

ORDINANCE NO. 1181

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 PLAN FOR THE 2009 ANNUAL CYCLE: ADDING A 3.69 ACRE PARCEL LOCATED AT THE SOUTHEAST CORNER OF WOLLOCHET DRIVE AND STATE ROUTE 16 TO THE CITY'S WATER SERVICE AREA (COMP 09-0001); REPEALING THE PARKS RECREATION AND OPEN SPACE ELEMENT (COMP 09-0002); AMENDING THE TRANSPORTATION ELEMENT TO UPDATE THE SHORT-RANGE AND LONG-RANGE TRANSPORTATION IMPROVEMENT PLANS AND ADD POLICIES RELATED TO VEHICULAR AND PEDESTRIAN ACCESS IN THE DOWNTOWN AREA (COMP 09-0003); AMENDING THE COMPREHENSIVE PLAN LAND USE MAP TO CHANGE THE LAND USE DESIGNATION FOR 15.53 ACRES OF PROPERTY LOCATED ALONG BURNHAM DRIVE AND 112TH STREET NW FROM EMPLOYMENT CENTER (EC) TO COMMERCIAL/BUSINESS (C/B) (COMP 09-0004); ADOPTING A NEW STORMWATER COMPREHENSIVE PLAN (COMP 09-0007); ADOPTING A NEW WASTEWATER COMPREHENSIVE PLAN (COMP 09-0008); ADOPTING A NEW WATER SYSTEM PLAN (COMP 09-0009); AMENDING THE CAPITAL FACILITIES ELEMENT TO UPDATE THE SIX-YEAR IMPROVEMENT PROJECT LISTS (COMP 09-0010); AMENDING THE UTILITIES ELEMENT TO BE CONSISTENT WITH THE NEW WATER SYSTEM PLAN (COMP 09-0011); ADDING TWO PARCELS, 4.16 ACRES, LOCATED AT THE SOUTHEAST CORNER OF HUNT STREET AND STATE ROUTE 16 TO THE CITY'S WATER SERVICE AREA (COMP 09-0013) .

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 May 11, 2009, the City Council evaluated the comprehensive plan amendment applications submitted for the 2009 annual cycle, and held a public hearing on such applications; and

WHEREAS, on May 26, 2009, the City Council forwarded twelve comprehensive plan amendment applications to the Planning Commission for further processing in the 2009 Comprehensive Plan annual cycle; and

WHEREAS, on July 16, 2009, 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 Department of Commerce of the City's intent to amend the Comprehensive Plan and forwarded a copy of the proposed amendments on July 16, 2009 pursuant to RCW 36.70A.106; and

WHEREAS, the Planning Commission held work study sessions on to discuss the applications on June, 18, 2009, July 16, 2009, July 30, 2009, August 6, 2009, August 20, 2009, September 3, 2009, September 17, 2009, September 24, 2009 and October 21, 2009; and

WHEREAS, the Planning Commission held public hearings on comprehensive plan amendments on July 16, 2009, July 30, 2009 and September 17, 2009; and

WHEREAS, on October 21, 2009 the Planning Commission voted to recommend approval of all twelve proposed amendments as documented in the Planning Commission's written recommendations signed by Planning Commission Chair, Harris Atkins, all dated October 21, 2009; and

WHEREAS, on November 9, 2009, the Gig Harbor City Council held a public hearing on all twelve proposed amendments to the Gig Harbor Comprehensive Plan for the 2009 annual review cycle; and

WHEREAS, the Gig Harbor City Council had a first reading of an Ordinance amending the Comprehensive Plan on November 23, 2009; and

WHEREAS, the Gig Harbor City Council had a second reading of an Ordinance amending the Comprehensive Plan on December 14, 2009;

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 November 9, 2009 public hearing:

(COMP 09-0001) Michael Desmarteau, Paul Cyr; (COMP 09-0004) Walter Smith, Carl Halsan; (COMP 09-0005) Kathryn Jerkovich, Lee Murray, Patricia Manning, Mark Hoppen; (COMP 09-0009) Jim Pasin; (COMP 09-0012) Carl Halsan, Danielle Ittner, John McMillan, Kurt Salmon, Mark Hoppen, Bill Fogarty, Cliff Petersen, William Lynn; (COMP 09-0013) Paul Cyr.

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 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 09-0001 – Wollochet Water System Service Area Amendment

Summary: A water system service area amendment from Stroh's Water Company's service area to the City of Gig Harbor water service area for a 3.69 acre, vacant parcel located at the southeast corner of Wollochet Drive and SR 16.

Findings:

a) The amendment will not adversely impact the city's ability to provide water service. The City currently has water capacity to reserve for future development. The development of the subject parcel would require an

- estimated 12,560 to 18,840 gallons per day of water and the City has over 200,000 gallons per day of water available for reservation. The city is also actively pursuing additional water rights from the Department of Ecology.
- b) Adequate water service infrastructure is currently in place to serve the parcel with a minor extension of a water main. The City of Gig Harbor water service area exists adjacent to the property along Wollochet Drive. A City water main exists at the intersection of Wollochet Drive and Wagner Way approximately 350 feet south of the subject site. The developer would be required to extend the water main approximately 350 feet to service the site.
 - c) The water system plan allows limited expansion of the city's water service area. Comprehensive Plan Policy 2.1.3 Serviceable Areas states that urban uses should be allocated to lands which can be provided roads, sewer, water, storm drainage and other basic urban utilities and transportation facilities. Given the location of transportation services and water mains in relation to the subject property, urban development is appropriate. Redevelopment of this vacant property will be a value to the community
 - d) The water service amendment will not place uncompensated burdens on the existing water purveyor and customers as the developer will pay for the water main extensions and connection fees. With the proposed conditions, any fees incurred by the city for changing the water service area will be reimbursed by the applicant.
 - e) The City Council finds that the proposed amendment is consistent with the Growth Management Act, the countywide planning policies and multi-county planning policies.
 - f) The City Council finds that the approval of this amendment will not have a cumulative adverse effect on the City. The City has a finite number of water ERUs to reserve to customers in the current service area, with over 1,000 water ERUs available.

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** application COMP 09-0001, as identified in Exhibit A attached to this Ordinance with the following **conditions**:

- 1) The applicant shall provide full cost reimbursement plus a 5% administration fee to the City of Gig Harbor for all consultant and legal expenses paid by the City of Gig Harbor for the revision to the City's Water System Plan and/or the Pierce County Coordinated Water System Plan related to the water service area amendment; and
- 2) The applicant shall provide full cost reimbursement plus a 5% administration fee to the City of Gig Harbor for all fees paid to the State of Washington and Pierce County by the City of Gig Harbor for the revision to the City's Water System Plan and/or the Pierce County Coordinated Water System Plan related to the water service area amendment.

2. Parks, Transportation, Utility and Capital Facility Amendments. The Council made findings and conclusions on the following seven (7) amendments together:

Summary:

- a) **COMP 09-0002: Parks, Recreation and Open Space Element**
An amendment to repeal the existing PROS element, as identified in Exhibit B attached to this Ordinance
- b) **COMP 09-0003: Transportation Element**
Amendments to create a general short-range and long-range transportation improvement plans that will serve as a basis for the 6-year Transportation Improvement Plan (TIP) adopted each year and add policies related to vehicular and pedestrian access in the downtown area, as identified in Exhibit C attached to this Ordinance
- c) **COMP 09-0007: Stormwater Comprehensive Plan**
Adoption of a new Stormwater Comprehensive Plan, as identified in Exhibit D attached to this Ordinance
- d) **COMP 09-0008: Wastewater Comprehensive Plan**
Adoption of a new Wastewater Comprehensive Plan, as identified in Exhibit E attached to this Ordinance
- e) **COMP 09-0009: Water System Plan**
Adoption of a new Water System Plan for the City's water service area, as identified in Exhibit F attached to this Ordinance
- f) **COMP 09-0010: Capital Facilities Element**
Amendments to update the stormwater, wastewater, water system, parks, recreation and open space, and transportation improvement projects included in the Capital Facilities Plan, as identified in Exhibit G attached to this Ordinance
- g) **COMP 09-0011: Utilities Element**
An amendment to update the Utilities Element to be consistent with the new Water System Plan, as identified in Exhibit H attached to this Ordinance

Findings:

- a) The amendments will improve the City's ability to provide sewer, water and other public facilities and services through updated funding mechanisms and new comprehensive utility plans based on existing conditions.
- b) The amendments will update the transportation, sewer, park, stormwater, wastewater, water, parks and open space and capital facilities plan so that the City can provide necessary infrastructure to serve the development projected by the Comprehensive Plan.
- c) The City's Comprehensive Plan seeks to keep pace with the population and commercial growth through the funding of capital improvements that manage and allow for the projected growth. The amendments will allow the city to better address the planning area's transportation, sewer, park, stormwater, wastewater, water and open space needs through adequate capital facility planning and funding.

- d) The amendments are necessary so as not to create significant adverse impacts to the city's infrastructure. Updating the transportation, sewer, park, stormwater, wastewater, water, parks and open space and the capital facilities plan allows the City to plan for and provide the necessary infrastructure to serve the development projected by the Comprehensive Plan.
- e) The City Council finds that the proposed amendment is consistent with the Growth Management Act, the countywide planning policies and multi-county planning policies.
- f) The approval of the amendments will not have a cumulative adverse effect on the City.

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 **approve** applications COMP 09-0002, COMP 09-0003, COMP 09-0007, COMP 09-0008, COMP 09-0009, COMP 09-0010 and COMP 09-0011, as identified in Exhibits B, C, D, E, F, G, and H respectively attached to this Ordinance:

3. COMP 09-0004 – Sunrise Enterprise Land Use Map Amendment

Summary: A land use designation change from Employment Center (EC) to Commercial Business (C/B) of 15.53 acres located along Burnham Drive NW and 112th Street NW, currently occupied by a contractor's yard.

Findings:

- a) The city performed a traffic capacity evaluation for the proposed land use designation change. Given the variety of uses allowed in both designations (EC and C/B), it is not possible to determine if an actual increase in trips will occur with the amendment until the specific use for the property is defined. Some uses allowed in the C/B designation will exceed the trip generation of some uses in the EC designation and vice versa. Given this variability, a change from EC designation to C/B designation is not considered an increase in land use intensity. In addition, the city's traffic modeling assumed this property was in the County and regulated by County zoning, given that the property was annexed to the City in March 2009. The County's zoning for this site prior to annexation was Community Commercial which is equivalent to the city's C/B designation.
- b) The draft traffic impact analysis provided by the applicant indicated that more trips may be generated as a result of the redesignation. The city will fully evaluate the project once a project permit application is submitted committing to a particular use. If through that permitting process, deficiencies in the City's transportation system will occur, mitigation will be required by the applicant. The city does not believe the change in land use will result in an adverse impact that cannot be mitigated.

- c) After an analysis of the anticipated sewer and service impacts under the existing designation and the proposed designation, no significant increase in services or infrastructure needs were documented and; therefore, no adverse impacts to the city's infrastructure. The subject property is not serviced by city water.
- d) Goal 6.2.2 of the Economic Development Element encourages increased economic opportunities through the redevelopment of vacant properties and revitalizing older business districts within the city. The amendment will further this goal given that the subject property is under-utilized with outdated buildings.
- e) Prior to annexation of this area on March 23, 2009, the County land use designation and zoning for this property was Community Commercial (CC). The CC zoning is most similar to the city's B-2 zoning. The County selected this designation and zoning as part of the Gig Harbor Peninsula Community sub-area plan adopted in 2002. The County and surrounding property owners have been contemplating a commercial designation and zoning of this property for seven years. This amendment will retain the commercial designation which was deemed compatible with the surrounding land uses and physically suitable for the property in 2002.
- f) The Commercial/Business land use designation policy states that *"commercial areas which border residential designations or uses should use available natural features as boundaries."* (GHCP 2.2.3d) Residentially designated and zoned land exists both north and south of the proposal. The applicant has indicated that the mining permit for the current use of the subject property includes a 50 foot buffer to the residential use to the north. In addition along the north boundary, steep slopes rise up to the adjacent residential property. To the south, 112th Street NW separates the subject property from the residential zoning. The City Council finds that the existing road separation to the south and the topography in conjunction with a 40-foot zone transition buffer required by the Design Manual to the north is appropriate buffering from the residential zones.
- g) The City Council finds that the amendment will not create a demand for land use designation changes in the surrounding areas. A right-of-way bounds the subject property on the south. The property to the east has commercial designations and uses. To the west is a gravel pit under the same ownership as the subject property. They have indicated that the gravel pit will remain in the near future. To the north, a property owner has indicated they may request a comprehensive plan amendment to redesignate his property from residential to commercial. However, the property owner stated he had considered such amendment at the existing EC designation; the C/B designation request does not change that consideration.
- h) The City Council finds that the proposed amendment is consistent with the Growth Management Act, the countywide planning policies and multi-county planning policies.
- i) The approval of the amendment will not have a cumulative adverse effect on the City.

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** application COMP 09-0004, as identified in Exhibit I attached to this Ordinance.

4. Section 1.E.4 intentionally omitted.

5. Section 1.E.5 intentionally omitted.

6. COMP 09-0013 – Stroh's Water System Service Area Amendment

Summary: A water system service area amendment from Stroh's Water Company's service area to the City of Gig Harbor water service area for two parcels, totaling 4.16 acres, located south of Hunt Street just east of SR16 and the existing Cushman Trail, currently occupied by Stroh's Feed & Garden Supplies and United Rentals.

Findings:

- a) The water system plan allows limited expansion of the city's water service area. Goal 6.2.2 of the Economic Development Element encourages increased economic opportunities through the redevelopment of vacant properties and revitalizing older business districts within the city. Providing city fire flow to an underdeveloped commercial site will further this goal by allowing redevelopment without Stroh's Water Company incurring significant infrastructure costs.
- b) Providing fire flow to the subject parcel will not adversely impact the city's ability to provide water service. A 12-inch City water main exists within Hunt Street along the north property line. A basic hook-up to that main would be required to provide water service. Given that the existing development has domestic water rights allocated to it, any redevelopment of the parcel should yield the transfer of those rights to the City provided the City takes over both domestic and fire flow water service. If only fire flow is provided, the city has adequate pressure to service the site and no additional water rights are needed. The water service amendment will not place uncompensated burdens on the existing water purveyor and customers as the developer will pay for connecting to the city's water main and associated fees. Any fees incurred by the city for changing the water service area will be reimbursed by the applicant.
- c) The City Council finds that the proposed amendment is consistent with the Growth Management Act, the countywide planning policies and multi-county planning policies.
- d) The City Council finds that the approval of this amendment will not have a cumulative adverse effect. Under condition 3a, the City does not reserve any additional water rights. Under condition 3b, the city allows a connection for fire flow only and an underdeveloped parcel is allowed to redevelop.

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** application COMP 09-0013, as identified in Exhibit L attached to this Ordinance with the following **conditions**:

- 1) The applicant shall provide full cost reimbursement plus a 5% administration fee to the City of Gig Harbor for all consultant and legal expenses paid by the City of Gig Harbor for the revision to the City's Water System Plan and/or the Pierce County Coordinated Water System Plan related to the water service area amendment.
- 2) The applicant shall provide full cost reimbursement plus a 5% administration fee to the City of Gig Harbor for all fees paid to the State of Washington and Pierce County by the City of Gig Harbor for the revision to the City's Water System Plan and/or the Pierce County Coordinated Water System Plan related to the water service area amendment.
- 3a. IF THE CITY SUPPLIES BOTH DOMESTIC AND FIRE FLOW TO THE SITE: The applicant shall request the Stroh's Water System assign to the City of Gig Harbor from its existing water rights, the quantity required to serve the proposed development consistent with state law, including Washington State Department of Health water system planning statutes and regulations. Should the Stroh's Water System decline the requested assignment, or advise the City that the assignment cannot occur in a manner consistent with law, the applicant is advised that City of Gig Harbor has no duty to serve the subject property and reserves the right not to provide water service. The applicant's request for assignment and Stroh's Water System response shall be documented in writing and provided to the City of Gig Harbor. The applicant shall provide full cost reimbursement plus a 5% administration fee to the City of Gig Harbor for all consultant and legal expenses necessary for assignment of water rights.

OR

- 3b. IF THE CITY SUPPLIES ONLY FIRE FLOW SUPPLY TO THE SITE: The applicant shall pay the City's water system connection charge in effect at the time of building permit issuance based on the size of each water main serving the fire sprinkler system for the building(s).

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 Commerce Department within ten days of adoption, pursuant to RCW 36.70A.106.

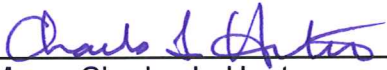
Section 3. Severability. If any portion of this Ordinance or its application to any person or circumstances is held by a court of competent jurisdiction to be invalid or

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 14th day of December, 2009.

CITY OF GIG HARBOR



Mayor Charles L. Hunter

ATTEST/AUTHENTICATED:



Molly M. Towslee, City Clerk

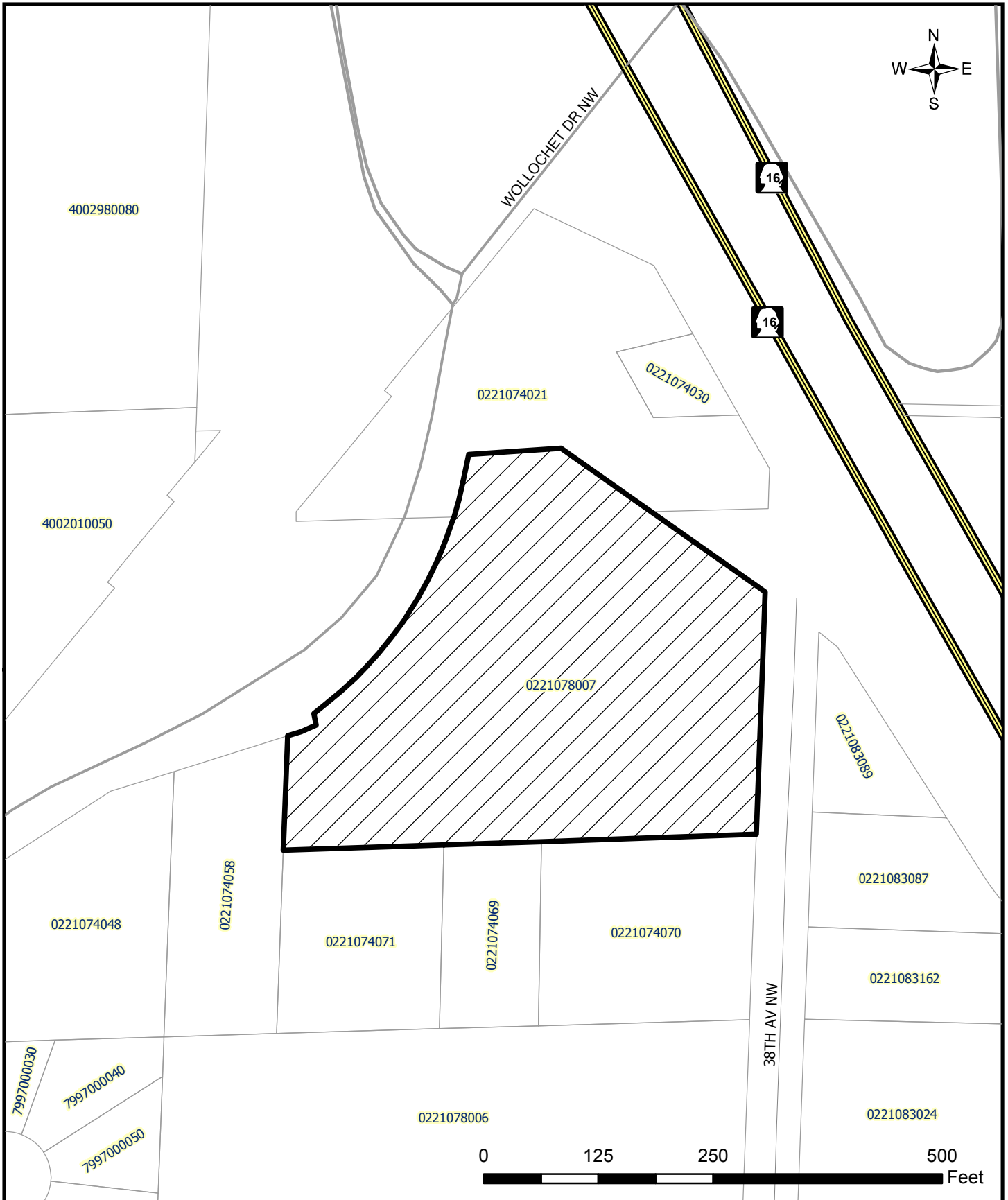
APPROVED AS TO FORM:
Office of the City Attorney



Angela S. Belbeck

FILED WITH THE CITY CLERK: 11/18/09
PASSED BY THE CITY COUNCIL: 12/14/09
PUBLISHED: 12/23/09
EFFECTIVE DATE: 12/28/09
ORDINANCE NO. 1181

Exhibit “A”
Application COMP 09-0001:
Wollochet Water System Service
Area Amendment



Wollochet Water Service Area Amendment COMP 09-0001

Exhibit “B”

Application COMP 09-0002:

**Parks, Recreation and Open Space
Element**

Chapter 10

PARKS, RECREATION AND OPEN SPACE

~~The Gig Harbor Park, Recreation and Open Space Plan (March 2001) is incorporated by reference as the City's Park and Recreation Element under Gig Harbor Ordinance No. 933. The element is bound separately from the remainder of the Comprehensive Plan.~~

~~On December 8, 2008, the City of Gig Harbor added the following properties to the Park and Recreation Element as recent or potential acquisitions (Ordinance No. 1151):~~

- ~~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.~~

This chapter is reserved for the parks, recreation and open space plan. The City has removed the expired 2001 plan and is working on a replacement plan for adoption in the 2010 Comprehensive Plan Amendment Cycle.

Exhibit “C”
Application COMP 09-0003:
Transportation Element

Showing pages with amendments.

- 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. The City periodically updates the Traffic Model which includes calibrating to existing conditions and providing current information to document Transportation Capacity Availability.
- Monitoring intersections for compliance with the City's LOS Standard. The City of Gig Harbor LOS for intersections is LOS D; except for specified intersections in the Downtown Strategy Area and North Gig Harbor Study Area.

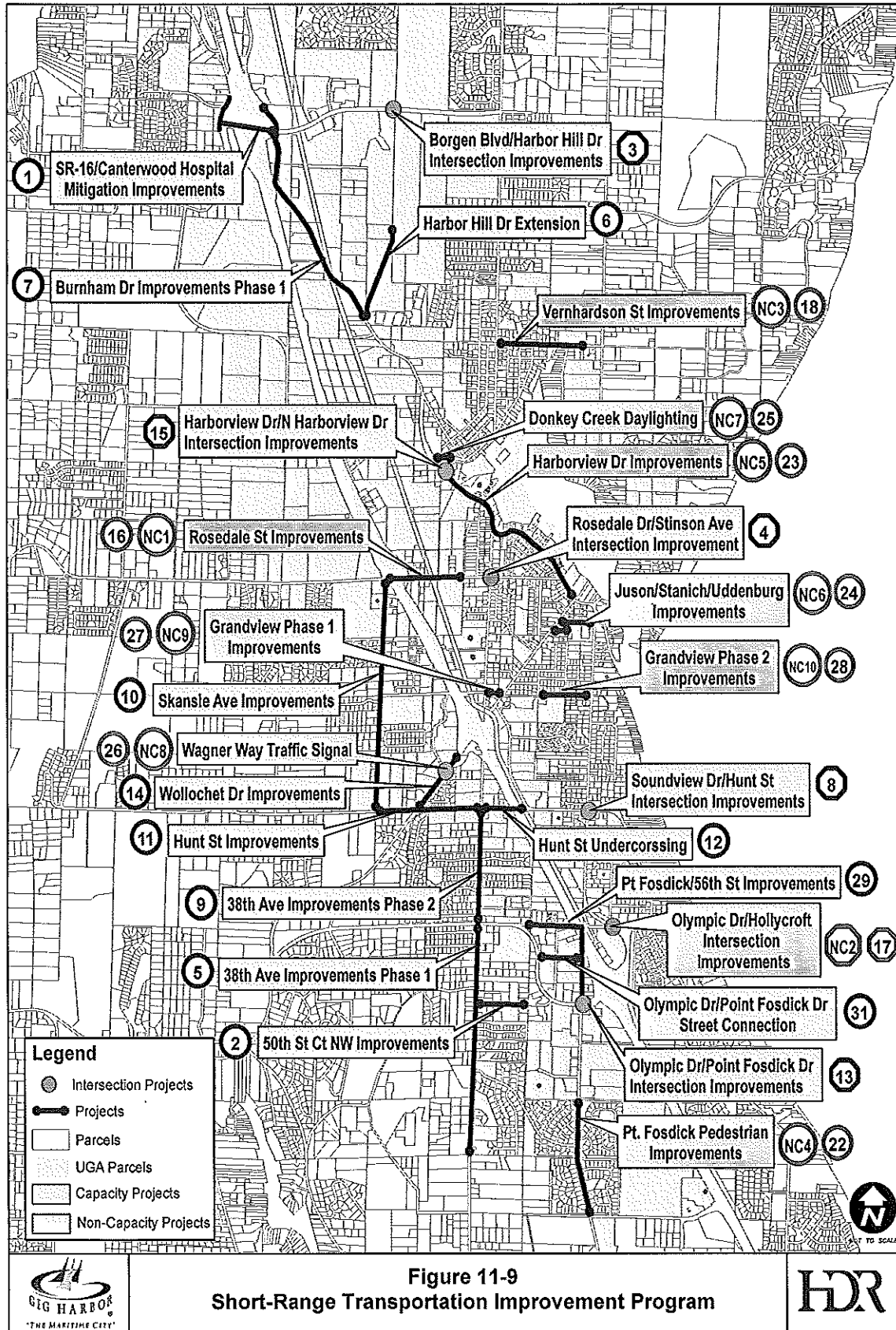
Short-Term (2013) Improvements – Range Transportation Improvements

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

Figure 11-9 illustrates the short-range transportation improvement roadway projects needed in Gig Harbor's to meet acceptable levels of service to accommodate the traffic that is estimated to be generated by the short range growth forecast — 2009-2013 TIP. As shown in the previously presented tables, the short-range transportation improvement projects 2009-2013 TIP addresses the identified-unacceptable LOS identified in the 2013 “No Build” scenario while considering the special LOS standard applied in the “Downtown Strategy Area.” **Table 11-5** summarizes the 2009-2013 short range transportation improvement projects.

Long-Range (2028) Transportation Improvements

Long-range improvements to the roadway, bicycle and pedestrian system were identified both by examining level-of-service deficiencies and through inspection of the existing roadway system considering the expected development of Gig Harbor in realization of the land use element of this comprehensive plan. **Figure 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.



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

No.	Roadway	From	To	Project Description	Estimated Cost (Thousands \$)	Component	Year
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	38 th 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	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.	64 640	Engineering Construction	2012-2014 2012-2014
4	Rosedale Drive / Stinson Avenue	Intersection	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	25 250	Engineering Construction	2012-2014 2012-2014
5	38 th Avenue	City Limits	56 th 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 8,900	Engineering Construction	2009-2011 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	Intersection	Construct new traffic signal at the intersection with associated left turn pockets	60 600	Engineering Construction	2011 2012-2014

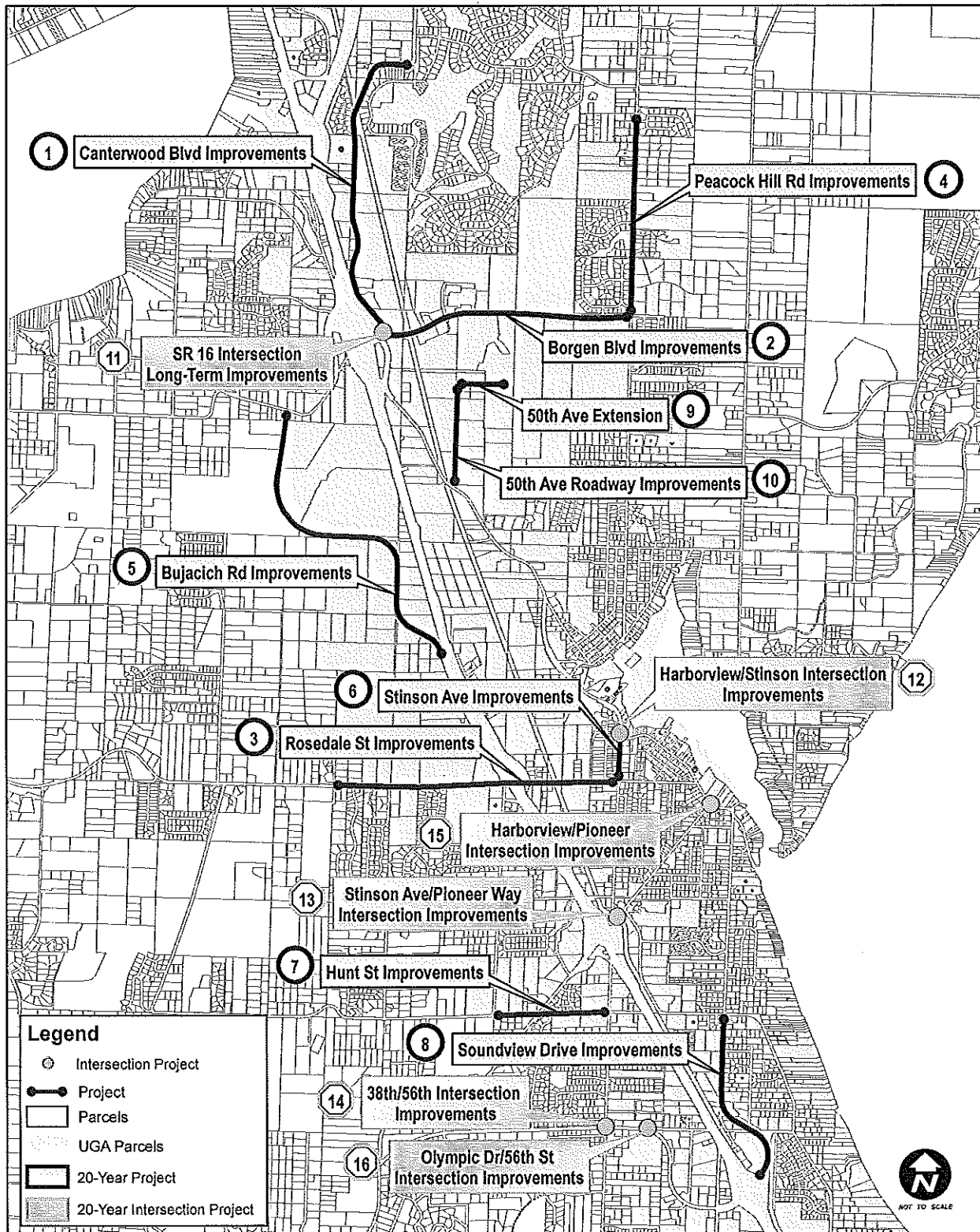
Table 11-5 (Continued)							
Gig Harbor Short-Range Transportation Projects							
No.	Roadway	From	To	Project Description	Estimated Cost (Thousands \$)	Component	Year
9	38 th Avenue	56 th Street	Hunt Street	Phase II - Complete design & construction of 2-/3-lane section with left turn pockets, bicycle 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	Skanskie 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	Skanskie Avenue	38 th 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	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	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**

No.	Roadway	From	To	Project Description	Estimated Cost (Thousands \$)	Component	Year
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

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

No.	Roadway	From	To	Project Description	Estimated Cost (Thousands \$)	Component	Year
23 (NC5)	Harborview Drive	N. Harborview	Pioneer Dr.	Downtown beautification. Provide landscaping and pedestrian benches at key intersections	10 90	Engineering Construction	2011 2012- 2014
24 (NC6)	Judson/ Stanich/ Uddenburg			Downtown beautification. Provide landscaping, pedestrian improvements, beautification, pavement rehabilitation	190 1900	Engineering Construction	2012- 2014 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
Estimated Cost Summary (in thousands)					Engineering		\$6,357
					Construction		\$56,077
					Total		\$62,434
<p><i>Note: The numbering of projects should not be considered fully indicative of the relative importance or timing of the projects. Projects are programmed based on known commitments and funding. Depending on future funding opportunities, higher number projects may be constructed sooner than lower number projects. Numbers 25 through 29 incorporated from the City's adopted transportation CIP with cost estimates provided by City staff. "Proposed Six Year Transportation Improvement Program From 2009 to 2014" (Draft) City of Gig Harbor Washington, July 15, 2008</i></p>							



- Legend**
- Intersection Project
 - Project
 - ▭ Parcels
 - ▭ UGA Parcels
 - ▭ 20-Year Project
 - ▭ 20-Year Intersection Project



Figure 11-10
Long-Range Transportation Improvement Program



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

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

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

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

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

Intersection Projects (Continued)

No.	Intersection	Project Description	Purpose	Estimated Cost (Thousands \$)
6	38 th Avenue NW/56 th 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

Source: "Analysis of Recommended Gig Harbor 20-Year Transportation Facility Plan" July 1, 2008

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
N. Harborview Drive	Peacock Hill Avenue	Harborview Drive

No project recommended. LOS deficiency is acceptable under Downtown Strategy Area LOS policy.

No project recommended. Addressing LOS deficiency would have severe impacts on built- and natural environment along roadway.

Table 11-11. Capacity Projects – Six-Year Short Range Transportation Projects Improvement Program

2009 to 2010

TIP #	Description	Estimated Cost
1	SR-16/Borgen Blvd	\$11,000,000
2	50 th St Ct NW Improvements	1,600,000
3	Harbor Hill/Borgen Intersection Improvements	704,000
4	Rosedale/Stinson Intersection Improvements	275,000
5	38 th 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	38 th 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/56 th Improvements	4,000,000
Total Costs	(Capacity projects only)	\$56,028,000

Summary of Costs and Revenues

Based on the revenues and costs listed above, the proposed transportation element improvements are affordable within the City’s expected revenues for transportation capital costs. **Table 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

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

Policy 11.1.4 Develop an arterial and collector system which collects and distributes area traffic to SR-16.

Policy 11.1.5 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 11.1.6 Establish effective right-of-way, pavement widths, shoulder requirements, curb-gutter-sidewalk standards for major arterials, collectors and local streets.

Policy 11.1.7 Improve collector roads in the planning area to provide adequate capacity for present and future projected traffic loads, pedestrian and bicyclist activities.

Policy 11.1.8 Work with downtown property owners to determine an effective parking plan, which increases on-street parking.

Policy 11.1.9 Provide planning and design assistance in establishing a local parking improvement district for the downtown area.

~~Policy 11.1.10 Improve the effectiveness of the road and sidewalk network in the downtown area through the implementation of applicable information provided in the "Harborview Drive and Judson Street Improvement Master Plan" dated February 3, 2009~~

Policy 11.1.10 Enhance walkability in the downtown area through sidewalk widening and improved sidewalk connections.

Policy 11.1.11 Increase pedestrian enjoyment of the downtown area through beautification and preservation activities.

Policy 11.1.12 Improve existing sidewalk and intersection conditions in the downtown area to increase pedestrian and vehicular safety.

GOAL 11.2: MODAL BALANCE

Exhibit “D”
Application COMP 09-0007:
Stormwater Comprehensive Plan

A copy of the “Stormwater Comprehensive Plan – October 2009” is located in the Public Works Department.

Exhibit “E”
Application COMP 09-0008:
Wastewater Comprehensive Plan

A copy of the “Wastewater
Comprehensive Plan – November 2009”
is located in the Public Works
Department.

Exhibit “F”
Application COMP 09-0009:
Water System Plan

A copy of the “Water System Plan – 2008” is located in the Public Works Department.

Exhibit “G”
Application COMP 09-0010:
Capital Facilities Element

Chapter 12

CAPITAL FACILITIES

INTRODUCTION

A Capital Facilities Plan is a required element under the State Growth Management Act, Section 36.70A.070 and it addresses the financing of capital facilities in the City of Gig Harbor and the adjacent urban growth area. It represents the City and community's policy plan for the financing of public facilities over the next twenty years and it includes a six-year financing plan for capital facilities. The policies and objectives in this plan are intended to guide public decisions on the use of capital funds. They will also be used to indirectly provide general guidance on private development decisions by providing a strategy of planned public capital expenditures.

The capital facilities element specifically evaluates the city's fiscal capability to provide public facilities necessary to support the other comprehensive plan elements. The capital facilities element includes:

- Inventory and Analysis
- Future Needs and Alternatives
- Six-Year Capital Improvement Plan
- Goals, Objectives and Policies
- Plan Implementation and Monitoring

Level of Service Standards

The Capital Facilities Element identifies a level of service (LOS) standard for public services that are dependent on specific facilities. Level of service establishes a minimum capacity of capital facilities that must be provided per unit of demand or other appropriate measure of need. These standards are then used to determine whether a need for capacity improvements currently exists and what improvements will be needed to maintain the policy levels of service under anticipated conditions over the life of the Comprehensive Plan. The projected levels of growth are identified in the Land Use and Housing Elements.

Major Capital Facilities Considerations and Goals

The Capital Facilities Element is the mechanism the city uses to coordinate its physical and fiscal planning. The element is a collaboration of various disciplines and interactions of city departments including public works, planning, finance and administration. The Capital Facilities Element serves as a method to help make choices among all of the possible projects and services that are demanded of the City. It is a basic tool that can help encourage rational decision-making rather than reaction to events as they occur.

The Capital Facilities Element promotes efficiency by requiring the local government to

prioritize capital improvements for a longer period of time than the single budget year. Long range financial planning presents the opportunity to schedule capital projects so that the various steps in development logically follow one another respective to relative need, desirability and community benefit. In addition, the identification of adequate funding sources results in the prioritization of needs and allows the tradeoffs between funding sources to be evaluated explicitly. The Capital Facilities Plan will guide decision making to achieve the community goals as articulated in the Vision Statement of December, 1992.

INVENTORY AND ANALYSIS

The inventory provides information useful to the planning process. It also summarizes new capital improvement projects for the existing population, new capital improvement projects necessary to accommodate the growth projected through the year 2010 and the major repair, renovation or replacement of existing facilities.

Inventory of Existing Capital Facilities

Wastewater System 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 foot 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, 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.~~

Gig Harbor's original collection system, constructed in 1974-1975, served the downtown area and an area south of downtown. The original system was called Utility Local Improvement District (ULID) #1 and included six lift stations. ULID #2 was constructed to the south of ULID #1 in 1988 to serve south Gig Harbor including portions of Soundview Drive, Harbor Country Drive, Point Fosdick Drive, and Olympic Drive. ULID #3 was constructed north of ULID #1 in 1992 to serve North Gig Harbor including the area along Burnham Drive north of Harborview Drive, the Washington State Women's Corrections Center off Bujacich Drive, and the Purdy area including the Peninsula School District campus in Purdy.

Further expansions of the City's collection system were built under development agreements and as mitigation conditions of proposed development through the state environmental policy act (SEPA) process. As of 2009 the City's collection system consisted of approximately 150,000 feet of gravity sewers, 32,000 feet of sewer force mains, and 15 lift stations.

The City's wastewater treatment plant (WWTP) is located on five acres, west of Harborview Drive at its intersection with North Harborview Drive. The original WWTP was brought online to provide secondary treatment of municipal sewage in 1975. The original WWTP had a design capacity of 0.45 million gallons per day (MGD) with an average organic loading of 700 lbs BOD₅/day. In 1988, the WWTP was expanded to treat 0.7 MGD and an average organic loading of 1,800 lbs BOD₅/day. The WWTP was expanded again in 1996 to treat 1.0 MGD and permitted to treat a capacity of 1.6 MGD and an average organic loading of 3,400 lbs BOD₅/day. In 2009 the City started construction of Phase I of additional improvements to the WWTP to expand the treatment capacity to the permitted capacity.

The WWTP consists of the following major components: influent flow meter, influent screens, screening press, aeration basins, blowers, secondary clarifiers, return activated sludge pumps, waste activated sludge pump, aerobic digester, digested sludge pumps, sludge dewatering centrifuge, chlorinators, chlorine contact tanks, dechlorination system, and effluent discharge pumps. Effluent from the WWTP is piped through an outfall that discharges in to Gig Harbor.

In addition to sewer service within the Gig Harbor UGA, the City of Gig Harbor owns, operates, and maintains a septic system for the Shorecrest Development along Ray Nash Drive NW Ray Nash Development, located about 5 miles west of the City. The Shorecrest septic system 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.

Level of Service

The City introduced a requirement in May 2006 through Ordinance #1044 for most new development and redevelopment projects to request a portion of the treatment capacity at the City's wastewater treatment plant (WWTP) through the sewer capacity reservation certificate

(CRC) process. Since the WWTP has limited capacity to treat wastewater, the City identifies by way of the sewer CRC process those projects that the City’s WWTP has adequate public wastewater facilities to treat.

In August 2007 the City released a statement indicating the City may not be able to grant any additional sewer CRCs until a planned expansion project at the WWTP is completed. Upon completion of design on Phase 1 expansion at the WWTP the City started construction of the design improvements in 2009 with the intent of providing additional treatment capacity.

Forecast of Future Needs

The City has used a demographics forecasting allocation model (DFAM) to forecast future population growth on undeveloped and underdeveloped parcels within the City’s urban growth area (UGA). The primary input to the DFAM was a result of the City’s Buildable Lands Analysis. The resulting population growth was then correlated to the generation of sewer flows to provide an estimate of the distribution of sewer flows throughout the City’s UGA. These forecasted flows and descriptions of future wastewater needs are described further in the City’s Wastewater Comprehensive Plan.

Future Wastewater Collection Needs

The City’s collection system is planned at full build-out to expand to the limits of the UGA. The collection system has been divided into a total of 21 topographic basins, also known as sewer basins. At build-out each sewer basin will have one sewer pump station and a mixture of sewer gravity mains and sewer force mains. The design and construction of undeveloped and underdeveloped sewer basins may be financed by developers as conditions of SEPA or land use approval, and/or utility local improvement districts (ULIDs).

As noted above in the description of the existing capital facilities, the City’s core area has an established sewer collection system. Some areas within the City’s UGA are capable of having sewer flows conveyed through the use of gravity to existing sewer lift stations. However, in most areas the future development of the City’s sewer collection system will occur in areas beyond the City’s core area. These areas have a topographic low point where wastewater must be collected and pumped and may require construction of a new sewer pump station, also known as a lift station. Only one lift station shall be utilized in each sewer basin.

In situations where a new sewer lift station must be constructed two scenarios exist. The first scenario is where no lift station is located in the sewer basin. The proposed development activity shall design and construct a new lift station that will collect sewer flows from the proposed development and all future development upstream in the sewer basin.

The second scenario is where an existing lift station is already located in the sewer basin but the proposed development activity is located lower in elevation than the existing lift station. The proposed development activity shall design and construct a new lift station that will collect sewer flows from the existing lift station, the proposed development and all future development upstream in the sewer basin. The existing lift station would then be demolished.

Due to the likely potential for mechanical and electrical failures and the complications that arise when these failures occur, developments shall maximize gravity flows while minimizing the use of lift stations and grinder pumps.

Only developments lower in elevation than an existing lift station or gravity main AND lower in elevation than the path of sewer main construction may, upon approval of the Public Works Director, use grinder pumps in lieu of constructing a new lift station.

The City's Public Works Department provides continuous maintenance of the existing collection system. Future needs of the existing collection system are mostly limited to projects requiring rehabilitation of the lift stations. However, through the modeling of projected wastewater flows, no projects have been identified in the short term as necessary to increase the capacity of a gravity sewer main. Funding for the ongoing maintenance of the existing collection system, including rehabilitation of existing lift stations and replacement of existing sewer mains may be funded by utility connection fees and utility rates.

Specific facility improvements anticipated to accommodate the upcoming six year planning period are listed in Table 12.5.

Future Wastewater Treatment Plant Needs

To treat wastewater flows and waste load projections for the anticipated 20 year planning horizon the City will need to increase the permitted capacity of the treatment plant. With the construction of the Phase I improvements to the WWTP in 2009, the City anticipates the need for completing the design and construction of the Phase II WWP improvements and extending the marine portion of the wastewater outfall into Colvos Passage to receive approval on an increased wastewater discharge.

Reclaimed Water Investigation.

The State has identified reclaimed water as an important water resource management strategy that can offer benefits related to potable water supply, wastewater management, and environmental enhancement. The City has acknowledged the State's acceptance and promotion of reclaimed water as being a viable and important water resource management tool through the adoption of a comprehensive plan goal for the wastewater utility to explore options to create reclaimed water. Table 12.5 identifies an annual project for the study and investigation of wastewater reuse and reclaimed water.

~~In order to provide service to the urban growth area within 20 years, the City's sewer system of Gig Harbor will need to be extended 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 of Gig Harbor Water System, and limited by its retail water service area (RWSA), is are unique in that many residents within the City limits and the City's UGA receive water service from adjacent water purveyors. Approximately 35% of the population within the City limits and City's UGA receives water from the City, and the remainder within the City limits and City's UGA receive water from other water purveyors or from private wells. 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. Today, the City's RWSA encompasses approximately 4.4 square miles with 1,927 service connections serving approximately 4,700 people. The City operates six groundwater wells that supply water to its water service customers, and has more than 37 miles of pipeline and six reservoirs located around the City. Summaries of the City's well source supply and storage facilities are provided in Table 12.1 and Table 12.2, respectively, below. The City also provides wholesale water service to multiple customers outside the City's RWSA, and has an emergency intertie with one purveyor. 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 ~~Well-Existing~~ Source Supply

Well No.	Location (Sec-Twnshp-Rge)	Date Drilled	Capacity (GPM)	Depth (Ft.)	Status
1	8-21N-2E	1949	120 N/A	246 320	Inactive Abandoned
2	32-22N-2E	1962	280 330	116 121	Active In Use
3	17-21N-2E	1978	750 625	745 920	Active In Use
4	8-21N-2E	1988	200 230	399 443	Active In Use
5	7-21N-2E	1990	543 500	705 818	Active In Use
6	7-21N-2E	1991	975 1,000	566 600	Active In Use
7	31-22N-2E	N/A	40 N/A	393	Inactive Class B

8	17-21N-2E	1965	20	231 240	Well Active In Use
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Source: City of Gig Harbor Water Facilities Inventory (WFI) Report, ~~2008~~ 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	500 250,000	290	320
<u>Harbor Heights Tank 2</u>	<u>4</u>	<u>250,000</u>	<u>290</u>	<u>320</u>
Shurgard Tank	3	500 590,000	339	450
Skansie Tank	5 & 6	1,000,000	338	450
Gig Harbor North Tank	None	2,300,000	301	450
Total		4,640 550,000-		

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

Source: City of Gig Harbor ~~2009~~ 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. Some areas of the City have pipe materials, sizes, and age that do not meet current construction standards or underperform. 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).

Level of Service

The City introduced a requirement in January 2001 through Ordinance #862 for most new development and redevelopment projects to request a portion of capacity of the City’s water system through the water capacity reservation certificate (CRC) process. Since the City has limited capacity to withdraw water, the City identifies by way of the water CRC process those

projects that the City's water system has adequate public facilities to treat.

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.~~

The City has used a demographics forecasting allocation model (DFAM) to forecast future population growth on undeveloped and underdeveloped parcels within the City's RWSA. The primary input to the DFAM was a result of the City's Buildable Lands Analysis. The resulting population growth was then correlated to the generation of water demands to provide an estimate of the water demands throughout the City's UGA. These forecasted water demands are described further in the City's Water System Plan.

The City has used results of the DFAM and water system modeling to analyze future demands and the resulting impacts to the City's water supply, distribution system, and storage.

The City's planned water supply meets the short-term projected demands. However, it is the City's goal to meet the maximum day water demand with the largest source out of service. This increases the City's reliability and redundancy of their water supply system. Currently the City's water system cannot meet this goal. Therefore additional sources, including up to two new deep aquifer wells and one shallow aquifer well, are planned to meet this goal. The deep aquifer wells may produce up to 1,000 acre-ft per year and 1,000 gallons per minute each and are denoted as Well No. 9 (adjacent to the Gig Harbor North reservoir), Well 11 (adjacent to the Skansie reservoir) or Well 12 (adjacent to the Harbor Heights reservoirs). The shallow aquifer well may produce up to 750 acre-ft per year and 500 gallons per minute and is denoted as Well No. 10 (located within Crescent Creek Park).

The City's water distribution system is generally strong. The strong water system is, in part, due to the replacement of undersized pipes and the replacement of older asbestos cement (AC) water mains. As a result the programming is continued for systematic replacement of undersized pipes to meet minimum fire flows and replacing older AC water mains with either ductile iron pipe or polyvinyl chloride (PVC) pipe.

~~Analysis of the existing storage facilities in the City of Gig Harbor Water System Plan indicates that the City can meet all of its storage needs through the 20-year planning horizon with existing facilities by nesting standby storage and fireflow storage. Consequently the City is not currently planning for additional storage facilities in the 20-year planning horizon. 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 upcoming six-year planning period short term (6 year) and long term (20 year) growth are listed in Table 12.5.

Parks, and Recreation & Open Space 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	9.85 8	Vernhardson Street	Active; Park, athletic facilities, play fields Passive; picnic area
Jerisich Dock	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
Donkey Creek Park	0.96 <u>1.3</u> acre	Located at the intersecting parcel defined by Austin Street, Harborview Drive and North Harborview Drive	Passive; historical, scenic, nature area
Eddon Boat Park	2.9	Located at the intersection of Stinson Avenue and Harborview Drive.	Passive; historical.
Wilkinson’s Homestead	16.3	Rosedale Street	Passive; Historical, walking trail, <u>community garden</u>
Tallman’s Wetlands	16.0	Wollochet Drive NW	Passive; Trails
WWTP (Wastewater Treatment Plant)	9.3	Burnham Drive	Passive; (proposed) 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 Ridge 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 Drive	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
Kenneth Leo Marvin Veterans Memorial Park	5.5	50 th Street near Olympic Drive.	Undeveloped—athletic fields under design and construction. Active: multi-purpose field, and play structures Passive: picnic area and open space
Skansie Brothers Park	2.0	Rosedale Street at Harborview Drive	Passive; historical, picnic area.
Austin Estuary	1.8	Located adjacent to Donkey Creek in the Northwest corner of the harbor.	Passive; historical, scenic, nature area

City Park - this ~~5.8~~ 9.8 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~~ park is improved with athletic facilities including a tennis court, basketball court, and youth baseball/softball field. The park’s active recreation has been expanded in recent years to include a BMX dirt bike course and a sand volleyball court accessed off of Crescent Valley Drive. The City purchased property in 2008 north of the existing park site for future development and open space preservation. Additional open space property was also acquired west of the stream through the County Conservation Futures program in 2008.

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, viewing platform, picnic shelter, restrooms, parking area and a pump house building.

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. These waterfront parks are located adjacent to each other at 3207 and 3211 Harborview Drive respectively and have a total area of 3.5 acres. The waterfront Jerisich Dock site has been developed with a flagpole, and monument for lost fishermen along Harborview Drive, and recreational pier. The acquisition of the Skansie Brothers property in 2002 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~~ floating dock. ~~The pier dock provides 420 feet of day-use boat moorage for 20 slips,~~ access for kayaks and other hand-carry watercraft, and fishing. The pier dock is used on a first-come basis to capacity, particularly during summer weekends. The Skansie Brothers site has been developed with a covered pavilion with adjacent grass area that is utilized for seasonal public events. A boat sewage pump-out is provided at no charge, April through October.

~~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~~ Civic Center. 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~~ Civic Center 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.~~ Parking for this park is located on the Civic Center site.

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. Site has been improved to include picnic facilities, parking and a shoreline view platform.

Donkey Creek Park – this ~~recently acquired 0.96~~ 1.3 acre property is located in the intersecting parcel defined by Austin Street, North Harborview Drive, and ~~Old~~ Burnham Drive. The site historically was the site of the ~~includes the original wood structure that housed the Borgen lumber yard and hardware sales offices and displays, along with a number of out buildings and yard that stored lumber and other materials.~~ The site is presently developed with a restroom facility, picnic tables and open field.

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 North 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.~~ A viewing platform allows for visual stream access.

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 and from the Cushman Trail.

Tallman's Wetlands - this 16.0 acre property is located on Wollochet Drive NW south of SR-16 ~~and outside of existing city limits.~~ The site contains significant wetlands that collects and filters stormwater runoff from the surrounding lands. ~~This portion of the property will be conserved and provided with interpretive trails by the developer.~~ This park was developed with interpretive trails and off street parking. The park was constructed and dedicated to the City by the developer of the Mallards Landing plat 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)~~ Donkey (North) Creek. ~~The property was recently expanded to provide a buffer between the plant and uphill portions of the creek. While the principal use of the site is treatment of wastewater, the site includes preserved open space associated with Donkey Creek and adjacent wetlands.~~

A 3.3 acre portion of the expansion area may be developed to provide a trailhead connection to the Cushman Trail on the overhead powerline property located parallel to SR-16. The powerline right-of-way ~~could be~~ has been improved to provide a non-motorized trail system. ~~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 to Crescent Creek in a quiet residential neighborhood. ~~The site provides beach access. This site is presently undeveloped.~~

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 Avenue and North 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~~ west side 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 Avenue 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~~ presently a volunteer and visitor 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~~ Street 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 Street. ~~will be~~ This park is a memorial park and includes a dual purpose baseball/soccer field, restrooms, picnic shelter, big toy, nature trails and veterans monument Memorial. Future plans for the park include additional play structures, nature trails and half basketball court.

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

Cushman Trail – the current trail runs from 14th Avenue NW in the County north to 96th Street. ~~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. City trailhead facilities are located at Hollycroft Street and at Grandview Street. Future plans include expansion of the trail first to Borgen Boulevard (where another trailhead is planned) and then north to the Purdy Spit.~~

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 System Facilities

Existing Facilities

The Puget Sound and in particular Gig Harbor, Henderson Bay, and Wollochet Bay are the receiving water bodies of the City of Gig Harbor’s storm system. The storm system consists of catch basins, pipe, drainage ditches, natural streams such as Donkey Creek and McCormick Creek, wetlands, ponds, and stormwater detention and water quality facilities. The Operations and Maintenance Department is responsible for approximately 30 stormwater ponds, 1,650 catch basins, 12 miles of drainage ditches and over 33 miles of storm pipe. Annually these numbers will increase as development continues to occur, CIP projects are constructed and new areas are annexed by the City. With the approximately 45 miles of pipe and drainage ditches discharging to the receiving waters of the Puget Sound, which is habitat to various fish and wildlife such as Chinook, coho, steelhead, bald eagles and herons. It is important to protect and improve the water quality of the various water bodies in the City.

The objective of the City’s stormwater operation and maintenance program is to assure that all the elements of the stormwater system are functioning properly to avoid any impacts to the environment and properties. The program includes operation and maintenance of storm systems being performed by many entities, including the City’s Public Works Department, homeowners association, and property management companies. Scheduled maintenance tasks and inspections are regularly performed and are essential to the program. Major system problems are avoided when defects are identified and addressed in a timely manner.

~~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

Through the Clean Water Act and other legislation at the federal level, the Washington State Department of Ecology has been delegated the authority to implement rules and regulations that meet the goals of the Clean Water Act. As part of these rules and regulations, the Department of Ecology issued the Western Washington Phase II Municipal Stormwater Permit (Permit) to the City of Gig Harbor in January 2007. The Permit authorizes the discharge of stormwater to surface waters and to ground waters of the State from Municipal Separate Storm Sewer System (MS4) owned or operated by the City of Gig Harbor. By being identified as a Permittee the City is required to satisfy many obligations during the five-year permit period.

The City has been proactive in satisfying the requirements of this Permit. In 2006, the City prepared a gap analysis comparing the existing City stormwater program to the Permit requirements. According to the gap analysis, public participation, City staff training and stormwater policies appear to be the areas that the City will need to focus their efforts. Other obligations required by the Permit include the development of a stormwater management program and development of an enforceable mechanism, such as an ordinance, controlling runoff from development and construction sites, including adoption of a new stormwater technical manual. The City’s stormwater management program along with the City’s stormwater-related ordinances establishes a level of service for both public and private development projects.

The Permit requirements are being phased in over the course of the life of the permit. At the end of the permit, or sooner if required by law, the City will likely be issued a new permit with new permit requirements that are additive to the existing permit requirements.

~~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

In connection with the preparation of the City's Stormwater Comprehensive Plan, storm system modeling was performed at a planning level to identify system needs under future full build-out land use conditions. The City selected seven storm trunklines to be analyzed. These trunklines were selected based on known past conveyance and/or sedimentation problems and possible future system impacts due to development.

Recommended storm system improvements are identified in the Capital Improvement Plan of the Stormwater Comprehensive Plan and to meet the needs of the environment, future development and growth. In March 2008 the City initiated a Stormwater General Facility Charge for funding stormwater CIP projects.

The types of improvements identified and scheduled include capacity, facility and habitat projects. Capacity problems can also be resolved in many ways including increased facility sizing, pipe replacement, and flow control facilities. Onsite or regional facilities can reduce flows to minimize capacity impacts on the existing storm system. Regional facility locations should be considered as an alternative to pipe replacement. Storm system and habitat improvement projects identified in the CIP are based on the Staff's knowledge of the service area, past studies and the hydrologic/hydraulic system analysis.

~~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~~ Public Works, Planning, Building and Fire Safety, Finance and Administration have identified various capital improvements and projects based upon recent surveys and planning programs authorized by the Gig Harbor City Council. Suggested revenue sources were also considered and compiled.

Currently, ~~six capital facilities~~ five functional plans have been completed:

- City of Gig Harbor Water System ~~Comprehensive Plan — Volumes 1 & 2~~ (April 2009)

- ~~June 2001~~, as may later be amended by ordinance-resolution.
- City of Gig Harbor Wastewater Comprehensive Plan (~~April 2009 February, 2002~~), as may later be amended by ordinance-resolution.
- City of Gig Harbor Wastewater Treatment Plan Improvements Engineering Report (April 2003)
- City of Gig Harbor Phase 1 Wastewater Treatment Plan Improvements Technical Memorandum (August 2007)
- City of Gig Harbor Stormwater Comprehensive Plan (~~April 2009 February, 2001~~), as may later be amended by ordinance-resolution.
- ~~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 provide the technical information needed to develop the capital facility project lists for this Comprehensive Plan.

Prioritization of Projected Needs

The identified capital improvement needs listed were developed by the City 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~~ 2009 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 (2009) 2004 \$
General Fund	Sales tax	\$3,862,000 (60%) 4,744,000
	Utility tax	\$944,000 (14%) 1,351,000
	Property tax	\$337,000 (5%) 408,000
Street Fund- Operations	Property tax	\$1,010,000 (80%) 1,223,000
Water Operating Fund	Customer charges	\$34,000 906,000
Sewer Operating Fund	Customer charges	\$1,498,000 2,319,000
Storm Drainage Fund	Customer charges	\$400,000 645,000

Financial Resources

In order to ensure that the city is using the most effective means of collecting revenue, the city inventoried the various sources of funding currently available. Financial regulations and available mechanisms are subject to change. Additionally, changing market conditions influence the city's choice of financial mechanism. The following list of sources include all major financial resources available and is not limited to those sources which are currently in use or which would be used in the six-year schedule of improvements. The list includes the following categories:

- Debt Financing
- Local Levies
- Local Non-Levy Financing
- State Grants and Loans
- Federal Grants and Loans

Debt Financing Method

Short-Term Borrowing: Utilization of short-term financing through local banks is a means to

finance the high-cost of capital improvements.

Revenue Bonds: Bonds can be financed directly by those benefiting from the capital improvement. Revenue obtained from these bonds is used to finance publicly-owned facilities, such as new or expanded water systems or improvement to the waste water treatment facility. The debt is retired using charges collected from the users of these facilities. In this respect, the capital project is self supporting. Interest rates tend to be higher than for general obligation bonds and the issuance of the bonds may be approved by voter referendum.

General Obligation Bonds: These are bonds which are backed by the full faith and credit of the city 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~~ 1.60 per \$1,000 assessed valuation. In ~~2004~~ 2009, the City's tax rate is ~~\$1.4522~~ 0.9406 per \$1,000 assessed valuation. The City is prohibited from raising its levy more than one percent ~~or the rate of inflation, whichever is lower~~. A temporary or permanent excess levy may be assessed with voter approval. Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

Business and Occupation (B and O) Tax: This is a tax of no more that 0.2% of the gross value of business activity on the gross or net income of a business. Assessment increases require voter approval. The City does not currently use a B and O tax. Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

Local Option Sales Tax: The city has levied the maximum of tax of 1%. ~~Local governments that levy the second 0.5% may participate in a sales tax equalization fund. Assessment of this option requires voter approval.~~ Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

Utility Tax: This is a tax on the gross receipts of electric, gas, telephone, cable TV, water/sewer, and stormwater utilities. Local discretion up to 6% of gross receipts with voter approval required for an increase above this maximum. Revenue may be used for new capital facilities or maintenance and operation of existing facilities. The city currently levies a 5% utility tax.

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. The real estate excise tax is levied on all sales of real estate, measured by the full selling price. In addition to the state rate of 1.28 percent, a locally-imposed tax is also authorized. The city may levy a quarter percent tax and additional quarter percent tax. These funds may only be used to finance eligible capital facilities.~~

Local Single-Purpose Levies

~~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 – “Gas 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.~~

~~The state currently levies a tax of 37.5 cents per gallon on motor vehicle fuel under RCW 82.36.025(1) through (6) and on special fuel (diesel) under RCW 82.38.030(1) through (6). Cities receive 10.6961 percent of the 23 cents per gallon tax levied under RCW 82.36.025(1). These funds are distributed monthly on a per capita basis and are to be placed in a city street fund to be spent for street construction, maintenance or repair.~~

~~Local Option Motor Vehicle Fuel Excise Tax: 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. Upon a vote of the people, a local option gas tax can be levied countywide at a rate equal to 10 percent of the state rate. Since the state rate is 37.5 cents per gallon, 10 percent currently would be 3.75 cents per gallon. The tax may be implemented only on the first day of January, April, July, or October and expenditure of these funds is limited solely to transportation purposes.~~

Local Option Commercial Parking Tax

~~This tax may be levied by a city within its boundaries and by a county in the unincorporated areas. There is no limit on the tax rate and many ways of assessing the tax are allowed. If the city chooses to levy it on parking businesses, it can tax gross proceeds or charge a fixed fee per stall. If the tax is assessed on the driver of a car, the tax rate can be a flat fee or a percentage amount. Rates can vary by any reasonable factor, including location of the facility, time of entry and exit, duration of parking, and type or use of vehicle. The parking business operator is responsible for collecting the tax and remitting it to the city, which must administer it. This tax is subject to a voter referendum. At the present time, Bainbridge Island, Bremerton, Mukilteo, SeaTac, and Tukwila are the only cities that we know are levying this tax. Expenditure of these funds is limited solely to transportation purposes.~~

Transportation Benefit Districts

Cities, along with counties, may form transportation benefit districts to acquire, construct, improve, provide, and fund transportation improvements in the district that is consistent with any existing state, regional, and local transportation plans and necessitated by existing or reasonably foreseeable congestion levels. The area may include other cities and counties, as well as port and transit districts through interlocal agreements.

Any city passing on ordinance to form a transportation benefit district must also identify revenue options for financing improvements in the district. A district that has coterminous boundaries with a city may levy a \$20 per vehicle license fee or impose transportation impact fees on commercial or industrial buildings, both without voter approval. A credit must be provided for any transportation impact fee on commercial or industrial buildings that the city has already imposed. Similarly, any district that imposes a fee that, in combination with another district's fee, totals more than \$20, must provide a credit for the previously levied fee.

Voter-approved revenue options include a license fee of up to \$100 per vehicle and a 0.2 percent sales tax. Like many other special districts, transportation benefit districts may levy a one-year O&M levy under RCW 84.52.052 and do an excess levy for capital purposes under RCW 85.52.056. The funds must be spent on transportation improvements as set forth in the district's plan.

Local Non-Levy Financing Mechanisms

Reserve Funds: Revenue that is accumulated in advance and earmarked for capital improvements. Sources of the funds can be surplus revenues, funds in depreciation revenues, or funds resulting from the sale of capital assets.

Fines, Forfeitures and Charges for Services: This includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, property appraisal fees, fines, forfeitures, licenses, permits, income received as interest from various funds, sale of public property, rental income and private contributions to the jurisdiction. Revenue from these sources may be restricted in use.

User and Program Fees: These are fees or charges for using park and recreational facilities, sewer services, water services and surface drainage facilities. Fees may be based on a measure of usage on a flat rate or on design features. Revenues may be used for new capital facilities or maintenance and operation of existing facilities.

Street Utility Charges: A fee of up to 50% of actual costs of street construction, maintenance and operations may be charged to households. Owners or occupants of residential property are charged a fee per household that cannot exceed ~~\$6.00~~ \$2.00 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.~~

Urban Transportation Improvement Programs: The State Transportation Improvement Board offers three grant programs to cities exceeding a population of 5,000 : Urban Arterial Program for roadway projects which improve safety and mobility; Urban Corridor Program, for roadway projects that expand capacity; and, Sidewalk Program for sidewalk projects that improve safety and connectivity.

~~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).~~

Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) SAFETEA-LU represents the largest surface transportation investment in our Nation’s history with guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion. SAFETEA-LU supplies funds for investments needed to maintain and grow vital transportation infrastructure.

~~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%~~ 2% in 2010 and 1-2% in 2011 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 25 percent of the annual tax yield from ad valorem property values. Since 2000, the average annual increase in tax levy was 6%. This was mostly due to new construction and annexations as regular growth in property tax levy is limited to 1 percent a year. The city is projecting a 1 to 2 percent increase in tax base for 2010 and 2011 due to the current economy. The City has a maximum rate of \$1.60 per \$1,000 ad valorem. The actually rate collected by the city has fallen from \$1.58 in 1999 to \$0.9293 in 2010 (est.)

Capital Improvement Funds: In the City of Gig Harbor, the Capital Improvement Funds accounts for the proceeds of the first and second quarter percent of the locally-imposed real estate excise tax. Permitted uses are defined as "public works projects for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvements of streets, roads, highways, sidewalks street and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, and planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvements of parks. These revenues are committed to annual debt service and expenditures from this account are expected to remain constant ~~through the year 2000~~, based upon the existing debt structure. The revenues in these funds represent continued capture of a dedicated portion of the ad valorem revenues necessary to meet annual debt service obligations on outstanding general obligation bonds. In 2018, the City is scheduled to repay the 2008 LTGO Bonds.

~~Transportation Improvement~~ **Street and Street Capital Funds:** Expenditures from ~~this account~~ these funds 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 and 75% of property taxes collected. ~~The projection estimates projected revenues~~ are based upon state projections for gasoline consumption, current state gas tax revenue sharing and continued utilization of local option gas taxes at current levels. This fund also includes state and federal grant monies dedicated to transportation improvements.

Enterprise Funds: The revenue in ~~this fund is~~ these funds are used for the annual capital and operating expenditures for services that are operated and financed similar to private business enterprises. The projected revenues depend upon the income from user charges, connection fees, bond issues, state or federal grants and carry-over reserves.

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

- GOAL 12.1. PROVIDE NEEDED PUBLIC FACILITIES TO ALL OF THE CITY RESIDENTS IN A MANNER WHICH PROTECTS INVESTMENTS IN EXISTING FACILITIES, WHICH MAXIMIZES THE USE OF EXISTING FACILITIES AND WHICH PROMOTE ORDERLY AND HIGH QUALITY URBAN GROWTH.**
- GOAL 12.2. PROVIDE CAPITAL IMPROVEMENT TO CORRECT EXISTING DEFICIENCIES, TO REPLACE WORN OUT OR OBSOLETE FACILITIES AND TO ACCOMMODATE FUTURE GROWTH, AS INDICATED IN THE SIX-YEAR SCHEDULE OF IMPROVEMENTS.**
- GOAL 12.3. FUTURE DEVELOPMENT SHOULD BEAR ITS FAIR-SHARE OF FACILITY IMPROVEMENT COSTS NECESSITATED BY DEVELOPMENT IN ORDER TO ACHIEVE AND MAINTAIN THE CITY'S ADOPTED LEVEL OF STANDARDS AND MEASURABLE OBJECTIVES.**
- GOAL 12.4. THE CITY SHOULD MANAGE ITS FISCAL RESOURCES TO SUPPORT THE PROVISION OF NEEDED CAPITAL IMPROVEMENTS FOR ALL DEVELOPMENTS.**
- GOAL 12.5. THE CITY SHOULD COORDINATE LAND USE DECISIONS AND FINANCIAL RESOURCES WITH A SCHEDULE OF CAPITAL IMPROVEMENTS TO MEET ADOPTED LEVEL OF SERVICE STANDARDS, MEASURABLE OBJECTIVES AND PROVIDE EXISTING FUTURE FACILITY NEEDS.**

GOAL 12.6. 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~~ Wastewater System “Inventory and Analysis” section of this Chapter.
4. Potable Water:
 - Potable water level of service standards are addressed in the ~~City of Gig Harbor Water System Comprehensive Plan~~ Water System “Inventory and Analysis” section of this Chapter.

Six Year Capital Improvement Program

PLAN IMPLEMENTATION AND MONITORING

Implementation

The six-year schedule of improvements shall be the mechanism the City will use to base its timing, location, projected cost and revenue sources for the capital improvements identified for implementation in the other comprehensive plan elements.

Monitoring and Evaluation

Monitoring and evaluation are essential to ensuring the effectiveness of the Capital Facilities Plan element. This element will be reviewed annually and amended to verify that fiscal resources are available to provide public facilities needed to support LOS standards and plan objectives. The annual review will include an examination of the following considerations in order to determine their continued appropriateness:

- a. Any corrections, updates and modifications concerning costs, revenue sources, acceptance of facilities pursuant to dedication which are consistent with this element, or to the date of construction of any facility enumerated in this element;
- b. The Capital Facilities Element's continued consistency with the other element of the plan and its support of the land use element;
- c. The priority assignment of existing public facility deficiencies;
- d. The City's progress in meeting needs determined to be existing deficiencies;
- e. The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order or level of priority;
- f. The City's effectiveness in maintaining the adopted LOS standard and objectives achieved;
- g. The City's effectiveness in reviewing the impacts of plans of other state agencies that provide public facilities within the City's jurisdiction;
- h. The effectiveness of impact fees or fees assessed new development for improvement costs;
- i. Efforts made to secure grants or private funds, as available, to finance new capital improvements;
- j. The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment;
- k. Capital improvements needed for the latter part of the planning period for updating the six-year schedule of improvements;
- j. Concurrency status.

Table 12.5 Capital Facilities Projects

Wastewater System Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
6-Year Wastewater Capital Improvement Projects*					
Wastewater Treatment System					
<u>1</u>	Outfall Onshore Construction Phase I	2008	\$574,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
<u>T12</u>	Outfall Construction Marine Portion (Bogue View Park to Colvos Passage)Phase II From GH Bay out to Puget Sound	2010-11	\$8,791,000,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Utility Rates
<u>T23</u>	WWTP Expansion Phase I	2010-09	\$7,000,000 10,000,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Utility Rates
<u>T34</u>	WWTP Expansion Phase II	2011-2012	\$8,210,000 6,000,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Utility Rates
<u>T4</u>	Reuse and Reclamation Studies (\$100,000/yr)	2009-2014	\$500,000	6-year	Connection Fees/Utility Rates
<u>T5</u>	Annual Replacement, Rehabilitation and Renewal	2009-2014	\$610,000	6-year	Connection Fees/Utility Rates
<u>5</u>	Lift Station 4 Replacement	2008-2011	\$1,250,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
<u>6</u>	N. Harborview Sewer	2010	\$1,000,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
<u>7</u>	Harborview Main Sewer Upsize/Replacement	2009	\$1,000,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
<u>8</u>	Odor Control	2008-2012	\$250,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
<u>9</u>	Reid Drive Lift Station Replace	2009	\$1,250,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
<u>T6-10</u>	Annual Water Quality Reporting	2008-2012 2009-2014	\$400,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
<u>11</u>	Annual Sewer Flow Metering Program	2008-2012	\$1,250,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
<u>12</u>	WWTP Centrifuge	2008	\$400,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
<u>13</u>	Lift Station MCC Upgrades	2008-2012	\$2,500,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
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
	Wastewater Treatment Subtotal		\$25,511,000 35,649,000		
Wastewater Collection or System Expansions					
C1	West Side of Hwy 16 from Tacoma community College to Rosedale Street	2012	\$2,977,000	6-year	Developer funded
C2	Gig Harbor North (West Side)	2010	\$2,535,000	6-year	Developer funded
C3	Sehmel Drive	2013	\$1,949,000	6-year	Developer funded
C4	Purdy Drive from Hwy 16 to Peninsula High School	2013	\$4,504,000	6-year	Developer funded
C5	Hunt & Skansie Drainage Basin	2009	\$10,145,000	6-year	Developer funded
C1	Lift Station 1 Improvements (Crescent Creek Park)	2013	\$130,000	6-year	Connection Fees/Utility Rates
C2	Lift Station 3A Jockey Pump Replacement (Harborview Dr./N. Harborview Dr.)	2014	\$156,000	6-year	Connection Fees/Utility Rates
C3	Lift Station 4 Improvements (Harborview Dr./Rosedale St.)	2010-2013	\$2,595,100	6-year	Connection Fees/Utility Rates
C4	Lift Station 5 Improvements (Harborview Ferry Landing)	2013	\$130,000	6-year	Connection Fees/Utility Rates
C5	Lift Station 6 Improvements (Ryan St./Cascade Ave)	2009-2010	\$700,000	6-year	Connection Fees/Utility Rates
C6	Lift Station 7 Improvements (Ried Dr./Hollycroft St.)	2010	\$203,000	6-year	Connection Fees/Utility Rates
C7	Lift Station 8 Improvements (Harbor Country Dr.)	2012-2013	\$532,800	6-year	Connection Fees/Utility Rates
C8	Lift Station 9 Improvements (50 th St./Reid Dr.)	2013	\$127,000	6-year	Connection Fees/Utility Rates
C9	Lift Station 11 Improvements (38 th Ave./48 th St.)	2014	\$139,000	6-year	Connection Fees/Utility Rates
C10	Lift Station 12 Improvements (Woodhill Dr./Burnham Dr.)	2012-2013	\$1,502,500	6-year	Connection Fees/Utility Rates
C11	Lift Station 13 Improvements (Purdy Dr/SR-302)	2012-2013	\$400,900	6-year	Connection Fees/Utility Rates
C12	Install Flow Meter at LS1	2010	\$29,000	6-year	Connection Fees/Utility Rates
C13	Install Flow Meter at LS2	2011	\$31,000	6-year	Connection Fees/Utility Rates
C14	Install Flow Meter at LS3A	2014	\$38,000	6-year	Connection Fees/Utility Rates
C15	Install Flow Meter at LS4	2011	\$31,000	6-year	Connection Fees/Utility Rates
C16	Install Flow Meter at LS5	2013	\$36,000	6-year	Connection Fees/Utility Rates

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
C17	Install Flow Meter at LS6	2010	\$29,000	6-year	Connection Fees/Utility Rates
C18	Install Flow Meter at LS7	2010	\$29,000	6-year	Connection Fees/Utility Rates
C19	Install Flow Meter at LS8	2013	\$36,000	6-year	Connection Fees/Utility Rates
C20	Install Flow Meter at LS9	2013	\$36,000	6-year	Connection Fees/Utility Rates
C21	Install Flow Meter at LS10	2011	\$31,000	6-year	Connection Fees/Utility Rates
C22	Install Flow Meter at LS11	2014	\$38,000	6-year	Connection Fees/Utility Rates
C23	Install Flow Meter at LS12	2010	\$29,000	6-year	Connection Fees/Utility Rates
C24	Install Flow Meter at LS13	2014	\$38,000	6-year	Connection Fees/Utility Rates
C25	Install Flow Meter at LS14	2013	\$36,000	6-year	Connection Fees/Utility Rates
C26	Install Flow Meter at LS5	2013	\$36,000	6-year	Connection Fees/Utility Rates
C27	Install Future Lift Station 10A (56 th St./36 th Ave.) and Forcemain	2010	\$1,206,000	6-year	Developer Funded
C28	Install Future Lift Station 17A (Skansie Ave./90 th St.) and Forcemain	2011	\$1,581,000	6-year	Developer Funded
C29	Install Future Lift Station 21A (Hunt St/Skansie Ave.) and Forcemain	2010	\$1,518,000	6-year	Developer Funded
C30	Wastewater Comprehensive Plan	2014	225,100	6-year	Connection Fees/Utility Rates
-	Subtotal		\$22,110,000		
Gravity Sewer Replacements					
E1	Harborview Drive from WWTP to Rosedale	2012	\$2,137,000	6-year	Capital reserves
E2	Rosedale Street from Hwy 16 to Shirley Avenue	2010	\$1,193,000	6-year	Capital reserves
E3	Harborview Drive from Rosedale to Soundview	2010	\$808,000	6-year	Capital reserves
E4	Soundview Drive from Harborview to Grandview	2009	\$972,000	6-year	Capital reserves
E5	Soundview Drive from Erickson to Olympic	2013	\$1,512,000	6-year	Capital reserves
	Wastewater Collection Subtotal		\$10,064,400 6,622,000		
Wastewater Total 6-year			\$35,575,400 64,381,000		
20-Year Sewer Capital Improvement Projects**					
Collection System					
†	Harborview Drive to WWTP	2014-2028	\$4,000,000	20-year	PWTF/ SRF/ revenue

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
					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	-	-
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

Estimated costs are based on dollars value in the estimated year of the project.

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

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Source
14	Asbestos Cement Water Line Replacement Program City-Wide (\$75,000/yr)	201008-201412	\$375340,000	6-year	Connection Fees/Utility Rates-Local Utility Fees &/or Revenue Bonds
25	Water Systems Upgrades (\$50,000/yr)	200908-201412	\$300278,000	6-year	Connection Fees/Utility Rates-Local Utility Fees &/or Revenue Bonds
36	Stinson Avenue Water Main Replacement Harborview/ Stinson 12" Upsize	201009	\$275,000 800,000	6-year	Connection Fees/Utility Rates-Local Utility Fees &/or Revenue Bonds
47	Harborview Drive Water Main Replacement – N. Harborview Dr. to Rosedale St.	2010-201109	\$1,400950,000	6-year	Development Mitigation/Connection Fees/Utility Rates Local Utility Fees &/or Revenue Bonds
8	Well No. 6	2009-2014	\$1,740,000	6-year	Local Utility Fees &/or Revenue Bonds
59	Water Rights Annual Advocate for/Permitting (\$4075,000/year)	200908-2012	\$160375,000	6-year	Connection Fees/Utility Rates-Local Utility Fees &/or Revenue Bonds
40	GIS Inventory	2008-2012	\$80,000	6-year	Local Utility Fees &/or Revenue Bonds
611	Well No. 11 – Deep Aquifer Well Gig Harbor North Well Permitting/Design	2008-2009-2013	\$4,174,600 2,000,000	6-year	SEPA Mitigation/Developers/ Connection Fees /Utility Rates
712	Well No. 10	2008-2009-2010	\$350150,000	6-year	SEPA Mitigation/Developers Utility Rates/ Connection Fees
813	Harbor Hill Drive Water Main Extension	2009-2014	\$450,200 160,000	6-year	Development Mitigation/Connection Fees/Utility Rates Local Utility Fees, Revenue Bonds, &/or Developer Funded
944	Harborview Drive Loop Dead End	2011 2009-2014	\$503,500 405,000	6-year	Development Mitigation/Connection Fees/Utility Rates Local Utility Fees &/or Revenue Bonds
1015	Tarabochia Street Water Main Replacement	201209-2014	\$44,000 40,000	6-year	Connection Fees/Utility Rates-Local Utility Fees &/or Revenue Bonds
1116	Grandview Street Water Main Replacement	201209-2014	\$424,400 59,000	6-year	Development Mitigation/Connection Fees/Utility Rates Local Utility Fees &/or Revenue Bonds

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Source
<u>1247</u>	96 th Street <u>Water Main Extension</u>	2014 2014	\$269,000	6-year	Development <u>Mitigation/Connection Fees/Utility Rates</u> Local Utility Fees, Revenue Bonds, &/or Developer Funded
<u>1348</u>	Woodworth Avenue <u>Water Main Replacement</u>	2013 2014	\$116,700 50,000	6-year	<u>Connection Fees/Utility Rates</u> Local Utility Fees &/or Revenue Bonds
<u>1449</u>	Shurgard East Tee and <u>Water Main Replacement</u>	2013 2009 2014	\$437,100 52,000	6-year	Development <u>Mitigation/Connection Fees/Utility Rates</u> Local Utility Fees &/or Revenue Bonds
<u>15</u>	<u>Water System Plan Update</u>	<u>2014</u>	\$112,600	<u>6-year</u>	<u>Connection Fees/Utility Rates</u>
	Subt Water Total		\$9,392,100 8,628,000 *		
20-Year Water Capital Improvement Projects**					
<u>1</u>	<u>Upgrade Perrow Well</u>	<u>2010-2030</u>	<u>\$92,000</u>	<u>20 year</u>	<u>Undetermined</u>
<u>2</u>	<u>500,000 Gallon Storage Tank</u>	<u>2010-2030</u>	<u>\$1,500,000</u>	<u>20 year</u>	<u>Undetermined</u>
<u>3</u>	<u>Shurgard Tank to Soundview</u>	<u>2010-2030</u>	<u>\$122,000</u>	<u>20 year</u>	<u>Undetermined</u>
<u>4</u>	<u>Pioneer Way</u>	<u>2010-2030</u>	<u>\$74,000</u>	<u>20 year</u>	<u>Undetermined</u>
<u>5</u>	<u>Reid & Hollycroft Intertie</u>	<u>2010-2030</u>	<u>\$3,000</u>	<u>20 year</u>	<u>Undetermined</u>
<u>6</u>	<u>Shore Acres Connection Improvements</u>	<u>2010-2030</u>	<u>\$56,000</u>	<u>20 year</u>	<u>Undetermined</u>
<u>7</u>	<u>Schmel Drive Extension</u>	<u>2010-2030</u>	<u>\$543,000</u>	<u>20 year</u>	<u>Undetermined</u>
<u>8</u>	<u>Conjunctive Strategy</u>	<u>2010-2030</u>	<u>\$2,000,000</u>	<u>20 year</u>	<u>Undetermined</u>
	Subtotal	-	\$ 4,390,000 **	-	-

Note:

*Estimated costs are in year of project ** Estimated costs are in 2009 dollars

Park, Recreation & Open Space Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
<u>1</u>	<u>City Park Improvements</u>	<u>ongoing</u>		<u>6 year</u>	<u>Grants/Local</u>
<u>2</u>	<u>City Skate Park Improvements</u>	<u>2008-2010</u>	<u>\$30,000</u>	<u>6 year</u>	<u>Local</u>
3 <u>2</u>	<u>GHPHS Museum Creek Easement Acquisition</u>	2008-2009 <u>2012</u>	\$400,000 <u>\$425,000</u>	<u>6 year</u>	<u>Local</u>
4 <u>3</u>	<u>Gig Harbor North Park</u>	<u>2008-2012</u>	<u>\$3,000,000</u>	<u>6 year</u>	<u>Developer Mitigation/Impact</u>
5 <u>4</u>	<u>Jerisich Dock Moorage Extension</u>	2008-2009 <u>2010-2012</u>	\$200,000 <u>\$300,000</u>	<u>6 year</u>	<u>Fees/Grants/Donations</u>
6 <u>5</u>	<u>Cushman Trail Phase III Kimball 96th to Borgen</u>	2008-2009 <u>2011</u>	\$664,000 <u>1,500,000</u>	<u>6 year</u>	<u>Local/County</u>
7 <u>6</u>	<u>Boys and Girls Club/ Senior Center</u>	2009 <u>2010-2011</u>	\$150,000 <u>250,000</u>	<u>6 year</u>	<u>Local</u>
8 <u>7</u>	<u>Pioneer Way Streetscape</u>	<u>2008-2012</u>	<u>\$127,000</u>	<u>6 year</u>	<u>Local</u>

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
9 8	Austin Estuary Park	2008-2012	\$100,000 455,000	6 year	Local RCO Grant
10 9	Skansie House Remodel	2010-2012	\$60,000 - \$100,000 \$300,000	6 year	PSRC Grant/Local/ Lodging Tax
11 10	Skansie Netshed Repair and Restoration	2008-2010 2010-2014	\$450,000	6 year	Heritage Grant/Local
12 11	Wheeler Pocket Park	2009-2012	\$35,000 70,000	6 year	Local
13 12	Wilkinson Farm Barn Restoration	2009-2010- 2014	\$200,000	6 year	Heritage Barn Grant/Local Match
14 13	Wilkinson Farm Park Development	2010-2013	\$900,000	6 year	State IAC RCO Grant/Preservation Grants/Local Match
15 14	WWTP/Cushman Trail Access	2008-2009 2010-2012	\$25,000	6 year	Local
16	Crescent Creek West Shore Acquisition	2008-2011	\$200,000	6 year	Grant/Local
17 15	Kenneth Leo Marvin Veterans Memorial Park Phase 2	2008-2010 - 2015	\$900,000 \$250,000	6 year	IAC Grant/Impact Fees/Local
18 16	Eddon Boatyard Building Dock Restoration	2008-2010- 2011	\$980,000 \$250,000	6 year	Heritage Grant
19	Eddon Boatyard Building Impervious Containment Barrier	2007	\$25,000	6 year	Heritage Grant/Local
20 17	Eddon Boat Park Development	2009-2011- 2014	\$2,000,000	6 year	RCO 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 18	Maritime Pier – Dock Improvements	2008-2010- 2012	\$50,000 \$4,500,000	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 19	North/Donkey Creek Corridor. (Conservation Properties) Northwest of Donkey Creek Park along the Creek.	2010-2014	\$1,500,000	6 year	County Conservation Futures
34 20	Jerisich / Skansie Park Development	2009-2010	\$150,000	6 year	Local
35	Sand Volleyball Court @ Crescent Creek Park	2009	\$30,000	6 year	Private Funding/Local
36 21	Sewer Easement Trail (Veterans Park to 45 th Street Court)	2009-2014	\$300,000	6 year	Local
22	Donkey Creek Restoration	2010 - 2016	\$1,200,000	6 year	Local/Federal
	Subtotal		\$20,331,000 \$17,912,000		

Notes:

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

Storm-Wwater System-Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Source
1	Update storm facilities mapping (\$50,000/yr)	Annually	\$300 30,000	6-year	<u>Connection Fees/Utility Rates</u> Local
2	<u>Garr Creek Tributary Channel (38th St)/WWTP Erosion Study Hot Spot</u>	<u>2010</u> Annually	\$50,000 25,000	6-year	<u>Connection Fees/Utility Rates</u> Local
3	38th Street – Hunt to Goodman	2008-2009	\$1,000,000	6 -year	TIB/Safe Routes to Schools/Local
3	<u>38th /Quail Run Ave Storm Culverts</u>	<u>2014</u>	<u>\$208,200</u>	<u>6</u> -year	<u>Connection Fees/Utility Rates</u>
4	Donkey Creek Daylighting	201 <u>1</u> 09	\$1,236,000 1,200,000	6-year	State/Federal Salmon Recovery Grants/Earmarks
5	Donkey Creek Culvert under Harborview Drive	204 <u>4</u> 13	\$546,400 500,000	6-year	State/Federal Salmon Recovery Grants/Earmarks
6	Annual Storm Culvert Replacement Program (<u>\$50,000/yr</u>)	2009-2014 <u>3</u>	\$300 250,000/ year	6-year	<u>Storm Water Utility Fees</u> <u>Connection Fees/Utility Rates</u>
7	50 th Street Box Culvert	2008 <u>1</u> 2	\$371,300 350,000	6-year	<u>Storm Water Utility Fees</u> <u>Connection Fees/Utility Rates</u>
8	<u>Quail Run Water Quality System Improvements</u> -Storm Comp Plan Update	201 <u>0</u> 08	\$15,000 1,000,000	6-year	<u>Storm Water Utility Fees</u> <u>Connection Fees/Utility Rates</u>
9	Annual NPDES Implementation Expenses	200 <u>9</u> 8-2014	\$100,000	6-year	<u>Storm Water Utility Fees</u> <u>Connection Fees/Utility Rates</u> /State Grant
10	Stormwater retention, wetland mitigation and detention for Burnham interchange improvements: - Potential properties in proximity to Burnham interchange-	2010	\$2,000,000	6-year	State/Federal Transportation Funding/Grant
10 <u>4</u>	Aquifer Re-charge - Spadoni Gravel Pit and adjacent property north of 96 th street between SR-16 and Burnham Drive.	201 <u>1</u> 0	\$1,700,000	6-year	State/Federal Transportation Funding/Grant

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Source
<u>11</u>	<u>Burnham Drive/96th Street Culvert Replacement</u>	<u>2014</u>	<u>\$56,300</u>	<u>6-year</u>	<u>Connection Fees/Utility Rates</u>
<u>12</u>	<u>Borgen Boulevard/Peacock Hill Avenue Culvert Replacement</u>	<u>2014</u>	<u>\$36,600</u>	<u>6-year</u>	<u>Connection Fees/Utility Rates</u>
<u>13</u>	<u>102nd Street Court Culvert Replacement</u>	<u>=</u>	<u>\$20,000</u>	<u>6-year</u>	<u>Private Development</u>
<u>14</u>	<u>Burnham Drive/Harborview Drive Rock Spall Pad Construction</u>	<u>=</u>	<u>\$15,000</u>	<u>6-year</u>	<u>Private Development</u>
<u>15</u>	<u>101st Street Court Detention Pond Reconstruction</u>	<u>=</u>	<u>\$25,000</u>	<u>6-year</u>	<u>Private Development</u>
<u>16</u>	<u>101st Street Court Culvert Replacement</u>	<u>=</u>	<u>\$20,000</u>	<u>6-year</u>	<u>Private Development</u>
<u>17</u>	<u>Stormwater Comprehensive Plan Update</u>	<u>2014</u>	<u>\$112,600</u>	<u>6-year</u>	<u>Connection Fees/Utility Rates</u>
	Subt Stomwater Total		<u>\$5,112,400</u> <u>8,155,000</u>		

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

Notes:

- Costs shown above are estimates and do not include such items as permitting costs, sales tax, right-of-way acquisition, utility relocations, trench dewatering, traffic control or other unforeseen complications.
- Private Development funding indicates the full cost for the project shall be borne by property owner(s) or developer(s).

(2) “Hot Spots” refers to the discretionary funds for emergencies and small projects that can be easily repaired or otherwise taken care of quickly

Transportation Improvement Projects

Project No.	Project Name	Projected Start Year	Estimated Cost	Plan	Funding Source
<u>1</u>	<u>SR-16/Borgen/Canterwood Hospital Mitigation Improvements</u>	<u>2009</u>	<u>\$11,000,000</u>	<u>6-Year</u>	<u>State/Local</u>
<u>2</u>	<u>50th St Ct NW Improvements</u>	<u>2009</u>	<u>\$1,600,000</u>	<u>6-Year</u>	<u>State/Local</u>
<u>3</u>	<u>Harbor Hill and Borgen Intersection Improvements</u>	<u>2013</u>	<u>\$704,000</u>	<u>6-Year</u>	<u>Developer/Local</u>
<u>4</u>	<u>Rosedale and Stinson Intersection Improvements</u>	<u>2013</u>	<u>\$275,000</u>	<u>6-Year</u>	<u>Local</u>
<u>5</u>	<u>38th Ave Improvements Phase 1</u>	<u>2009</u>	<u>\$9,790,000</u>	<u>6-Year</u>	<u>State/Local</u>
<u>6</u>	<u>Harbor Hill Drive Extension</u>	<u>2009</u>	<u>\$1,000,000</u> <u>\$5,500,000</u>	<u>6-Year</u>	<u>Developer/Local</u>
<u>7</u>	<u>Burnham Dr Phase 1</u>	<u>2011</u>	<u>\$6,700,000</u>	<u>6-Year</u>	<u>State/Local/Developer</u>
<u>8</u> <u>9</u>	<u>Soundview and Hunt Intersection Improvements</u>	<u>2012</u>	<u>\$660,000</u>	<u>6-Year</u>	<u>Developer/Local</u>
<u>9</u> <u>15</u>	<u>38th Ave Improvements Phase 2</u>	<u>2009</u>	<u>\$5,280,000</u>	<u>6-Year</u>	<u>State/Local</u>
<u>10</u> <u>16</u>	<u>Skansie Ave Improvements</u>	<u>2010</u>	<u>\$9,460,000</u>	<u>6-Year</u>	<u>Local</u>
<u>11</u>	<u>Hunt St</u>	<u>2014</u>	<u>\$480,000</u>	<u>6-Year</u>	<u>Local</u>
<u>12</u>	<u>Hunt St Undercrossing</u>	<u>2012</u>	<u>\$6,160,000</u>	<u>6-Year</u>	<u>Local</u>

Project No.	Project Name	Projected Start Year	Estimated Cost	Plan	Funding Source
43 10	Olympic/Fosdick Intersection Improvements	2009	\$440,000	6-Year	Developer/Local
44 11	Wollochet Dr Improvements	2010	\$660,000	6-Year	Developer/Local
45 12	Harborview/N Harborview Intersection Improvements	2010	\$1,650,000	6-Year	Local
46 13	SR 16/Olympic Drive	2012	\$825,000	6-Year	State/Local
47 8	Burnham Dr/Harbor Hill Drive Intersection Improvements	2010	\$2,200,000	6-Year	Developer/Local
48 14	Rosedale St/Skansie Ave Intersection Improvements	2011	\$ 275,000	6-Year	Local
49 17	Rosedale St Improvements	2010	\$3,740,000	6-Year	State/Local
20 18	Olympic/Hollycroft Intersection Improvements	2013	\$26,000	6-Year	Local
24 19	Vernhardson St Improvements	2013	\$375,000	6-Year	Local
22 20	Point Fosdick Pedestrian Improvements	2010	\$1,100,000	6-Year	State/Local
23 21	Harborview Dr. Improvements from N. Harborview Dr. to Pioneer Wy	2011	\$100,000	6-Year	State/Local
24 22	Judson/Stanich/Uddenberg Improvements	2012	\$2,090,000	6-Year	State/Local
25 23	Donkey Creek Daylighting Street and Bridge Improvements	2009	\$2,050,000	6-Year	Federal/State/Local
26 24	Wagner Way/Wollochet Drive Traffic Signal	2009	\$300,000	6-Year	Developer/Local
27 25	Grandview Drive Phase I from Stinson to Pioneer	2010	\$500,000	6-Year	Developer/Local
28 26	Grandview Drive Phase 2 from Soundview to McDonald	2009	\$860,000	6-Year	Local
29 27	Pt Fosdick/56th Street Improvements	2010	\$4,000,000	6-Year	State/Local
	Subtotal 6-Year:		\$74,300,000 \$72,056,000		
30	Canterwood Boulevard from SR16 to 54th Ave	2020	\$ 8,000,000	20-Year	State/Local
31	Borgen Boulevard from Peacock Hill to Harbor Hill	2020	\$6,600,000	20-Year	Local
32	Rosedale Street from Stinson to 58th Ave	2020	\$5,500,000	20-Year	Local
33	Peacock Hill from Borgen to 127th Street	2020	\$4,100,000	20-Year	Local
34	Bujacich Road from Sehmel to 89th Street	2020	\$6,900,000	20-Year	Local
35	Stinson Ave from Rosedale to Harborview	2020	\$220,000	20-Year	Local
36	Hunt Street NW from Skansie Ave to 38th Ave	2020	\$2,300,000	20-Year	State/Local
37	Soundview Drive from SR16WB Ramp to Hunt Street NW	2020	\$700,000	20-Year	State/Local
38	New Road from 50th Ave to Harbor Hill Drive	2020	\$1,100,000	20-Year	Developer/Local
39	50th Ave from New Road to	2020	\$2,300,000	20-Year	Developer/Local

Project No.	Project Name	Projected Start Year	Estimated Cost	Plan	Funding Source
	Burnham Drive				
40	SR16/Borgen/Burnham Interchange (Long Term Solution)	2020	\$56,000,000	20 Year	State/Local
41	Harborveiw Drive at Stinson Ave	2020	\$660,000	20 Year	Local
42	Stinson Ave at Pioneer Way	2020	\$330,000	20 Year	State/Local
43	38th Ave at 56th Street	2020	\$150,000	20 Year	Local
44	SR16/Olympic Drive	2020	\$440,000	20 Year	State/Local
	Subtotal 20 Year:		\$95,300,000		
45	96th Street SR16 Crossing	2030	\$8,000,000	Other	State/Local
46	Briarwood Lane Improvments	2015	\$500,000	Other	Local
47	Frankilin Ave Improvements	2015	\$500,000	Other	Local
48	Street Connections - Point Fosdick Area	2015	\$600,000	Other	Local
49	Crescent Valley Connector	2030	\$2,000,000	Other	Local
50	Downtown Parking Lot Design	2009	\$60,000	Other	Local
51	Downtown Parking Lot property acquisition	2009	n/a	Other	Local
52	Purchase land for ROW, stormwater improvements, wetland mitigation	2008	n/a	Other	Local
53	Public Works Operations Facility	2010	\$1,125,000	Other	Local
	Subtotal Other:		\$12,785,000		
	TOTAL Transportation Total:		\$182,385,000 \$84,841,000		

Exhibit “H”
Application COMP 09-0011:
Utilities Element

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

- a) Provide for the upgrade of substandard water systems within the City limits to comply with City Fire Protection Codes.
- b) Require new projects and developments and substantial redevelopment of existing developments to participate in the upgrade of existing water systems to meet the latest City Fire Protection Code standards.
- c) Encourage water conservation through a variety of programs and incentives for residential and commercial users.
- d) Consider alternatives to water-consumptive landscaping and encourage the use of plant stock and irrigation systems which do not have intensive water-use demands.
- e) Implement the goals and objectives of the City of Gig Harbor's Comprehensive-Water System Plan within the City's Water Service Area.

GOAL 8.5: OPERATE AND MAINTAIN AN EFFICIENT WASTE WATER TREATMENT FACILITY WHICH IS CAPABLE OF PROVIDING THE NEEDED SEWER CAPACITY FOR THE CITY AND ITS URBAN GROWTH AREA.

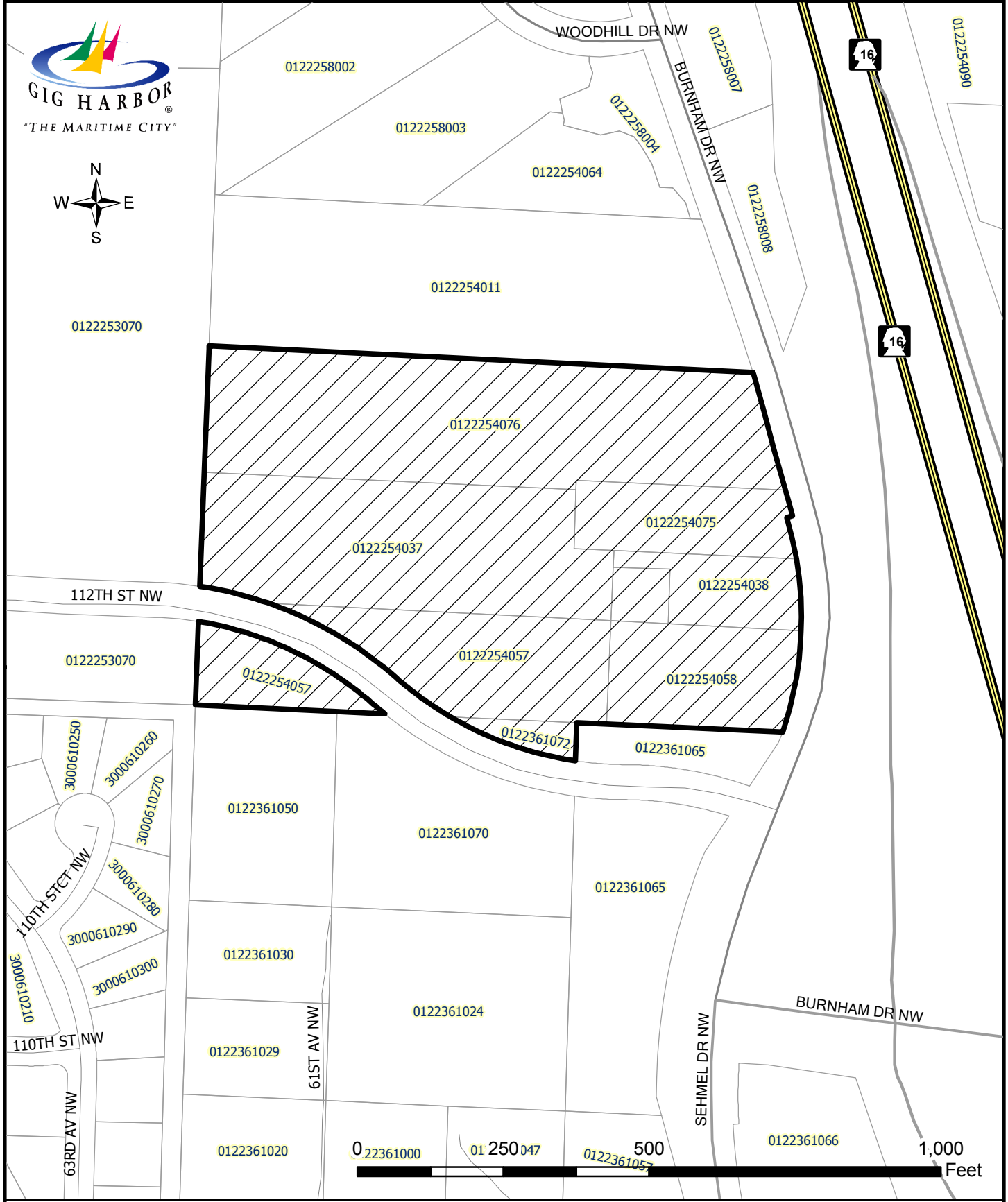
8.5.1. Increase the capacity and overall efficiency of the City of Gig Harbor waste water treatment facility by planning for phased expansion and improvements consistent with the City's capital facilities plan.

- a) Develop and implement the City of Gig Harbor Sewer Comprehensive Plan which provides for capacity and timing of needed sewage infrastructure for a projected twenty-year growth period.
- b) Provide sewer service to properties outside of the City limits, but within the urban area, consistent with adopted policies on sewer service extension requests.
- c) Require new residential and commercial development within City limits to connect to the City sewer system. Within the unincorporated area served, or to be served by city sewer within six years of the development date, require sewer connection if the development is within 200 feet of the city sewer line.
- d) Require existing residential and commercial development within 200 feet of a city sewer line to connect to city sewer if there is failure of on-site septic systems, as documented by the Tacoma-Pierce County Health Department.

Exhibit “I”

Application COMP 09-0004:

**Sunrise Enterprises Land Use Map
Amendment**

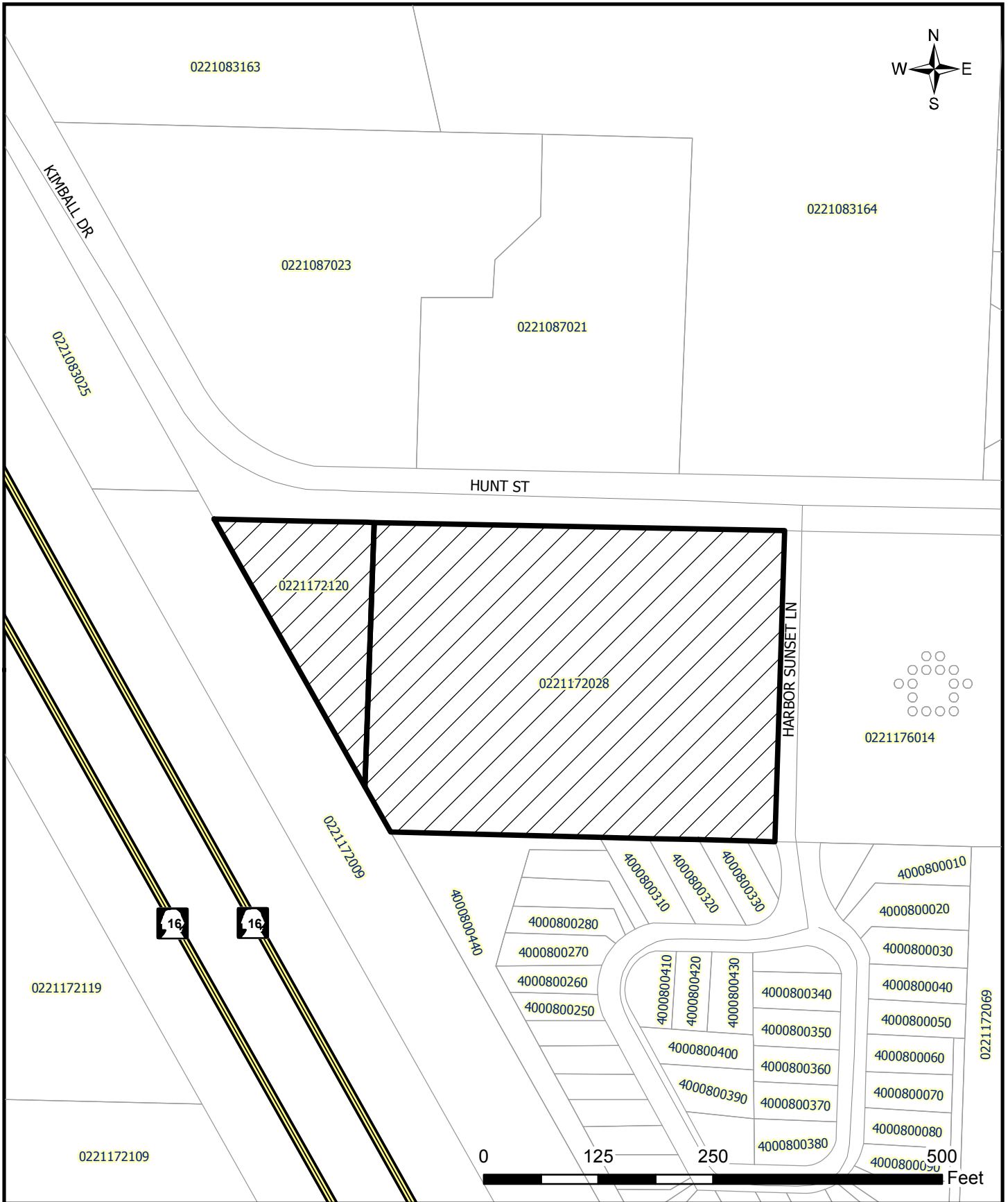


**COMP 09-0004 Sunrise Enterprises Land Use Amendment
Employment Center (EC) to Commercial/Business (CB)**

**Exhibit “J”
Intentionally Omitted**

**Exhibit “K”
Intentionally Omitted**

Exhibit “L”
Application COMP 09-0013:
Stroh’s Water System Service Area
Amendment



Stroh's Water Service Area Amendment COMP 09-0013