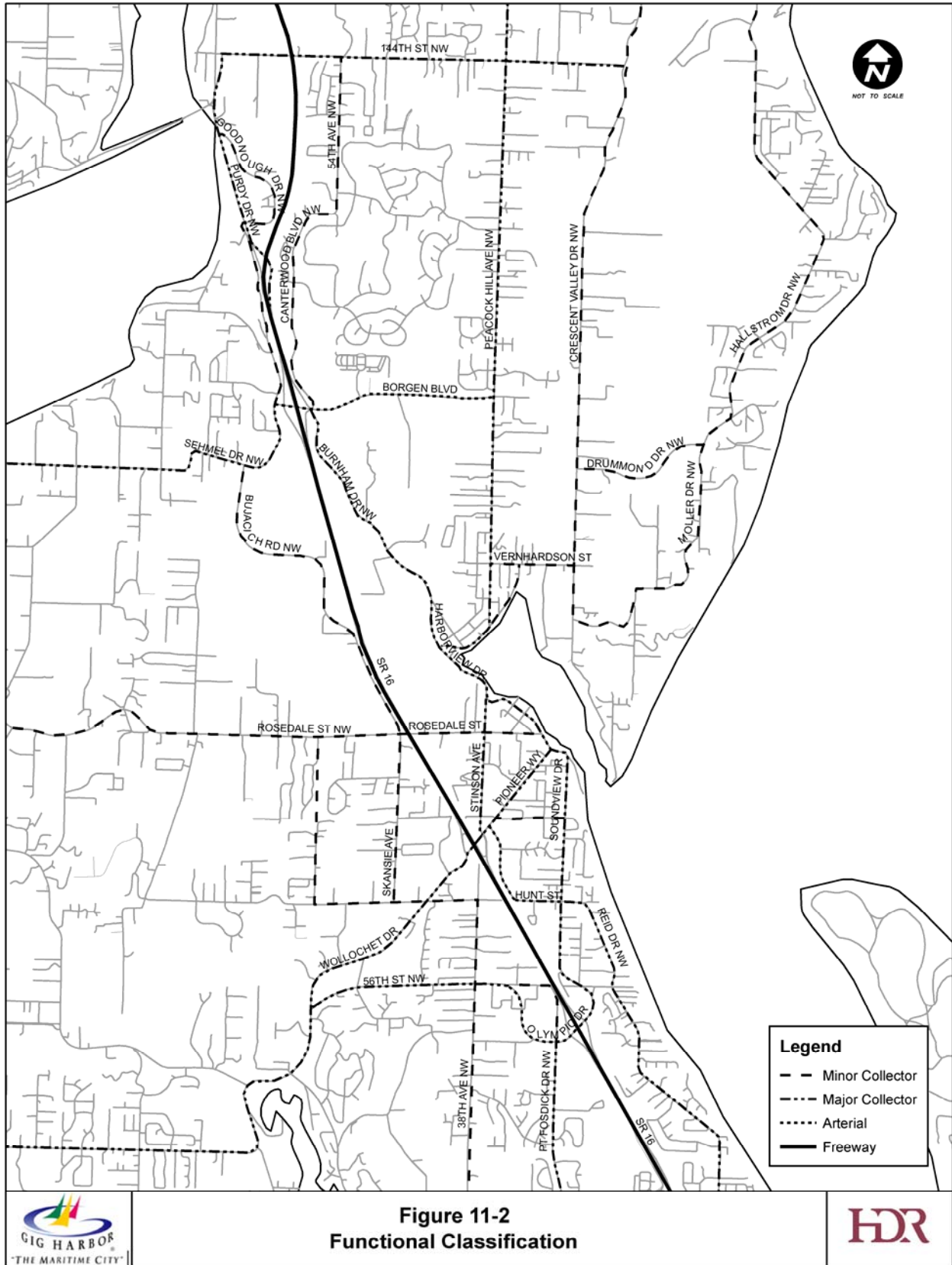


Figure 11-2

This figure shows the existing classifications. A later figure needs to propose changes to support proposed projects e.g. Hunt undercrossing (The new graphic of the existing is on next page)



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~~ [in the northern portion of the](#) city limits, access from SR 16 is provided by the Burnham Drive / [Borgen Boulevard](#) interchange.

One of the key north-south arterials serving the city and local residences is Soundview Drive, which becomes Harborview Drive through downtown Gig Harbor [and continues north as Burnham Drive and east as North Harborview Drive](#). Pioneer Way also provides access to residences and downtown Gig Harbor. Access to the ~~unincorporated~~ areas [in the northern portion](#) of the city [and UGA](#) is provided by Peacock Hill Road, Crescent Valley Drive, Burnham Drive NW, and Borgen Boulevard. Outside the city limits to the southwest, Olympic Drive NW/[56th Street](#) and Wollochet Drive NW/[Fillmore Avenue](#) provide access to residential areas in unincorporated Pierce County.

The roadway characteristics of these arterials in the study area are shown in **Figure 11-3**. 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 [known as the Finholm area](#). There are retail shops on both sides of the street in this area, and the reduced speed provides increased safety for pedestrians crossing the street between shops. In addition, Soundview Drive, [Kimball Road and Harbor Hill Drive have](#) ~~has~~ three lanes (one lane in each direction and a center, two-way, left-turn lane along portions of the roadway) [and are currently posted at 25 mph](#). ~~Outside of the city limits, all~~ [Other functionally classified roadways within the city limits and the UGA have](#) roadways are also two lanes, with the exception of Olympic Drive NW (56th Street NE), Point Fosdick Drive, and Borgen Boulevard, which have ~~three~~ [five](#) lanes in ~~some~~ [most](#) 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 Harborview Drive and North Harborview Drive. [Combined use paths have been constructed along Harbor Hill Drive.](#)

Existing intersection traffic control devices also are indicated on **Figure 11-3**. Within the city, there are signalized intersections at Pioneer Way/Grandview Street, Pioneer Way/Kimball Drive, Olympic Drive /Point Fosdick Drive, [Olympic Drive/50th Street, Olympic Drive/56th Street, Point Fosdick/Uptown Avenue,](#) Wollochet Drive/Hunt Street, [Wollochet Drive/Wagner Way \(to be constructed 2008\),](#) 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 [and southbound ramps](#) 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 and the intersections of Borgen Boulevard/51st Street, Borgen Boulevard/Harbor Hill Drive and Harbor Hill Drive/Costco Road which are controlled by two lane roundabouts and the intersection of Borgen Boulevard/Peacock Hill Road and Point Fosdick Drive/36th Avenue which are controlled by a single lane roundabout.

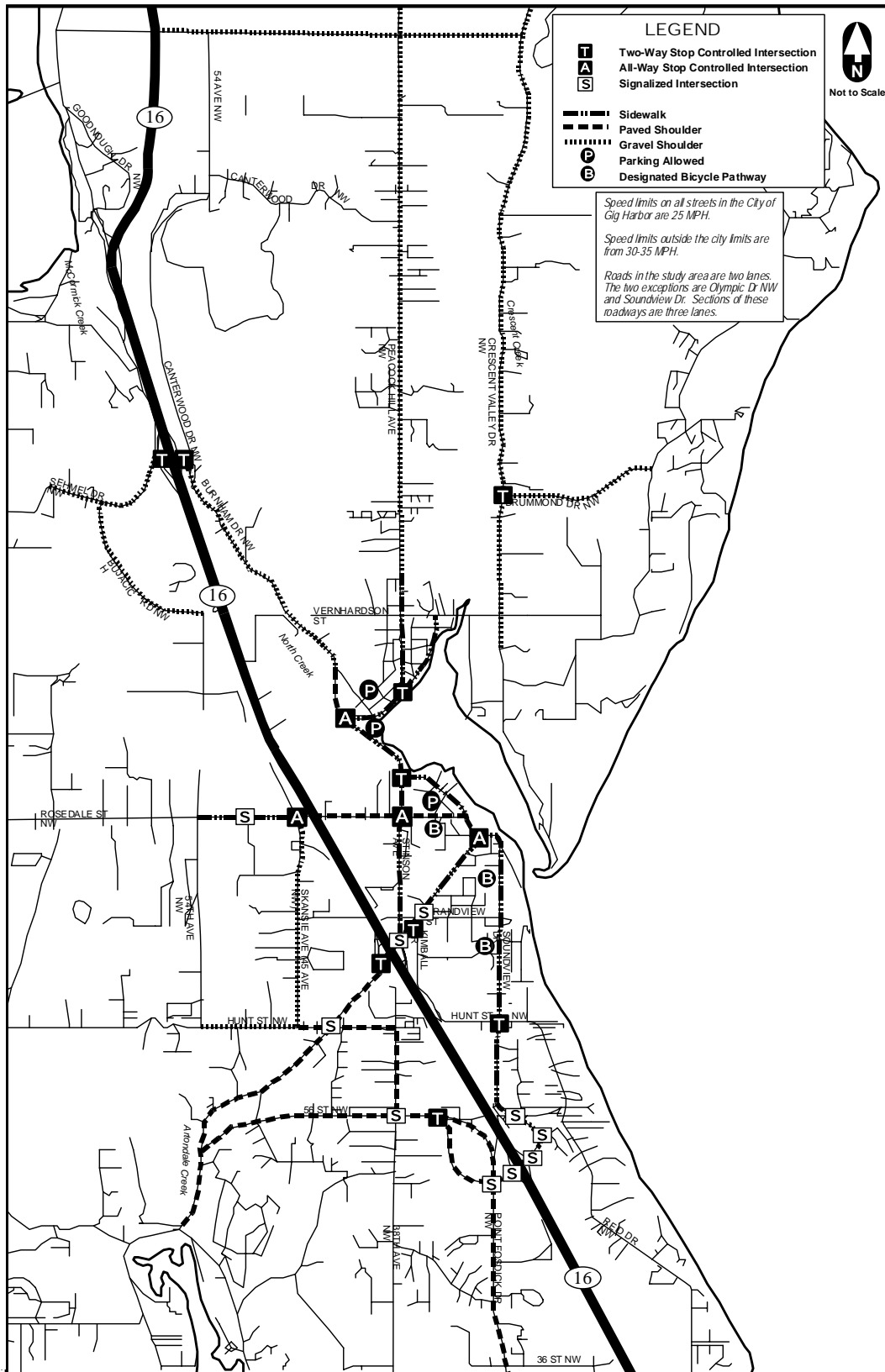
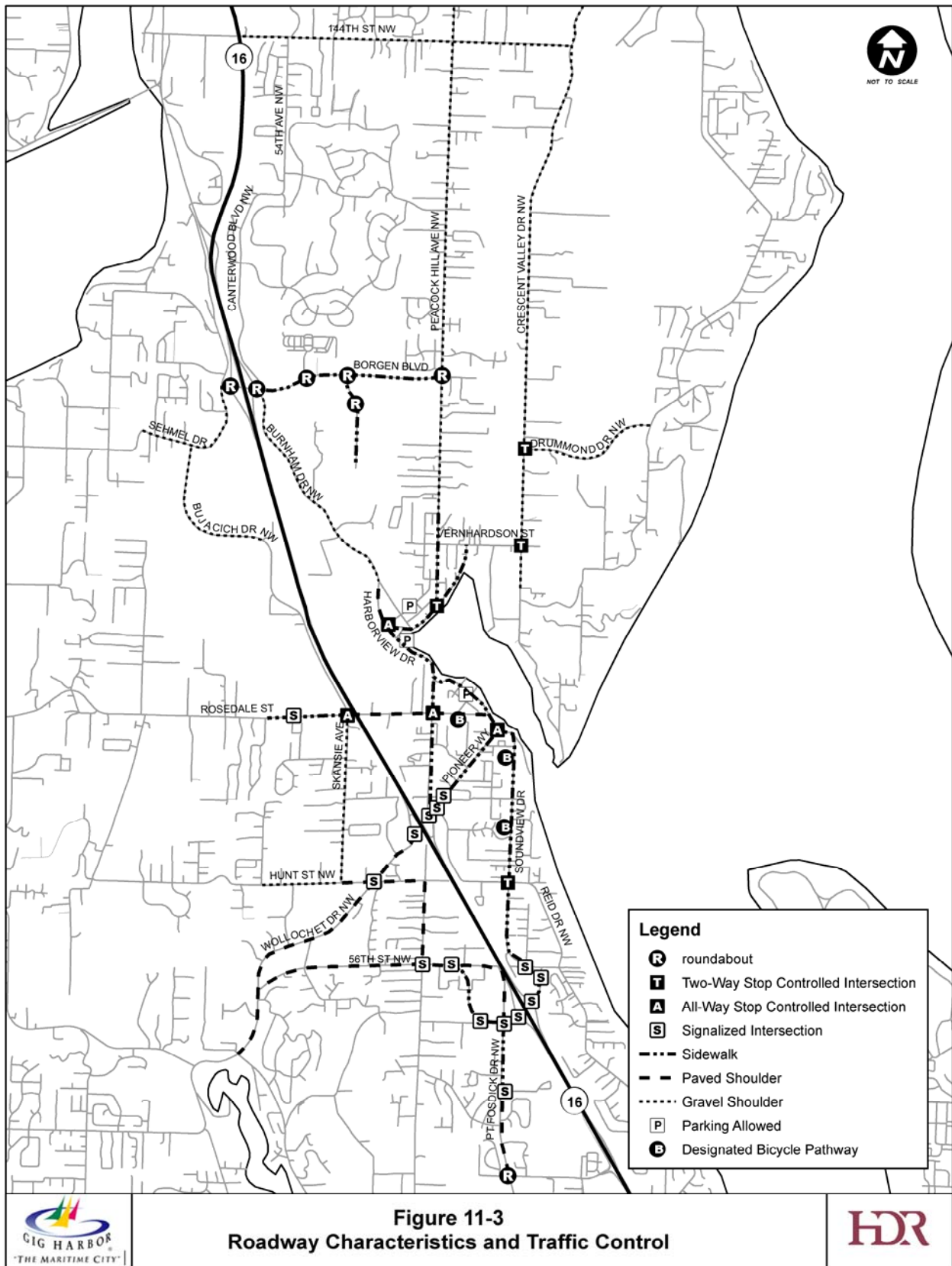


Figure 1-3
Roadway Characteristics and Traffic Control
 Gig Harbor GMA Transportation Plan

UPDATE FIGURE 11-3 (See next page for update)



Traffic Volumes

A comprehensive set of street and intersection traffic counts was collected in ~~2005~~1997. P.M. peak hour ~~Average weekday~~ traffic volumes (PMPH) are summarized in ~~Figure 2-1.~~ Figure 11-4 P.M. peak hour traffic volumes represent the highest hourly volume of vehicles passing through an intersection during the 4-6 p.m. peak period. Since the p.m. peak period volumes usually represent the highest volumes of the average day, these volumes were used to evaluate the worst case traffic scenario that would occur as a result of the proposed development.

Intersection Level of Service

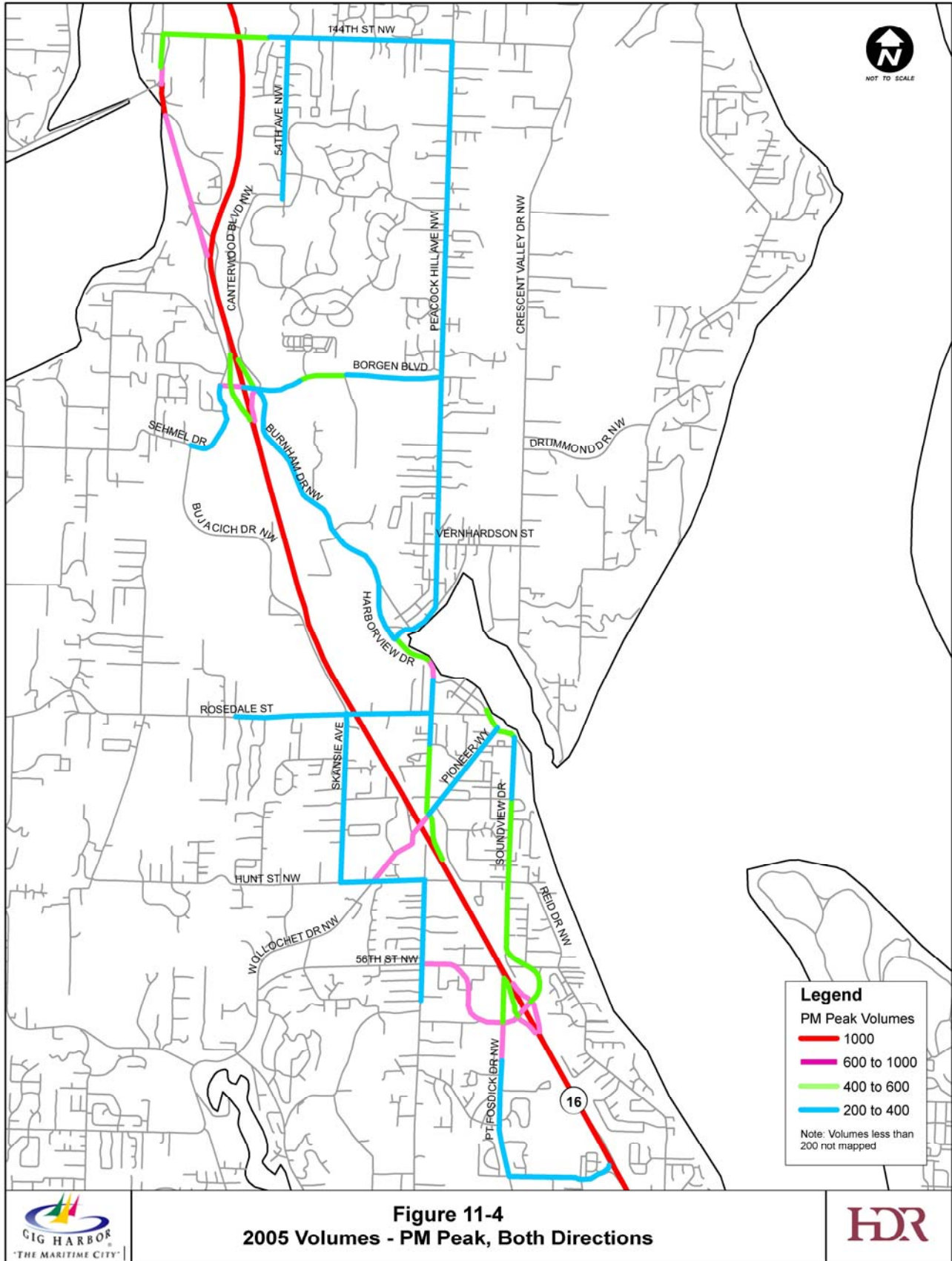
The acknowledged method for determining intersection capacity is described in the current edition of the Highway Capacity Manual (*Transportation Research Board [TRB], Special Report 209*). Capacity analyses are described in terms of Level of Service (LOS). LOS is a qualitative term describing the operating 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”. The City of Gig Harbor has adopted a standard of ~~In most jurisdictions in the Puget Sound region,~~ LOS D or better is defined as acceptable at all functionally classified intersections with the following exceptions: at the Burnham/Borgen/Canterwood/SR16 roundabout LOS E is acceptable ~~as tolerable in certain areas,~~ and LOS F is acceptable in the “Downtown Strategy Area” as defined in this chapter. ~~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 47-~~24~~-month period from ~~January, 1999, March 2006~~ through and including ~~February 2008~~ ~~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 47-~~24~~-month analysis period there were ~~497~~ ~~308~~ accidents within the City of Gig Harbor ~~street system~~, of which ~~74 (14.9%) occurred on private property (parking lots) and 20 (4%)~~ ~~72 (23%)~~ were injury accidents. ~~Only two~~ ~~Five~~ accidents involved pedestrians or bicyclists. ~~though both of these accidents involved injuries.~~

The streets with the greatest accident experience were Olympic Drive, where ~~57~~ ~~84~~ accidents occurred, Point Fosdick Drive, which had ~~46~~ ~~69~~ accidents occurred (four per month). ~~and Borgen Boulevard, which had 43 accidents.~~ 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 11-5](#).

Route 100 (“Gig Harbor”) extends from the ~~Gig Harbor Park~~ [North Purdy Crescent Park](#) and Ride to the Tacoma Community College Transit Center. ~~During weekdays, the route operates on half-hour headways for most of the day every day; the exception is that on weekdays an additional trip is made reducing headways to one-half hour for a single a.m. and p.m. peak hour; and on one-hour headways on the weekends.~~ [This route serves several other park and ride facilities \(the Narrows Park and Ride on the Tacoma side of the Narrows Bridge and the Kimball Drive Park and Ride\) and several potential transit trip generators, like the Borgen Boulevard retail area \(Target, Home Depot\) and the Gig Harbor Urgent Care facility.](#)

Route 102 (“Gig Harbor – Tacoma Express”) provides express bus service from Purdy to Downtown Tacoma via the ~~Gig Harbor~~ [Kimball Drive](#) Park and Ride [\(where it connects with](#)

[Route 100](#)). It operates during weekday peak hours only, with service being provided every 30 minutes [with some variation during the morning peak](#).

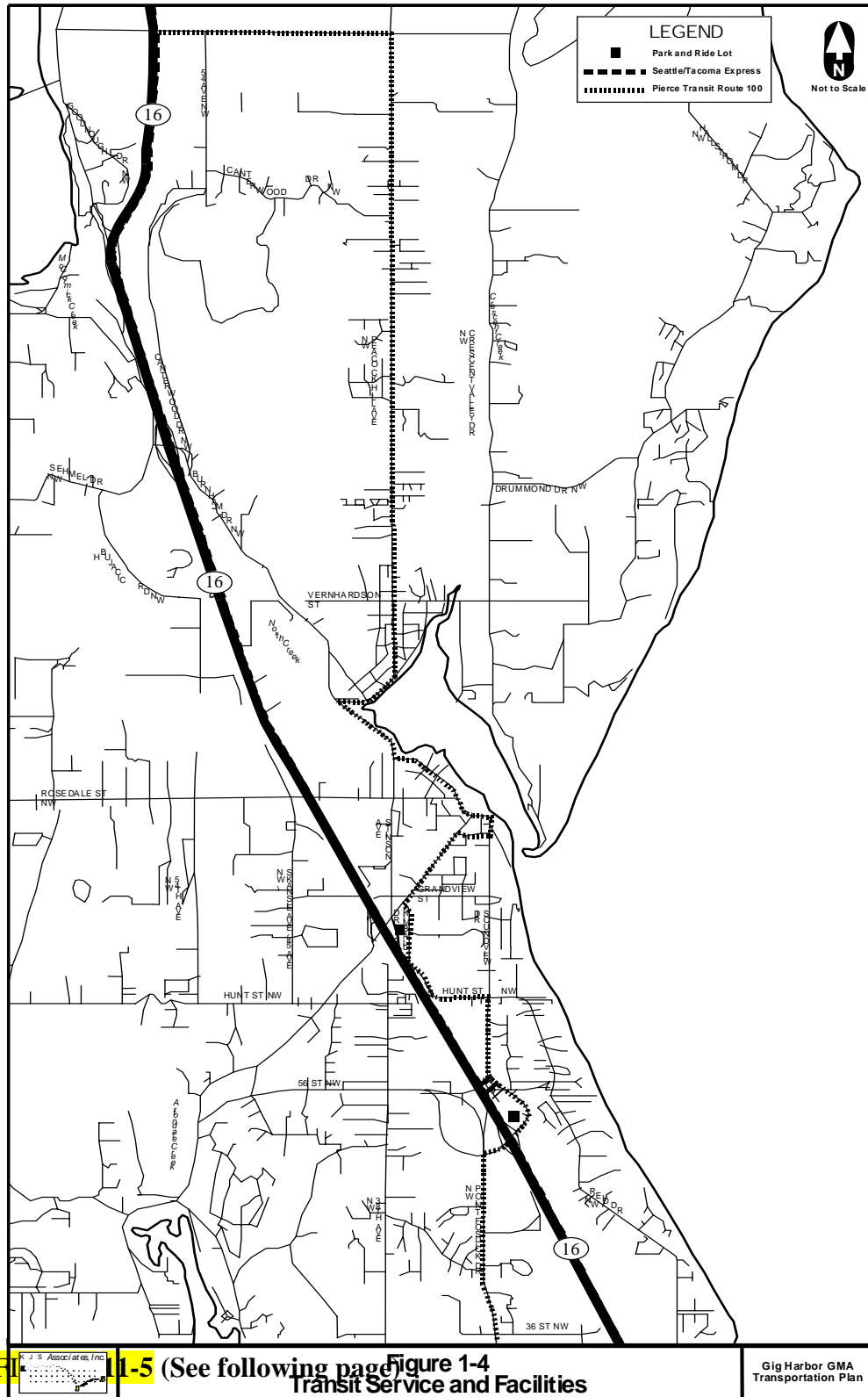
[Route 601 \(“Olympia Express”\)](#) originates from the Kimball Drive Park and Ride and provides direct service between Gig Harbor and Downtown Olympia during weekday morning and afternoon peak periods. In the morning, this route provides four outbound trips to Olympia starting at 5:06 a.m. with approximately half-hour headways with the last outbound trip leaving Gig Harbor at 6:24 a.m. The return trip to Gig Harbor on weekday afternoons is similar with four trips leaving Olympia starting at 4:13 p.m. but the headway is greater varying between 32 and 40 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.

Pierce Transit is planning to expand the existing Kimball Drive Park and Ride by providing approximately 230 additional parking spaces in a location to the west across SR-16 and adjacent to Hunt Street NW. Riders parking in the new spaces would use a pedestrian bridge to cross over SR 16 to reach the existing transit stops.

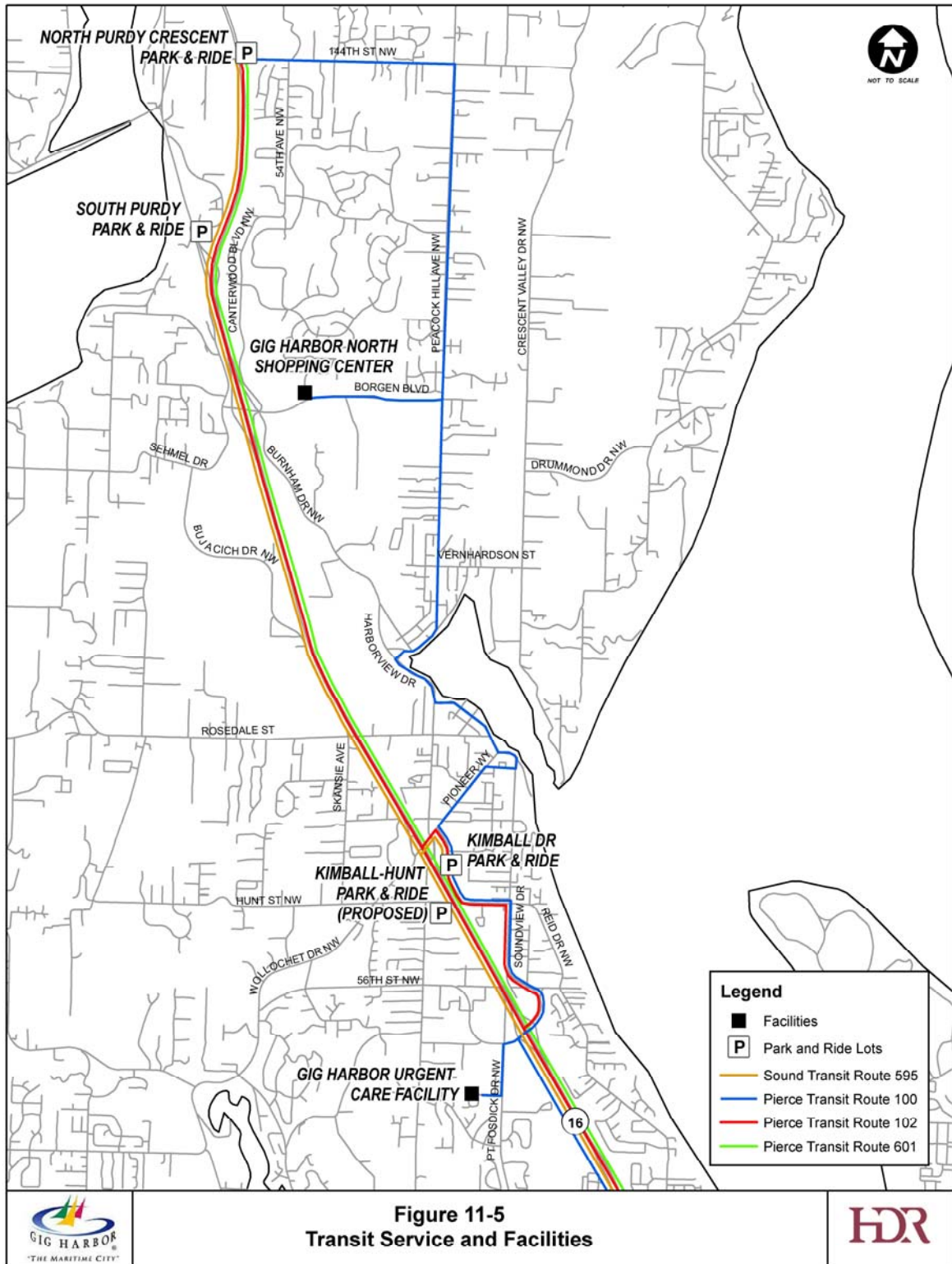
Sound Transit provides direct express service from the Gig Harbor area to Downtown Seattle with Route 595 (“Gig Harbor-Seattle Express”). This weekday-only service operates five trips to Seattle on 22 minute headways during the early morning peak with the last trip leaving the Purdy Park and Ride at 6:20 a.m. The last morning trip arrives at its last stop in Downtown Seattle at 8:02 a.m. The first afternoon peak trip departs Downtown Seattle at 3:02 p.m. and arrives at the North Purdy Crescent Park and Ride at 4:48 p.m. This route makes stops at the Kimball Drive Park and Ride, the Narrows Park and Ride and the Tacoma Community College Transit Center.



UPDATE FILE

Figure 1-5 (See following page Figure 1-4) Transit Service and Facilities

Gig Harbor GMA
Transportation Plan



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~~ [Purdy](#) and Tacoma.

Pierce County Transportation Plan

In order to adequately address the existing and future transportation issues, Pierce County completed the Pierce County Transportation Plan in 1992. The proposed project list was updated in 2000 and incorporated into the Gig Harbor Peninsula Community Plan. The 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,~~ [At that time](#), Pierce County ~~believes~~ [believed](#) they ~~will~~ [would](#) be able to fund all Premier and High Priority projects and half of the Medium Priority projects.

[Pierce County started a transportation plan update in summer 2007 with expectation of presenting a revised draft plan to the county's Planning Commission in fall of 2008. The current schedule would have that plan adopted in November 2009. The approach for the county's plan update represents a significant change in the approach to project funding. The county staff is proposing to divide available transportation funding into major service delivery categories \(i.e., capacity, safety, operations, and maintenance, among others\) and prioritize the use of the expected limited funding based on the effectiveness of investment in each of the delivery categories. Notwithstanding the change in approach, the projects identified in the community plan remain those currently planned for the Gig Harbor area by the county:](#)

~~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. [\(This project has been partially completed\)](#)
- 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 [\(This project has been partially completed\)](#)

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 [on the county's 2008-2013 TIP that are identified within the county in the vicinity of Gig Harbor that impact the study area for 2004-2009](#) are summarized [listed](#) below in **Table 11-1**.

- ~~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. Depending on the outcome of the 2007-2009 Pierce County Comprehensive Transportation Plan update, as previously described, the projects identified in the Gig Harbor Peninsula Community may or may not be carried in the new plan and, therefore, may or may not be programmed for implementation in subsequent six-year road programs. City staff should monitor and participate in the county's transportation planning process to maximize opportunities for a consistent and cohesive transportation system, regardless of the jurisdictional responsibilities.~~

**Table 11-1
Pierce County 2008-2013 TIP Projects in Vicinity of Gig Harbor**

<u>ID Number</u>	<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Description</u>	<u>Component</u>	<u>Timing</u>
194	<u>Wollochet Dr. NW</u>	<u>600' N/O E. Bay Drive NW</u>	<u>400' N/O Fillmore Drive NW</u>	<u>Widen and reconstruct road to provide additional lanes; address concurrency</u>	<u>Engineering</u>	<u>Complete</u>
					<u>ROW</u>	<u>2008</u>
					<u>Construction</u>	<u>2009 – 2011.</u>
358	<u>36 St. NW</u>	<u>Gig Harbor City Limits</u>	<u>22 Av. NW</u>	<u>Construct paved shoulders</u>	<u>Engineering</u>	<u>Complete</u>
					<u>ROW</u>	<u>2008</u>
					<u>Construction</u>	<u>2009-2010</u>
369	<u>Jahn Av. NW/32 St. NW/22nd Av NW</u>	<u>36 St. NW</u>	<u>24 St. NW</u>	<u>Construct paved shoulders</u>	<u>Engineering</u>	<u>2008</u>
					<u>ROW</u>	<u>Not prog.</u>
					<u>Construction</u>	<u>Not prog.</u>
504	<u>Wollochet Dr. NW</u>	<u>40 St. NW</u>	<u>600' N/O E. Bay Drive NW</u>	<u>Widen and reconstruct road to provide additional lanes; address concurrency</u>	<u>Engineering</u>	<u>Complete</u>
					<u>ROW</u>	<u>2008</u>
					<u>Construction</u>	<u>2009 – 2010</u>
513	<u>Sehmel Dr. NW</u>	<u>Homestead Park</u>	<u>Bujacich Dr. NW</u>	<u>Construct paved shoulders</u>	<u>Engineering</u>	<u>2008</u>
					<u>ROW</u>	<u>Not prog.</u>
					<u>Construction</u>	<u>Not prog.</u>
<p><u>Notes:</u></p> <p><u>ID Number</u> This number is used for mapping in the County’s TIP. It does not represent a priority ranking.</p> <p><u>N/O -</u> North of</p> <p><u>ROW -</u> Right-of-Way acquisition</p> <p><u>Not prog.</u> Project element is not programmed at this time – usually occurs because of funding limitations.</p>						

Gig Harbor Six-year Transportation Improvement Plan (TIP)

The City is required to update its Transportation Improvement Plan (TIP) every year. The TIP is adopted by reference ([and is included in this plan element through its inclusion in the 20-year transportation capital facilities plan](#)), and a copy of the current plan can be obtained from the City's Public Works Department.

Washington State Department of Transportation Highway Improvement Program (STIP)

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.~~
- [SR16 / Burley-Olalla Interchange Project](#)
 - [Alternatively, WSDOT is investigating a proposed interchange at SR16 / 144th Street in Pierce County within the City of Gig Harbor\(s\) Urban Growth Area \(UGA\).](#)
- [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 Olympic Drive 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)~~
- [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](#)

- [Overlay existing ramps at the Wollochet Drive interchange on SR 16.](#)
- [Construct core HOV lanes, interchange improvements 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.~~

[Puget Sound Regional Council Destination 30 Transportation Improvement Program](#)

[The Puget Sound Regional Council \(PSRC\) Destination 30 Transportation Program has many significant projects listed for funding/construction in the vicinity of Gig Harbor. The projects are comprised of proposed projects defined in the Transportation Improvement Programs \(TIP\) of the Local Agencies and or municipalities in the Puget Sound Region. The municipal or quasi-municipal agencies relevant to the City of Gig Harbor include:](#)

- [Pierce County](#)
- [Pierce Transit](#)

[The projects proposed in the City of Gig Harbor or the UGA of the City are as follows:](#)

[Pierce County](#)

- [36th Street NW \(SR16 Trail Spur Connection\). The project proposed to widen and construct 6 foot wide shoulders along both sides of 36th Ave. between 22nd Ave. and SR 16. The project will facilitate non-motorized access to the existing Cushman Trail and Scott Pierson Trail currently under construction.](#)

- Jahn Avenue NW /32nd Street /22nd Avenue (SR 16 Trail Spur Connection). The project proposed to widen and construct 6 foot wide shoulders along both sides of the subject roadways. The project will facilitate non-motorized access to the existing Cushman Trail and Scott Pierson Trail currently under construction.

Pierce Transit

- Peninsula Park and Ride (Phase 1). This project is proposed in 2 phases. Phase 1 consists of constructing a new Park and Ride Lot in conjunction with the existing Kimball Drive Park and Ride facility and consists of a new parking lot facility proposed to accommodate 500 to 525 cars. Phase 1 will also include constructing a pedestrian bridge over SR16 to link the new facility with the existing facility located on Kimball Drive.
- Peninsula Park and Ride (Phase 2). The second phase of this project consists of the construction of a median in-line transit station on SR16 located approximately ¼ mile south of Pioneer Way/Wollochet Drive interchange.

Concurrency Ordinance

The City of Gig Harbor requires either the construction of or financial commitment for the construction of necessary transportation improvements from the private or public sector within six years of the impacts of a development. Methods for the City to monitor these commitments include:

- The City keeps a concurrency Traffic Model which tracks cumulatively the proposed development within the City. Utilizing the model, the City evaluates the available capacity and corresponding LOS at intersections throughout the City to determine if transportation concurrency is available for the proposed development. ~~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 <u>D</u>
• Harborview Drive/Stinson Avenue	LOS F
• Harborview Drive/Rosedale	LOS D <u>B</u>
• North Harborview Drive/Peacock Hill	LOS C <u>B</u>
• 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~~ existing traffic counts (2005), known pipeline development ~~a travel demand forecasting computer model prepared for the Pierce County Transportation Plan,~~ and estimates of population and employment developed based on Pierce County’s Buildable Lands Data (2007) and considered available data from the EMME2 traffic model utilized by PSRC. This data was then utilized to develop Future Conditions (six year horizon) and Long Range (20 year horizon) modeling scenarios. The data compiled is documented in the following technical memos prepared by the City’s consultant in early 2008.

- Gig Harbor Land Use Forecast for Travel Demand Modeling, dated January 14, 2008
- Analysis of Gig Harbor Six-Year Transportation Improvements and Preliminary Recommendations, dated February 15, 2008.
- Gig Harbor Long Range Forecast and Transportation Improvements Recommendations, dated July 1, 2008

These documents are available from the Public Works Department and herein incorporated by reference. ~~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 [Buildable Lands Analysis \(2007\)](#) and staff market knowledge was utilized to develop six-year and twenty-year land use forecasts. This was applied cumulatively to development that has been approved since the traffic data was collected and each parcel within the City of Gig Harbor and UGA was considered and included.

In keeping with the requirements of GMA, the transportation demand forecasts utilized to develop this transportation element are consistent with the land use element contained within this comprehensive plan. **Table 11-2** provides a summary of the land use assumptions for the Gig Harbor Urban Growth Area (UGA).

<u>Model Land Use Input</u>	<u>Model Base Year Assumption (2005)</u>	<u>Model Base Year Assumption (2007)</u>	<u>Programming Horizon Year Assumption (2013)</u>	<u>Model/Plan Horizon Year Assumption (2028)</u>	<u>Change 2007 to 2028 [%]</u>
<u>Housing (Dwelling Units)</u>	<u>5,662</u>	<u>5,672</u>	<u>7,621</u>	<u>8,467</u>	<u>+ 2,795 [49%]</u>
<u>Employment (Employees)</u>	<u>17,273</u>	<u>18,318</u>	<u>19,271</u>	<u>26,850</u>	<u>+ 8,532 [47%]</u>

Source: Technical Memo Gig Harbor Land use Forecasts for Travel Demand Modeling, January 14, 2008

~~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 Beekwith 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 [Buildable Lands Analysis \(2007\)](#) ~~Transportation Model~~, [staff market knowledge](#), the ~~Gig Harbor Comprehensive Plan Update~~, and the Gig Harbor ~~Travel Demand~~ [Concurrency Model](#).

[The City’s existing Concurrency Model was utilized as a starting point as it incorporates existing conditions \(2005\) and approved pipeline developments. The Buildable Lands Analysis \(2007\) and staff market knowledge was used to go through the UGA on a parcel level, and determine what the six and twenty year build out of an area would look like and when it would be likely to occur. This land use information was added to the Concurrency Model to build a six-year and a twenty-year forecast scenario. These forecasts were then used to generate the number and](#)

distribution of vehicle-trips that would use the transportation network for each scenario (six-year and twenty-year). The traffic models were built using VISUM modeling software. The base year for the transportation forecasts is 2007.

Base Year (2007) Analysis

The validity of a transportation model is demonstrated by asking the model to “forecast” existing traffic conditions. The “forecast” of a base year is compared to the observed existing conditions to indicate the ability of the model to replicate those existing conditions. If that replication is successful, it is accepted that the model will successfully forecast future transportation demand. Details of that model validation process are included by reference.

Figure 11-6 provides the observed and “forecast” volumes across several measurement points (“screenlines”) within the study area. The comparison of the observed and “forecast” volumes is within the industry-accepted guidelines and the model is deemed to be “validated.”

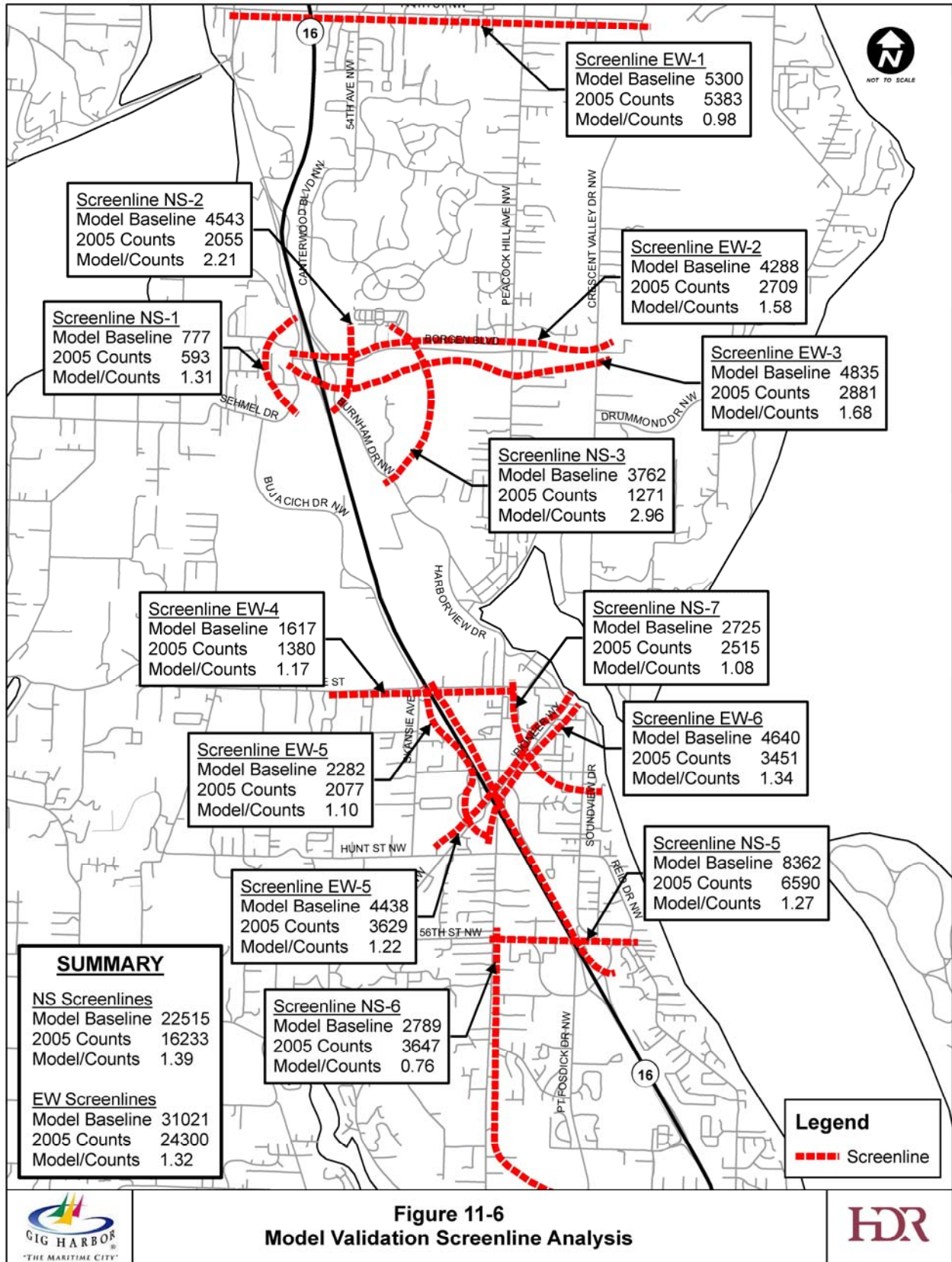


Figure 11-6
Model Validation Screenline Analysis



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)

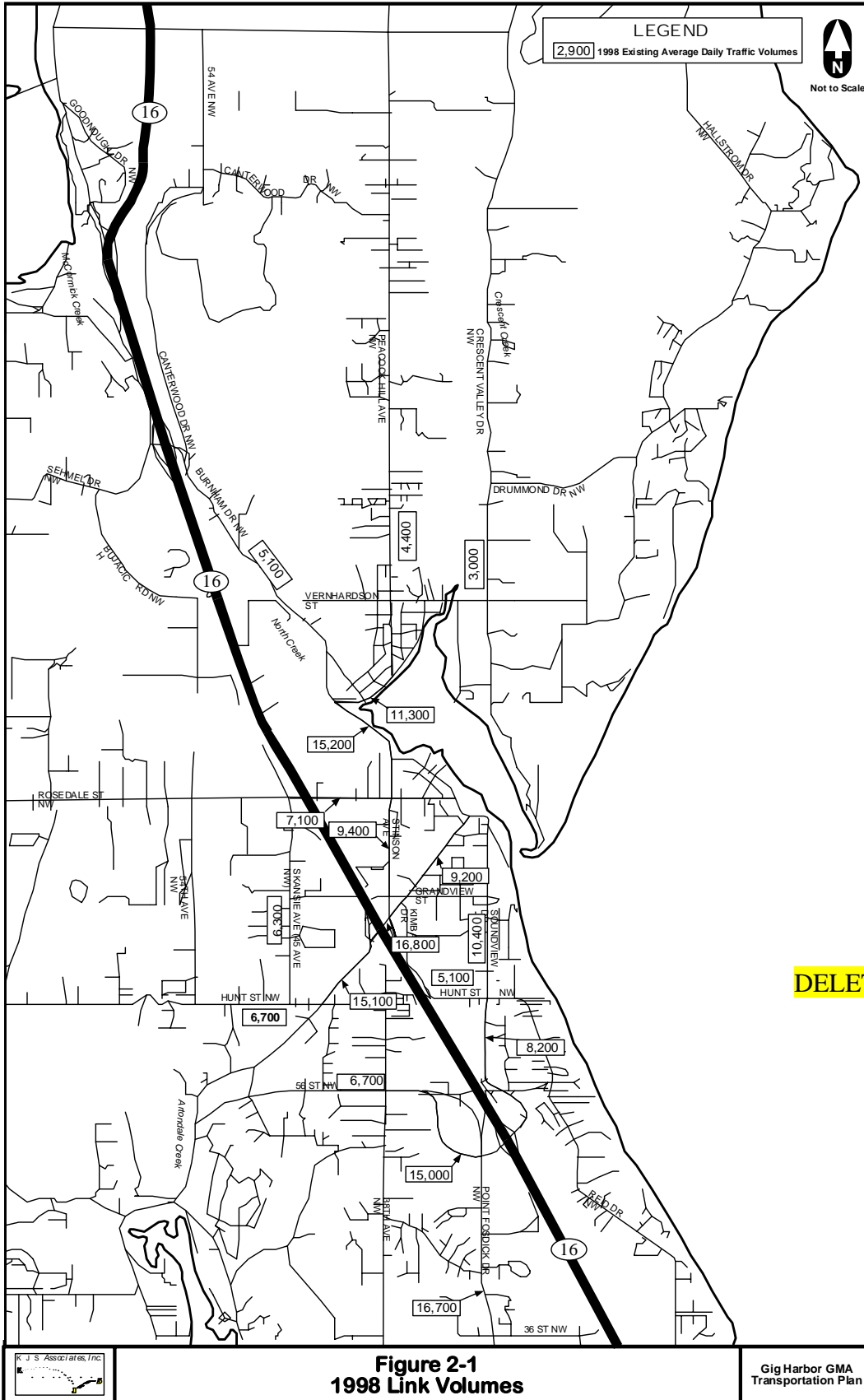
Existing (1998) daily traffic volumes on key roadway segments or links, and intersection levels of service are shown in Figure 2-1. The existing 1998 p.m. peak hour intersection levels of service are compiled in Table 2-2. As shown in Table 2-3 below, there are significant delays at three stop sign controlled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

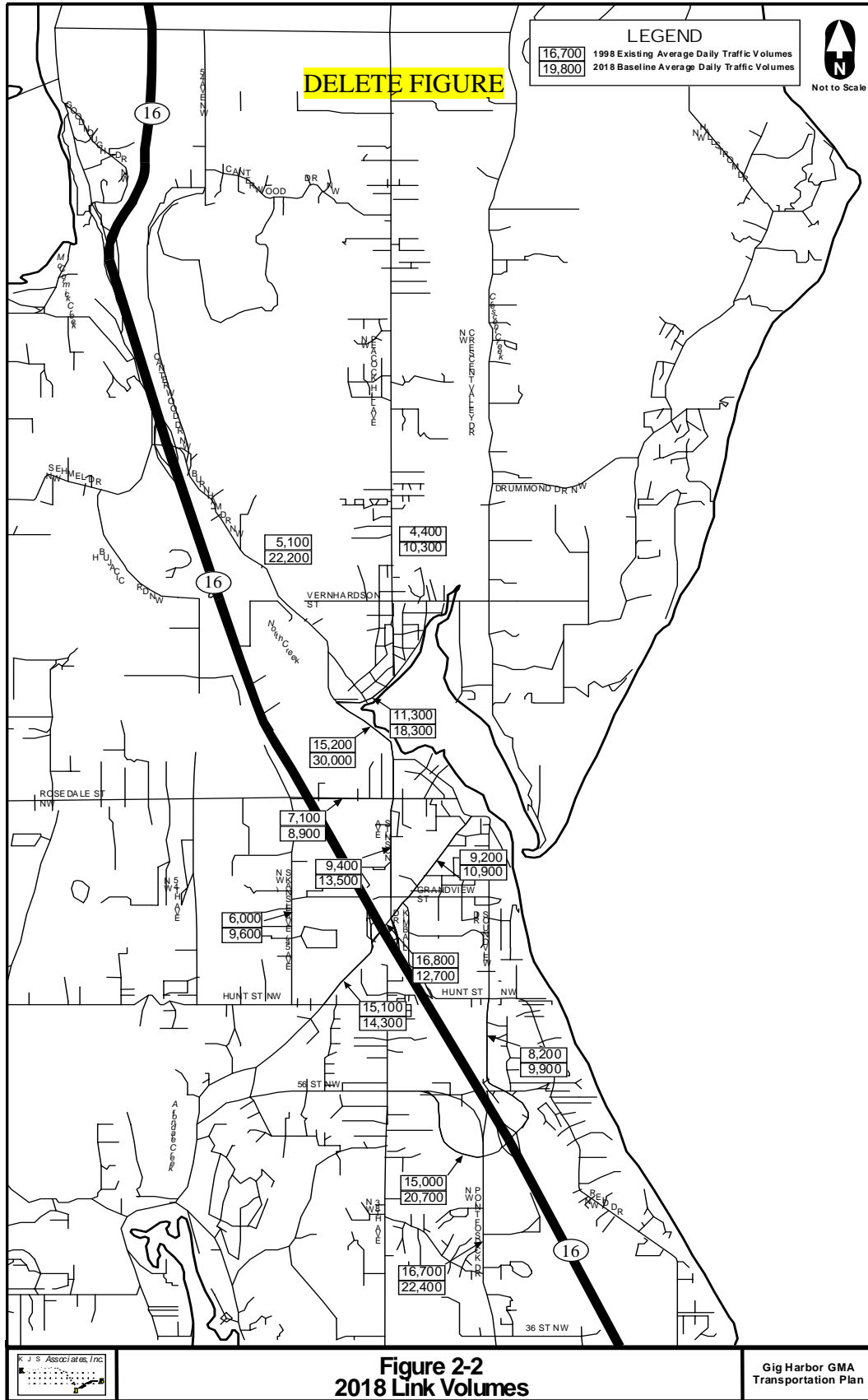
SIGNALIZED INTERSECTIONS	2018 LOS
38 th Ave E/56th NW	F
Olympic Dr/SR 16 NB ramps	G
Olympic Dr/SR 16 SB ramps	G
Olympic/Hollycroft	G
Pioneer Wy/Grandview St	B
Pioneer Wy/SR 16 NB ramps	D
Point Fosdick Dr/Olympic Dr	D
Rosedale/Schoolhouse	A
Wollochet Dr/Hunt St	F
UNSIGNALIZED INTERSECTIONS	2018 LOS
36th 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	G
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
Bergen Blvd/51 st roundabout	A** E***

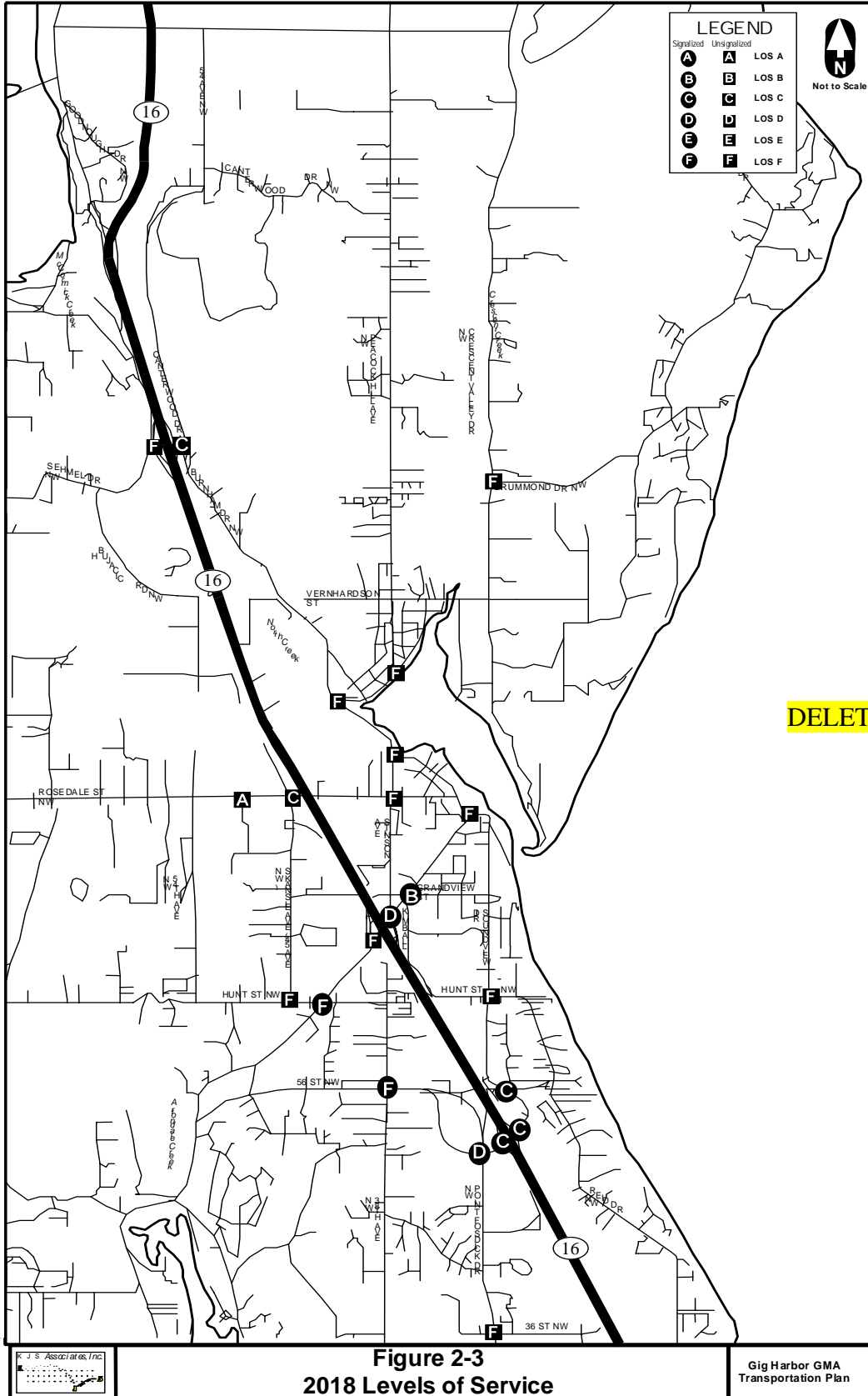
* Located within the downtown strategy area. Intersection impacts will be investigated on a case by case basis with implementation of various transportation strategies.

** 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 [\(NGH\)](#) Traffic Mitigation Study 2005 included an analysis of traffic operations in the NGH area and was completed to identify transportation mitigation requirements for three Comprehensive Plan Amendments. The Study identified near term transportation impacts of pipeline development, near term development proposals and buildout of the subarea. Potential long term mitigation measures for the NGH study area were identified. ~~The 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 [to provide historical context within the transportation element.](#)

SECTION 3. ALTERNATIVES ANALYSIS MOBILITY ANALYSIS

This section of the transportation element presents the forecast of future traffic and the resulting level of service at key locations for both the 6-year programming horizon (2008) and the 20-year planning horizon (2028). The results of the mobility analysis are used to recommend a 20-year transportation capital facilities plan (TCFP) for Gig Harbor.

Volume Forecasts

As previously discussed, the transportation model developed for the City of Gig Harbor was used with the land use forecasts to prepare PM peak traffic volume forecasts. The traffic volume forecast for key roadways within Gig Harbor for the 6-year programming horizon is provided as **Figure 11-7**. The traffic volume forecast for the same roadways for the 20-year programming horizon is provided as **Figure 11-8**.

Transportation Improvement Identification

The traffic volume forecasts were compared on a roadway segment or “link” basis with the capacity of each segment to determine the need for roadway improvements on a link basis. Even when that volume-to-capacity comparison does not indicate deficiency, there may be deficiencies resulting from intersection failures at either or both ends of the link. For that reason, intersection analysis was also conducted at key intersections. The intersections within the UGA were divided into three geographic groupings – North (north of 96th Street NW and west of Peacock Hill Avenue NW), West (south of 96th Street NW and west of SR-16), and East (south of 96th Street NW and east of SR-16) – for ease of data management.

Intersection Levels of Service (LOS) are summarized for the 6-year programming and the 20-year planning horizons in **Table 11-3**.

TABLE 11-3 INTERSECTION LEVEL OF SERVICE SUMMARY PM PEAK – NORTH INTERSECTIONS						
<u>NODE NUMBE R</u>	<u>INTERSECTION</u>	<u>2005 BASE YEAR</u>	<u>2013 “NO BUILD”</u>	<u>2013 WITH TIP</u>	<u>2028 WITH TIP</u>	<u>2028 WITH TCFP</u>
<u>N-1</u>	<u>Burnham/53rd</u>	<u>B</u>	<u>C</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>N-2</u>	<u>Burnham/50th</u>	<u>B</u>	<u>C</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>N-3</u>	<u>Burnham/Harbor Hill</u>	<u>N/A</u>	<u>N/A</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>N-4</u>	<u>Burnham/97th</u>	<u>B</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>N-5</u>	<u>Borgen/51st</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>B①</u>
<u>N-6</u>	<u>Borgen/Harbor Hill</u>	<u>N/A</u>	<u>F</u>	<u>D</u>	<u>D</u>	<u>E</u>
<u>N-7</u>	<u>Borgen/Peacock Hill</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>N-8</u>	<u>Borgen/SR 16 WB</u>	<u>A</u>	<u>F</u>	<u>F</u>	<u>F</u>	<u>F</u>
<u>N-9</u>	<u>Burnham/SR 16 EB</u>	<u>B</u>	<u>F</u>	<u>F</u>	<u>F</u>	<u>F</u>
<u>N-10</u>	<u>Purdy/144th</u>	<u>D</u>	<u>D</u>	<u>D</u>	<u>D</u>	<u>B</u>
<u>N-11</u>	<u>Purdy/SR 302</u>	<u>F</u>	<u>F</u>	<u>F</u>	<u>F</u>	<u>F②</u>
<u>N-12</u>	<u>Purdy/Goodnough</u>	<u>F</u>	<u>F</u>	<u>F</u>	<u>F</u>	<u>F②</u>
<u>N-13</u>	<u>144th/54th</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>F③</u>

TABLE 11-3
INTERSECTION LEVEL OF SERVICE SUMMARY
PM PEAK – NORTH INTERSECTIONS

<u>NODE NUMBE R</u>	<u>INTERSECTION</u>	<u>2005 BASE YEAR</u>	<u>2013 “NO BUILD”</u>	<u>2013 WITH TIP</u>	<u>2028 WITH TIP</u>	<u>2028 WITH TCFP</u>
<i>N-14</i>	<i>144th/Peacock Hill</i>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<i>N-15</i>	<i>54th/Canterwood</i>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<i>N-16</i>	<i>Peacock Hill/Canterwood</i>	<u>B</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>D</u>
<i>N-17</i>	<i>Canterwood/Tow hee</i>	<u>B</u>	<u>B</u>	<u>B</u>	<u>C</u>	<u>C</u>
<i>N-18</i>	<i>Burnham/Wood Hill</i>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
<i>N-19</i>	<i>Burnham/Sehmel</i>	<u>B</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>
<i>N-20</i>	<i>Sehmel/Bujacich</i>	<u>B</u>	<u>C</u>	<u>C</u>	<u>D</u>	<u>C</u>

*Note: N/A indicates that the intersection does not or would not exist in that case.
 Italic intersection names indicate the intersection is not currently under the city’s jurisdiction but is within the UGA.
 TIP – Transportation Improvement Program
 TCFP – Transportation Capital Facilities Plan*

- ① New roadway improvements in the TCFP result in increased entering volumes at this intersection and therefore a reduction in the Level-of-Service (LOS). The resulting LOS is acceptable.*
- ② Projected volumes will exceed the operational capacity of the intersection (LOS F). Improvements can be made to address the LOS at this intersection but it is outside of the jurisdiction of Gig Harbor.*
- ③ New roadway improvements in the TCFP result in increased entering volumes at this intersection and therefore a reduction in the LOS. Improvements can be made to address the LOS at this intersection but it is outside of the jurisdiction of Gig Harbor.*

Source: Technical Memo Analysis of Gig Harbor 6-Year Transportation Improvement Projects (TIP) and Preliminary Recommendations, February 15, 2008. Technical Memo, Analysis of Recommended Gig Harbor 20-Year Transportation Facility Plan, July 1, 2008.

TABLE 11-3 (CONTINUED)
Intersection Level of SERVICE SUMMARY
PM PEAK – EAST INTERSECTIONS

<u>NODE NUMBE R</u>	<u>INTERSECTION</u>	<u>2005 BASE YEAR</u>	<u>2013 “NO BUILD”</u>	<u>2013 WITH TIP</u>	<u>2028 WITH TIP</u>	<u>2028 WITH TCFP</u>
<u>E-1</u>	<u>Burnham / 96th</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-2</u>	<u>Peacock Hill / 96th</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-3</u>	<u>N. Harborview / Vernhardson</u>	<u>B</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>B</u>
<u>E-4</u>	<u>N. Harborview / Peacock Hill</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-5</u>	<u>Harborview / N. Harborview</u>	<u>C</u>	<u>F</u>	<u>A</u>	<u>A</u>	<u>B</u>
<u>E-6</u>	<u>Harborview / Stinson</u>	<u>F</u>	<u>F</u>	<u>F</u>	<u>F</u>	<u>B</u>
<u>E-7</u>	<u>Harborview / Rosedale</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-8</u>	<u>Harborview / Pioneer Way</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>D</u>	<u>B④</u>
<u>E-9</u>	<u>Stinson / Rosedale</u>	<u>C</u>	<u>C</u>	<u>B</u>	<u>C</u>	<u>C</u>
<u>E-10</u>	<u>Stinson / Edward</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-11</u>	<u>Stinson / Grandview</u>	<u>B</u>	<u>D</u>	<u>C</u>	<u>D</u>	<u>C</u>
<u>E-12</u>	<u>Pioneer Way / Judson</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-13</u>	<u>Pioneer Way / Edward</u>	<u>A</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-14</u>	<u>Pioneer Way / Grandview</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>E-15</u>	<u>Pioneer Way / Kimball</u>	<u>C</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>B</u>
<u>E-16</u>	<u>Soundview / Judson</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-17</u>	<u>Soundview / Grandview</u>	<u>C</u>	<u>C</u>	<u>B</u>	<u>C</u>	<u>C</u>
<u>E-18</u>	<u>Soundview / 64th</u>	<u>C</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-19</u>	<u>Olympic / Hollycroft</u>	<u>D</u>	<u>D</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-20</u>	<u>Olympic / Spur to Hollycroft</u>	<u>D</u>	<u>F</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>E-21</u>	<u>Pioneer Way / SR 16 WB</u>	<u>D</u>	<u>F</u>	<u>E</u>	<u>F</u>	<u>D</u>
<u>E-22</u>	<u>Pioneer Way / SR 16 EB</u>	<u>D</u>	<u>F</u>	<u>F</u>	<u>F</u>	<u>D</u>
<u>E-23</u>	<u>24th / SR 16 WB</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>A</u>
<u>E-24</u>	<u>Crescent Valley / Vernhardson</u>	<u>A</u>	<u>C</u>	<u>C</u>	<u>E</u>	<u>C</u>
<u>E-25</u>	<u>Reid / Hollycroft</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>C</u>	<u>B</u>

TABLE 11-3 (CONTINUED)
Intersection Level of SERVICE SUMMARY
PM PEAK – EAST INTERSECTIONS

<u>NODE NUMBE R</u>	<u>INTERSECTION</u>	<u>2005 BASE YEAR</u>	<u>2013 “NO BUILD”</u>	<u>2013 WITH TIP</u>	<u>2028 WITH TIP</u>	<u>2028 WITH TCFP</u>
<u>E-26</u>	<u>24th / 14th</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>E-27</u>	<u>Olympic Spur / Hollycroft</u>	<u>N/A</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>A</u>

*Note: N/A indicates that the intersection does not or would not exist in that case.
 Italic intersection names indicate the intersection is not currently under the city’s jurisdiction but is within the UGA.
 TIP – Transportation Improvement Program
 TCFP – Transportation Capital Facilities Plan*

Ⓞ Entering volumes at this intersection increases with the roadway improvements in the TCFP. The increased volumes reduce the LOS below the standard for this intersection in the Downtown Strategic Area (see page 11-19). The TCFP includes signalization of this location to address the LOS. An alternative approach of converting the all-way stop controlled intersection to stop-control on Pioneer Way only is not recommended considering sight-distance at the intersection and high pedestrian crossing demand especially during the summer season.

Source: Technical Memo Analysis of Gig Harbor 6-Year Transportation Improvement Projects (TIP) and Preliminary Recommendations, February 15, 2008. Technical Memo, Analysis of Recommended Gig Harbor 20-Year Transportation Facility Plan, July 1, 2008.

TABLE 11-3 (CONTINUED)
Intersection Level of SERVICE SUMMARY
PM PEAK – WEST INTERSECTIONS

<u>NODE NUMBE R</u>	<u>INTERSECTION</u>	<u>2005 BASE YEAR</u>	<u>2013 “NO BUILD”</u>	<u>2013 WITH TIP</u>	<u>2028 WITH TIP</u>	<u>2028 WITH TCFP</u>
<u>W-1</u>	<u>Rosedale / Skansie</u>	<u>B</u>	<u>C</u>	<u>C</u>	<u>D</u>	<u>D</u>
<u>W-2</u>	<u>Rosedale / Schoolhouse</u>	<u>A</u>	<u>C</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>W-3</u>	<u>Skansie / North Creek</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>W-4</u>	<u>Wollochet / Wagner</u>	<u>C</u>	<u>F</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>W-5</u>	<u>Wollochet / Hunt</u>	<u>C</u>	<u>D</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>W-6</u>	<u>Hunt / 46th</u>	<u>B</u>	<u>B</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>W-7</u>	<u>Hunt / 38th</u>	<u>B</u>	<u>C</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>W-8</u>	<u>Olympic / Point Fosdick</u>	<u>E</u>	<u>F</u>	<u>D</u>	<u>D</u>	<u>C</u>
<u>W-9</u>	<u>Olympic / 50th</u>	<u>C</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>W-10</u>	<u>Olympic / 56th</u>	<u>F</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>B</u>
<u>W-11</u>	<u>56th / 38th</u>	<u>C</u>	<u>E</u>	<u>F</u>	<u>F</u>	<u>D</u>
<u>W-12</u>	<u>Point Fosdick / Briarwood</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>W-13</u>	<u>Point Fosdick / 36th</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>

TABLE 11-3 (CONTINUED)
Intersection Level of SERVICE SUMMARY
PM PEAK – WEST INTERSECTIONS

<u>NODE NUMBE R</u>	<u>INTERSECTION</u>	<u>2005 BASE YEAR</u>	<u>2013 “NO BUILD”</u>	<u>2013 WITH TIP</u>	<u>2028 WITH TIP</u>	<u>2028 WITH TCFP</u>
W-14	<i>38th / Briarwood</i>	<u>B</u>	<u>A</u>	<u>A</u>	<u>A</u>	<u>A</u>
W-15	<i>Wollochet / SR 16 EB</i>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>
W-16	<i>Olympic / SR 16 EB</i>	<u>D</u>	<u>F</u>	<u>F</u>	<u>F</u>	<u>C</u>
W-17	<i>46th / 72nd</i>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>C</u>
W-18	<i>36th / 22nd</i>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>A</u>
W-19	<i>24th / Jahn</i>	<u>B</u>	<u>B</u>	<u>B</u>	<u>F</u>	<u>C</u>
W-20	<i>38th / 50th</i>	<u>N/A</u>	<u>A</u>	<u>B</u>	<u>B</u>	<u>B</u>

*Note: N/A indicates that the intersection does not or would not exist in that case.
 Italic intersection names indicate the intersection is not currently under the city’s jurisdiction but is within the UGA.
 TIP – Transportation Improvement Program
 TCFP – Transportation Capital Facilities Plan*

Source: Technical Memo Analysis of Gig Harbor 6-Year Transportation Improvement Projects (TIP) and Preliminary Recommendations, February 15, 2008. Technical Memo, Analysis of Recommended Gig Harbor 20-Year Transportation Facility Plan, July 1, 2008.

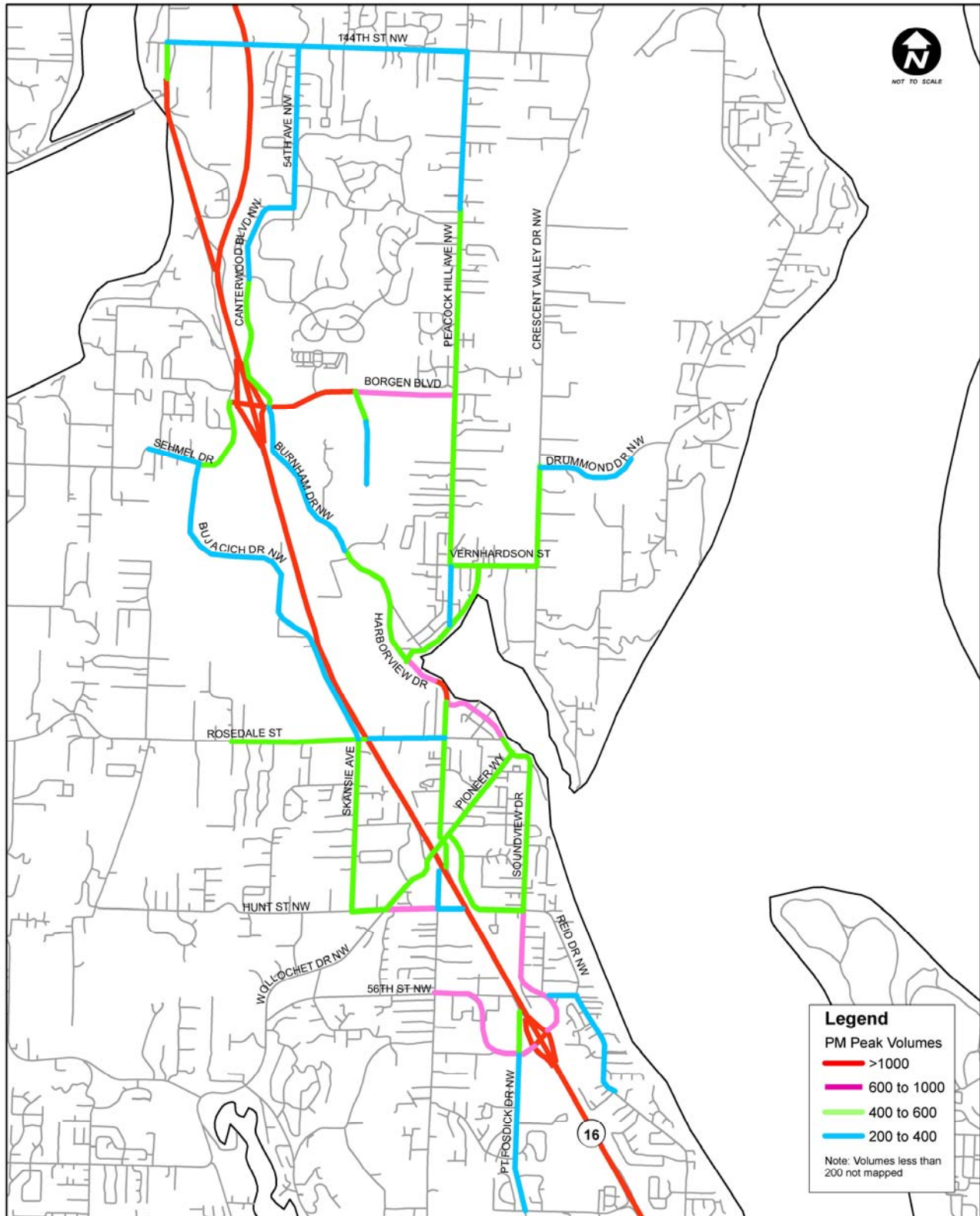


Figure 11-7
2013 Volumes - PM Peak, Both Directions



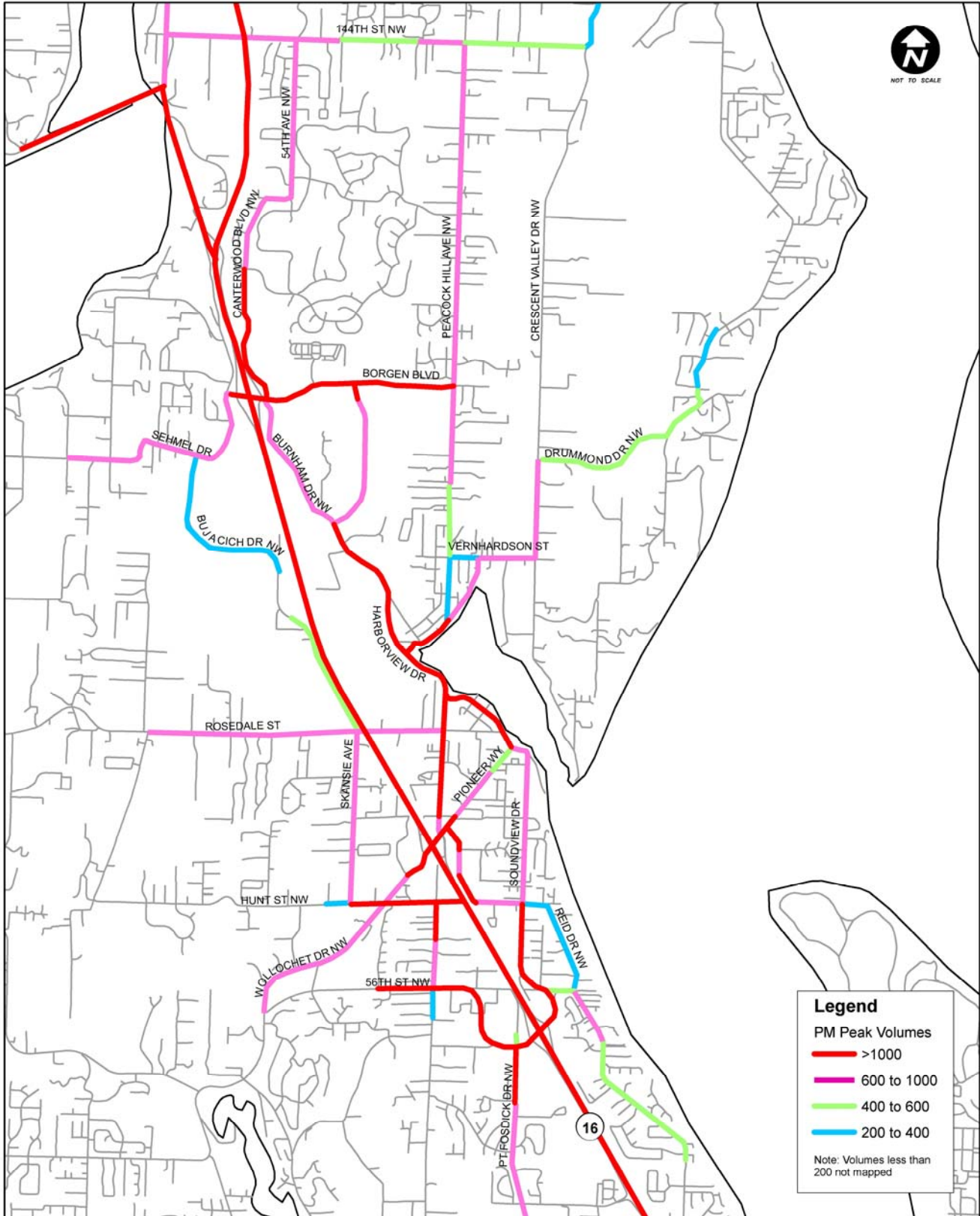


Figure 11-8
2028 Volumes - PM Peak, Both Directions



Table 11-4 identifies the roadway links not meeting the city’s LOS standards at the 6-year horizon and at the 20-year horizon.

**TABLE 11-4
ROADWAY SEGMENTS NOT MEETING LEVEL OF SERVICE PM PEAK**

ROADWAY	FROM	TO	2007 (V/C > 0.85)			2013 (V/c > 0.85)			2028 (V/C > 0.90)		
			VOLU ME	CAPACI TY	V/C	VOLUM E	CAPACIT Y	V/C	VOLUM E	CAPACI TY	V/C
Burnham Dr. NW	SR 16 EB Ramp	SR 16 WB Ramp	714	700	1.02	1324	700	1.89	1660	700	2.37
			524	700	0.75	1037	1400	0.74	1029	1400	0.74
Borgen Blvd.	SR 16 WB Ramp	51st Ave NW	568	800	0.71	1406	1600	0.88	1547	2400	0.64
			793	800	0.99	1706	1600	1.07	2326	2400	0.97
Borgen Blvd.	Harbor Hill Dr.	Peacock Hill Av.	293	700	0.42	580	800	0.73	617	2400	0.26
			485	700	0.69	850	800	1.06	1239	2400	0.52
Canterwood Blvd.	SR 16 WB Ramp	Towhee	352	500	0.70	587	700	0.84	742	1400	0.53
			147	500	0.29	796	1400	0.57	793	900	0.57
Peacock Hill Av.	Borgen Blvd.	117th St.	218	700	0.31	360	700	0.51	367	900	0.41
			512	700	0.73	652	700	0.93	798	900	0.89
Bujacich Rd.	Shemel Dr.	96th St.	198	300	0.66	325	300	1.08	289	500	0.58
			34	300	0.11	87	300	0.29	86	500	0.17
N. Harborview Dr.	Peacock Hill Av.	Harborview Dr.	353	700	0.50	293	700	0.42	397	700	0.57
			745	700	1.06	769	700	1.10	716	700	1.02
Harborview Dr.	N. Harborview Dr.	Stinson Av.	982	700	1.40	1220	700	1.74	1061	700	1.52
			593	700	0.85	826	700	1.18	1113	700	1.59
Harborview Dr.	Stinson Av.	Pioneer Way	519	700	0.74	639	700	0.91	523	700	0.75
			311	700	0.44	416	700	0.59	576	700	0.82
Rosedale St.	Skansie Av.		375	500	0.75	448	500	0.90	621	800	0.78

**TABLE 11-4
ROADWAY SEGMENTS NOT MEETING LEVEL OF SERVICE PM PEAK**

ROADWAY	FROM	TO	2007 (V/C > 0.85)			2013 (V/c > 0.85)			2028 (V/C > 0.90)		
			VOLU ME	CAPACI TY	V/C	VOLUM E	CAPACIT Y	V/C	VOLUM E	CAPACI TY	V/C
			202	500	0.40	204	500	0.41	301	800	0.38
Hunt St.	38 th Av.	Wollochet Dr. NW	329	500	0.66	706	800	0.88	731	1400	0.52
			329	500	0.66	450	800	0.56	619	1400	0.44
Olympic Dr. NW	SR 16 EB Ramp	Pt. Fosdick Dr. NW	1615	1800	0.90	1919	1800	1.07	2111	1800	1.17
			1411	1800	0.78	1561	1800	0.87	1908	1800	1.06
Soundview Dr.	SR 16 WB Ramp	Hunt St.	531	700	0.76	540	700	0.77	763	1400	0.55
			629	700	0.90	696	700	0.99	597	1400	0.43

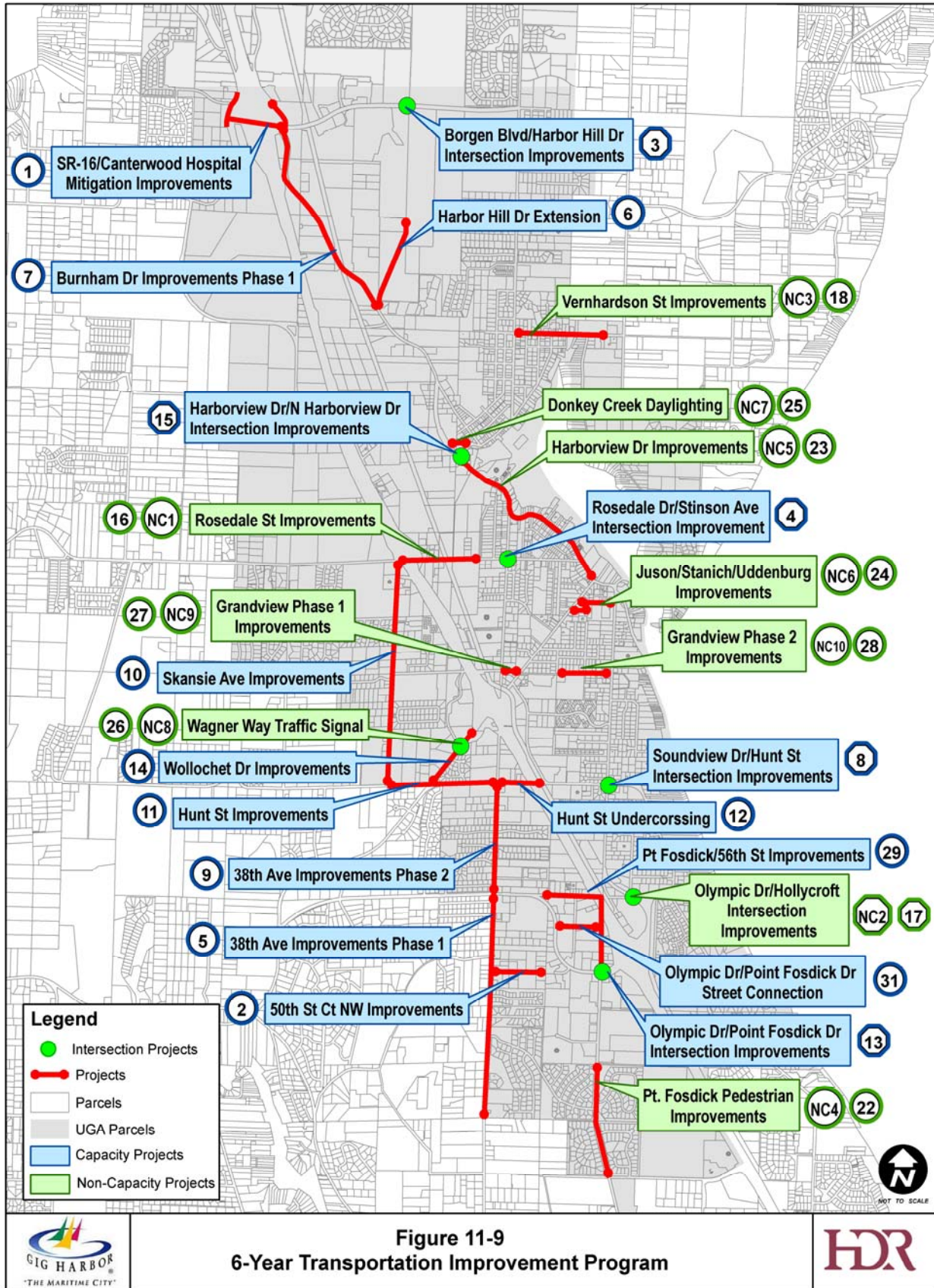
Note: Shaded volume cell indicates scenario where volume exceeds roadway link capacity.
 V/C in excess of 0.85 for existing or near term conditions indicates that the LOS standard would like not be met under that condition.
 V/C is excess of 0.90 for long-term conditions indicates that the LOS standard would likely not be met.
 N/A indicates that the roadway segment does not or would not exist in that case.
 Blank cells in the 2005 Volume column indicates that volumes are not available for the cited roadway.
 Italic roadway names indicate the intersection is not currently under the city's jurisdiction but is within the UGA.

Source: Technical Memo Analysis of Gig Harbor 6-Year Transportation Improvement Projects (TIP) and Preliminary Recommendations, February 15, 2008. Technical Memo, Analysis of Recommended Gig Harbor 20-Year Transportation Facility Plan, July 1, 2008.

Short-Term (2013) Improvements

As discussed previously, Gig Harbor, as with all Washington State cities and counties, adopts annually a 6-year transportation improvement program (TIP) that addresses safety, mobility and system continuity issues that are either existing or expected within that 6-year window. As required by state law, the TIP is financially constrained to the revenue for capital improvements expected within that 6-year period from all possible sources (taxes, grants and fees). The financial analysis is provided later in this chapter.

Figure 11-9 illustrates the roadway projects in Gig Harbor’s 2009-2013 TIP. As shown in the previously presented tables, the 2009-2013 TIP addresses the identified unacceptable LOS identified in the 2013 “No Build” scenario considering the special LOS standard applied in the “Downtown Strategy Area.” **Table 11-5** summarizes the 2009-2013 short range transportation improvement projects.



**Table 11-5
Gig Harbor Short-Range Transportation Projects**

<u>No.</u>	<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Project Description</u>	<u>Estimated Cost (Thousands \$)</u>	<u>Component</u>	<u>Year</u>
1	SR-16/Borgen Blvd	Burnham Drive	Canterwood Blvd	Construct various short term roadway improvements to address concurrency as identified in the 2005 Final EIS for North Gig Harbor	11,000	Construction	2009
2	50th St. Ct. NW	Olympic Drive	38th Street	Construct new 2-lane roadway with curb, gutter and sidewalks on both sides, illumination, storm water system	1,600	Construction	2009
3	Harbor Hill Drive / Borgen Blvd.	Intersection	Construct right-turn slip lane from EB Borgen Blvd to SB Harbor Hill Drive; Construct right-turn slip lane from NB Harbor Hill Drive to EB Borgen Blvd.	64	Engineering	2012-2014	
				640	Construction	2012-2014	
4	Rosedale Drive / Stinson Avenue	Intersection	Construct left-turn pocket on south leg of Stinson for left turns onto WB Rosedale Dr.; Construct right-turn only lane on north leg of Stinson to WB Rosedale	25	Engineering	2012-2014	
				250	Construction	2012-2014	
5	38th Avenue	City Limits	56th Street	Phase I improvements - Complete design & construction of 2-/3-lane section with left turn pockets, bicycle lanes, curbs & gutters on both sides, landscaped planter strips, sidewalk, storm sewer improvements, provisions for future lighting	890	Engineering	2009-2011
					8,900	Construction	2012-2014
6	Harbor Hill Drive	Terminus	Burnham Drive	Complete the extension of Harbor Hill Drive to Burnham Drive. Private funding.	1,000	Construction	2009-2010
7	Burnham Drive	Harbor Hill Drive Extension	SR 16 interchange	Phase I: Reconstruction, including minor widening, curbs, gutters, sidewalks, storm water improvements, landscaped planer strips and lighting.	1,000	Construction	2011
8	Soundview Drive / Hunt Street	Intersection	Construct new traffic signal at the intersection with associated left turn pockets	60	Engineering	2011	
				600	Construction	2012-2014	

Table 11-5 (Continued)
Gig Harbor Short-Range Transportation Projects

<u>No.</u>	<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Project Description</u>	<u>Estimated Cost (Thousands \$)</u>	<u>Component</u>	<u>Year</u>
9	38th Avenue	56th Street	Hunt Street	Phase II - Complete design & construction of 2-/3-lane section with left turn pockets, bicycle lanes, curbs & gutters on both sides, landscaped planter strips, sidewalk, storm sewer improvements, provisions for future lighting	480	Engineering	2009-2011
					4,800	Construction	2012-2014
10	Skansie Avenue	Rosedale Street	Hunt Street	Minor widening to provide curb, gutter, storm water improvements, bicycle lanes and sidewalks on both sides of street	860	Engineering	2010
					8,600	Construction	2011
11	Hunt Street	Skansie Avenue	38th Street	Preliminary design of a 2-/3-lane section with median and/or left turn pockets, bicycle lanes, curbs, gutters, sidewalks and landscaped planter strip	480	Engineering	2012-2014
12	Hunt Street Undercrossing	Hunt Street	Kimball Street	Construct a new undercrossing connecting both sides of Hunt Street across SR-16	560	Engineering	2012-2014
					5,600	Construction	2012-2014
13	Olympic Drive / Point Fosdick Drive	Intersection		Construct right-turn only lane on NB Pt. Fosdick Drive and construct a dedicated right-turn lane to SR-16 EB on-ramp	40	Engineering	2009
					400	Construction	2010
14	Wollochet Drive	Hunt Street	Approximately 220 feet from Hunt Street	Widen roadway on one side to provide for 11-foot lane. This project completes corridor improvements provided by development	60	Engineering	2010
					600	Construction	2012 - 2014
15	Harborview Drive / N. Harborview Drive	Intersection		Construction new modern roundabout at the current location of the intersection	150	Engineering	2010
					1,500	Construction	2011

Table 11-5 (Continued)							
Gig Harbor Short-Range Transportation Projects							
<u>No.</u>	<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Project Description</u>	<u>Estimated Cost (Thousands \$)</u>	<u>Component</u>	<u>Year</u>
16	SR-16/Olympic Dr.	Intersection		Widen to provide exclusive right-turn lane on east approach. Convert one existing through-lane on east approach to shared through-left turn lane. Adjust signal phasing as required.	75	Engineering	2012-2014
					750	Construction	2012 – 2014
17	Burnham Dr./Harbor Hill Dr.	Intersection		Reconfigure intersection to a modern roundabout	200	Engineering	2010
					2000	Construction	2011
18	Rosedale St. / Skansie Av.	Intersection		Widen to provide left-turn lanes on east and west approaches	25	Engineering	2011
					250	Construction	2012 - 2014
19 (NC1)	Rosedale St.	Skansie Av.	Shirley Av.	Minor widening to provide 2-through lanes, channelization, left-turn pockets, bicycle and sidewalks on both sides of street	340	Engineering	2010
					3400	Construction	2011
20 (NC2)	Olympic Drive / Hollycroft Street	Intersection		Convert existing 2-way traffic on spur street that connects Olympic Drive with Hollycroft Street in the SE quadrant of the intersection to one-way NB traffic. Angled parking to be added to spur to support the park to the SE of the spur.	2	Engineering	2012 – 2014
					24	Construction	2012 - 2014
21 (NC3)	Vernhardson St.	City Limits	Peacock Hill Av	Pavement restoration and/or overlay, storm sewer, curbs, gutters and sidewalk(s), bicycle lanes (east of N. Harborview Drive)	375	Engineering	2012 - 2014
22 (NC4)	Pt. Fosdick Pedestrian Improvements	Harbor County Dr.	36th	Add sidewalk and bioswale along Point Fosdick Drive	100	Engineering	2010
					1000	Construction	2011
23	Harborview Drive	N. Harborview	Pioneer Dr.	Downtown beautification. Provide	10	Engineering	2011

Table 11-5 (Continued)							
Gig Harbor Short-Range Transportation Projects							
<u>No.</u>	<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Project Description</u>	<u>Estimated Cost (Thousands \$)</u>	<u>Component</u>	<u>Year</u>
(NC5)				landscaping and pedestrian benches at key intersections	90	Construction	2012-2014
24 (NC6)	Judson/ Stanich/ Uddenburg			Downtown beautification. Provide landscaping, pedestrian improvements, beautification, pavement rehabilitation	190	Engineering	2012-2014
					1900	Construction	2012-2014
25 (NC7)	Donkey Creek Daylighting.	N. Harborview	Harborview Dr.	Street and bridge improvements.	1,845 205	Construction Engineering	2009-2010
26 (NC8)	Wagner _____ Way Traffic Signal	Wagner Way	Wollochet Dr.	Traffic signal at Wollochet Dr and Wagner Way.	270 30	Construction Engineering	2008
27 (NC9)	Grandview Phase 1 Improvements	Stinson Ave.	Pioneer Way	Road, stormwater, and lighting improvements.	450 50	Construction Engineering	2010
28 (NC10)	Grandview Phase 2 Improvements	Soundview Dr.	McDonald Ave.	Road, stormwater, and lighting improvements.	774 86	Construction Engineering	2008-2009
29	Pt Fosdick/ 56 th Improvements	Pt. Fosdick Dr.	56 th St.	Sidewalk and roadway improvements.	3,600 400	Construction Engineering	2010
<u>Estimated Cost Summary (in thousands)</u>						<u>Engineering</u>	<u>\$6,357</u>
						<u>Construction</u>	<u>\$56,077</u>
						<u>Total</u>	<u>\$62,434</u>
<p><i>Note:</i> _____ The numbering of projects should not be considered fully indicative of the relative importance or timing of the projects. Projects are programmed based on known commitments and funding. Depending on future funding opportunities, higher number projects may be constructed sooner than lower number projects.</p> <p>Numbers 25 through 29 incorporated from the City's adopted transportation CIP with cost estimates provided by City staff.</p> <p><i>Source:</i> _____ "Proposed Six Year Transportation Improvement Program From 2009 to 2014" (Draft) City of Gig Harbor Washington, July 15, 2008</p>							

Long-Range (2028) Improvements

Long-range improvements to the roadway, bicycle and pedestrian system were identified both by examining level-of-service deficiencies and through inspection of the existing roadway system considering the expected development of Gig Harbor in realization of the land use element of this comprehensive plan. **Figure 11-10** presents the location and extent of the long-range improvements proposed to address projected level-of-service deficiencies and system continuity needs. **Table 11-6** describes and provides cost estimates for the long-range transportation improvements.

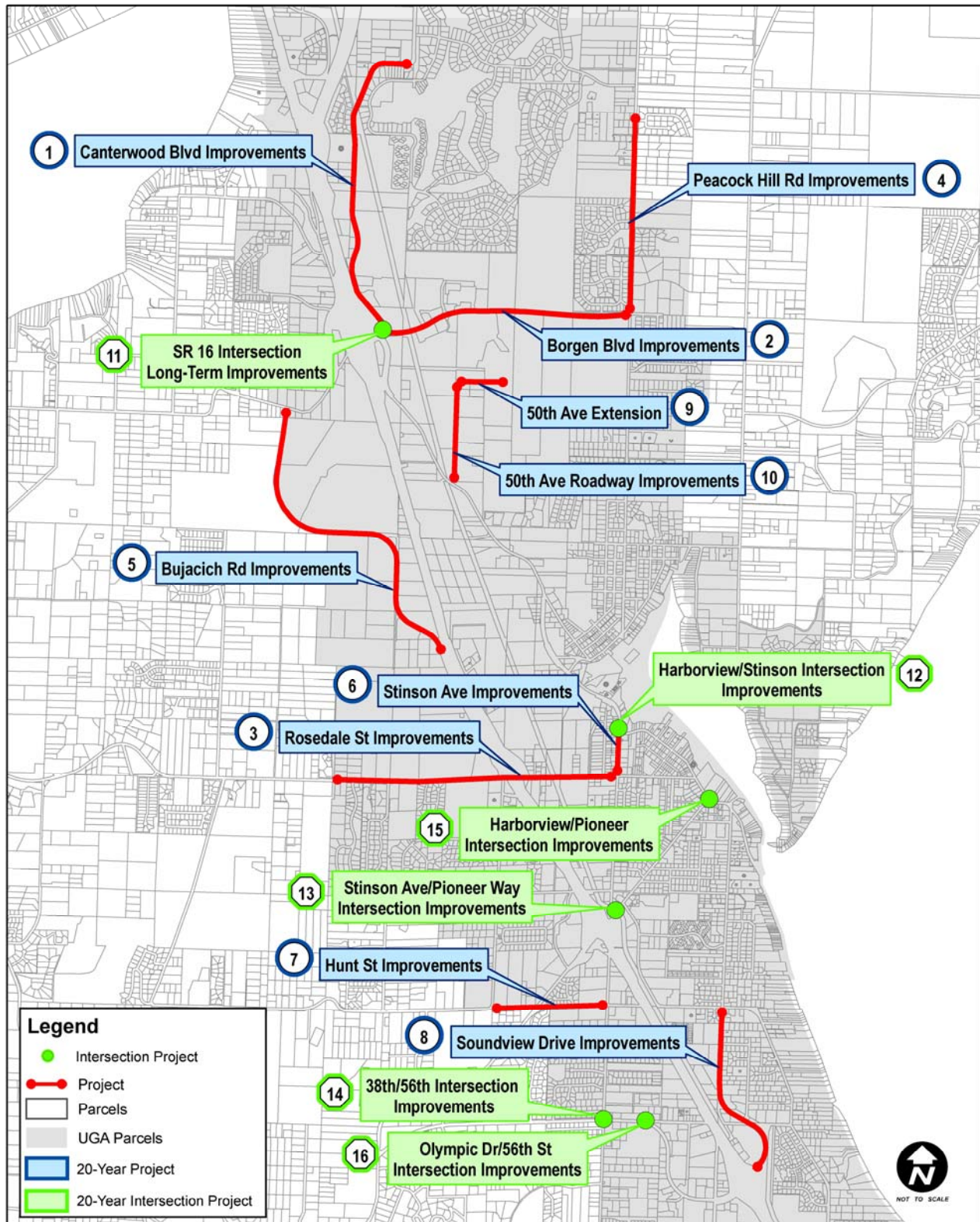


Figure 11-10
20-Year Transportation Improvement Program



**Table 11-6
Gig Harbor Long-Range Transportation Projects**

<u>No.</u>	<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Project Description</u>	<u>Purpose</u>	<u>Estimated Cost (Thousands \$)</u>
<u>1</u>	<u>Canterwood Boulevard NW</u>	<u>SR-16 WB Roundabout</u>	<u>54th Avenue NW</u>	<u>Add lanes to existing roadway to provide a 4-through lane cross-section</u>	<u>Address projected LOS deficiency</u>	<u>\$8,000</u>
<u>2</u>	<u>Borgen Boulevard</u>	<u>Peacock Hill Avenue</u>	<u>Burnham Drive NW</u>	<u>Widen roadway to 7-lane section with raised median and turn pockets at intersections</u>	<u>Address projected LOS deficiency</u>	<u>6,600</u>
<u>3</u>	<u>Rosedale Street NW</u>	<u>Skansie Avenue</u>	<u>58th Avenue NW</u>	<u>Phase I – Widen to standard</u>	<u>Address projected LOS deficiency</u> <u>Upgrade to urban standards</u>	<u>3,200</u>
		<u>Skansie Avenue</u>	<u>Stinson Avenue</u>	<u>Phase II - Widen</u>	<u>Address projected LOS deficiency</u>	<u>2,300</u>
<u>4</u>	<u>Peacock Hill Avenue</u>	<u>Borgen Boulevard</u>	<u>127th Street NW</u>	<u>Widen to 5 lane section (with two-way center left-turn lane)</u>	<u>Address projected LOS deficiency.</u> <u>Address existing local street pattern</u>	<u>4,100</u>
<u>5</u>	<u>Bujacich Road NW</u>	<u>Sehmel Drive NW</u>	<u>89th Street NW</u>	<u>Widen to three-lane section (with two-way center left-turn lane)</u>	<u>Address projected LOS deficiency.</u> <u>Address access requirements of expected development</u>	<u>6,900</u>
<u>6</u>	<u>Stinson Avenue</u>	<u>Rosedale Street NW</u>	<u>Harborview Drive</u>	<u>Implement selected widening for left-turn storage. Project should be refined with operational analysis when programmed on 6-Year TIP. Existing corridor LOS deficiency acceptable under Downtown Strategy Area LOS policy.</u>	<u>Manage access to preserve existing capacity and avoid widening.</u>	<u>220</u>

Table 11-6 (Continued)
Gig Harbor Long-Range Transportation Projects

<u>No.</u>	<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Project Description</u>	<u>Purpose</u>	<u>Estimated Cost (Thousands \$)</u>
7	<u>Hunt Street NW</u>	<u>Skansie Avenue</u>	<u>38th Avenue NW</u>	<u>Widen to 3-lane section (with two-way center left-turn lane).</u>	<u>Address projected LOS deficiency</u>	<u>2,300</u>
8	<u>Soundview Drive</u>	<u>SR-16 WB Ramp</u>	<u>Hunt Street NW</u>	<u>Implement selected widening for left-turn storage and access management program. Project should be refined with operational analysis when programmed on 6-Year TIP.</u>	<u>Address projected LOS deficiency.</u>	<u>700</u>
9	<u>New Road</u>	<u>50th Avenue</u>	<u>Harbor Hill Drive</u>	<u>C-3 facility identified in the North Gig Harbor Final SEIS. The majority of this roadway is most likely to be provided with development by development.</u>	<u>System completion</u>	<u>1,100</u>
10	<u>50th Avenue</u>	<u>New Road (C-3)</u>	<u>Burnham Drive</u>	<u>50th Avenue identified in the North Gig Harbor Final SEIS. The majority of this roadway is most likely to be provided with development by development.</u>	<u>System completion</u>	<u>2,300</u>
<i>Intersection Projects</i>						
<u>No.</u>	<u>Intersection</u>		<u>Project Description</u>	<u>Purpose</u>	<u>Estimated Cost (Thousands \$)</u>	
11	<u>SR 16 / Burnham Interchange Ramp Terminus and SR 16 / Borgen Boulevard Interchange Ramp Terminus</u>		<u>Rebuild interchange per Level III study (on-going) For purposes of this plan, an interchange replacement in place was assumed.</u>	<u>Address projected LOS deficiency</u>	<u>56,000</u>	
12	<u>Harborview Drive / Stinson Avenue</u>		<u>Signalize intersection (under semi-actuated control)</u>	<u>Address projected LOS deficiency</u>	<u>660</u>	
13	<u>Stinson Avenue / Pioneer Way</u>		<u>Signal upgrade:</u> <u>- Provide protected left-turns</u> <u>- Widen to add right-turn exclusive lane on east and west approaches</u> <u>Widen for double-left turn lanes on east approach</u>	<u>Address projected LOS deficiency</u>	<u>330</u>	

Table 11-6 (Continued)				
Gig Harbor Long-Range Transportation Projects				
<i>Intersection Projects (Continued)</i>				
<u>No.</u>	<u>Intersection</u>	<u>Project Description</u>	<u>Purpose</u>	<u>Estimated Cost (Thousands \$)</u>
6	38th Avenue NW/56th Street NW	Signal modification to adjust phasing plan (after detailed operational analysis)	Address projected LOS deficiency	150
7	SR 16/Olympic Drive NW	Widen to provide exclusive right-turn lane on east approach. Convert one existing through-lane on west approach to shared through-left turn lane. Adjust signal phasing as appropriate	Address projected LOS deficiency	440
Total Estimated Cost (thousands)				\$88,100
<i>Source: "Analysis of Recommended Gig Harbor 20-Year Transportation Facility Plan" July 1, 2008</i>				

It should be noted that the analysis of model link volumes would suggest the following road widening projects. As a policy, the comprehensive plan recognizes these link deficiencies and finds them acceptable in light of the high probability of unacceptable environmental impacts (both to the built and natural environment) that would result.

Table 11-7			
Potential 20-Year Projects NOT Recommended			
Harborview Drive	N. Harborview Drive	Pioneer Way	No project recommended. LOS deficiency is acceptable under Downtown Strategy Area LOS policy.
N. Harborview Drive	Peacock Hill Avenue	Harborview Drive	No project recommended. Addressing LOS deficiency would have severe impacts on built and natural environment along roadway.

Transportation Capital Facilities Plan (TCFP)

The listing of projects expected to be provided between 2008 and 2028 with cost estimates is the Gig Harbor Transportation Capital Facilities Plan (TCFP). **Figure 11-11** illustrates the location and extent of the TCFP projects. The TCFP includes the projects identified as short and long range transportation improvements.

The performance of the transportation system with the TCFP projects in place has previously demonstrated in Table 11-3.

Recommended Arterial Reclassifications

To support the land use plan and to facilitate the implementation of the recommended transportation improvements, the following arterial reclassifications are recommended:

- Hunt Street (Kimball Drive to Wollochet Drive NW) – Classify the new undercrossing as a Major Collector. Reclassify existing section from a Minor Collector to Major Collector.
- Harbor Hill Drive (Burnham Drive to Borgen Boulevard) – Classify as Minor Collector.
- 56th Street NW (38th Avenue to City Limits) – Reclassify from Major Collector to Arterial
- Hollycroft Street (Olympic Drive to Reid Drive) – Classify as Major Collector.
- Reid Drive NW – 64th Street NW (Hollycroft Street to Soundview Drive) – Reclassify from Major Collector to Minor Collector.

The City Engineer is authorized by this plan to pursue changes to the federal functional classifications of these roadways to provide consistency with these GMA functional classifications. The recommended arterial classification map is provided as **Figure 11-12**.

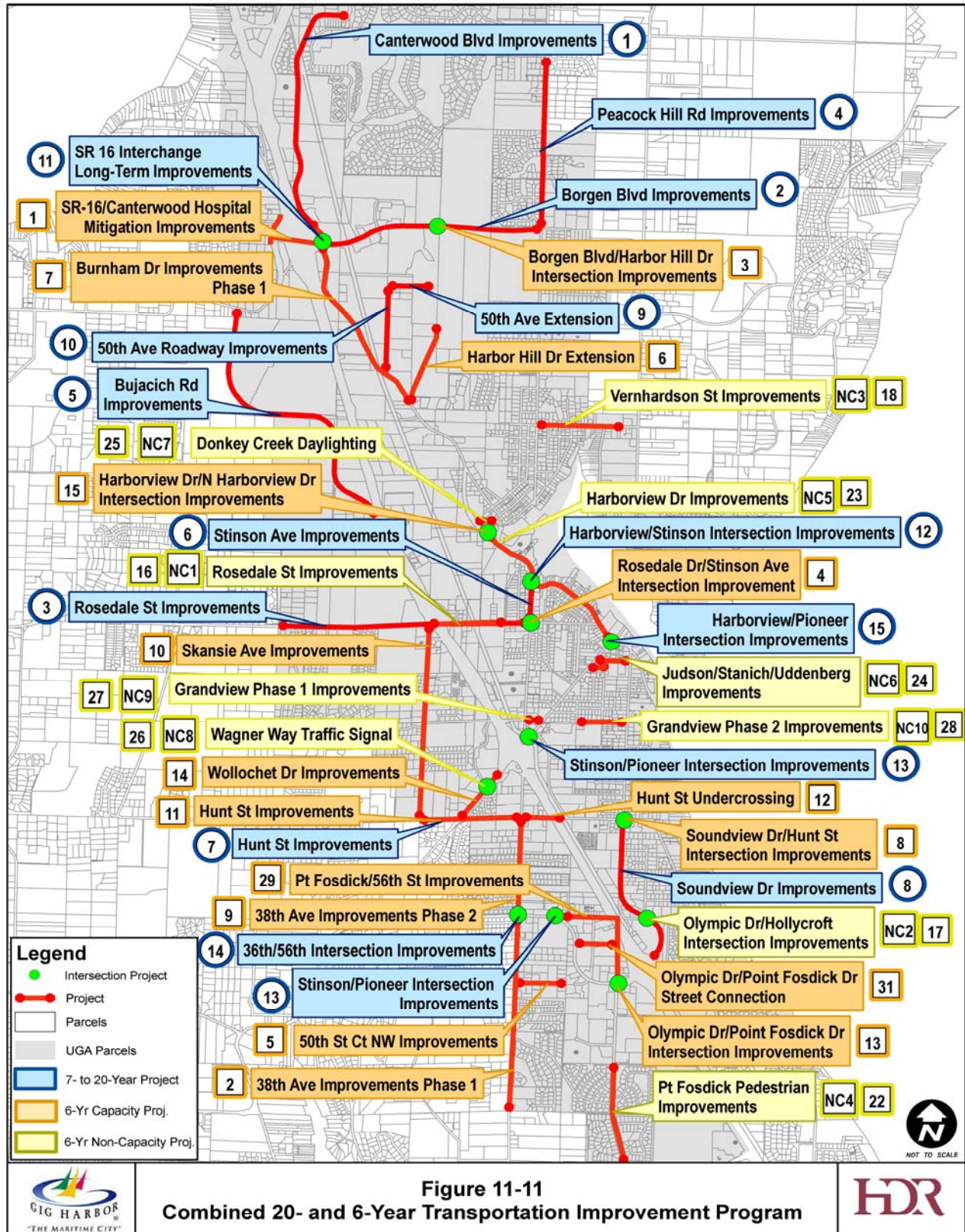


Figure 11-11
 Combined 20- and 6-Year Transportation Improvement Program



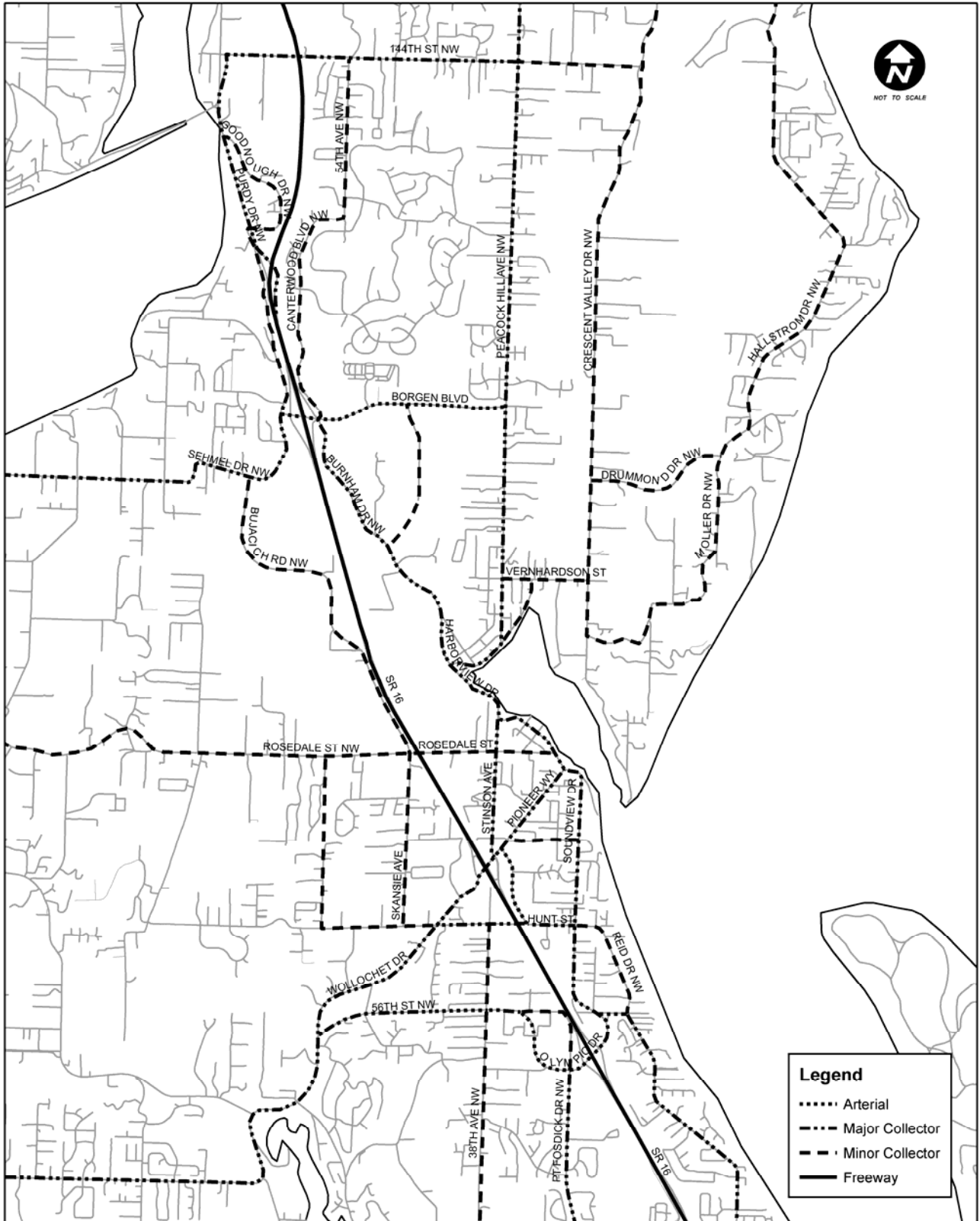


Figure 11-12
Recommended Functional Classification



~~Revise in accordance with forthcoming info developed from the 20 year Traffic Model – anticipated early June 2008.~~

~~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.~~

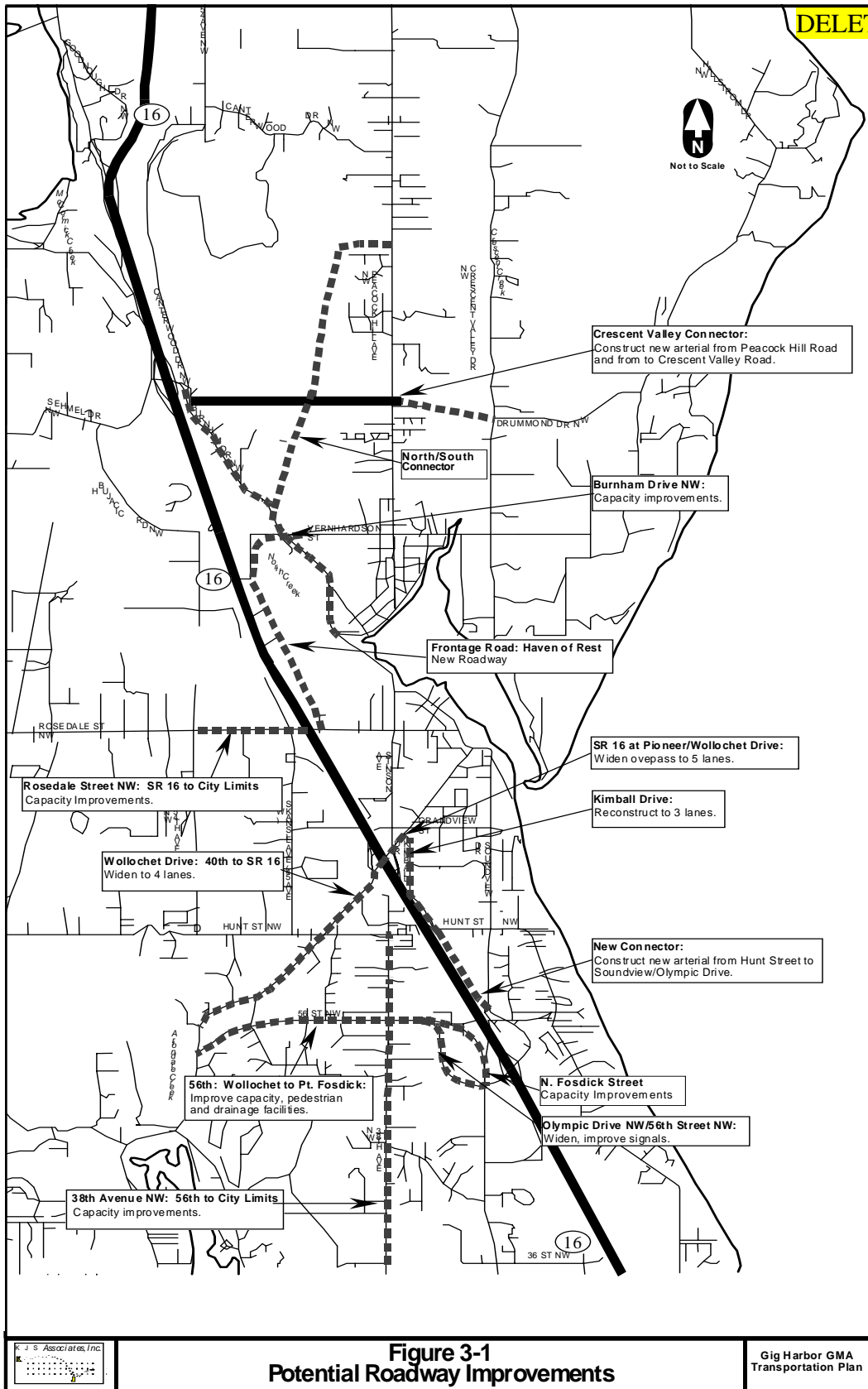
Roadways

~~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.~~

DELETE FIGURE



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 (16th)	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/Wolfechet	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	G	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 increase in employment within the City and its surrounding Urban Growth Area (UGA).~~ This growth will also result^{ing} 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. [The “Good to Go” program of electronic tolling on the Tacoma Narrows Bridge offers the potential for WSDOT to use “congestion pricing” \(variable tolls during peak periods\). Depending on the structure of the tolling system, it can encourage transit, carpools and vanpools. Gig Harbor should monitor and participate in any discussions of congestion pricing in connection with the Tacoma Narrows Bridge.](#)

Transportation Demand Management goals should be integrated with the development review process and should be a part of any traffic impact assessment and mitigation program.

The City Council, Planning Commission and the residents of Gig Harbor value a balance between motorized and non-motorized alternatives to help solve transportation issues in Gig Harbor.

Specific Projects for Transportation Demand Management include:

- Comply with state commute trip reduction program for major employers.
- Develop a comprehensive transit information program with Pierce Transit.
- Work with Pierce Transit to develop a vanpooling and ridematch service.
- Work with the WSDOT to implement the High Occupancy Vehicle lanes on SR 16 and on and off ramps where applicable.
- Work with the WSDOT to integrate the SR 16 queue by-pass on ramps with City streets.
- Develop a comprehensive parking management strategy to integrate parking availability and pricing with any transportation demand management strategy.
- Work with WSDOT and local transit agencies to provide a Park and Ride lot in the vicinity of the SR 16 Burnham Drive interchange.
- [Participate in any congestion pricing discussions led by WSDOT or PSRC.](#)

Specific projects for Transportation Systems Management would include:

- Work with the WSDOT to coordinate the SR 16 HOV project, local-state signal coordination, driver information and Intelligent Vehicle Highway Systems with the local street network.
- Develop a signal re-timing and coordination project to reduce delay and congestion at the City's signalized intersections.

The recommendations for transportation improvements for the City of Gig Harbor address these concerns. The motorized improvements focus on intersections and roadways, while the recommendations for non-motorized travel consist primarily of ways to expand the bicycle facilities, complete the sidewalk network and evaluate other options. Recommendations for transit are mainly directed to Pierce Transit, which serves the City of Gig Harbor.

SECTION 4. RECOMMENDED TRANSPORTATION PLAN

~~This Section to be updated once information currently under development if completed—
early June 2008~~

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 4	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
Vornhardson 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)	Bergen – 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 – 38 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 4	Skansie – 56 th	Design 2/3 lane section w/ median; bike	Gig Harbor	2008
Burnham Drive Ph 3	North/South Connector – Bergen		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.

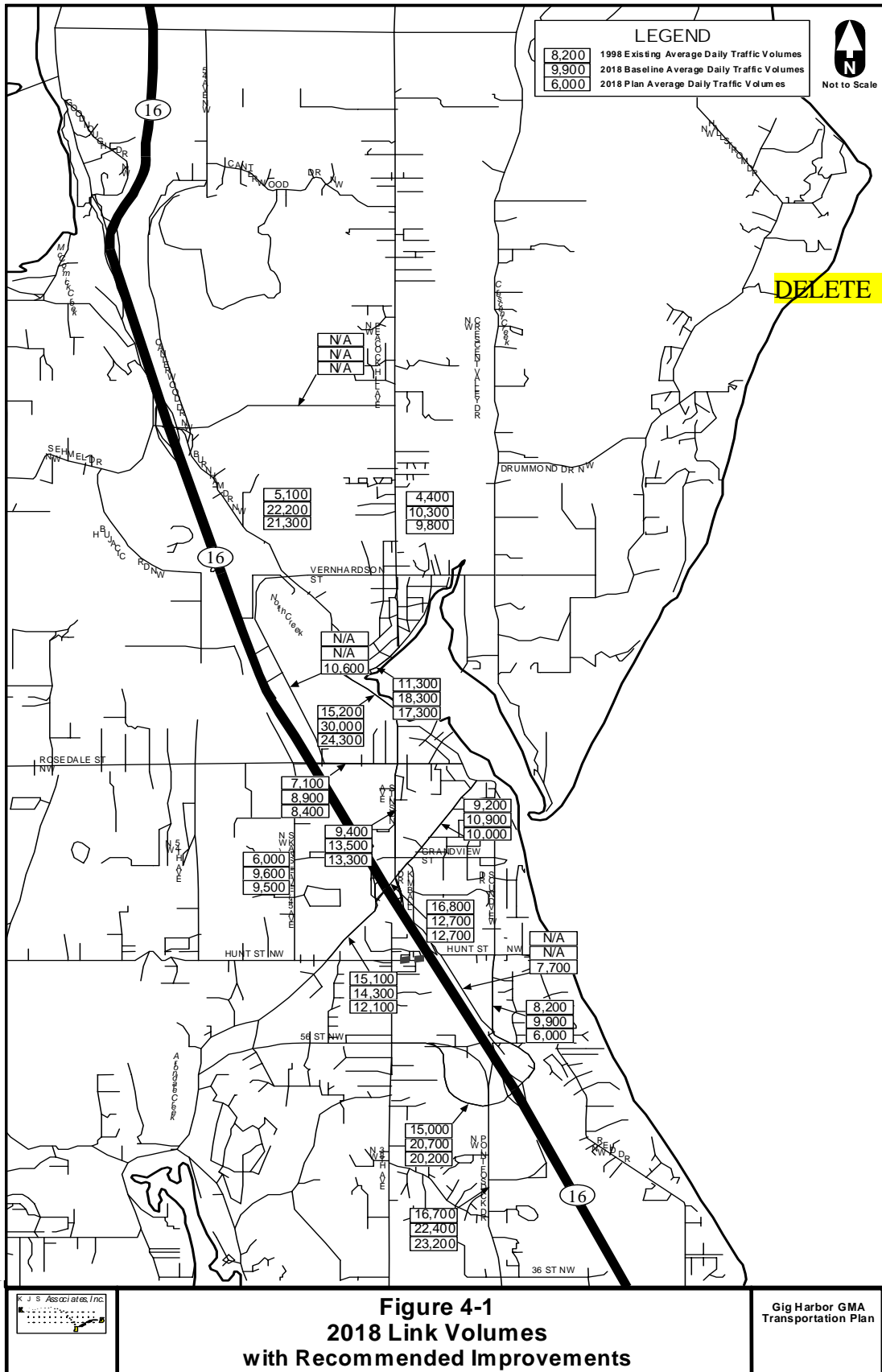
Roadway Improvements

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.



DELETE FIGURE

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. ⁽⁴⁾	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. ⁽⁴⁾	C	C
Rosedale St/Stinson Ave	F	D
Soundview Dr/Hunt St	F	C
SR 16 SB ramps/Burnham Drive. ⁽⁴⁾	F	#E
SR 16 SB ramps/Wollochet Dr. ⁽⁴⁾	F	A
Wollochet Dr/Hunt St	F	D

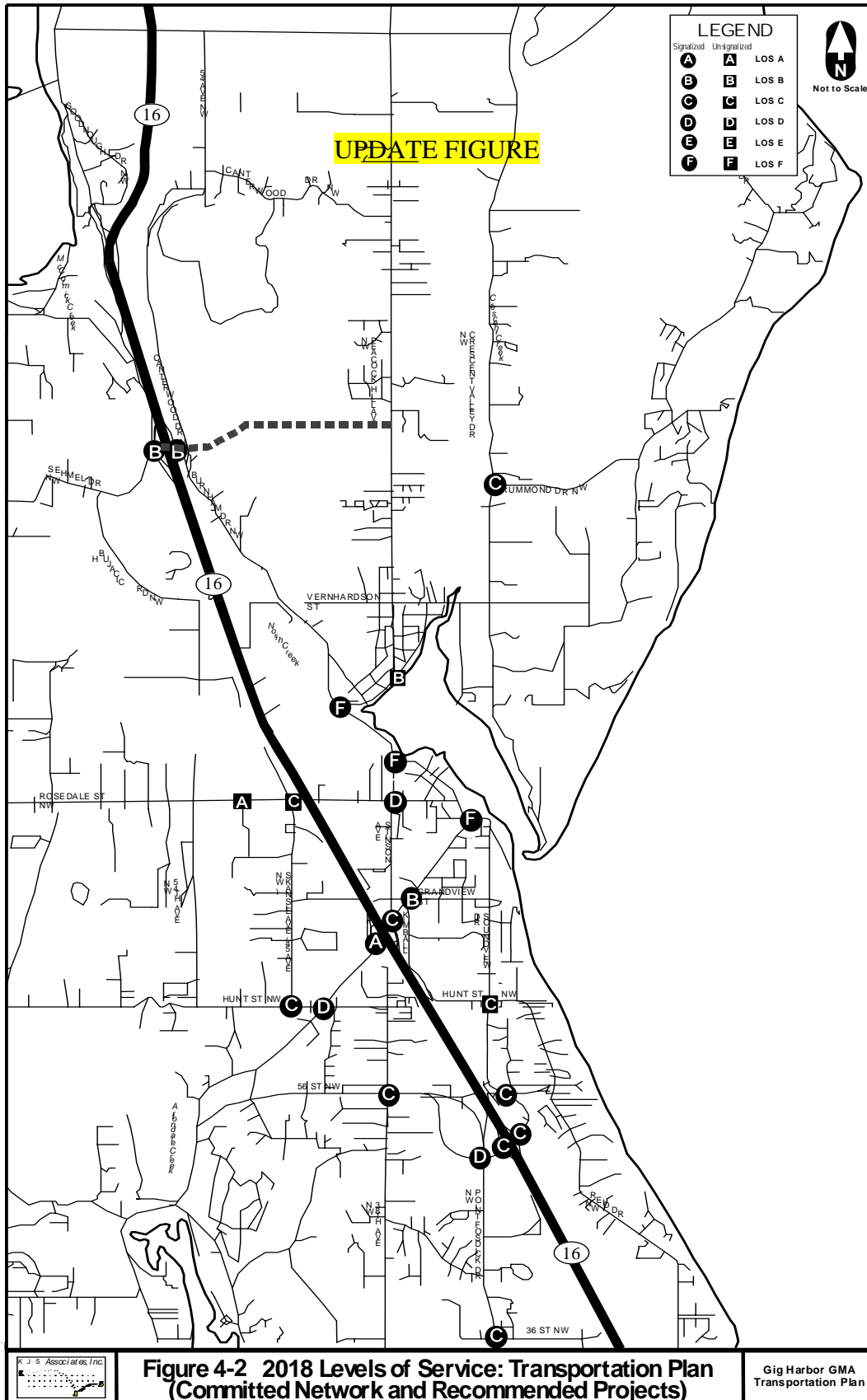
* recognized as acceptable in the downtown strategy area.

⁽⁴⁾ Improvement includes signalization.

⁽²⁾ Downtown strategy Area – signalization not recommended.

with SPU

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.
- [Support existing and establish](#) ~~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 bicycle lockers;
- Maintaining and improving a network of highways, streets and roads that moves people, goods and services safely and efficiently, minimizes social and environmental impacts, and supports various modes of travel.
- Providing adequate connections and access among all transportation modes.

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.

Gig Harbor road design standards require the provision of facilities for pedestrians and bicyclists on all roadways. As such, much of the non-motorized transportation network will be developed with each and every new or improved roadway identified in this plan. The only off-street facility planned by the city for pedestrians and bicyclists is the Cushman Power Line trail the first phase of which has been constructed.

~~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.

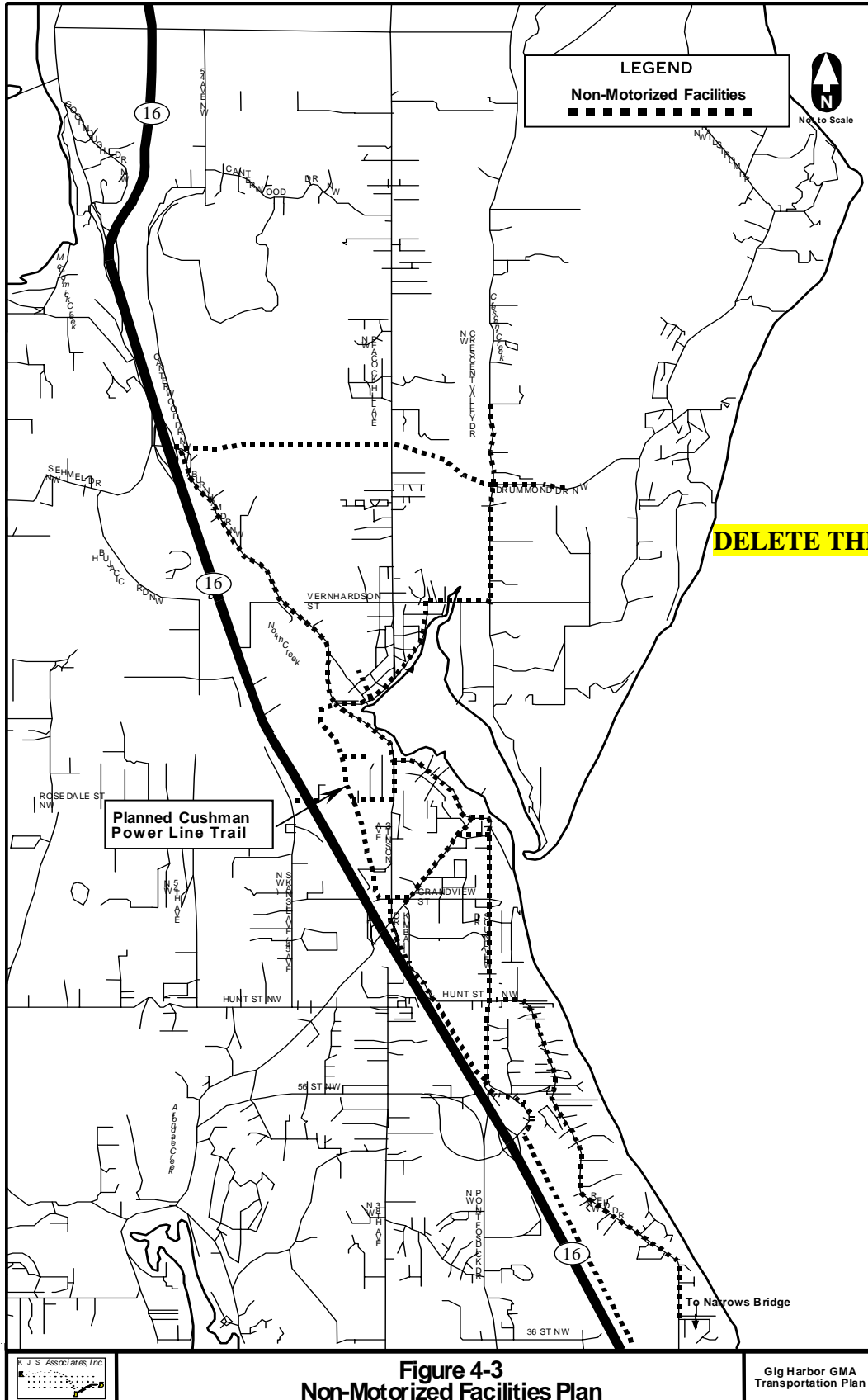
The specific intersections and current LOS that will be considered under the above are:

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



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**Figure 4-3
Non-Motorized Facilities Plan**

Gig Harbor GMA
Transportation Plan

SECTION 54. 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 11-13** provides 20-year traffic volumes for SR-16, which is the only state facility within Gig Harbor. The volumes were generated by ~~Pierce County~~ [the Gig Harbor transportation demand](#) model, which includes land use assumptions for ~~2018~~ 2028 for Gig Harbor. [These volumes have been compared with those provided by the Pierce County transportation demand model and have been found to be consistent with those projected volumes.](#)
- 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~~ [NGH](#) 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/Borgen Blvd 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.~~

~~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~~

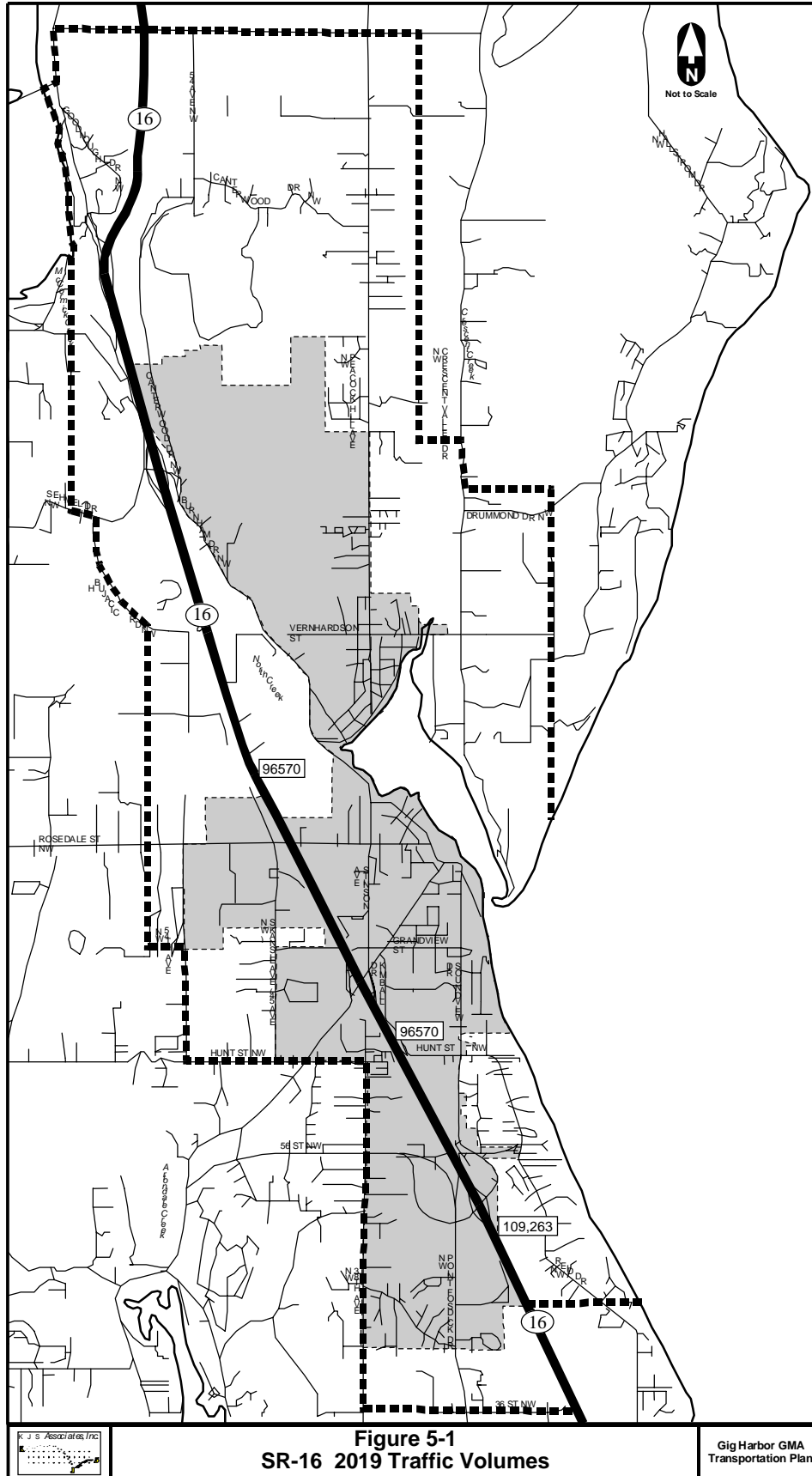
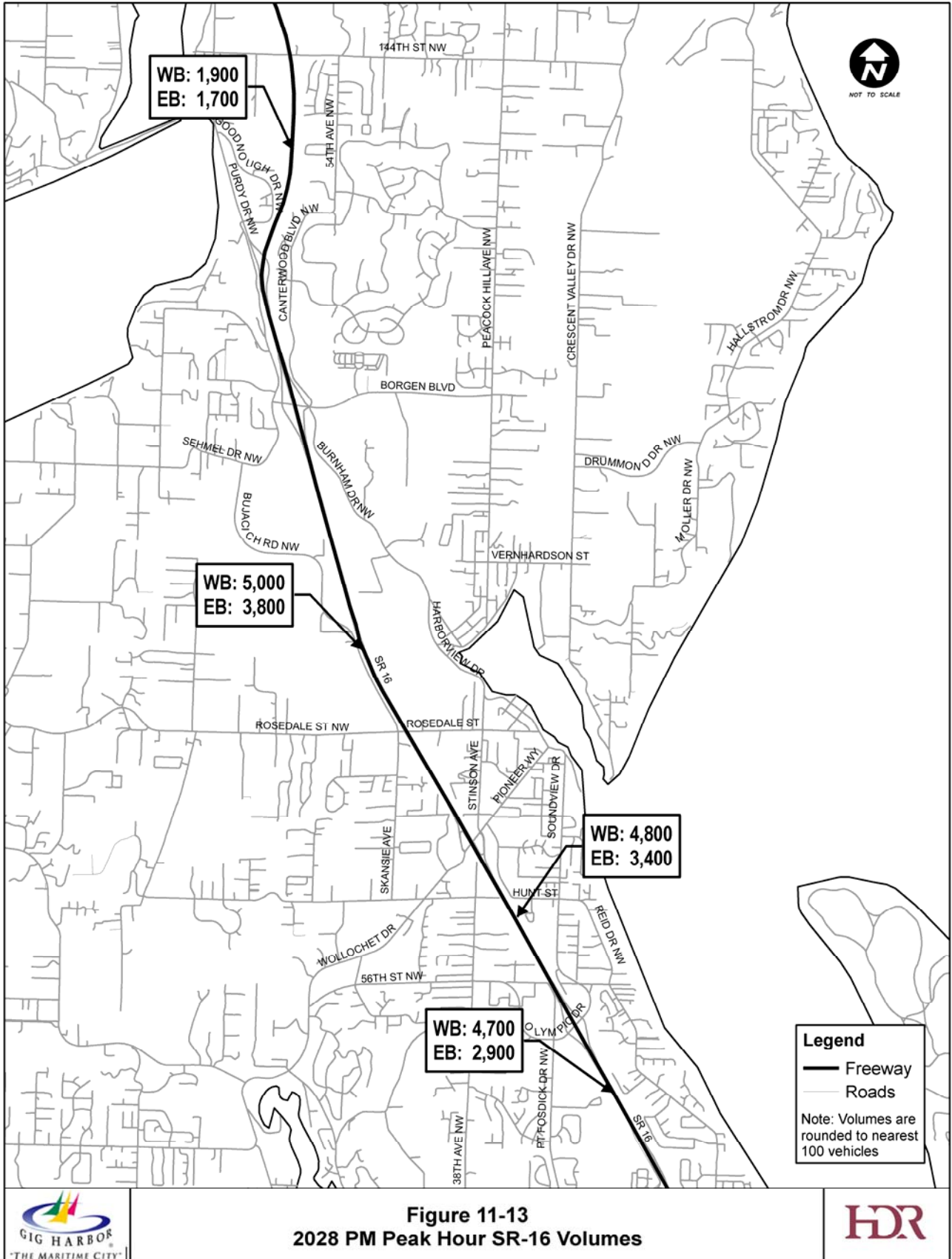


Figure to be updated (see next page)



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.

[The City of Gig Harbor is including the financial element in this transportation plan in compliance with the GMA as well as to provide a guide to the City for implementation of this plan.](#)

Federal Revenue Sources

The 1991 ~~f~~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 Efficiency Act for the 21st Century (TEA-21) continued this integrated approach, although specific grants for operating subsidies for transit systems were reduced.

[In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act was signed into law \(SAFETEA-LU\). SAFETEA-LU represents the largest surface transportation investment in our Nation’s history with guaranteed funding for highways, highway safety, and public transportation totaling \\$244.1 billion. ISTEA and TEA-21 shaped the highway program to meet the Nation’s changing transportation needs and SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow vital transportation infrastructure.](#)

[SAFETEA-LU addresses challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.](#)

SAFETEA-LU continues the TEA-21 concept of guaranteed funding, keyed to Highway Trust Fund (Highway Account) receipts. The guaranteed amount is a floor -- it defines the least amount of the authorizations that may be spent. Federal-aid Highway program (FAHP) authorizations in SAFETEA-LU total \$193.1 billion (net of an \$8.5 billion rescission scheduled for September 30, 2009). Adding in the \$100 million per year authorized in title 23 for Emergency Relief, authorizations for the FAHP total \$193.6 billion. Within total authorizations, the amount guaranteed for the FAHP is estimated to be \$193.2 billion.

Table 11-8 depicts the objectives of SAFETEA-LU.

Table 11-8. SAFETEA-LU Objectives

-
- Improving Safety
 - Safe Routes to School
 - Work Zone Safety
 - Other Safety Issues
 - Congestion Relief
 - Real-Time system Management Information Program
 - Road Pricing
 - High Occupancy Vehicle (HOV) Lanes
 - Maximizing Mobility
 - Improving Efficiency
 - Transportation Planning
 - Highways for LIFE Pilot Program
 - Environmental Streamlining
 - Design-Build
 - Air Quality Conformity and Planning Process
 - Environmental Stewardship
 - Research and Studies
-

~~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.

New Revenue Sources

In the 2006 Washington State Legislative Session, the state legislature approved Substitute House Bill (SHB) 2670 which provided for the creation of benefit zones in which publicly-funded improvements (such as transportation or parks) could be financed through bonds and have the bonds repaid using the incremental increase in sales tax within the zone. This legislation was sponsored to support the transportation infrastructure needs of the North Gig Harbor area where a new hospital was being proposed and the existing SR-16/Burnham/Borgen interchange did not have sufficient capacity to accommodate the hospital and other development-related traffic demand. The legislation provides that a maximum, statewide, of \$2 Million in the state's portion of the "excess" sales and use tax within the benefit zone can be diverted annually to repay bonded debt given that the city matches that amount from other local sources. The "excess" sales and use tax is defined by establishing the benefit zone and measuring the amount of sales and use tax generated within that benefit zone then comparing that amount to the sales and use tax generated in subsequent years; the increase in sales and use tax revenue is the "excess."

The City of Gig Harbor established the "Hospital Benefit Zone" (HBZ) jointly with Pierce County in 2006, pursuant to SHB 2670. The base year for the measurement of tax revenue leading to the definition of "excess" tax revenue is 2008. The city expects to have the "excess" defined in 2009 which would permit bond payments, assumed to be \$2 Million annually, in 2010. The revenue forecast shows this as restricted revenue in both the 6 year and 20-year forecasts.

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.~~

The projected revenues for Gig Harbor's recommended transportation capital improvements are shown in **Table 11-9**. According to these forecasts, approximately 30% of funding for the City's transportation program for the next 20 years will come from taxes. Intergovernmental revenues and transfers from other City funds will provide another 8% and 11%, respectively. Additionally, the City plans to issue debt to cover any deficiency in funding versus anticipated expenditures for transportation capital projects. The anticipated funding sources combined with the policy to bridge any gaps with new debt issues will ensure the City is able to accomplish its transportation plan.

The revenue forecast was prepared through linear projection of historic revenue trends observed in the City's financial records from 1998 to 2007. It should be noted that in 2008 (at the time of preparing this plan update), a previously robust housing market started to decline nationwide.

This decline can be expected to have some effect on assessed property values and therefore property tax revenue. It also could have an impact on other revenue sources that are not traditionally used for transportation projects (such as sales tax) which may have a “ripple-effect” on those revenue sources traditionally used for transportation projects (such as property tax and MVFT). For example, loss of sales tax revenue may require the City to use a greater percentage of property tax for other purposes than transportation. Further, the dampening effect on the economy of declining housing values may reduce the revenue received from the MVFT as demand for motor vehicle fuel declines. Consideration of these factors was beyond the scope of the revenue forecast prepared for this transportation element.

The revenue forecast was adjusted based on the expected rate of growth projected by the land use plan. In the first six years of the plan, the growth rate is expected to be significantly higher than in the last fourteen years of the plan. The rate of revenue growth is assumed to be higher in the first six years of the forecast.

Since the forecast is a trend analysis of existing revenues in broad categories of revenue, additional explanation of how the historic revenue sources increases the interpretability of this revenue estimate. **Table 11-10** relates the historic revenue sources to the revenue categories used in the forecast.

Table 6-2. Gig Harbor Transportation Revenue Forecast, 2004 to 2024 NEEDS TO BE UPDATED

Funding Source	Six-year 2004-2010	Percent	Twenty-year 2004-2024	Percent
MVFT ("gas tax")	\$400,000	8.7%	\$2,000,000	15.6%
State and federal grants	\$500,000*	10.80%	\$2,600,000*	20.2%
SEPA mitigation and Developer Contribution	\$2,000,000	43.5%	\$3,400,000	26.5%
City Traffic Impact Fees	\$100,000	2.2%	\$844,000	6.6%
Other funds (LIDs, general funds, economic grants, etc)	\$1,600,000	34.8%	\$4,000,000	31.1%
Totals	\$4,600,000	100.0%	\$12,844,000	100.00%

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

Table 11-9. Gig Harbor Transportation Revenue Forecast

2009 to 2027 (\$000)

Funding Source	Six-year 2009-2014	Percent	Twenty-year 2009-2027	Percent
<i>Street Fund</i>				
<u>Taxes</u>	<u>\$10,869</u>	<u>53%</u>	<u>\$47,286</u>	<u>61%</u>
<u>Licenses & Permits</u>	<u>\$19</u>	<u>0%</u>	<u>\$62</u>	<u>0%</u>
<u>Intergovernmental Revenue</u>	<u>\$3,118</u>	<u>15%</u>	<u>\$9,875</u>	<u>13%</u>
<u>Charges for Services</u>	<u>\$785</u>	<u>4%</u>	<u>\$2,487</u>	<u>3%</u>
<u>Miscellaneous</u>	<u>\$455</u>	<u>2%</u>	<u>\$1,440</u>	<u>2%</u>
<u>Transfers/Other</u>	<u>\$5,349</u>	<u>26%</u>	<u>\$15,422</u>	<u>21%</u>
<u>Totals</u>	<u>\$190,595</u>	<u>100.0%</u>	<u>\$76,572</u>	<u>100.00%</u>
<i>Street Fund – Capital</i>				
<u>Intergovernmental Revenue</u>	<u>\$34,690</u>	<u>37%</u>	<u>\$133,848</u>	<u>47%</u>
<u>Hospital Benefit Zone</u>	<u>\$10,000</u>	<u>11%</u>	<u>\$30,000</u>	<u>11%</u>
<u>Miscellaneous</u>	<u>\$16,882</u>	<u>18%</u>	<u>\$60,922</u>	<u>22%</u>
<u>Transfers In</u>	<u>\$9,000</u>	<u>10%</u>	<u>\$33,400</u>	<u>11%</u>
<u>Other – New Debt</u>	<u>\$22,500</u>	<u>24%</u>	<u>\$22,500</u>	<u>9%</u>
<u>Totals</u>	<u>\$93,072</u>	<u>100.0%</u>	<u>\$280,670</u>	<u>100.00%</u>

Table 11-10

Funding Sources by Forecast Category

<u>Nature of Funding</u>	<u>Category of Funding</u>	<u>Types of Funding Sources Included</u>
<u>Unrestricted Street Fund</u>	<u>Taxes</u>	<u>Property taxes</u>
	<u>Licenses & Permits</u>	<u>Engineering Plan Review and Construction Inspection Permit Fees, ROW Encroachment Permit Fees</u>
	<u>Intergovernmental Revenue</u>	<u>City share of motor vehicle fuel tax (MVFT)</u>
	<u>Charges for Services</u>	<u>Payments for services rendered by transportation operations staff.</u>
	<u>Miscellaneous</u>	<u>Other sources of unrestricted revenue</u>
	<u>Transfers/Other</u>	<u>Transfers to support transportation operations, maintenance and administration</u>
<u>Restricted Street Fund - Capital</u>	<u>Intergovernmental Revenue</u>	<u>Grants</u>
	<u>Hospital Benefit Zone</u>	<u>"Excess" sales and use tax used to finance bonded transportation improvements</u>
	<u>Miscellaneous</u>	<u>Transportation Impact fees, SEPA Mitigation fees, Developer Contributions</u>
	<u>Transfers In</u>	<u>Transfers to support capital projects</u>
<u>Other</u>	<u>Other – New Debt</u>	<u>Bonds are typically issued for capital improvements. Using debt to fund operation is comparable to using a credit card to pay for the household groceries – an generally recognized ill-advised action</u>

Capital Costs for Recommended Improvements

As discussed previously in ~~Section 4~~, there are several capacity-related improvements within the Gig Harbor UGA needed to achieve adequate levels of service by ~~2018~~ 2014. Some of these projects have already been identified by the City in its Transportation Impact Fee Program Update, dated March 2007. Others have since been identified and added to the list.

The capacity-related improvements ~~listed in~~ identified in Table 11-11 will be necessary to meet GMA level of service standards in 2018¹⁴. ~~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

Facility	Description	Estimated Cost	Predictable (non-grant) Funding
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
Vernhardson 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

Table 11-11. Capacity Projects – Six-Year Transportation Improvement Program
2009 to 2014 (\$000) ~~2004 to 2010~~

<u>TIP #</u>	<u>Description</u>	<u>Estimated Cost</u>
1	SR-16/Borgen Blvd	\$11,000,000
2	50th St Ct NW Improvements	1,600,000
3	Harbor Hill/Borgen Intersection Improvements	704,000
4	Rosedale/Stinson Intersection Improvements	275,000
5	38th Ave Improvements Phase 1	9,790,000
6	Harbor Hill Drive Extension	1,000,000
7	Burnham Dr Phase 1	1,000,000
8	Soundview/Hunt Intersection Improvements	660,000
9	38th Ave Improvements Phase 2	4,848,000
10	Skansie Ave Improvements	9,460,000
11	Hunt St (engineering only)	480,000
12	Hunt St Undercrossing	6,160,000
13	Olympic/Fosdick Intersection Improvements	440,000
14	Wollochet Dr Improvements	660,000
15	Harborview/N Harborview Intersection Improvements	1,650,000
16	SR-16/Olympic Dr. Intersection Improvements	825,000
17	Burnham Dr/Harbor Hill	2,200,000
18	Rosedale St./ Skansie Avenue Intersection	275,000
29	Pt. Fosdick/56th Improvments	4,000,000
<u>Total Costs</u>	<u>(Capacity projects only)</u>	<u>\$56,028,000</u>

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 11-12** summarizes costs and revenues for the six and twenty year periods analyzed in the transportation element. It is important to note that the revenues portrayed include the proceeds of additional debt issues for the six year improvement timeframe. This is based upon a City assumption that additional debt will be necessary to fully fund the transportation improvement program. The new debt is assumed to be bond debt issued over 20

years at 4.5% interest. However, it should also be noted that the City has not made any assumptions related to grant funding or other low interest loans such as from Federal or State programs. The City has traditionally been able to tap these sources, and continuing to do so would reduce the need for new bond issues which similarly could produce more favorable terms for the City’s transportation program.

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. \$150,534,000. Proposed improvements and expected revenues are therefore balanced as shown in the **Table 11-11** 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
Projected Revenues —	\$54,727,000	100.0%	\$54,727,000	100%
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%

Table 11-12. Summary of capital costs and revenues

<u>Category</u>	<u>Six-year 2009-2014</u>	<u>Percent of Revenues</u>	<u>Twenty-year 2009-2027</u>	<u>Percent of Revenues</u>
<u>Projected Revenues</u>	<u>\$93,072,153</u>	<u>100.0%</u>	<u>\$280,670,990</u>	<u>100%</u>
<u>predictable sources</u>	<u>\$70,572,153</u>	<u>75%</u>	<u>\$258,170,990</u>	<u>92%</u>
<u>debt source</u>	<u>\$22,500,000</u>	<u>25%</u>	<u>\$22,500,000</u>	<u>8%</u>
<u>Projected Expenditures</u>	<u>\$91,363,854</u>	<u>100%</u>	<u>\$230,534,765</u>	<u>100%</u>

It should be noted that in the 20-year planning period, revenues exceed expenses by almost the amount of new debt anticipated during the 6-year planning period. This is due to a very intensive 6-year transportation improvement program which does not remain at the same intensity level from the 7- to 20-year planning horizon. The surplus of revenue could be used to retire the new debt early or to fund unanticipated transportation improvement projects.

North Gig Harbor Captial 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 11.1.4³ Establish a functional classification system which defines each road's principal purpose and protects the road's viability.

Policy 11.1.4⁵ Develop an arterial and collector system which collects and distributes area traffic to SR-16.

Policy 11.1.5⁶ 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 11.1.6⁷ Establish effective right-of-way, pavement widths, shoulder requirements, curb-gutter-sidewalk standards for major arterials, collectors and local streets.

Policy 11.1.7⁸ 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 11.1.8¹⁰ Work with downtown property owners to determine an effective parking plan. ~~of business owners.~~

Policy 11.1.9¹¹ 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.