

Gig Harbor City Council Meeting

**October 11, 2010
5:30 p.m.**



**AGENDA FOR
GIG HARBOR CITY COUNCIL MEETING
Monday, October 11, 2010 – 5:30 p.m.**

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

CONSENT AGENDA:

1. Approval of the Minutes of City Council Meeting of September 27, 2010.
2. Receive and File: a) Joint Worksession City Council / Planning Commission Minutes of September 20, 2010; b) Council Retreat Minutes of September 24, 2010.
3. Liquor License Action: Special Occasion Liquor License – Homestead Group Home.
4. 2011 State and Federal Legislative Agenda.
5. BB16 Interchange Improvements Project / WSDOT Agreements.
6. Approval of Payment of Bills for October 11, 2010: Checks #64697 through #64784 in the amount of \$1,725,066.31.
7. Approval of Payroll for the month of September: Checks #5747 through #5762 in the amount of \$310,601.53.

PRESENTATIONS:

1. Recognition of Summer Event Organizers: Gig Harbor Garden Tour; Gig Harbor Summer Art Fair; Chalk the Walk; Cruise the Narrows; Gig Harbor Wine and Food Festival; Rock Gig Harbor; Harbor Hounds; Gig Harbor Chowder Cook Off/Gig Harbor Farmers Market; and SalmonChanted Harbor.

OLD BUSINESS:

1. First Reading of Ordinance – 2010 Comprehensive Plan Amendments.
2. 72nd Street Annexation Petition.

NEW BUSINESS:

1. Public Hearing and First Reading of Ordinance Vacating a Portion of Prentice Avenue - Page.

STAFF REPORT:

PUBLIC COMMENT:

MAYOR'S REPORT / COUNCIL COMMENTS:

ANNOUNCEMENT OF OTHER MEETINGS:

1. Finance Committee – Mon. Oct 18th at 4:00 p.m.
2. Operations Committee – Thus. Oct 21st at 3:00 p.m.
3. Planning / Building Committee – Mon. Nov 1 at 5:15 p.m.
4. Budget Worksession I – Tue. Nov 2 at 5:30 p.m.
5. Budget Worksession II – Wed. Nov 3 at 5:30 p.m.

ADJOURN TO JOINT WORKSESSION WITH LTAC (between 6:00 and 7:00 p.m.):

MINUTES OF GIG HARBOR CITY COUNCIL MEETING – SEPTEMBER 27, 2010

PRESENT: Councilmembers Ekberg, Young, Franich, Malich, Payne, Kadzik and Mayor Hunter. Councilmember Conan was absent.

CALL TO ORDER: 5:31 p.m.

PLEDGE OF ALLEGIANCE:

CONSENT AGENDA:

1. Approval of the Minutes of City Council Meeting of September 13, 2010.
2. Liquor Licenses: a) Renewals – Fred Meyer; Harvester Restaurant; QFC 864; QFC 886; Bella Kitchen Essentials.
3. Stormwater Capacity Grant Agreement with Dept. of Ecology.
4. Donkey Creek & Austin Estuary Restoration Project – Consultant Services Contract / Murray Smith & Associates.
5. WWTP Digesters #2 & #3 Aeration/Mixing System w/ Support Bridge – Purchase Authorization.
6. Approval of Payment of Bills for September 27, 2010: Checks #64585 through #64696 in the amount of \$874,622.85.

MOTION: Move to adopt the Consent Agenda as presented.
Ekberg / Franich – five voted yes; Councilmember Franich voted no.

PRESENTATIONS:

Netshed Survey Report. Lita Dawn Stanton, Historic Preservation Coordinator, presented information on the recently completed documentation of the city's Historic Net Sheds funded through a Department of Archeology and Historic Preservation certified local government grant.

OLD BUSINESS:

1. Second Reading of Ordinance – Permit Processing Amendment. As a result of discussion at the first reading, Planning Director Tom Dolan gave an overview of proposed amendments to the ordinance.

MOTION: Move to adopt Ordinance No. 1197 with the amendments proposed by staff.
Kadzik / Payne - five voted yes; Councilmember Franich voted no.

2. Second Reading of Ordinance – Adopting Regulations for Second Hand Stores and Pawnbrokers. Chief Mike Davis presented a brief background on this ordinance.

MOTION: Move to adopt Ordinance No. 1198 as presented.
Kadzik / Payne – unanimously approved.

NEW BUSINESS:

1. Introduction and Public Hearing – 2010 Comprehensive Plan Amendments. Senior Planner Jennifer Kester presented the background on two city-sponsored amendments and one private amendment to the Gig Harbor Comprehensive Plan. She added that the applicant for the 96th Street LLC Land Use Map Amendment would like to address Council before the public hearing.

Carl Halsan. Mr. Halsan, agent for the applicant, announced that they would like to withdraw their comprehensive plan amendment at this time. There is more work to be done on the property and they are not ready to move forward.

Ms. Kester then recommended holding the public hearing on the two remaining amendments. After discussion, she presented an overview of the first city-sponsored amendment.

COMP-10-0001: Parks, Recreation and Open Space Element. This amendment would insert goals and policies into the Comprehensive Plan related to parks, recreation and open space. The goals and policies match those contained in the recently adopted 2010 Park Plan.

Mayor Hunter opened the public hearing at 5:51 p.m. No one came forward to speak and the hearing closed.

Ms. Kester presented the second city-sponsored amendment.

COMP-10-0002: Capital Facilities Plan. This amendment includes the annual changes to the City's wastewater, water and transportation improvement plan. In addition, the parks, recreation and open space inventory, analysis and project list is being updated to reflect the 2010 Park Plan.

Mayor Hunter opened the public hearing at 6:02 p.m. No one came forward to speak and the hearing closed.

Councilmember Kadzik formally recognized Harris Atkins, Chair of the Planning Commission, and thanked the group for all the hard work on the Comp Plan.

2. Public Meeting on 72nd Annexation Petition. Tom Dolan presented the background for this proposed annexation of three parcels located north of 72nd Street. He explained the action that Council will need to decide. He noted that the property is designated R-1 and the applicant have indicated that the proposed use is a plat of single-family homes. He further explained that it may be appropriate to expand the boundary of the annexation to include all the properties to the west to Skansie Avenue which would result in a more logical city boundary.

Carl Halsan passed out a draft site plan for the proposed plat that meets the R-1 requirements and illustrates the topographic break relating to the sewer basin designation. He explained that the property owners would like to move forward with this annexation so that the entire plat would be within city limits. He said that they are not interested expanding the annexation boundary which would delay the process; he asked that Council proceed with just the three parcels.

James Tallman gave a brief history of the property which was sold for future expansion of the nearby retirement lodge, but due to the economy, was deeded back to him. He explained that he isn't in the position to hold on to the property for another 10-12 years hoping for a better economy. He said that residential development is a better use for the site; he is interested in annexing these three parcels so there would only be one jurisdiction's requirements and because the project will be served by city utilities.

Jim Young – 7217 43rd Street. Mr. Young, who lives in the adjacent Norwegian Woods Neighborhood, said he would like his neighborhood to be included in the annexation. He said he agreed with the proposed single-family use then asked for clarification on the density if annexed to the city. He said that inclusion of Norwegian Woods should only take a couple of weeks to determine and if his neighbors aren't interest, then the proponent can move forward without them.

Council discussed whether to delay this until the adjacent neighbors could be polled and if this would cause a significant delay. Staff was asked to coordinate with Mr. Young and Mr. Halsan to make contact.

Mr. Halsan said he would do his best to coordinate contact in conjunction with Mr. Young.

Council encouraged this effort and said that if there is less than 60% interest, the annexation will move forward with just the three parcels.

John Holmaas – 7602 Goodman Drive. Mr. Holmaas explained that four acres in their proposed plat are zoned B-1; a valuable commercial designation in a different economy, but they are trying to come up with an efficient use for the property now. He said if Norwegian Woods wants to annex they are welcome to start their own process. He then voiced concern that there would be protest to their project but said they would cooperate with Council's decision.

After further clarification on the zoning, Mayor Hunter closed the public meeting at 6:17 p.m.

Council and staff discussed the sewer basin boundaries and how the property would be served.

Senior Engineer Jeff Langhelm explained that the property is designated to be served by a future Sewer Lift station at the corner of Hunt and Skansie as part of the Rush

Development project. A topography survey could show that the site would be better served by the existing Lift Station #14; this would require a Sewer Comp Plan Amendment.

After further discussion a motion came forward.

MOTION: Move to continue this for two weeks to allow the applicants to explore expansion of the annexation boundary.
Ekberg / Kadzik– unanimously approved.

3. Resolution Fee Schedule Update to Implement Permit Processing Amendments. Senior Planner Jennifer Kester presented the information on this proposed fee update. She explained that the updates will go into effect on January 1, 2011 along with the majority of the permit processing amendments that were just adopted.

MOTION: Move to adopt Resolution No. 843 as presented.
Ekberg / Payne– unanimously approved.

STAFF REPORT:

1. Harborview Drive/Stinson Avenue Water Main Replacement Project – Work Hours and Sequencing. Senior Engineer Jeff Langhelm gave an update on the progress of the project and answered questions.

2. Marine Outfall Project Update. Jeff Langhelm reported that things are going very well with this project. City Administrator Rob Karlinsey invited Council to view the deployment of 2700 feet of pipe this coming Wednesday. Mr. Langhelm described the process to lay the pipe.

PUBLIC COMMENT: None.

MAYOR’S REPORT / COUNCIL COMMENTS:

Councilmember Malich asked for a status update on the Burnham/Borgen Roundabout Construction. Mayor Hunter responded that the contractor is currently working on the striping and hopes to have the project completed by the end of September. Staff was asked to prepare an article for the newspaper and website to help inform the public of the lane changes.

Councilmember Franich explained that he voted no on the Consent Agenda due to the Donkey Creek & Austin Estuary Restoration Project Consultants’ Fee Schedule. He voiced frustration that the hourly rate was excessive and said we should be working at the state level to change the standards.

Councilmember Young announced that the Puget Sound Regional Council Executive Board approved the final EIA for the 520 Bridge. He said that the pontoons are manufactured in Grays Harbor and being floated there.

ANNOUNCEMENT OF OTHER MEETINGS:

1. 2nd Annual First Responders Event – Sat. Oct. 2nd from 1:00-4:00 p.m. at the Methodist Church.
2. City Council/Parks Commission Joint Worksession – Mon. Oct. 4th at 5:30 p.m.
3. Intergovernmental Affairs – Mon. Oct 11th at 4:30 p.m.

ADJOURN:

MOTION: Move to adjourn at 7:09 p.m.
Malich / Young – unanimously approved.

CD recorder utilized: Tracks 1002 – 1028

Charles L. Hunter, Mayor

Molly Towslee, City Clerk

**Joint Work Study Session
Gig Harbor City Council / Planning Commission
September 20, 2010
Community Rooms A & B
5:30 pm**

PRESENT:

Mayor Chuck Hunter

City Council members: Steve Ekberg, Paul Conan, Derek Young, Tim Payne, Ken Malich and Paul Kadzik

Commission members: Harris Atkins, Michael Fisher, Ben Coronado, Jim Pasin

Staff Present: Tom Dolan, Jennifer Kester, Peter Katich.

GENERAL BUSINESS

Mr. Dolan went over the items for discussion; The Planning Commission's recommendations on the 2010 Comprehensive Plan amendments, the Shoreline Master Program Update and the C-1 Code amendment for building size limitations. He then introduced Harris Atkins the Chair of the Planning Commission who was going to give a presentation on the 2010 Comprehensive Plan amendments.

Mr. Atkins stated that there were three applications for amendments to the comprehensive plan; the incorporation of the Parks and Recreation Open Space plan, incorporation of the Capital Facilities plan and the 96th Street LLC Land Use Map Amendment. Ms. Kester noted that each of the council members had a binder in front of them with all of the background information.

Mr. Atkins went over each of the proposed amendments and what the Planning Commission had considered in their review and recommendation. Mr. Atkins noted that the Planning Commission would like some direction on their role in the future for adoption of the PROS Plan and the Capital Facilities Plan. Mayor Hunter emphasized the need at this time for the Planning Commission to focus on the Shoreline Master Program and the PROS Plan needed to get done right away. Mr. Kadzik stated that the bigger question is when that occurs should the commission be rubber stamping it or giving it another review when the ordinance requires that the Planning Commission forward a recommendation. Mr. Young pointed out that we also have a Parks Commission that is also a recommending body and if the Planning Commission is busy perhaps it's not necessary. Ms. Kester noted that it is a code requirement right now. Discussion continued on the review of the Capital Facilities Plan and how the project costs relate to the budget. Mr. Atkins concluded by saying that the Planning Commission was recommending approval of both amendments.

Mr. Atkins then went over the 96th Street LLC amendment and the Planning Commission's review of the proposal along with all of the public comment received. He noted that the Commission was recommending denial of the proposal due the

inappropriate transition between the commercial and the residential. Discussion continued on the proposed change to the proposal and Mr. Atkins noted that the Planning Commission had not reviewed that change. Ms. Kester went over the applicant's proposed revision in response to the recommendation for denial, putting the west 4.91 acres as Employment Center and the remaining acreage as Mixed Use. She noted that the commission cannot give a formal comment back; however, the Council can accept the revision and move forward with the public hearing. Mr. Kadzik asked if there was time for the Planning Commission to review this prior to the City Council and Ms. Kester said that there would not be enough time prior to the public hearing. Mr. Young asked the commission if this revision might have changed their decision. Mr. Pasin said that he felt that it would be a positive approach for the Council to consider this revision and that it is a win win. Mr. Coronado said that he felt that it would make an effective transition and it would change his opinion. Mr. Atkins said that the revision did address some of the concerns that he had; however, there was public input about the impact of the existing business park and he would have liked to have heard how the applicant would address that with the proposed business park. Mr. Fisher noted that the setbacks are greater for Employment Center than for Mixed Use but they both allow for 35' tall buildings. He stated that biggest concern was the intensity of use and if that had been mitigated somehow it could have been a more positive outcome but there still is a question about the intensity of use and impact to the homeowners. Discussion followed on the impact to the RV Park. Mr. Atkins stated that he had contacted the other commissioners and asked a similar question as to whether the revised application might change their mind and he said that Ms. Guernsey said that it may have affected her decision. Mr. Kadzik expressed that one of the reasons he had voted to put this amendment forward was to open up the possibility of mitigating some of the impacts of the current business park. Mr. Atkins explained that the Planning Commission assumed the most intense use in the development of the newly proposed business park which would be Industrial Level Two. Ms. Kester explained that the applicants were not interested in a development agreement at the time.

Mr. Atkins then gave an overview of the Shoreline Master Program Update. He explained the lengthy review that the Commission has performed to date and the upcoming schedule. He stated that the plan developed by the consultant was formulated in order to meet the state requirements and it has been the Commission's goal to bring more of Gig Harbor into the plan. Mr. Atkins explained the process by which the Commission and the consultant are tracking the changes as the meetings progress. He went over the major issues and changes to the plan. Mr. Malich asked about the Skansie Net Shed and the use of creosote treated pilings and Mr. Katich stated that creosote treated pilings are not allowed; however, there is a list of approved materials. Mr. Malich emphasized the need to have references to the state regulations that require the city to impose these regulations. Mr. Ekberg asked how many jurisdictions have updated their shoreline master programs and Mr. Katich stated that there are 266 jurisdictions required to update and so far 32 have been adopted. Discussion followed on the importance of having a plan oriented to Gig Harbor. Members of the City Council commended the Planning Commission for their hard work.

Mr. Dolan went over the proposed C-1 zone amendment to increase the allowed square footage. He stated that the applicant has asked if the City Council can directly consider this proposal since the Planning Commission is so busy at this time. He noted that it was the opinion of the Planning and Building Committee that this go to the Planning Commission. Mr. Pasin expressed that if the neighborhood design criteria had been written perhaps some decisions regarding building size for this area would have been made. He then talked about how he felt that time should be spent on this topic and urged the City Council to directly consider the matter. Mr. Fisher talked about the importance of economic development. Mr. Coronado agreed with the need to have an economic development plan. Mr. Atkins expressed his concern with meeting the demands of the level of intensity being proposed. He also stated that changing the rules may have an impact on some of the existing businesses and this needed to be studied; therefore, he felt that the proposal should come back to the Planning Commission for a thorough examination.

Mayor Hunter commended city staff for their expertise and hard work. Discussion followed on ideas for keeping everyone informed about the Shoreline Master Program update. Mr. Dolan went over the plan for the upcoming public hearings and the large push for public involvement. Mayor Hunter again thanked everyone for their time and adjourned the meeting.

Gig Harbor City Council Retreat
September 24, 2010, 8:30 a.m.
Community Room A/B

Call to order: 8:32 a.m.

Members Present: Mayor Hunter, City Councilmembers Ekberg, Young, Conan, Malich, Payne and Kadzik. Councilmember Franich was absent.

Staff Present: Rob Karlinsey, Paul Nelson, Mike Davis, Emily Appleton, Jeff Langhelm, Steve Misiurak, David Rodenbach, Tom Dolan, Jennifer Kester, Barb Tilotta, Molly Towslee, Marco Malich and Darrell Winans.

After roll call, Mayor Hunter listed the objectives that were going to be discussed. He encouraged anyone who had an item that they would like added to do so.

The group went through the list of objectives commenting and discussing the following:

Administration / Finance

1. State and Federal Funding, and State Legislative Agenda. City Administrator Rob Karlinsey gave an overview of the Priority State Legislative Agenda Items: 1) Frontage Road; 2) Maritime Pier; 3) Pursue changes to the Hospital Benefit Zone Statue; and 4) Change to the distribution of Funding to Municipal Authorities for State-Leased Tidelands. He continued with the items to support and endorse in the 2011 Legislative Session: 1) Impact Fee Exemption for Affordable/Low-Income Housing; 2) GMA Comprehensive Plan Update Deadline Extension; 3) Streamlined Sales Tax Mitigation Funding; 4) Mutual Aid Agreement for Building Safety Officials; 5) City's Use of Volunteers; and 6) Public Records Reform. Rob next addressed the Federal Legislative Agenda: 1) Federal Transportation Reauthorization Funding for BB16 Network Improvements - \$10 million; 2) Fisherman's Pier - \$445,000. He gave a brief status report on the Donkey Creek Grant.
2. Budget. Rob reported that staff is working on the draft 2011 Budget. He said that currently, all funds with the exception of the Lodging Tax are showing balanced and no further service or staff cuts are recommended at this time other than the one fund. He said staff is proposing that the city place "seed money" in three new accounts in the 2011 budget: 1) Emergency Management Account (\$60,000); 2) Strategic Reserve Fund (\$50,000); and 3) Equipment Replacement Fund (\$50,000). He said due to the cuts already made and the continued fiscal conservatism, the city should be okay.
3. Reallocate Civic Center Debt Reserve Fund to new capital reserve/equipment purchase fund and new revenue stabilization fund. There was discussion on whether to leave this account alone or to utilize the money to set up reserve funds and to complete capital projects during this low-bid climate. This was referred to the Finance Committee to further study and report back to Council.

4. Four-day Work Week (4/10s) for City Employees. This was proposed as a method to save energy costs, increase productivity, and lower overtime. Some of the pros and cons were discussed and this was referred to the Finance Committee to identify the impacts.
5. Business License: Eliminate or Reduce 30-day exception? After discussing staff was asked to research how other cities handle businesses that are only in town a short time and report back.
6. Historic District Boundaries and Architecture. The current historic district boundaries need to be reviewed as there are blocks that shouldn't be included and some properties that should be added. The Design Manual addresses this as a design district which also needs to be addressed. There should be a true historic district for the Historic Registry, but perhaps not all structures currently included should have to comply with the stricter design guidelines. Because this is a large project it should go before the Planning Commission and the Design Review Board. This item was referred to the Planning / Building Committee for further discussion.
7. Join PenMet Park District? Issues such as the current taxing inequity and joint completion of city parks were discussed. It was suggested that it is preferable to keep separate jurisdictions, but to work jointly to get better parks. The park in Gig Harbor North was used as an example in which both the city and PenMet could work together for a great community park.
8. Form a Transportation Benefit District. A transportation benefit district would bring in money from residents outside city limits to help pay for transportation improvements. An increase in sales tax of 1% was discussed and whether this is a good time due to the economy. It was decided that the cost of polling is high and the money is better spent towards getting the issue on the ballot.
9. Initiative Regarding 1099 Reporting. New reporting rules tucked into the health care bill would add several days of work for staff. Staff directed to meet with Joe Dacca in Congressman Dick's office to alert them to the huge impact.

Marketing

1. Meet in Gig Harbor Program. Effort to target meeting planners is going well and is the focus of the 2011 Budget. Staff to forward status updates to City Council.
2. Lodging Tax Revenue / Visitor Center. Due to the significant reduction on lodging tax several budget cuts are being made.
3. Cut funding for the Visitor's Center; Proposed reduction in Staff hours (which will have to be processed through their guilds). Cut funding to the Kitsap Visitor Center. There was discussion on whether to offer the Bogue Building to the Chamber to run a Visitor's Center and a new home for the Main Street program.

Building / Fire Safety

1. Revive annual fire inspection program. Business licenses were increase to help cover the cost of fire inspections, but we are exploring alternatives other than a volunteer program. Staff is working with Chief Black and will report back.

Planning

1. Text Amendments. Planning Staff gave an overview of the list of priorities. The following topics were discussed:
 - a) 1st Floor Retail – use fewer parking requirements as an incentive
 - b) Historical District Boundary Amendments – Planning Commission to review and recommendation for priority
 - c) Focus changes in the design standards to areas other than the View Basin. Determined that the changes need to begin here and after fine-tuned, modified for other areas.

- d) View Basin design standards review will require a consultant. Industrial can be done by the Planning Commission.
 - e) Cottage housing to move forward after being on hold for two cycles.
 - f) Develop electric vehicle standards. There are model ordinances so this can be done in-house.
 - g) Regulating the building use and number of employees. Can regulate uses but cannot specify what has to be done.
 - h) Avoid using zoning to drive economic development.
 - i) Height restriction is curtailing certain industry from coming in.
2. C-1 Text Amendment – Retail GFA Increase from 65k to 100k. The question was posed whether Council wanted direct consideration of this item and if not, what priority level they would assign. Comments ranged from assigning this as high priority issue to a desire to take it off the table completely. The majority viewed this to be high priority for public process through the Planning Commission. It was clarified that traffic would be addressed through the SEPA process.
 3. Annexation Requirement for Utility Extension. Retain or modify? Concern voiced that property would be developed under different standards then annexed into the city. Fire flow is one concern, street standards another. Staff was directed to do a comparison of other jurisdictions and bring back a report for consideration.
 4. 2030 Population Allocations. Most of plan accepted by Puget Sound Regional Council who now will move on to recommendations from the cities in October for final vote.
 5. Impact/Connection Fee Discount or Waiver for Low Income Housing. Already discussed to lobby State for authority to do so without having to pay the difference from the General Fund.

Police

1. Drug Dog. Recommendation from Department to terminate program. There is not enough need and dog is under-utilized. Council concurred with recommendation.
2. Derelict Boat & Buoy Eradication Plan. City desires control over entire harbor. DNR has grant program to process derelict boats up to \$4000 per year. County Councilmember Terry Lee is supportive and working on an Interlocal before his term ends.
3. Policy Manual. Currently being updated.

Public Works Projects

1. Parking time limits on North Harborview Drive in Finholm commercial area. Staff is going to perform a study of the impacts of a 90 minute limit. Enforcement occasionally by COPS Volunteers. Move forward with discussion and coordinate with Main Street officials.

Street Capital

1. Walkable Shoulder on 38th. Staff to research cost and feasibility for consideration by the Operations Committee.
2. Back-in parking on Judson Street to create more parking spaces. Bring conceptual to the Operations Committee.
3. Harborview & Pioneer Intersection: SW Corner Facelift and Clock. Councilmember Kadzik gave an overview of the proposed project. Rotary is raising the funds for a clock. The conceptual will be forwarded to the Operations Committee. Staff was asked to develop a list

of projects that community service organizations could complete in the future. This includes standards for benches and other public right of way fixtures.

4. Sehmel Right Turn Lane at B16. Design is complete; construction is deferred until the current project is complete. In the interim a free, three-way is being used. A suggestion was made for better directional signage to the Women's Correctional Facility.
5. Three-Way Stop at Harborview / Stinson. The proposal is similar to what was on the Master Plan. They are implementing as a part of the current waterline construction project and will monitor the success to see if it should become permanent. A report will come to the Operations Committee.
6. Harborview / Stinson Waterline Replacement Project. A request was made to keep the equipment off the streets on Halloween.

Parks

1. Twawelkax Trail from Cushman Trail to Harborview Drive. Touched on the effort to obtain easement and use donated labor and resources to complete the trail link.
2. Playgrounds Master Planning – Plan with Boundless in mind. Installing boundless park equipment is written into the Parks Comp Plan for future parks development and/or replacement of equipment. Implement mostly in the higher use parks and purchase smaller pieces for the other parks.
3. Develop Capital Project List for Volunteers. Discussed previously.
4. Fisherman's Pier at Old Stutz Dock. A future fuel dock was discussed. This use is to be kept in mind in the design of the parking lot and pier. Restroom design is to be included as well. Main Street and the local marinas should work together for a fuel dock project.
5. Wilkinson Farm Park Wetland Delineation and Mitigation Plan. A wetland study is required (approximately \$15,000).
6. Wilkinson Farm Park Trails/Boardwalk – Design Concept. A wetland study is required (approximately \$15,000).

Wastewater

1. Lift Station 6 Replacement (Ryan/Cascade). This goes back to the Operations Committee in October. Discussed a neighborhood LID for constructing the lift station underground. Staff was asked to bring the cost to submerge and a conceptual to the Operations Committee to consider.
2. Lift Station 7 Upgrades (Reid & Hollycroft). Recently damaged in an automobile accident. Staff gave an update of the progress.

The meeting adjourned at 12:48 p.m.

Respectfully Submitted:

Molly Towslee, City Clerk

WASHINGTON STATE LIQUOR CONTROL BOARD-License Services CITY OF GIG HARBOR
3000 Pacific Ave SE - P O Box 43075
Olympia WA 98504-3075

TO: MAYOR OF GIG HARBOR

September 29, 2010

SPECIAL OCCASION # 093641

HOMESTEAD GROUP HOME
8802 RANDALL DR
GIG HARBOR WA 98332

DATE: JANUARY 22, 2011

TIME:

PLACE: BEST WESTERN WESLEY INN - BROOKESIDE BALLROOM,
6575 KIMBALL DR W, GIG HARBOR

CONTACT: SUE BRAATEN

253-858-9690

SPECIAL OCCASION LICENSES

- * License to sell beer on a specified date for consumption at specific place.
- * License to sell wine on a specific date for consumption at a specific place.
- * Beer/Wine in unopened bottle or package in limited quantity for off premises consumption.
- * Spirituous liquor by the individual glass for consumption at a specific place.

If return of this notice is not received in this office within 20 days from the above date, we will assume you have no objection to the issuance of the license. If additional time is required please advise.

1. Do you approve of applicant? YES NO
2. Do you approve of location? YES NO
3. If you disapprove and the Board contemplates issuing a license, do you want a hearing before final action is taken? YES NO

OPTIONAL CHECK LIST	EXPLANATION	YES	NO
LAW ENFORCEMENT	_____	YES <input type="checkbox"/>	NO <input type="checkbox"/>
HEALTH & SANITATION	_____	YES <input type="checkbox"/>	NO <input type="checkbox"/>
FIRE, BUILDING, ZONING	_____	YES <input type="checkbox"/>	NO <input type="checkbox"/>
OTHER:	_____	YES <input type="checkbox"/>	NO <input type="checkbox"/>

If you have indicated disapproval of the applicant, location or both, please submit a statement of all facts upon which such objections are based.

DATE SIGNATURE OF MAYOR, CITY MANAGER, COUNTY COMMISSIONERS OR DESIGNEE



Subject: State & Federal Legislative Agenda

Proposed Council Action:

Approve the Attached State and Federal Legislative Agendas for 2011

Dept. Origin: Administration

Prepared by: Rob Karlinsey

For Agenda of: October 11, 2010

Exhibits: State & Federal Legislative Agendas

Concurred by Mayor:

Approved by City Administrator:

Approved as to form by City Atty:

Approved by Finance Director:

Approved by Department Head:

Initial & Date

CLK 10/5/10

RJK

N/A

CP 10/5/10

Expenditure Required	--	Amount Budgeted	---	Appropriation Required	See Fiscal Consideration
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INFORMATION / BACKGROUND

Each year the City advocates for funding and legislative changes that benefit its citizens and its operations. At its retreat on September 24, 2010, the City Council reviewed and discussed drafts the State and Federal agendas, which are attached to this council bill. At the October 4 City Council-Parks Commission joint study session, the city administrator was reminded that acquiring the sand spit parcel at the mouth of Gig Harbor also needs to be listed as a priority on the 2011 Federal legislative agenda.

FISCAL CONSIDERATION

The agenda items that are requesting funding are either revenue-expenditure neutral or in two circumstances, will need supplemental funding from local or other sources. The Federal Transportation Reauthorization request for \$10 million will need to be supplemented by the Hospital Benefit Zone, SEPA contributions from developers, and/or transportation impact fees. The financing of the Fisherman's Pier construction will most likely come from a combination of State and Federal appropriations.

BOARD OR COMMITTEE RECOMMENDATION

The State and Federal legislative agendas for 2011 were discussed at the City Council's Intergovernmental Affairs Committee on August 19, 2010.

RECOMMENDATION / MOTION

Move to: Approve the Attached State and Federal Legislative Agendas for 2011

**City of Gig Harbor
State Legislative Agenda for the 2011 Legislative Session**

Priority Legislative Agenda Items:

1. Frontage Road

The City would like to request funding to complete design and construction of the frontage road along Highway 16. During the 2010 legislative session, the Legislature allocated \$235,000 in the Supplemental Transportation Budget to the design of frontage road. Upon WSDOT's completion of this design work, the cost of constructing the road can be determined and the City's request can be further refined.

2. Maritime Pier

The City would like to request \$390,000 in the 2011-13 Capital Budget for the construction of a public Maritime Pier along the waterfront. Details regarding this request are forthcoming.

3. Pursue changes to the Hospital Benefit Zone Statute

Currently, the laws governing the hospital benefit zone provide for an automatic state appropriation to the City to make improvements in the hospital benefit zone. In order to receive this funding, the City must provide a local match. There are two changes that the City would like to make to this statute:

a. Bank Local Match: If the City contributes more money to the hospital benefit zone than is necessary to fulfill its local match, the City would like the excess amount to "bank" or count towards local match dollars in future years.

b. Bank State Funding: If the City does not use the distribution of funding it receives each year from the state, it would like to carry this funding over into future years. This eliminates the 'use it or lose it' nature of the appropriation and allows the City to accumulate a larger amount of money to complete more significant infrastructure projects. The 30-year limit on the HBZ would still apply.

4. Change to the distribution of Funding to Municipal Authorities for State-Leased Tideland

Harbor area or tideland that is state-leased generates revenue that the state collects and then distributes a "reimbursement of rent" to towns. The remainder of the revenue (collected from cities and counties) is distributed through a competitive grant process. The City will seek a legislative change to add small cities, under 10,000 in population, to the automatic distribution that occurs for towns.

Support/Endorse

1. Impact Fee Exemption for Affordable/Low-Income Housing

The City supports legislation allowing jurisdictions the option to exempt affordable/low-income housing from impact fees. Last year, this legislation was introduced (HB 2566) and passed the House, but died in the Senate Rules Committee. Included with this proposed legislation, cities need the authority to narrow/limit the exemption as they deem necessary.

2. GMA Comprehensive Plan Update Deadline Extension

Pursue GMA Comprehensive plan legislation that realigns the deadline to every 10 years, rather than every 7. This aligns more closely with census data as it is released. This follows up on legislation passed in 2010 that temporarily extended the deadline for completing comprehensive plans. The City will support AWC's efforts.

3. Streamlined Sales Tax Mitigation Funding

As the legislature looks at making cuts in the 2011-13 Operating Budget, the City urges the state to maintain funding to the streamlined sales tax mitigation account. The Governor's Budget made cuts to this account, but only to the surplus funding so the mitigation payments remained intact.

4. Mutual Aid Agreement for Building Safety Officials

The building officials association is working with AWC on a proposal that establishes a statewide facilitated agreement allowing building inspectors and other building officials to provide disaster assistance when requested by another jurisdiction.

5. Cities' Use of Volunteers

AWC is pursuing legislation that would clarify cities' ability to use volunteers without interference from collective bargaining units.

6. Public Records Reform

AWC is looking at a variety of public records reform proposals. The City has forwarded some ideas onto the AWC subcommittee that will narrow down the proposals. The City will likely support the public records reform proposals stemming from the AWC legislative agenda process.

City of Gig Harbor
Federal Legislative Agenda

2011

1. Federal Transportation Reauthorization Funding for BB16 Network Improvements:
\$10 million
2. Fisherman's Pier: \$445,000
3. Acquire sand spit property (where the light house is located at the mouth of the Harbor) from the U.S. Coast Guard



Subject: BB16 Interchange Improvements Project / WSDOT Agreements

Proposed Council Action:

Approve and authorize the Mayor to sign both agreements with the Washington State Department of Transportation that includes a contingency of 25 per cent for a total amount of \$10,616.84.

Dept. Origin: Public Works / Engineering

Prepared by: Stephen Misiurak, P.E. City Engineer

For Agenda of: October 11, 2010

Exhibits: WSDOT Agreements for the Maintenance of the Illumination System, and Storm Pond Materials and Planting

Initial & Date

Concurred by Mayor:

Approved by City Administrator: POK 10/6/10

Approved as to form by City Atty: by email 10/6/10

Approved by Finance Director:

Approved by Department Head: 10/6/10

Table with 5 columns: Expenditure Required, Amount, See Fiscal Considerations, Appropriation Required, and a final \$0 value.

INFORMATION / BACKGROUND

The State requires the City to execute two agreements as part of the final closeout of the BB16 Interchange Improvements project. The first agreement allows the State to develop a maintenance agreement for the City to maintain the illumination system located within the City's roundabout...

The second agreement authorizes the State to purchase plant materials and supply the labor necessary to plant the stormwater pond located near the west WSDOT roundabout. City staff cannot perform this work, as the pond is located on State right-of-way.

FISCAL CONSIDERATION

No City funds will be expended for these agreements. These monies will be paid from Franciscan Health Systems (FHS) Escrow Account.

BOARD OR COMMITTEE RECOMMENDATION

Not presented.

RECOMMENDATION / MOTION

Approve and authorize the Mayor to sign both agreements with the Washington State Department of Transportation that includes a contingency of 25 per cent for a total amount of \$10,616.84.

Agreement No. 1

Region Level Reimbursable Agreement

SR 16/Burnham Dr NW Interchange Improvements	JC-4017
(Project Title)	(JC Account Number)
City of Gig Harbor	(Authorized Representative, Please Print or Type)
(Local Agency Name)	
\$1,000.00	
(Estimated Cost)	
91-6001435	
(Federal ID Number)	(Signature)
3510 Grandview Street	
(Billing Address)	(Title)
(Suite or Office Number)	(Date)
Gig Harbor, WA 98335	Steve Misiurak
(City, State, Zip Code)	(Project Contact)
OH-00206	(253) 851-8145
(Reciprocal Overhead Agreement No. If any)	(Phone)
	misiuraks@cityofgigharbor.net
	(Email)

This Agreement is made and entered into by and between the Washington State Department of Transportation, hereinafter "WSDOT," and the above named "LOCAL AGENCY,"

WHEREAS, the LOCAL AGENCY has a project, named above, hereinafter the "Project", and

WHEREAS, WSDOT requires a maintenance agreement be developed and executed for the Project area, and

WHEREAS, the LOCAL AGENCY is responsible for the costs associated with the work WSDOT provides for the Project,

NOW THEREFORE, pursuant to chapter 39.34 RCW, it is mutually agreed between the parties hereto as follows:

1. GENERAL

1.1 WSDOT agrees to develop a maintenance agreement for the Project area in support of the LOCAL AGENCY's Project.

Agreement No. 1

2. PAYMENT

2.1 The LOCAL AGENCY agrees to reimburse WSDOT for the actual direct salary and direct non-salary costs associated with the work as described in Section 1 of this Agreement, provided that the Parties have a reciprocal overhead agreement in place effective as of the date of this Agreement.

2.2 If the Parties do not have a reciprocal overhead agreement in place effective as of the date of this Agreement, the LOCAL AGENCY agrees to reimburse WSDOT for the actual direct and related indirect costs, which includes WSDOT's overhead rate, associated with the work as described in Section 1 of this Agreement.

2.3 The LOCAL AGENCY agrees to make payment within thirty (30) days from receipt of an invoice from WSDOT.

2.4 The CITY agrees that if it does not make payment for 100% of the actual direct salary and direct non-salary costs of work within ninety (90) calendar days after receipt of a STATE invoice, the STATE may deduct and expend any monies to which the CITY is entitled to receive from the Motor Vehicle Fund as provided by RCW 47.24.050 until the invoice(s) is paid in full.

3. INCREASE IN COST

3.1 The parties agree that the estimated cost of the work may be exceeded by up to 25%. In the event costs exceed the estimated cost by more than 25% the parties agree to modify the estimated cost of work by written amendment, signed by both parties.

4. ASSIGNMENT

4.1 This Agreement, and any claim arising under this Agreement, shall not be assignable or delegable by either Party, either in whole or in part.

5. INDEMNIFICATION

5.1 The LOCAL AGENCY shall protect, defend, indemnify, and hold harmless WSDOT, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims or judgments resulting from WSDOT's work as described in Section 1 of this Agreement. The LOCAL AGENCY will not be required to indemnify, defend, or save harmless WSDOT if the claim, suit, or action for injuries, death, or damages (both to persons and/or property) is caused by the sole negligence of WSDOT. Where such claims, suits, or actions result from concurrent negligence of the Parties, the indemnity provisions provided herein shall be valid and enforceable only to the extent of a Party's own negligence. This indemnification will survive the termination or expiration of this Agreement.

Agreement No. 1

6. AMENDMENT

6.1 This Agreement may be amended by the mutual agreement of the Parties. Such amendments shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

7. TERMINATION

7.1 Either Party may terminate this Agreement by giving written notice to the other of such termination and specifying the effective date thereof at least thirty (30) days before the effective date of such termination. The LOCAL AGENCY will reimburse WSDOT for all charges up to the date of termination.

8. DISPUTES

8.1 The Parties shall work collaboratively to resolve disputes and issues arising out of, or related to this Agreement. Disagreements shall be resolved promptly and at the lowest level of hierarchy. To this end, following the dispute resolution process in Subsections 8.1.1 through 8.1.4 shall be a prerequisite to the filing of any litigation concerning any dispute between the Parties:

8.1.1 The WSDOT Region Local Programs Engineer and Project Contact shall use their best efforts to resolve disputes and issues arising out of, or related to this Agreement.

8.1.2 The WSDOT Region Local Programs Engineer or Project Contact shall notify the other Party in writing of any dispute or issue that the Representative believes may require formal resolution according to Subsection 8.1.4. The Representatives shall meet within five (5) business days of receiving the written notice and attempt to resolve the dispute.

8.1.3 In the event the WSDOT Region Local Programs Engineer and Project Contact cannot resolve the dispute or issue, the Chief Executive of the LOCAL AGENCY, and the WSDOT Region Administrator or their respective designees shall meet and engage in good faith negotiations to resolve the dispute.

8.1.4 In the event the Chief Executive of the LOCAL AGENCY and the WSDOT Region Administrator or their respective designees cannot resolve the dispute or issue, the LOCAL AGENCY and WSDOT shall each appoint a member to a disputes board. Each Party shall be responsible for its own costs and fees. These two members shall then select a third

member not affiliated with either Party. The three member board shall conduct a dispute resolution hearing that shall be informal and unrecorded. All expenses for the third member of the Dispute Resolution board shall be shared equally by both Parties. The Parties shall be responsible for their costs, including attorney fees.

8.2 The Parties agree that any legal action to enforce any right or obligation under this Agreement may only be brought in Thurston County Superior Court.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the day, month and year last written below.

LOCAL AGENCY

STATE OF WASHINGTON
DEPARTMENT OF TRANSPORTATION

By: _____

By: _____

Title: _____

Title: _____

Date: _____

Date: _____



<p>Maintenance Agreement</p> <p>Work by WSDOT for Other State, Federal, and Local Governmental Agencies (Total Cost of Agreement May Not Exceed \$50,000 Per Year)</p>	Agency and Billing Address	Agreement Number JC-8387
	City of Gig Harbor 3510 Grandview Street Gig Harbor, WA 98335	
	Contact Name/Phone #	(253) 851-8145
	Federal Tax ID #	91-6001435
Estimated Costs \$7,493.47 Estimate, See Exhibit B		
Description of Work SR 16/Burnham Drive NW Interchange Improvements - Pond Planting The State shall provide and plant vegetation within the Stormwater Pond as shown on Exhibit A.		

This Agreement is made and entered into by and between the Washington State Department of Transportation, hereinafter the "WSDOT," and the above named governmental agency, hereinafter the "AGENCY,"

WHEREAS, the AGENCY has requested and the WSDOT has agreed to perform certain work as described above,

NOW THEREFORE, pursuant to chapter 39.34 RCW, IT IS HEREBY AGREED AS FOLLOWS:

1. GENERAL

- 1.1 The WSDOT agrees to perform the above described work, using state labor, equipment and materials, as requested by the AGENCY.
- 1.2 The AGENCY agrees, in consideration of the faithful performance of the above described work to be done by the WSDOT, to reimburse the WSDOT for the actual direct and related indirect costs of the work. Administrative Charges at current rate are considered part of indirect costs.

2. PAYMENT

- 2.1 The estimated cost of the work is stated above. The AGENCY agrees to set aside funds for payment to the WSDOT in this amount.

- 2.2 The AGENCY agrees to pay the WSDOT for the work done within thirty (30) days from receipt of a WSDOT invoice, which shall include documentation supporting the work done.
- 2.3 If the AGENCY is a county or city, the AGENCY agrees that if it does not make payment as provided under the terms of this Agreement, the AGENCY authorizes the WSDOT to withhold and use as payment Motor Vehicle Fund monies credited or to be credited to the AGENCY.
- 2.4 The AGENCY agrees further that if payment is not made to the WSDOT within thirty (30) days from receipt of WSDOT's invoice, the WSDOT may charge late fees and/or interest in accordance with Washington State Law.

3. INCREASE IN COST

3.1 The parties agree that the estimated cost of the work may be exceeded by up to 25%. In the event of such increased costs the parties agree to modify the estimated cost of work by written amendment, signed by both parties. WSDOT shall notify the AGENCY of increased costs as they become known.

4. RIGHT OF ENTRY

4.1 The AGENCY grants to the WSDOT a right of entry upon all land in which the AGENCY has interest for the purpose of accomplishing the work described above.

5. TERMINATION CLAUSE
 (Check the Appropriate Box Below)

- 5.1 This Agreement will automatically terminate five (5) years after date of execution. This Agreement may be terminated by either party upon thirty (30) days advanced written notice to the other party. In the event of termination, payment will be made by the AGENCY for work completed by the WSDOT as of the effective date of termination.
- 5.2 This Agreement will terminate upon completion of the work described herein.

6. DISPUTES AND VENUE

6.1 In the event that a dispute arises under this Agreement, it shall be resolved as follows: The WSDOT's Secretary of Transportation or designee and the AGENCY's head or designee shall review the applicable facts, contract terms, statutes and rules affecting the dispute to resolve the matter. If the parties cannot reach a resolution, the parties agree that any legal action to enforce any right or obligation under this Agreement may only be brought in Thurston County Superior Court. The venue specified in this section shall not apply to any federal agency that is a party to this Agreement.

7. MODIFICATION

7.1 This Agreement may be amended by the mutual agreement of the parties. Such amendments or modification shall not be binding unless they are in writing and signed by persons authorized to bind each party.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year last written below.

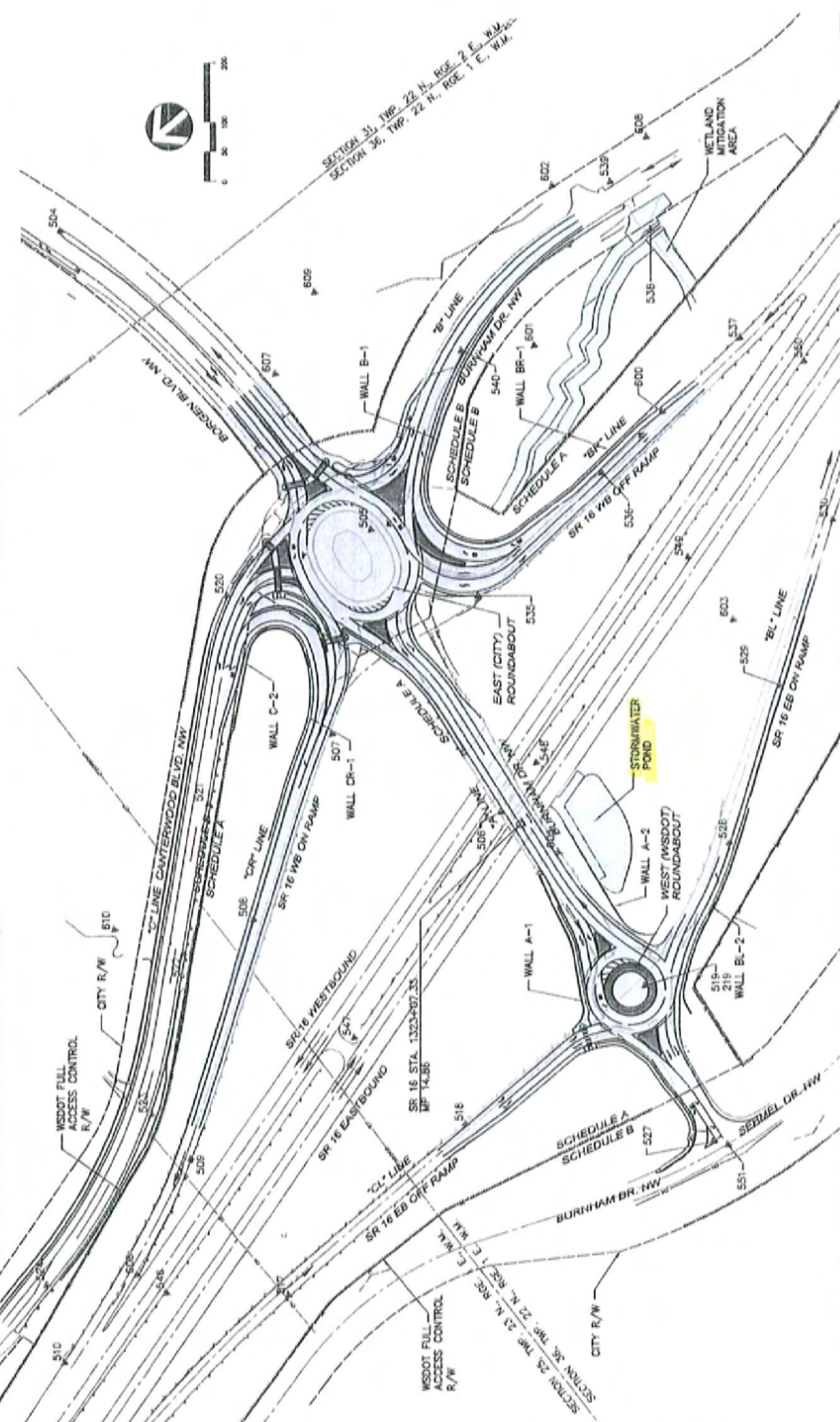
REQUESTING AGENCY	WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
By:	By:
Printed:	Printed:
Title:	Title:
Date:	Date:

SHEET NO. 4
TOTAL SHEETS 260
PC-01

Table with columns: Number, Northing, Easting, Elevation, Row, Desc. Includes survey point data with coordinates and elevations.

SEC. 36, T. 22N., R. 1E, W.M.
5) SITE BOUNDARY OF MAZ BASED ON WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (SDOT) UAS (UNIFORM ACCESS SURVEY) RECORD 100-000-0000 TO 100-000-0000 FOR WAY AND LIMITED ACCESS PLAN, DATED MARCH 19, 1978, SHEETS 12 THROUGH 17 OF 28.
6) PRIVATE PROPERTY BOUNDARIES ARE BASED ON PIERCE COUNTY ASSESSOR'S INFORMATION.
7) ENCUMBRANCES OF RECORD ARE NOT SHOWN.
8) UTILITY WARNING THE UNDERGROUND UTILITIES SHOWN ARE BASED ON FIELD LOCATIONS. DOCUMENTS THE SURVEYOR CANNOT GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. NOR THAT THE UNDERGROUND UTILITIES ARE IN THE EXACT LOCATION SHOWN, BUT CAN WARRANT THAT THEY ARE SHOWN AS ACCURATELY AS POSSIBLE FROM THE INFORMATION USED.
9) WETLANDS AND AGGORMACK CREEK ARE SHOWN AS DELINEATED BY DAVID EVANS AND ASSOCIATES WETLAND BIOLOGISTS IN JANUARY 2007.

1) BASIS OF BEARING WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD83/91. ALL HORIZONTAL DISTANCES SHOWN HEREON ARE U.S. FEET GROUND, UNLESS OTHERWISE INDICATED BY A NOTE. ALL VERTICAL DISTANCES SHOWN HEREON ARE U.S. FEET MEAN SEA LEVEL, UNLESS OTHERWISE INDICATED BY A NOTE. THE COMBINED SCALE FACTOR IS 0.9999992538.
2) VERTICAL DATUM BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD83) WITH AN OFFSET OF 1.17 FT. TO THE MEAN SEA LEVEL. THE MEAN SEA LEVEL ELEVATION IS 163.47'.
3) METHODOLOGY A LEICA TOP1203 ELECTRONIC TOTAL STATION, LEICA HD5200 LASER SCANNERS WERE USED FOR THIS SURVEY. THE SURVEY EXCEEDS THE MINIMUM REQUIRED SURVEY PRECISION FOR FIELD TRAVERSES - CITY, CENTRAL, AND LOCAL BUSINESS, AS SET FORTH PER W.A.C. 332-130-090.
4) DATE OF SURVEY THIS SURVEY REFLECTS ACTUAL SITE CONDITIONS ON JANUARY 30, 2007. SURVEY UPDATES HAVE BEEN CONDUCTED IN 2007 AND 2008 TO REFLECT CHANGED CONDITIONS TO BURNHAM DRIVE WEST OF CITY ROUNDABOUT AND TO CANTERWOOD BOULEVARD NORTH OF CITY ROUNDABOUT.



DATE PLOTTED: JUNE 2009

JC-8387
Exhibit A
Sheet 1 of 3

SR 16/BURNHAM DRIVE NW
INTERCHANGE IMPROVEMENT
PROJECT CONTROL PLAN
C.S.F. 0823

DAVID EVANS AND ASSOCIATES INC.
3700 Pacific Hwy, Ext. Suite 311
Tacoma, Washington 98403
Phone: 253.822.8186

City of Gig Harbor, The "Jewettville City"
DEPARTMENT OF PUBLIC WORKS
3305 Greenwood Street
Gig Harbor, WA 98153
(253) 861-6142

THE MATTHEWS CORP.
14-00-09

Table with columns: SURVEYED BY, DATE SURVEYED, CHECKED BY, DATE CHECKED, PLOTTED BY, DATE PLOTTED.

Table with columns: DRAWING NO., SHEET NO., DATE SURVEYED, CHECKED BY, DATE CHECKED, PLOTTED BY, DATE PLOTTED.

SHEET NO.	113
TOTAL SHEETS	260
DATE	9-8



SEC. 36, T. 22N., R. 1E. W.M.

DETENTION CRITERIA

POND BOTTOM ELEV. = 132.00' (CELL 1), 134.50' (CELL 2)
 RETROFIT VOLUME = 8,712 CU. FT.
 PRESETTLING CELL VOLUME = 3,552 CU. FT.
 AERIAL VOLUME = 5,080 CU. FT.
 DETENTION VOLUME = 27,828 CU. FT.
 DETENTION POND BOTTOM AREA = 4,768 SQ. FT. AT 137.00'
 DETENTION POND MAXIMUM WATER SURFACE ELEVATION = 141.00'

GENERAL NOTES

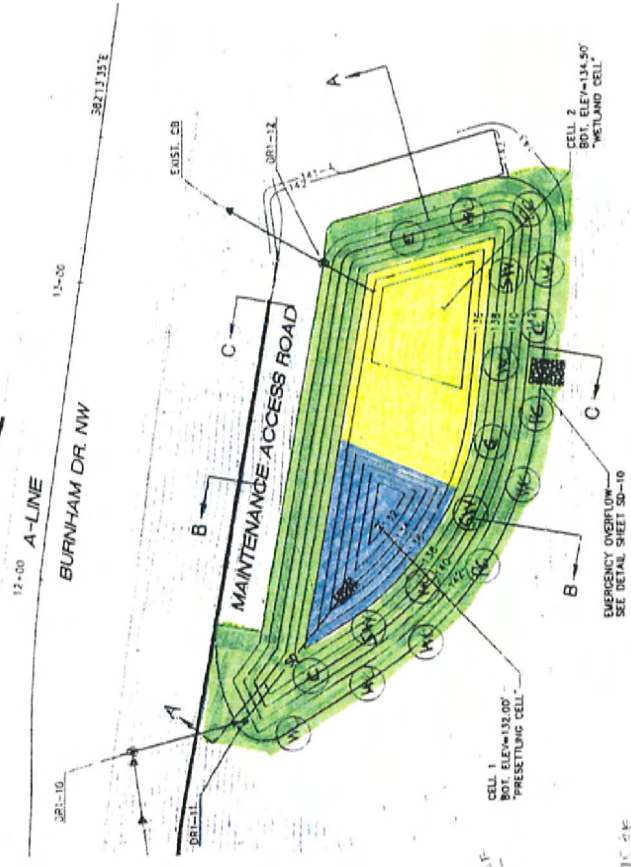
1. SEE SHEET SD-10 FOR POND SECTIONS
2. SEE SHEET SD-3 FOR GRADING POINTS

1. SUTELLE CELL 3 COMPOST (NO INCUBATION) AND HYPERICUM MIX (GRASS COVER) 1,575 SF W/ LAND SEED MIX 4 15 CY FINE COMPOST

2. SUTELLE CELL 4 - 9" TOPSOIL TYPE "A" COVERED BY 3" FINE COMPOST (NO INCUBATION) AND EMERGENTS (SEE PLANT LIST) - BELOW ELEVATION 137 3,150 SF 90 CY TOPSOIL TYPE "A" AND 800 CY FINE COMPOST

3. WETLAND CELL - 6" TOPSOIL TYPE "A" 170 CY TOPSOIL TYPE "A"

4. COMPOST (NO INCUBATION) AND 3" FINE OR W/ HYPERICUM MIX WITH SEED MIX (SEE PLANT LIST) ABOVE ELEVATION 137 1,475 SF 95 CY FINE COMPOST 95 CY HYPERICUM MIX



STORMWATER TREATMENT WETLAND / DETENTION POND

JC-8387
 Exhibit A
 Sheet 2 of 3

Consent Agenda - 5
 Page 10 of 12

100 - SUBMITTAL

SR 16/BURNHAM DRIVE NW INTERCHANGE IMPROVEMENTS STORMWATER POND LAYOUT

C.S.P. 0823






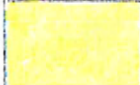


City of Gig Harbor, The "Maritime City"
 1512 22nd Street
 Gig Harbor, WA 98143
 Phone: 253-851-8145



DATE	DATE	BY
10/2/2009	10/2/2009	10/2/2009

SR 16 Burnham Drive NW Interchange Improvements
Stormwater Pond Soil and Vegetation Treatment Recommendations

SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE	ROOTS	SPACING
	<i>Thuja plicata</i>	Western Red Cedar	8	2-3 FT. HT.	#2 CONT.	AS SHOWN
	<i>Rhamnus purshiana</i>	Cascara	4	2-3 FT. HT.	#2 CONT.	AS SHOWN
	<i>Salix sitchensis</i>	Sitka Willow	3	2-3 FT. HT.	#2 CONT.	AS SHOWN
	<i>Malus fusca</i>	Pacific Crabapple	3	2-3 FT. HT.	#2 CONT.	AS SHOWN
SHRUBS						
	<i>Rosa nutkana</i>	Nootka Rose	130	12-18" HT.	#1 CONT.	4' O.C.
	<i>Rubus spectabilis</i>	Salmonberry	130	12-18" HT.	#1 CONT.	4' O.C.
	<i>Cornus sericea</i>	Redosier Dogwood	130	12-18" HT.	#1 CONT.	4' O.C.
	<i>Physocarpus capitatus</i>	Pacific Ninebark	65	12-18" HT.	#1 CONT.	4' O.C.
	<i>Symphoricarpos albus</i>	Common Snowberry	65	12-18" HT.	#1 CONT.	4' O.C.
	<i>Sambucus racemosa</i>	Red Elderberry	65	12-18" HT.	#1 CONT.	4' O.C.
	<i>Lonicera involucrata</i>	Black Twinberry	65	12-18" HT.	#1 CONT.	4' O.C.
EMERGENTS						
	<i>Scirpus acutus</i>	Hardstem Bulrush	195	4-6" HT.	PLUG	2' O.C.
	<i>Scirpus validus</i>	Softstem Bulrush	195	4-6" HT.	PLUG	2' O.C.
	<i>Beckmania syzigachne</i>	Western Sloughgrass	195	4-6" HT.	PLUG	2' O.C.
	<i>Carex obnupta</i>	Slough Sedge	195	4-6" HT.	PLUG	2' O.C.

ABBREVIATIONS:
HT. HEIGHT
CONT. CONTAINER
O.C. ON CENTER

JC-8387
Exhibit A
Sheet 3 of 3

Agreement No. 2

INDEPENDENT ENGINEER'S ESTIMATE

CONTRACT: CSP 0623
CO # & DESC.:
DATE: September 26, 2010
PREPARED BY: Fayek/Garry

DESCRIPTION: This Estimate is for planting pond areas not addressed in Contract Plans

ASSUMPTIONS:

BASIS FOR PRICES:

LABOR:	QTY	UNIT	PRICE	TOTAL
				\$0.00
Foreman	32.00	Hr.	\$19.00	\$608.00
laborer No. 1	32.00	Hr.	\$13.75	\$440.00
laborer No. 2	32.00	Hr.	\$13.75	\$440.00
laborer No. 3	32.00	Hr.	\$13.75	\$440.00
laborer No. 4	32.00	Hr.	\$13.75	\$440.00
		Hr.		\$0.00
		Hr.		\$0.00
SOURCE OF LABOR RATES:		SUB-TOTAL		\$2,368.00
Certified Payroll Plus Fringe		MARK-UP	29.00%	\$686.72
		LABOR TOTAL		\$3,054.72

EQUIPMENT:	QTY	UNIT	PRICE	TOTAL
2006 Chev. 2WD P/U EX-Cab Pick Up	32.00	Hr.	\$15.90	\$508.80
2004 Chev 2WD Flatbed Truck Std Cab	32.00	Hr.	\$19.98	\$639.36
		Hr.		\$0.00
		Hr.		\$0.00
		Hr.		\$0.00
		Hr.		\$0.00
		Hr.		\$0.00
SOURCE OF EQUIPMENT RATES:		SUB-TOTAL		\$639.36
		MARK-UP	21.00%	\$134.27
		EQUIPMENT TOTAL		\$773.63

MATERIAL:	QTY	UNIT	PRICE	TOTAL
Western Red Cedar 2-3 FT., #2 Container	8.00	ea	\$9.00	\$72.00
Cascara 2-3 FT., #2 Container	4.00	ea	\$8.00	\$32.00
Sitka Willow 2-3 FT., #1 Container	3.00	ea	\$4.00	\$12.00
Pacific Crabapple 2-3 FT., #1 Container	3.00	ea	\$5.00	\$7.00
Nootka Rose 12-18" HT., #1 Container	130.00	ea	\$2.25	\$292.50
Salmonberry 12-18" HT., #1 Container	130.00	ea	\$2.25	\$292.50
Redosier Dogwood 12-18" HT., #1 Container	130.00	ea	\$2.25	\$292.50
Pacific Ninebark 12-18" HT., #1 Container	65.00	ea	\$3.00	\$195.00
Common Snowberry 12-18" HT., #1 Container	65.00	ea	\$3.00	\$195.00
Red Elderberry 12-18" HT., #1 Container	65.00	ea	\$3.00	\$195.00
Black Twinberry 12-18" HT., #1 Container	65.00	ea	\$3.00	\$195.00
Emergents 4-6" HT., Plugs	780.00	ea	\$0.75	\$585.00
SOURCE OF MATERIAL RATES:		SUB-TOTAL		\$2,365.50
Price Quote		MARK-UP	21.00%	\$496.76
		MATERIALS TOTAL		\$2,862.26

SUMMARY:	
LABOR	\$3,054.72
EQUIPMENT	\$773.63
MATERIAL	\$2,862.26
PRIME MARK-UP	\$802.87
Total	\$7,493.47

JUSTIFICATION OF COST:

JC-8387
Exhibit B
Sheet 1 of 1

Subject: First Reading of Ordinance - 2010 Comprehensive Plan Amendments

Proposed Council Action: Review amendments and draft ordinance.

Dept. Origin: Planning Department

Prepared by: Jennifer Kester
Senior Planner



For Agenda of: October 11, 2010

Exhibits: Draft ordinance with exhibits; Applicable criteria for approval; Planning Commission recommendations.

Initial & Date

Concurred by Mayor:

CLH 10/26/10

Approved by City Administrator:

BJK

Approved as to form by City Atty:

email

Approved by Finance Director:

Approved by Department Head:

TD 10/26/10

Expenditure Required	0	Amount Budgeted	0	Appropriation Required	0
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INFORMATION / BACKGROUND

The attached draft ordinance reflects the Planning Commission's recommendations on the two Comprehensive Plan amendments which were included in 2010 annual review cycle and are still active. Application COMP 10-0003, 96th Street LLC Land Use Map Amendment was withdrawn on September 27, 2010.

The amendments are listed below and have been organized in the order considered by the Planning Commission.

- 1. COMP-10-0001: Parks, Recreation and Open Space Element** – This amendment would insert goals and policies into the Comprehensive Plan related to parks, recreation and open space. The goals and policies match those contained in the recently adopted 2010 Park Plan. This amendment is sponsored by the City of Gig Harbor.
- 2. COMP-10-0002: Capital Facilities Element** – This amendment includes the annual changes to the City's wastewater, water and transportation improvements plan. In addition, the parks, recreation and open space inventory, analysis and project list is being update to reflect the 2010 Park Plan. This amendment is sponsored by the City of Gig Harbor.

The Planning Commission reviewed the proposed amendments at one public hearing and four work study sessions. Approximately twenty (20) members of the public testified or provided

written comments; however, all the comments were on COMP 10-0003 96th Street LLC and use map amendment, now withdrawn. At their August 12th, 2010 work study session, the Planning Commission voted to recommend the two city-sponsored amendments be approved. Notices of the Planning Commission recommendations on those two remaining applications and their findings are enclosed.

Since the public hearing at the last meeting, the Washington State Department of Commerce provided comments on our Capital Facilities Element. In response to those comments, staff is proposing some additional language and re-arranging of language in the level of service, and forecast of future needs discussion for our wastewater, water and stormwater facilities. The sections which changed are highlighted in grey in Exhibit B to the Ordinance.

The City Council has been provided binders containing copies of the specific amendments together with planning staff reports and recommendations, Planning Commission minutes and public comment.

POLICY ANALYSIS

The process for Comprehensive Plan amendment (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. Those amendments which are consistent with the criteria should be approved. The applicable criteria for approval are enclosed.

ENVIRONMENTAL ANALYSIS

The SEPA Responsible Official issued a Determination of Non-Significance (DNS) for the proposed amendments on July 14, 2010 per WAC 197-11-340(2). The appeal period for the DNS expired on September 20, 2010.

FISCAL CONSIDERATION

None

BOARD OR COMMITTEE RECOMMENDATION

Having reviewed the proposed 2010 Comprehensive Plan amendments the City of Gig Harbor Planning Commission recommended the City Council **APPROVE** the Parks, Recreation and Open Space Element insertion and Capital Facilities Element amendment (COMP 10-0001 and COMP 10-0002).

RECOMMENDATION / MOTION

Review amendments and draft ordinance.

ORDINANCE NO. _____

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 2010 ANNUAL CYCLE: ADDING A PARKS RECREATION AND OPEN SPACE ELEMENT WHICH INCLUDES THE GOALS AND POLICIES CONTAINED IN THE 2010 GIG HARBOR PARK PLAN (COMP 10-0001); AMENDING THE CAPITAL FACILITIES ELEMENT TO UPDATE THE SIX-YEAR IMPROVEMENT PROJECT LISTS AND REVISE THE INVENTORY, ANALYSIS AND LEVEL OF SERVICE FOR PARKS, RECREATION AND OPEN SPACE FACILITIES (COMP 10-0002); PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

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 March 22, 2010, the City Council evaluated the comprehensive plan amendment applications submitted for the 2010 annual cycle, held a public hearing on such applications, and forwarded three comprehensive plan amendment applications to the Planning Commission for further processing in the 2010 Comprehensive Plan annual cycle; and

WHEREAS, on July 14, 2010, 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 14, 2010 pursuant to RCW 36.70A.106; and

WHEREAS, the Planning Commission held work study sessions on to discuss the applications on July 15, 2010, July 29, 2010, August 5, 2010 and August 12, 2010; and

WHEREAS, the Planning Commission held a public hearing on the Comprehensive Plan amendments on August 5, 2010; and

WHEREAS, on August 12, 2010 the Planning Commission voted to recommend approval of two proposed amendments and recommend denial of one proposed amendments as documented in the Planning Commission's written recommendations signed by Planning Commission Chair, Harris Atkins, all dated August 12, 2010; and

WHEREAS, on September 27, 2010, prior to the scheduled public hearing on the Comprehensive Plan amendments at the City Council, the agent for the property owners of application COMP 10-0003, 96th Street LLC Land Use Map Amendment, announced to the City Council the withdrawal of that application; and

WHEREAS, with the withdrawal of application COMP 10-0003, the City Council did not conduct a public hearing on or consider the application any further; and

WHEREAS, on September 27, 2010, the Gig Harbor City Council held a public hearing on the two remaining proposed amendments to the Gig Harbor Comprehensive Plan for the 2010 annual review cycle; and

WHEREAS, on September 28, 2010, Carl Halsan, agent for the property owners of the 96th Street LLC property submitted a written letter withdrawing application COMP 10-0003; and

WHEREAS, the Gig Harbor City Council had a first reading of an Ordinance implementing the recommendations of the Planning Commission for the two remaining applications and amending the Comprehensive Plan on _____, 2010; and

WHEREAS, the Gig Harbor City Council had a second reading of an Ordinance implementing the recommendations of the Planning Commission for the two remaining applications and amending the Comprehensive Plan on _____, 2010;

Now, Therefore,

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

Section 1. Comprehensive Plan Text Amendments.

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

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

C. **Testimony.** No persons testified on the applications at the September 27, 2010 public hearing.

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 will further and be consistent with the goals, policies and objectives of the comprehensive plan; and

B. 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

C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and

D. The proposed amendment advances the public interest; and

E. For text amendments which propose to increase density or intensity of permitted development and all land use map amendments, the following approval criteria also apply:

1. 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:

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

b. 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

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

d. 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

e. 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; and

2. For a land use map amendment, 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

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

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

1. COMP 09-0001 – Parks, Recreation and Open Space Element

Summary: A text amendment to insert goals and policies into the Comprehensive Plan related to parks, recreation and open space. The goals and policies match those contained in the Gig Harbor 2010 Park Plan adopted in June 2010. This amendment is sponsored by the City of Gig Harbor.

Findings:

- a) Historically, the City has had a Parks, Recreation and Open Space Element in the Comprehensive Plan. This element was removed in 2009 because the 2001 Park Plan, which had been adopted by reference, had expired and a new 2010 Park Plan was being developed.
- b) The Council finds that the insertion of the goals and policies of the adopted 2010 Park Plan into the Parks, Recreation and Open Space Element is consistent with the approved 2009 comprehensive plan amendment which put the following language in the Parks, Recreation and Open Space Element. *“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.”*
- 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 any impacts the proposed policies and goals will have on City infrastructure were adequately assessed through the public process which adopted the 2010 Park Plan. Given the adoption of the 2010 Park Plan, the City has already determined that no adverse impacts will occur.
- e) Given the substantial amount of public comment and process in the development of the 2010 Park Plan through the Parks Commission and the adoption of the 2010 Park Plan by the City Council in June 2010, the City Council finds that proposed amendment advances the public interest.

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 10-0001, as identified in Exhibit A attached to this Ordinance.

2. COMP 10-0002 – Capital Facilities Plan

Summary: A text amendment to make annual changes to the City's wastewater, water and transportation improvements plan. In addition, the parks, recreation and open space inventory, analysis and project list is being updated to reflect the 2010 Park Plan. This amendment is sponsored by the City of Gig Harbor.

Findings:

- a) 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 City Council finds that the amendments to the wastewater, water, parks and transportation project lists and parks level of service analysis in the Capital Facilities Plan will allow the City to better address the planning area's needs by identifying capital projects and associated funding strategies.
- b) The City Council finds that the proposed amendment is consistent with the Growth Management Act, the countywide planning policies and multi-county planning policies.
- c) The City Council finds that the amendments are necessary so as not to create significant adverse impacts to the City's infrastructure. Updating the transportation, water, parks and open space project lists in the capital facilities plan allows the City to plan for and provide the necessary infrastructure to serve the development projected by the Comprehensive Plan.
- d) The City Council finds that this amendment serves the public interest by creating a plan to provide the infrastructure needed to meet agreed upon levels of service for citizens and ratepayers and to provide for the growth potential of 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 10-0002, as identified in Exhibit B attached to this Ordinance.

Section 2. Transmittal to State. The Planning Director is directed to forward a copy of this Ordinance, together with all of the exhibits, to the Washington State 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 ____ day of October, 2010.

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:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.

Exhibit “A”
Application COMP 10-0001:
Parks, Recreation and Open Space
Element

Chapter 10

PARKS, RECREATION AND OPEN SPACE

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.

INTRODUCTION

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

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

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

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

The general themes expressed by the public include:

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

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

each year as a part of the annual budget process and update of the capital facilities element of the Comprehensive Plan.

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

VISION

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

GOALS AND POLICIES

OPEN SPACE PRESERVATION AND WILDLIFE RESOURCES

GOAL 10.1: DEVELOP A HIGH QUALITY, DIVERSIFIED PARK SYSTEM THAT PRESERVES AND ENHANCES SIGNIFICANT ENVIRONMENTAL RESOURCES AND FEATURES. INCORPORATE UNIQUE ECOLOGICAL FEATURES AND RESOURCES TO PROTECT THREATENED SPECIES, PRESERVE HABITAT, AND RETAIN MIGRATION CORRIDORS THAT ARE UNIQUE AND IMPORTANT TO LOCAL WILDLIFE.

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

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

IDENTIFY URBAN GROWTH PRESERVES

GOAL 10.2: COORDINATE WITH OTHER PUBLIC AND PRIVATE AGENCIES, AND WITH PRIVATE LANDOWNERS TO PRESERVE LAND AND RESOURCES NECESSARY TO PROVIDE HIGH QUALITY, CONVENIENT PARK AND RECREATIONAL FACILITIES BEFORE THE MOST SUITABLE SITES ARE LOST TO DEVELOPMENT.

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

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

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

DEVELOPING HEALTHY COMMUNITIES

GOAL 10.3: THROUGH THE CITY'S PERMIT PROCESS, REQUIRE, WHEN POSSIBLE, NEW DEVELOPMENT TO SUPPORT AND ENHANCE THE PEDESTRIAN ENVIRONMENT TO PROMOTE HEALTHY LIFESTYLES AND ACTIVE COMMERCIAL AREAS.

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

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

PARK DESIGN STANDARDS

GOAL 10.4: DESIGN AND DEVELOP FACILITIES THAT ARE ACCESSIBLE, SAFE, AND EASY TO MAINTAIN, WITH LIFE CYCLE FEATURES THAT ACCOUNT FOR LONG-TERM COSTS AND BENEFITS.

General

10.4.1. Create park plans for the potential development and re-development of City park properties.

10.4.2. Incorporate features and amenities into parks that fit the local context; contribute to environmental sustainability; and are accessible, safe, and easy to maintain for the long term.

10.4.3. Provide maps at the City's larger parks, documenting park and trail opportunities in the vicinity of the park.

10.4.4. Develop and maintain parks consistent with local, state and federal environmental regulations.

Accessibility

10.4.5. Design park and recreation facilities to be accessible in accordance with the American Disabilities Act (ADA).

Maintenance

10.4.6. Design and develop facilities that are of low maintenance and high capacity design to reduce overall facility maintenance and operation requirements and costs.

10.4.7. Where appropriate, use low maintenance materials, settings or other value engineering considerations that reduce care and security requirements, and retain natural conditions and experiences.

Security and Safety

10.4.8. Implement design and development standards that will improve park facility safety and implement security features for park users, department personnel, and the public-at-large.

10.4.9. Continue to develop and implement safety standards, procedures, and programs that will provide proper training and awareness for department personnel.

10.4.10. Define and enforce rules and regulations concerning park activities and operations that will protect user groups, department personnel, and the general public-at-large.

10.4.11. Where appropriate, use adopt-a-park programs, neighborhood park watches, park police patrols, and other innovative programs that will increase safety and security awareness and visibility.

TRAIL AND CORRIDOR ACCESS SYSTEMS

GOAL 10.5: DEVELOP A HIGH QUALITY SYSTEM OF MULTIPURPOSE PARK TRAILS AND CORRIDORS THAT PROVIDE ALTERNATIVE TRANSPORTATION OPTIONS AND LOW IMPACT RECREATIONAL OPPORTUNITIES FOR RESIDENTS OF ALL AGES AND ABILITIES IN COORDINATION WITH THE CITY'S NON-MOTORIZED TRANSPORTATION PLAN.

Trail Systems

10.5.1. Create a comprehensive system of multipurpose off-road trails using the Cushman Trail as the backbone of the system. Trails should be developed to provide access to significant environmental features, public facilities, neighborhoods and businesses districts to promote physical activity and a health conscious community.

10.5.2. Leveraging the resources of WSDOT, private developers and other agencies, construct pedestrian facilities that cross SR-16 and other highways (ex: pedestrian overpass at BB16).

10.5.3. Trails should be connected to nearby sidewalk facilities wherever feasible to facilitate the use of the off-street trail systems for non-motorized transportation and recreation. Where sidewalks are an integrated component of a trail system, larger sidewalks may be needed.

10.5.4. Work with PenMet Parks, Pierce County, Tacoma, the Washington State Department of Transportation, and other appropriate jurisdictions to link and extend Gig Harbor trails to other regional trail facilities.

10.5.5. Extend trails through natural area corridors like the Crescent and Donkey (North) Creek corridors, and Wollochet Drive wetlands within the City that will provide a high quality, diverse sampling of area environmental resources, in balance with habitat protection.

Trail Development and Amenities

10.5.6. Develop trails consistent with the park development goals and policies where applicable.

10.5.7. Furnish trail systems with appropriate supporting trailhead improvements that may include interpretive and directory signage systems, rest stops, drinking fountains, restrooms, parking and loading areas, water and other services.

10.5.8. Where appropriate, locate trailheads at or in conjunction with park sites, schools, and other community facilities to increase local area access to the trail system and reduce duplication of supporting improvements.

10.5.9. Develop trail improvements of a design that is easy to maintain and access by maintenance, security, and other appropriate personnel, equipment, and vehicles.

10.5.10. Develop trail accessibility standards to provide for accessible trails where possible and support a diversity of non-motorized uses. Such standards should not prohibit construction of trails where grade or corridor width will not allow full accessibility or trail widths for all uses.

10.5.11. Develop and implement a system of signs to mark trails and non-motorized routes that coordinates with the City's streetscape and furniture standards. Such signage should be developed in accordance with the City's adopted way finding plan.

RECREATIONAL FACILITIES

GOAL 10.6: DEVELOP A QUALITY, DIVERSIFIED RECREATION SYSTEM THAT PROVIDES FOR ALL AGE AND INTEREST GROUPS.

Waterfront Access and Facilities

10.6.1. Cooperate with Pierce County, PenMet Parks, the Washington State Department of Fish & Wildlife, and other public and private agencies to acquire and preserve additional shoreline access for waterfront fishing, wading, swimming, viewing and other related recreational activities and pursuits, recognizing the rights of property owners in the vicinity of such sites.

10.6.2. Develop and/or encourage a mixture of watercraft access opportunities including canoe, kayak, sailboard, and other non-power boating activities, especially on Gig Harbor Bay and along the Puget Sound shoreline.

Athletic Facilities

10.6.3. Concentrate on field and court activities like soccer, football, baseball, basketball, tennis, pickleball and volleyball that provide for the largest number of participants.

10.6.4. Encourage, leverage the development, or develop, where appropriate, a select number of facilities that provide a quality playing environment, possibly in conjunction with PenMet Parks, Pierce County, Peninsula School District, and other public or private agencies. Such facilities should be developed to meet the requirements for all age groups, skill levels, and recreational interests where possible.

Indoor Facilities

10.6.5. Facilitate the continued development by the Peninsula School District and other organizations, of special meeting, assembly, eating, health, cultural, and other community facilities that provide general support to school age populations and the community-at-large at elementary, middle, and high schools within the City, urban growth area and the greater peninsula.

SPECIAL PURPOSE FACILITIES

GOAL 10.7: ENCOURAGE THE DEVELOPMENT OF QUALITY FACILITIES THAT MEET THE INTERESTS OF ALL SEGMENTS OF THE COMMUNITY.

10.7.1. Where appropriate and economically feasible (self-supporting), encourage other organizations to develop and operate specialized and special interest recreational or cultural facilities like theater, golf and water parks for these interests in the general population.

10.7.2. Where appropriate, facilitate and encourage joint planning and operating programs with other public and private agencies to determine need and provide for special activities like golf, performing arts, water parks, and camping on an area wide basis.

RECREATIONAL PROGRAMS

GOAL10.8: COORDINATE WITH AND ENCOURAGE THE EFFORTS OF OTHER

AGENCIES AND NON-PROFIT RECREATIONAL PROVIDERS TO ASSURE THAT THE RECREATIONAL NEEDS OF THE GIG HARBOR RESIDENTS ARE MET.

10.8.1. Facilitate and encourage other organizations to provide arts and crafts, classroom instruction in music and dance, physical conditioning and health care, meeting facilities, daycare, latch key, and other program activities for all cultural, age, physical and mental capability, and income groups in the community.

10.8.2. Endorse the efforts of local non-profit organizations to provide soccer, baseball, softball, basketball, volleyball, tennis, pickleball, and other instruction and participatory programs for all age, skill level, and income groups in the community.

10.8.3. Assist historical and cultural societies to develop and display artifacts, reports, and exhibits; and conduct lectures, classes, and other programs that document and develop awareness of Gig Harbor's heritage.

HISTORIC RESOURCES

GOAL 10.9: DEVELOP A HIGH QUALITY, DIVERSIFIED PARK SYSTEM THAT PRESERVES SIGNIFICANT HISTORIC OPPORTUNITY AREAS AND FEATURES.

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

10.9.2 Identify and incorporate significant historic and cultural lands, sites, artifacts, and facilities into the park system to preserve these interests and to provide a balanced social experience.

10.9.3 Register City owned parks, structures and open space properties that are eligible for the Gig Harbor Register of Historic Places and utilize the City's Certified Local Government (CLG) board to determine appropriate preservation methods and traditional uses.

10.9.4. Encourage the Harbor History Museum, Gig Harbor BoatShop, Gig Harbor Fishermen's Civic Club and others to make cultural programs and activities more accessible to the public.

10.9.5. Encourage the owners of historic sites and structures to provide increased public access.

10.9.6. Consider adopting incentives and adaptive re-use provisions for properties listed on the City's Historic Register to encourage retention of such structures.

CULTURAL ARTS PROGRAMS AND RESOURCES

GOAL 10.10: ENCOURAGE FINE AND PERFORMING ARTS PARTNERSHIPS AND PROGRAMS THAT REFLECT THE COMMUNITY'S VISION AND CULTURE.

10.10.1. Identify public art opportunities that highlight the cultural and historical connections within our community through local history, environmental systems, cultural traditions, and visual symbols.

10.10.2. Use public art to create visible landmarks and artistic points of reference to reinforce Gig Harbor’s identity, unique culture and character.

10.10.3. Acquire works of art through a variety of methods including commissioned works, temporary works, direct purchases, and community projects.

10.10.4. In cooperation with area artists and cultural organizations, utilize the city’s website as a clearinghouse for arts information and resource sharing.

FINANCIAL RESOURCES AND COORDINATION

GOAL 10.11: CREATE EFFECTIVE AND EFFICIENT METHODS OF ACQUIRING, DEVELOPING, OPERATING AND MAINTAINING FACILITIES AND PROGRAMS THAT ACCURATELY DISTRIBUTE COSTS AND BENEFITS TO THE GENERAL PUBLIC AND PRIVATE DEVELOPMENT.

Finance

10.11.1. Investigate available methods for the financing of facility development, maintenance, and operation in order to reduce costs, retain financial flexibility, match user benefits and interests, and increase facility services.

10.11.2. Consider joint ventures with other public and private agencies such as PenMet Parks, Pierce County, Peninsula School District, regional, state, federal, and other public and private agencies including for-profit concessionaires, where feasible and desirable.

Public and Private Resource Coordination

10.11.3. Engage in joint planning and development efforts with PenMet Parks, Pierce County, Peninsula School District, and other public and private agencies to avoid duplication; improve facility quality and availability; reduce costs; and represent resident area interests.

Cost/Benefit Assessment

10.11.4. Define existing and proposed land and facility levels-of-service (ELOS/PLOS) that differentiate requirements due to: population growth impacts versus improved facility standards; neighborhood versus community nexus of benefit; city versus the combination of city, county, school, and other provider agency efforts; in order to effectively plan and program park and recreation needs within the existing city and urban growth area boundaries.

10.11.5. Create effective and efficient methods of acquiring, developing, operating, and maintaining park and recreational facilities in manners that accurately distribute costs and benefits to public and private user interests - including the application of growth impact fees where new developments impact existing level-of-service (ELOS) standards.

HUMAN RESOURCES

GOAL 10.12: DEVELOP, TRAIN, AND SUPPORT A PROFESSIONAL PARKS STAFF THAT EFFECTIVELY SERVES THE COMMUNITY IN THE REALIZATION OF THE ABOVE LISTED GOALS AND POLICIES.

10.12.1. Continue to train a diverse, well-trained work force that is motivated to achieve department and citywide goals.

10.12.2. Encourage teamwork through communications, creativity, positive image, risk taking, sharing of resources, and cooperation toward common goals.

10.12.3. Where appropriate, provide staff with education, training, and modern equipment and supplies to increase personal productivity, efficiency, and pride.

Exhibit "B"
Application COMP 10-0002:
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

Existing Capital Facilities

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

Further expansions of the City's collection system were built under development agreements and as mitigation conditions of proposed development through the state environmental policy act (SEPA) process. As of 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 located about 5 miles west of the City. The Shorecrest septic system is a 12-unit development with an on-site septic system and pressurized drainfield.

Level of Service

The City introduced a requirement in May 2006 through Ordinance #1044 for most new development and redevelopment projects to request a portion of the treatment capacity at the City's wastewater treatment plant (WWTP) through the sewer capacity reservation certificate (CRC) process. Each CRC reserves a specific number of gallons per day for treatment at the wastewater treatment plant based on the current value of an equivalent residential unit (ERU). Since the WWTP has limited capacity to treat wastewater, the City identifies by way of the sewer CRC process those projects that the City's WWTP has adequate public wastewater facilities to treat.

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. The anticipated completion date of the planned expansion project is November 2010. At the time of completion, the projected wastewater treatment capacity will be increased to 1.6 million gallons per day (MGD). The net increase of capacity compared to the previous capacity is 0.4 MGD, or approximately 2,667 ERUs. Based on maximum monthly flow projections, the projected treatment capacity of 1.6 MGD will be adequate for the next six years. 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 under-developed sewer basins may be financed by developers as conditions of SEPA or land use approval, and/or utility local improvement districts (ULIDs).

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

In situations where a new sewer lift station must be constructed two scenarios exist. The first scenario is where no lift station is located in the sewer basin. The proposed development activity shall design and construct a new 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 that the path of sewer main construction may, upon approval of the Public Works Director, use grinder pumps in lieu of constructing a new lift station.

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

Specific facility improvements anticipated to accommodate the upcoming six year planning period are listed in Table 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 scheduled to be completed in 201009, 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.

Water System

Existing Capital Facilities

The City of Gig Harbor Water System, limited by its retail water service area (RWSA), is unique in that many residents within the City limits and the City’s UGA receive water service from adjacent water purveyors. Approximately 35% of the population within the City limits and City’s UGA receives water from the City, and the remainder within the City limits and City’s UGA receive water from other water purveyors or from private wells.

The City of Gig Harbor Water System was originally built in the late 1940's. Today, the City’s RWSA encompasses approximately 4.4 square miles with 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.

Table 12.1 - Summary of Well Source Supply

Well No.	Location (Sec-Twnshp-Rge)	Date Drilled	Capacity (GPM)	Depth (Ft.)	Status
1	8-21N-2E	1949	120	246 320	Inactive
2	32-22N-2E	1962	280	116	Active
3	17-21N-2E	1978	750	745	Active
4	8-21N-2E	1988	200	399	Active

5	7-21N-2E	1990	543	705	Active
6	7-21N-2E	1991	975	566	Active
7	31-22N-2E	N/A	40	393	Inactive
8	17-21N-2E	1965	20	231	Active

Source: City of Gig Harbor Water Facilities Inventory (WFI) Report, 2008; DOE Water Right Certificates

Table 12.2 - Summary of 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 Tank 1	4	250,000	290	320
Harbor Heights Tank 2	4	250,000	290	320
Shurgard Tank	3	590,000	339	450
Skansie Tank	5 & 6	1,000,000	338	450
Gig Harbor North Tank	None	2,300,000	301	450
Total		4,640,000		

Source: City of Gig Harbor 2009 Water System 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. A detailed description of the existing water supply system may be found in the City of Gig Harbor Water System Plan.

Level of Service

The City introduced a code requirement in January 2001 through Ordinance #862 for most new development and redevelopment projects to request a portion of capacity of the City’s water system through the water capacity reservation certificate (CRC) process. Each CRC reserves a specific number of gallons per day based on the current value of an equivalent residential unit (ERU). Since the City has limited capacity to withdraw water, the City identifies by way of the water CRC process those projects that the City’s water system has adequate public facilities to treat capacity to provide water.

The City’s Water System Plan identifies the City’s current annual water rights at 10,110 ERUs and a projected water demand in 2018 at 7,012 ERUs. Based on annual water rights the City has capacity to serve water beyond the next six years.

Analysis of the existing storage facilities in the City of Gig Harbor Water System Plan indicates that the City can meet all of its storage needs through the 20-year planning horizon with existing facilities by nesting standby storage and fireflow storage. Consequently the City is not currently

planning for additional storage facilities in the 20-year planning horizon.

Forecast of Future Needs

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

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

The City’s planned water supply meets the short-term projected demands. However, it is the City’s goal to meet the maximum day water demand with the largest source out of service. This increases the City’s reliability and redundancy of their water supply system. Currently the City’s water system cannot meet this goal. Therefore 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 (location undetermined adjacent to the Skansie reservoir) or Well 12 (location undetermined 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.

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

Parks, 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.

The City of Gig Harbor owns 18 parks ranging in size from 0.10 of an acre to 17.74 acres. Included in that total are four designated trails that range from 0.2 of a mile to 4 miles in length. Park profiles on each city park facility are included in the 2010 Park Recreation and Open Space Plan as Appendix A to that plan.

The Gig Harbor park classification system includes: neighborhood parks, waterfront parks, natural parks and trails. Open spaces are designated as open space properties, undeveloped park lands, or other properties. Table 12.3 documents the City’s existing park facilities.

Neighborhood Parks are developed for both passive and active recreation, and are accessible by walking, biking, or driving. They have support facilities such as restrooms and parking. These parks may typically include athletic fields, sports courts, trails, playgrounds, open space and picnicking facilities. Gig Harbor has three neighborhood parks totaling 21.91 acres. City Park at Crescent Creek, Kenneth Leo Marvin Veterans Memorial Park, and the Civic Center are all designated as Neighborhood Parks.

Waterfront Parks are located on the shoreline and generally provide a mix of water related uses and forms of access to the shoreline. These parks typically include historic structures or uses that are planned for preservation in keeping with the City’s maritime heritage. The City actively works to balance uses within these parks to provide a mix of recreation opportunities, historic preservation, and community gathering spaces. Gig Harbor has six waterfront parks totaling 7.69 acres. Austin Estuary, Bogue Viewing Platform, Eddon Boat Park, Old Ferry Landing (Harborview Drive Street End), Jerisich Dock, and Skansie Brothers Park are all designated as Waterfront Parks.

Natural Parks preserve critical areas, urban forests and historic sites for future generations and include low impact recreational uses. Such sites are often developed with ancillary uses that are compatible with or support the primary preservation of the sites key features, such as the garden program located at Wilkinson Farm Park or the hatchery program located at Donkey Creek Park. Gig Harbor has four natural parks totaling 39.46 acres. Adam Tallman Park, Donkey Creek Park, Grandview Forest Park, and Wilkinson Farm Park are all designated as Natural Parks.

Trails include both linear trails (measured in miles) and trail support facilities (measured in acres). Trails are generally off-street transportation and recreation options either paved or unpaved that connect two points and are often located in a utility or undeveloped road right of way. While many of the City’s parks provide access trails that loop through a park site, trails are linear in nature. The City has also designated one on-street trail, Harborview Trail, due to the importance of this corridor for recreational use and as a connector between waterfront parks. Gig Harbor has four designated trails totaling 6.25 miles. Additionally these trails are served by three support facilities totaling 1.37 acres. The Cushman Trail, Finholm View Climb, Harborview Trail, and Stanich Trail are all designated trails within the City.

Undeveloped Park Lands are properties acquired or owned by the City for park purposes, which have not yet been developed. These properties are anticipated to be developed into parks in the future and will be move to the appropriate classification as they are developed. The City presently owns six undeveloped park lands totaling 8.03 acres.

Open Space Properties are natural lands set aside for preservation of significant natural resources, open space or buffering. These lands are typically characterized by critical areas such as wetlands, slopes and shorelines; significant natural vegetation, shorelines, or other environmentally sensitive areas. This classification is used for preserved lands which are not currently planned for development into parks due to physical constraints or other limitations. The City of Gig Harbor has four designated open space properties totaling 25.79 acres.

Other Properties include lands which do not presently provide park, recreation or open space amenities but are in City ownership and possibly could be redeveloped for such uses in the future. These sites are not presently planned for redevelopment. Two other properties are listed in the City’s PROS inventory totaling 0.41 acres.

It should be noted that this inventory includes only City of Gig Harbor parks and open spaces; the Gig Harbor Peninsula is served by a variety of park and recreation service providers, and a detailed inventory of all public facilities on the Peninsula is not included in this plan. Information taken from the County’s geographic information system indicates more than 900 acres of park, recreation and open space lands exist in public ownership on the Gig Harbor Peninsula. The City’s system represents a little over 10% of the public lands set aside on the Peninsula for park, recreation and open space uses.

Table 12.3. Existing Park Facilities

	<u>Name of Facility</u>	<u>Location</u>	<u>Size</u>	<u>Park Classification</u>	
Parks	<u>City Park at Crescent Creek</u>	3303 Vernhardson Street 9702 Crescent Valley Drive NW	9.79	Neighborhood	
	<u>Kenneth Leo Marvin Veterans Memorial Park</u>	3580 50th Street	5.57	Neighborhood	
	<u>Civic Center (includes Greens and Skate Park)</u>	3510 Grandview Street	6.55	Neighborhood	
	Total Neighborhood Parks			21.91	
	<u>Austin Estuary*</u>	4009 Harborview Drive	1.38	Waterfront	
	<u>Bogue Viewing Platform</u>	8803 North Harborview Drive	0.10	Waterfront	
	<u>Eddon Boat Park</u>	3805 Harborview Drive	2.89	Waterfront	
	<u>Jerisich Dock</u>	3211 Harborview Drive	0.56	Waterfront	
	<u>Old Ferry Landing (Harborview Street End)</u>	2700 Harborview Drive	0.17	Waterfront	
	<u>Skansie Brothers Park</u>	3207 Harborview Drive	2.59	Waterfront	
	Total Waterfront Parks			7.69	
	<u>Adam Tallman Park</u>	6626 Wagner Way	11.84	Natural	
	<u>Donkey Creek Park</u>	8714 North Harborview Drive	1.30	Natural	
	<u>Grandview Forest Park</u>	3488 Grandview Street	8.58	Natural	
	<u>Wilkinson Farm Park</u>	4118 Rosedale Street NW	17.74	Natural	
	Total Natural Parks			39.46	
	<u>Cushman Trail</u>		4 miles	Trail	
<u>Trailhead at Grandview</u>	3908 Grandview	0.45 acres	Trail		

Other Properties	<u>Trailhead at Hollycroft</u>	<u>2626 Hollycroft Street</u>	<u>0.60 acres</u>	<u>Trail</u>
			<u>0.05 miles</u>	
	<u>Finholm View Climb</u>	<u>8826 North Harborview Drive (bottom)</u> <u>8917 Franklin Avenue (top)</u>	<u>0.32 acres</u>	<u>Trail</u>
	<u>Harborview Trail</u>	<u>Harborview and North Harborview Streets</u>	<u>2 miles</u>	<u>Trail</u>
	<u>Stanich Trail</u>	<u>Undeveloped portion of Erickson Street</u>	<u>0.2 miles</u>	<u>Trail</u>
	Total Trails (by area)			1.37
	Total Trails (by length)			6.25
	Total Parks			70.43
	<u>Cushman Trailhead at Borgen</u>	<u>5280 Borgen (not yet constructed)</u>	<u>0.18</u>	<u>Undeveloped</u>
	<u>BB-16 Mitigation bonus site</u>	<u>WEST of Burnham interchange</u>	<u>0.45</u>	<u>Undeveloped</u>
	<u>Museum (Donkey Creek) Easement</u>	<u>Harbor History Museum shoreline area</u>	<u>0.43</u>	<u>Undeveloped</u>
	<u>Rushmore Park (outside City Limits)</u>	<u>In Plat of Rushmore</u>	<u>1.07</u>	<u>Undeveloped</u>
	<u>Wheeler Street End</u>	<u>Wheeler (undeveloped)</u>	<u>0.08</u>	<u>Undeveloped</u>
	<u>WWTP Park/Open Space</u>	<u>4212 Harborview Drive</u>	<u>5.82</u>	<u>Undeveloped</u>
	Total Undeveloped Park Lands			8.03
<u>Austin Estuary Tidelands</u>	<u>4009 Harborview Drive</u>	<u>7.07</u>	<u>Open Space</u>	
<u>BB-16 Wetland Mitigation Site</u>	<u>SE corner of Burnham and Borgen</u>	<u>10.49</u>	<u>Open Space</u>	
<u>Harbor Hill Open Space</u>	<u>Gig Harbor North Area</u>	<u>8.09</u>	<u>Open Space</u>	
<u>Old Ferry Landing (adjacent bluff)</u>	<u>Adjacent to Old Ferry Landing</u>	<u>0.14</u>	<u>Open Space</u>	
Total Open Space			25.79	
<u>Bogue Visitors Center</u>	<u>3125 Judson Street</u>	<u>0.15</u>	<u>Other</u>	
<u>Soundview Street End</u>	<u>End of Soundview</u>	<u>0.26</u>	<u>Other</u>	
Total Other Properties			0.41	
Total Other Properties			34.22	

* Austin Estuary tidelands are included under open space

TOTAL PARK RECREATION AND OPEN SPACE LANDS 104.65

Facility	Size (Acres)	Location	Type of Recreation
City Park at Crescent Creek	9.8	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	1.3	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, community garden
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 Hillelimb	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.	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 9.8 acre property is located on Vernhardson Street on the east side of Crescent Creek. The 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— 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 Jerisich Dock site has been developed with a flagpole, monument for lost fishermen, 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 fishing and boat moorage floating dock. The dock provides 420 feet of day-use boat moorage, access for kayaks and other hand-carry watercraft, and fishing. The 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.

Grandview Forest Park—Grandview Forest Park—this 8.8 acre site is located on Grandview Drive adjacent to the 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 walking trails and paths that provide access to surrounding residential developments and the Civic Center complex. 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 Daleo 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 1.3 acre property is located in the intersecting parcel defined by Austin Street, North Harborview Drive, and Burnham Drive. The site historically was the site of the Borgen lumber yard. 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. A viewing platform allows for visual stream access.

Wilkinson's Homestead—this 16.3 acre site is located on Rosedale Street adjacent to Tacoma City Light powerlines. 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. The site contains significant wetlands that collect and filter stormwater runoff from the surrounding lands. 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 Donkey (North) 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 has been improved to provide a non-motorized trail system.

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. 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 Hillelimb—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 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. 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 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 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 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 Street. This park is a memorial park and includes a dual purpose baseball/soccer field, restrooms, picnic shelter, big toy and veterans monument. 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 the Eddon Boat facility at the intersection of Harborview Drive and Stinson Avenue. The park currently includes a historic boat building and small brick house. The City plans to provide passive recreational water access and to restore the historic boat building and dock for public access and maritime programming.

Austin Estuary—The estuary and upland tidelands will be preserved in connection with the Donkey Creek Restoration 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. 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.

Level of Service

The City established levels of service for the park system in Ordinance # 1191, 2010 Park, Recreation and Open Space Plan (2010 Park Plan) to maintain and improve upon existing levels of service (ELOS). Planned levels of service (PLOS) were established for each category of park, and for the system as a whole to assure a variety of recreation opportunities will be available as the City grows. The level of service standards adopted by the City for the park system are expressed as the number of acres (or miles) per 1000 residents for a particular classification of park. Table 12.4 documents existing levels of service (ELOS) and proposed levels of service (PLOS).

Forecast of Future Needs

The Park Plan utilized levels of service based on the total City population and considered both current and projected levels of service based on anticipated population growth. The population projection, used in this section, reflects the City’s most recent population allocation of 10,500 residents in the year 2030. This population projection reflects the slowdown in growth that has occurred since 2008 and reflects a change in regional population allocations designed to locate future housing near employment centers. The 2030 population allocation in combination with the

PLOS allows the City to calculate the amount of park land needed to achieve the planned service level (Table 12.4).

Table 12.4 Existing and Proposed Level of Service Standards

<u>Park Type</u>	<u>Existing Acres</u>	<u>2010 Existing Level of Service</u>	<u>2030 Planned Level of Service</u>	<u>2030 Additional Area Needed</u>
<u>Neighborhood Parks</u>	<u>21.91</u>	<u>2.91</u>	<u>5.00</u>	<u>30.59</u>
<u>Waterfront Parks</u>	<u>7.69</u>	<u>1.02</u>	<u>1.00</u>	<u>2.81</u>
<u>Natural Parks</u>	<u>39.46</u>	<u>5.25</u>	<u>5.25</u>	<u>15.63</u>
<u>Total Parks</u>	<u>70.43</u>	<u>9.36</u>	<u>12.00</u>	<u>55.57</u>
<u>Trails (in miles)</u>	<u>6.25</u>	<u>0.83</u>	<u>1.17</u>	<u>6.04</u>

Future needs for park, recreation and open spaces are also tied to achieving the expressed desires of this community. In the 2010 Park Plan update process several, key themes emerged which guided the creation of the acquisition and development plan. Key themes included trail development, expanding partnerships to leverage City funds, pursuing the acquisition of additional land in developing areas, and improving public access to natural features.

To meet the future demand the City plans for park improvements include both land acquisitions and development projects within existing parks or undeveloped lands. Specific facility improvements required to accommodate the upcoming six-year planning period are listed in Table 12.5.

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

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

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

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.

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.

Level of Service

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

In general, the City's stormwater infrastructure is sufficient to convey stormwater runoff. And the stormwater management and development guidelines for future developments require runoff rates at developed conditions to meet runoff rates of undeveloped conditions. Therefore little to no net increase in stormwater runoff rates should occur as development continues and the level of service provided by the stormwater utility will remain adequate.

However, a list of recommended storm system capital improvement projects is identified in the Capital Improvement Plan (CIP) of the Stormwater Comprehensive Plan. In March 2008 the City initiated a Stormwater General Facility Charge for funding these stormwater CIP projects.

The types of improvements identified and the implementation scheduled provided in the Stormwater Comprehensive Plan primarily include NPDES Phase 2 permitting requirements, maintenance projects, and habitat projects. Storm system and habitat improvement projects identified in the CIP are based on the Staff's knowledge of the service area, past studies and the hydrologic/hydraulic system analysis.

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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.

Forecast of Future Needs

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

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.

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 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, ~~five~~ six functional plans have been completed:

- City of Gig Harbor Water System Plan (April 2009), as may later be amended by resolution.
- City of Gig Harbor Wastewater Comprehensive Plan (November 2009), as may later be amended by resolution.
- City of Gig Harbor Wastewater Treatment Plan Improvements Engineering Report (April 2003)
- City of Gig Harbor Phase 1 Wastewater Treatment Plan Improvements Technical Memorandum (August 2007)
- City of Gig Harbor Stormwater Comprehensive Plan (October 2009), as may later be amended by resolution.
- The City of Gig Harbor 2010 Park, Recreation, & Open Space Plan (adopted June 2010)

All the plans identify current system configurations and capacities and proposed financing for improvements, and provide the technical information needed to develop the capital facility project lists for this Comprehensive Plan.

Prioritization of Projected Needs

The identified capital improvement needs listed were developed by the City 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 ~~2009~~ 2010 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 2011)
General Fund	Sales tax	\$4,744,000 <u>\$4,554,000</u>
	Utility tax	\$1,351,000 <u>\$1,309,000</u>
	Property tax	\$408,000 <u>1,798,000</u>
Street Fund- Operations	Property tax	\$1,223,000 <u>0</u>
Water Operating Fund	Customer charges	\$906,000 <u>\$1,192,000</u>
Sewer Operating Fund	Customer charges	\$2,319,000 <u>\$3,201,000</u>
Storm Drainage Fund	Customer charges	\$645,000 <u>\$717,000</u>

Financial Resources

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

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

Debt Financing Method

Short-Term Borrowing: Utilization of short-term financing through local banks is a means to finance the high-cost of capital improvements.

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

General Obligation Bonds: These are bonds which are backed by the full faith and credit of the city. Voter-approved bonds increase property tax rate and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues. Revenue may be used for new capital facilities or maintenance and operations at an existing facility. These bonds should be used for projects that benefit the City as a whole.

Local Multi-Purpose Levies

Ad Valorem Property Taxes: The tax rate is in mills (1/10 cent per dollar of taxable value). The maximum rate is \$1.60 per \$1,000 assessed valuation. In ~~2009~~ 2010, the City's tax rate is ~~\$0.9406~~ 0.9274 per \$1,000 assessed valuation. The City is prohibited from raising its levy more than one percent. A temporary or permanent excess levy may be assessed with voter approval. Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

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

Local Option Sales Tax: The city has levied the maximum of tax of 1%. Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

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

maintenance and operation of existing facilities. The city currently levies a 5% utility tax.

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

Local Single-Purpose Levies

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

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

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

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

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

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

Local Non-Levy Financing Mechanisms

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

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

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

Street Utility Charges: A fee of up to 50% of actual costs of street construction, maintenance and operations may be charged to households. Owners or occupants of residential property are charged a fee per household that cannot exceed \$2.00 per month. The fee charged to businesses is based on the number of employees and cannot exceed \$2.00 per employee per month. Both businesses and households must be charged. Revenue may be used for activities such as street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities and drainage facilities.

Special Assessment District: Special assessment districts are created to service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from the new service or facility. The districts include Local Improvement Districts, Road Improvement Districts, Utility Improvement Districts and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created.

Impact Fees: Impact fees are paid by new development based upon the development's impact to the delivery of services. Impact fees must be used for capital facilities needed by growth and not to correct current deficiencies in levels of service nor for operating expenses. These fees must be equitably allocated to the specific entities which will directly benefit from the capital improvement and the assessment levied must fairly reflect the true costs of these improvements.

Impact fees may be imposed for public streets, parks, open space, recreational facilities, and school facilities.

State Grants and Loans

Public Works Trust Fund: Low interest loans to finance capital facility construction, public works emergency planning, and capital improvement planning. To apply for the loans the city must have a capital facilities plan in place and must be levying the original 1/4% real estate excise tax. Funds are distributed by the Department of Community Development. Loans for construction projects require matching funds generated only from local revenues or state shared entitlement revenues. Revenue may be used to finance new capital facilities, or maintenance and operations at existing facilities.

State Parks and Recreation Commission Grants: Grants for parks capital facilities acquisition and construction. They are distributed by the Parks and Recreation Commission to applicants with a 50% match requirement.

Urban Transportation Improvement Programs: The State Transportation Improvement Board offers 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.

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

Centennial Clean Water Fund: Grants and loans for the design, acquisition, construction, and improvement of Water Pollution Control Facilities, and related activities to meet state and federal water pollution control requirements. Grants and loans distributed by the Department of Ecology with a 75%-25% matching share. Use of funds is limited to planning, design, and construction of Water Pollution Control Facilities, stormwater management, ground water protection, and related projects.

Water Pollution Control State Revolving Fund: Low interest loans and loan guarantees for water pollution control projects. Loans are distributed by the Department of Ecology. The applicant must show water quality need, have a facility plan for treatment works, and show a dedicated source of funding for repayment.

Federal Grants and Loans

Department of Health Water Systems Support: Grants for upgrading existing water systems,

ensuring effective management, and achieving maximum conservation of safe drinking water. Grants are distributed by the state Department of Health through intergovernmental review and with a 60% local match requirement.

Capital Facility Strategies

In order to realistically project available revenues and expected expenditures on capital facilities, the city must consider all current policies that influence decisions about the funding mechanisms as well as policies affecting the city's obligation for public facilities. The most relevant of these are described below. These policies, along with the goals and policies articulated in the other elements were the basis for the development of various funding scenarios.

Mechanisms to Provide Capital Facilities

Increase Local Government Appropriations: The city will investigate the impact of increasing current taxing rates, and will actively seek new revenue sources. In addition, on an annual basis, the city will review the implications of the current tax system as a whole.

Use of Uncommitted Resources: The city has developed and adopted its Six-Year capital improvement schedules. With the exception of sewer facilities, however, projects have been identified on the 20-year project lists with uncommitted or unsecured resources.

Analysis of Debt Capacity: Generally, Washington state law permits a city to ensure a general obligation bonded debt equal to 3/4 of 1% of its property valuation without voter approval. By a 60% majority vote of its citizens, a city may assume an additional general obligation bonded debt of 1.7570%, bringing the total for general purposes up to 2.5% of the value of taxable property. The value of taxable property is defined by law as being equal to 100% of the value of assessed valuation. For the purpose of applying municipally-owned electric, water, or sewer service and with voter approval, a city may incur another general obligation bonded debt equal to 2.5% of the value of taxable property. With voter approval, cities may also incur an additional general obligation bonded debt equal to 2.5% of the value of taxable property for parks and open space. Thus, under state law, the maximum general obligation bonded debt which the city may incur cannot exceed 7.5% of the assessed property valuation.

Municipal revenue bonds are not subject to a limitation on the maximum amount of debt which can be incurred. These bonds have no effect on the city's tax revenues because they are repaid from revenues derived from the sale of service.

The City of Gig Harbor has used general obligation bonds and municipal revenue bonds very infrequently. Therefore, under state debt limitation, it has ample debt capacity to issue bonds for new capital improvement projects.

User Charges and Connection Fees: User charges are designed to recoup the costs of public facilities or services by charging those who benefit from such services. As a tool for affecting the pace and pattern of development, user fees may be designed to vary for the quantity and

location of the service provided. Thus, charges could be greater for providing services further distances from urban areas.

Mandatory Dedications or Fees in Lieu of: The jurisdiction may require, as a condition of plat approval, that subdivision developers dedicate a certain portion of the land in the development to be used for public purposes, such as roads, parks, or schools. Dedication may be made to the local government or to a private group. When a subdivision is too small or because of topographical conditions a land dedication cannot reasonably be required, the jurisdiction may require the developer to pay an equivalent fee in lieu of dedication.

The provision of public services through subdivision dedications not only makes it more feasible to service the subdivision, but may make it more feasible to provide public facilities and services to adjacent areas. This tool may be used to direct growth into certain areas.

Negotiated Agreement: An agreement whereby a developer studies the impact of development and proposes mitigation for the city's approval. These agreements rely on the expertise of the developer to assess the impacts and costs of development. Such agreements are enforceable by the jurisdiction. The negotiated agreement will require lower administrative and enforcement costs than impact fees.

Impact Fees: Impact fees may be used to affect the location and timing of infill development. Infill development usually occurs in areas with excess capacity of capital facilities. If the local government chooses not to recoup the costs of capital facilities in underutilized service areas then infill development may be encouraged by the absence of impact fees on development(s) proposed within such service areas. Impact fees may be particularly useful for a small community which is facing rapid growth and whose new residents desire a higher level of service than the community has traditionally fostered and expected.

Obligation to Provide Capital Facilities

Coordination with Other Public Service Providers: Local goals and policies as described in the other comprehensive plan elements are used to guide the location and timing of development. However, many local decisions are influenced by state agencies and utilities that provide public facilities within the Urban Growth Area and the City of Gig Harbor. The planned capacity of public facilities operated by other jurisdictions must be considered when making development decisions. Coordination with other entities is essential not only for the location and timing of public services, but also in the financing of such services.

The city's plan for working with the natural gas, electric, and telecommunication providers is detailed in the Utilities Element. This plan includes policies for sharing information and a procedure for negotiating agreement for provision of new services in a timely manner.

Other public service providers such as school districts and private water providers are not addressed in the Utilities Element. However, the city's policy is to exchange information with

these entities and to provide them with the assistance they need to ensure that public services are available and that the quality of the service is maintained.

Level of Service Standards: Level of service standards are an indicator of the extent or quality of service provided by a facility that are related to the operational characteristics of the facility. They are a summary of existing or desired public service conditions. The process of establishing level of service standards requires the city to make quality of service decisions explicit. The types of public services for which the city has adopted level of service standards will be improved to accommodate the impacts of development and maintain existing service in a timely manner with new development.

Level of service standards will influence the timing and location of development, by clarifying which locations have excess capacity that may easily support new development, and by delaying new development until it is feasible to provide the needed public facilities. In addition, to avoid over-extending public facilities, the provision of public services may be phased over time to ensure that new development and projected public revenues keep pace with public planning. The city has adopted level of service standards for six public services. These standards are to be identified in Section V of this element.

Urban Growth Area Boundaries: The Urban Growth Area Boundary was selected in order to ensure that urban services will be available to all development. The location of the boundary was based on the following: environmental constraints, the concentrations of existing development, the existing infrastructure and services, and the location of prime agricultural lands. New and existing development requiring urban services will be located in the Urban Growth Area. Central sewer and water, drainage facilities, utilities, telecommunication lines, and local roads will be extended to development in these areas. The city is committed to serving development within this boundary at adopted level of service standards. Therefore, prior to approval of new development within the Urban Growth Area the city should review the six-year Capital Facilities Program and the plan in this element to ensure the financial resources exist to provide the services to support such new development.

Methods for Addressing Shortfalls

The city has identified options available for addressing shortfalls and how these options will be exercised. The city evaluates capital facility projects on an individual basis rather than a system-wide basis. This method involves lower administrative costs and can be employed in a timely manner. However, this method will not maximize the capital available for the system as a whole. In deciding how to address a particular shortfall the city will balance the equity and efficiency considerations associated with each of these options. When evaluation of a project identifies shortfall, the following options would be available:

- Increase revenue
- Decrease level of service
- Decrease the cost of a facility
- Decrease the demand for the public service or facility

- Reassess the land use assumptions in the Comprehensive Plan

SIX-YEAR CAPITAL FACILITY PLAN

In addition to the direct costs for capital improvements, this section analyzes cost for additional personnel and routine operation and maintenance activities. Although the capital facilities program does not include operating and maintenance costs, and such an analysis is not required under the Growth Management Act, it is an important part of the long-term financial planning. The six-year capital facilities program for the City of Gig Harbor was based upon the following analysis:

- Financial Assumptions
- Projected Revenues
- Projected Expenditures
- Future Needs

Financial Assumptions

The following assumptions about the future operating conditions in the city operations and market conditions were used in the development of the six-year capital facilities program:

1. The city will maintain its current fund accounting system to handle its financial affairs.
2. The cost of running local government will continue to increase due to inflation and other growth factors while revenues will also increase.
3. New revenue sources, including new taxes, may be necessary to maintain and improve city services and facilities.
4. Capital investment will be needed to maintain, repair and rehabilitate portions of the city's aging infrastructure and to accommodate growth anticipated over the next twenty years.
5. Public investment in capital facilities is the primary tool of local government to support and encourage economic growth.
6. A consistent and reliable revenue source to fund necessary capital expenditures is desirable.
7. A comprehensive approach to review, consider, and evaluate capital funding requests is needed to aid decision makers and the citizenry in understanding the capital needs of the city.

Capital improvements will be financed through the following funds:

- General Fund
- Capital Improvement Fund
- Transportation Improvement Fund
- Enterprise Funds

Projected Revenues

Tax Base

The City's tax base is projected to increase at a rate of 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. The General Fund is allocated 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 actual rate collected by the city has fallen from \$1.58 in 1999 to \$0.9294 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, 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.

Street and Street Capital Funds: Expenditures from these funds include direct annual outlays for capital improvement projects. The revenues in this fund represent total receipts from state and local gas taxes and 75% of property taxes collected. The projected revenues are based upon state projections for gasoline consumption, current state gas tax revenue sharing and continued utilization of local option gas taxes at current levels. This fund also includes state and federal grant monies dedicated to transportation improvements.

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

GOALS AND POLICIES

GOALS

- GOAL12.1. PROVIDE NEEDED PUBLIC FACILITIES TO ALL OF THE CITY RESIDENTS IN A MANNER WHICH PROTECTS INVESTMENTS IN EXISTING FACILITIES, WHICH MAXIMIZES THE USE OF EXISTING FACILITIES AND WHICH PROMOTE ORDERLY AND HIGH QUALITY URBAN GROWTH.**
- GOAL12.2. PROVIDE CAPITAL IMPROVEMENT TO CORRECT EXISTING DEFICIENCIES, TO REPLACE WORN OUT OR OBSOLETE FACILITIES AND TO ACCOMMODATE FUTURE GROWTH, AS INDICATED IN THE SIX-YEAR SCHEDULE OF IMPROVEMENTS.**
- GOAL12.3. FUTURE DEVELOPMENT SHOULD BEAR ITS FAIR-SHARE OF FACILITY IMPROVEMENT COSTS NECESSITATED BY DEVELOPMENT IN ORDER TO ACHIEVE AND MAINTAIN THE CITY'S ADOPTED LEVEL OF STANDARDS AND MEASURABLE OBJECTIVES.**
- GOAL12.4. THE CITY SHOULD MANAGE ITS FISCAL RESOURCES TO SUPPORT THE PROVISION OF NEEDED CAPITAL IMPROVEMENTS FOR ALL DEVELOPMENTS.**
- GOAL12.5. THE CITY SHOULD COORDINATE LAND USE DECISIONS AND FINANCIAL RESOURCES WITH A SCHEDULE OF CAPITAL IMPROVEMENTS TO MEET ADOPTED LEVEL OF SERVICE STANDARDS, MEASURABLE OBJECTIVES AND PROVIDE EXISTING FUTURE FACILITY NEEDS.**
- GOAL12.6. THE CITY SHOULD PLAN FOR THE PROVISION OR EXTENSION OF CAPITAL FACILITIES IN SHORELINE MANAGEMENT AREAS, CONSISTENT WITH THE GOALS, POLICIES AND OBJECTIVES OF THE CITY OF GIG HARBOR SHORELINE MASTER PROGRAM.**

POLICIES

12.1.1. Capital improvement projects identified for implementation and costing more than \$25,000 shall be included in the Six Year Schedule of Improvement of this element. Capital improvements costing less than \$25,000 should be reviewed for inclusion in the six-year capital improvement program and the annual capital budget.

12.1.2. Proposed capital improvement projects shall be evaluated and prioritized using the following guidelines as to whether the proposed action would:

- a. Be needed to correct existing deficiencies, replace needed facilities or to provide facilities required for future growth;
- b. Contribute to lessening or eliminating a public hazard;
- c. Contribute to minimizing or eliminating any existing condition of public facility capacity deficits;
- d. Be financially feasible;
- e. Conform with future land uses and needs based upon projected growth;
- f. Generate public facility demands that exceed capacity increase in the six-year schedule of improvements;
- g. Have a detrimental impact on the local budget.

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

12.1.4. The City identifies its sanitary sewer service area to be the same as the urban growth area. Modifications to the urban growth boundary will constitute changes to the sewer service area.

12.1.5. Appropriate funding mechanisms for development's fair-share contribution toward other public facility improvements, such as transportation, parks/recreation, storm drainage, will be considered for implementation as these are developed by the City.

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

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

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

12.1.9. The City and/ or developers of property within the City shall provide for the

availability of public services needed to support development concurrent with the impacts of such development subsequent to the adoption of the Comprehensive Plan. These facilities shall meet the adopted level of service standards.

- 12.1.10. The City will support and encourage joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.**
- 12.1.11. The City will emphasize capital improvement projects which promote the conservation, preservation or revitalization of commercial and residential areas within the downtown business area and along the shoreline area of Gig Harbor, landward of Harborview Drive and North Harborview Drive.**
- 12.1.12. If probable funding falls short of meeting the identified needs of this plan, the City will review and update the plan, as needed. The City will reassess improvement needs, priorities, level of service standards, revenue sources and the Land Use Element.**

LEVEL OF SERVICE STANDARDS

The following Level of Service Standards (LOS) shall be utilized by the City in evaluating the impacts of new development or redevelopment upon public facility provisions:

1. ~~Community~~ Parks:
 - ~~7.1 gross acres of general open space per 1,000 population.~~
 - ~~1.5 gross acres of active recreational area per 1,000 population.~~

Park level of service standards are addressed in the Parks, Recreation & Open Space Facilities “Inventory and Analysis” section of this Chapter.
2. Transportation/Circulation:

Transportation Level of Service standards are addressed in the Transportation Element.
3. Sanitary Sewer:

Sanitary sewer level of service standards are addressed in the Wastewater System “Inventory and Analysis” section of this Chapter.
4. Potable Water:

Potable water level of service standards are addressed in the Water System “Inventory and Analysis” section of this Chapter.

Six Year Capital Improvement Program

PLAN IMPLEMENTATION AND MONITORING

Implementation

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

Monitoring and Evaluation

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

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

Table 12.5 Capital Facilities Projects

Wastewater System Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
Wastewater Treatment System					
T1	Outfall Construction Marine Portion (Bogue View Park to Colvos Passage)	2010-2011	\$8,791,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Utility Rates
T2	WWTP Expansion Phase I	2010	\$7,000,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/ Utility Rates
T3	WWTP Expansion Phase II	2011-2012	\$8,210,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/ Utility Rates
T4	Reuse and Reclamation Studies (\$100,000/yr)	2010-2014	\$500,000	6-year	Connection Fees/Utility Rates
T5	Annual Replacement, Rehabilitation and Renewal	2010-2014	\$610,000	6-year	Connection Fees/Utility Rates
T6	Annual Water Quality Reporting	2010-2014	\$400,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
Wastewater Treatment Subtotal			\$1825,511,000		
Wastewater Collection System					
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.)	2011-2013	\$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)	2010-2014	\$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	2011-2014	\$29,000	6-year	Connection Fees/Utility Rates
C13	Install Flow Meter at LS2	2011	\$31,000	6-year	Connection Fees/Utility Rates

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
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
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	2011 14	\$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	2011 14	\$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
	Wastewater Collection Subtotal		\$10,064,400		
Wastewater Total			\$2835,575,400		

Notes: 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
1	Asbestos Cement Water Line Replacement Program (\$75,000/yr)	2010-2014	\$375,000	6-year	Connection Fees/Utility Rates
2	Water Systems Upgrades (\$50,000/yr)	2009-2014	\$300,000	6-year	Connection Fees/Utility Rates
3	Stinson Avenue Water Main Replacement	2010	\$275,000	6-year	Connection Fees/Utility Rates
4	Harborview Drive Water Main Replacement – N. Harborview Dr. to Rosedale St.	2010-2011	\$1,400,000	6-year	Development Mitigation/Connection Fees/Utility Rates
35	Water Rights Annual Advocate for /Permitting (\$40,000/year)	2009-2012	\$160,000	6-year	Connection Fees/Utility Rates
46	Well No. 11 – Deep Aquifer Well	2009-2013	\$4,174,600	6-year	Connection Fees /Utility Rates
7	Well No. 10	2010	\$350,000	6-year	Utility Rates/ Connection Fees
58	Harbor Hill Drive Water Main Extension	2014	\$450,200	6-year	Development Mitigation/Connection Fees/Utility Rates
69	Harborview Drive Loop	2011	\$503,500	6-year	Development Mitigation/Connection Fees/Utility Rates
710	Tarabochia Street Water Main Replacement	2012	\$44,000	6-year	Connection Fees/Utility Rates
811	Grandview Street Water Main Replacement	2012	\$424,400	6-year	Development Mitigation/Connection Fees/Utility Rates
912	96 th Street Water Main Extension	2014	\$269,000	6-year	Development Mitigation/Connection Fees/Utility Rates
1013	Woodworth Avenue Water Main Replacement	2013	\$116,700	6-year	Connection Fees/Utility Rates
1114	Shurgard East Tee and Water Main Replacement	2013	\$437,100	6-year	Development Mitigation/Connection Fees/Utility Rates
1215	Water System Plan Update	2014	\$112,600	6-year	Connection Fees/Utility Rates
	Water Total		\$7,367,100 9,392,100		

Note: Estimated costs are in 2009 dollars

Park, Recreation & Open Space Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
1	City Park Improvements	ongoing		6 year	Grants/Local
2	GHPHS Museum Creek Easement Acquisition	2008-2012	\$425,000	6 year	Local
3	Gig Harbor North Park	2008-2012	\$3,000,000	6 year	Developer Mitigation/Impact
4	Jerisich Doek Moorage Extension	2010-2012	\$300,000	6 year	Fees/Grants/Donations
5	Cushman Trail Phase III 96 th to Borgen	2008-2011	1,500,000	6 year	Local/County
6	Boys and Girls Club/ Senior Center	2010-2011	250,000	6 year	Local
7	Pioneer Way Streetscape	2008-2012	\$127,000	6 year	Local
8	Austin Estuary Park	2008-2012	455,000	6 year	RCO Grant
9	Skansie House Remodel	2010-2012	\$60,000 – \$100,000	6 year	PSRC Grant/Local
10	Skansie Netshed Repair and Restoration	2010-2014	\$450,000	6 year	Heritage Grant/Local
11	Wheeler Pocket Park	2012	70,000	6 year	Local
12	Wilkinson Farm Barn Restoration	2010-2014	\$200,000	6 year	Heritage Barn Grant/Local Match
13	Wilkinson Farm Park Development	2010-2013	\$900,000	6 year	State RCO Grant/Preservation Grants/Local Match
14	WWTP/Cushman Trail Access	2010-2012	\$25,000	6 year	Local
15	Kenneth Leo Marvin Veterans Memorial Park Phase 2	2010-2015	\$250,000	6 year	IAC Grant/Impact Fees/Local
16	Eddon Boatyard Dock Restoration	2010-2011	\$250,000	6 year	Heritage Grant
17	Eddon Boat Park Development	2011-2014	\$2,000,000	6 year	RCO Grants/ Local
18	Maritime Pier – Dock Improvements	2010-2012	\$4,500,000	6 year	Local
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
20	Jerisich / Skansie Park Development	2009-2010	\$150,000	6 year	Local
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		\$17,912,000		

Notes:

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

<u>Project No.</u>	<u>Project</u>	<u>Projected Year</u>	<u>Cost</u>	<u>Plan</u>	<u>Primary Funding Sources</u>
1	Harbor History Museum Donkey Creek Acquisition and Easement	2008-2012	\$400,000	6 year	Local
2	Eddon Boatyard Dock Reconstruction	2010-2011	\$250,000	6 year	Heritage Grant
3	Donkey Creek/Austin Estuary Restoration and Roads Project*	2008-2016	\$350,000	6 year	RCO Grant (Funded)
4	Boys and Girls Club/Senior Center	2010-2011	\$1,000,000	6 year	Local (\$250,000), Federal HUD (Funded \$750,000)
5	Crescent Creek Park Playground Improvements	2010-2011	\$50,000-\$300,000	6 year	Grants, Local, Fundraising
6	Skansie Netshed Stabilization Project	2010-2014	\$250,000	6 year	Heritage Grant, Local
7	Cushman Trail Phase III 96th to Borgen	2010-2011	\$2,000,000	6 year	Local, County, RCO Grant, Federal
8	Eddon Boat Park Development	2011-2014	\$300,000	6 year	RCO Grants, Local
9	Gig Harbor North Park	2008-2012	\$5,000,000	6 year	Developer Mitigation, Grants
10	Gig Harbor North Trail System	2010-2014	\$1,500,000	6 year	Local, Developer Mitigation, Grants
11	Wilkinson Farm Barn Restoration	2010-2014	\$250,000	6 year	Heritage Barn Grant, Local Match
12	Jerisich Dock Utility Upgrades	2010-2013	\$70,000	6 year	Local, RCO Grant (BIG)
13	Skansie House Improvements	2010-2012	\$60,000 - \$100,000	6 year	PSRC Grant, Local
14	Jerisich Dock Float Extension	2010-2012	\$300,000	6 year	Fees, Grants, Donations
15	Jerisich / Skansie Park Improvements	2009-2010	\$150,000	6 year	Local, Donations/Volunteer
16	Seasonal Floats at Jerisich Dock	2010-2012	\$200,000	6 year	Local, RCO Grant
17	Maritime Pier	2010-2012	\$2,500,000-\$5,000,000	6 year	Local, Grants, Fees
18	Develop Plan for Wilkinson Farm Park	2010-2011	\$25,000	6 year	Grants, Local, Fundraising
19	Twawelkax Trail	2010-2012	\$125,000	6 year	Local
20	Veterans Memorial Trail	2009-2014	\$125,000	6 year	Local
21	Wilkinson Farm Park Development	2011-2013	\$900,000	6 year	RCO Grant, Preservation Grants, Local Match
22	Develop Plan for Crescent Creek Park	2015	\$25,000	6 year	Grants, Local, Fundraising
23	Harborview Waterfront Trail / Pioneer Way Streetscape	2010-2014	\$500,000	6 year	Grants, Local, Fundraising
24	Kenneth Leo Marvin Veterans Memorial Park Phase 2	2010-2015	\$250,000	6 year	RCO Grant, Local
25	Donkey Creek Corridor Conservation	2010-2016	\$1,500,000	6 year plan	County Conservation Futures
26	Critical Area Enhancement	2012-2016	\$100,000	6 year	Local, Volunteers, Grants

<u>Project No.</u>	<u>Project</u>	<u>Projected Year</u>	<u>Cost</u>	<u>Plan</u>	<u>Primary Funding Sources</u>
27	Wheeler Pocket Park	2010-2012	\$70,000	6 year	Local
	Park Total		\$18,250,000 to \$21,040,000		

* The Donkey Creek/Austin Estuary Restoration and Roads Project benefits Stormwater, Parks and Transportation projects. The City has included portions of this project in each of these project lists; the total project amount is \$2,560,000.

Stormwater System-Projects

<u>Project No.</u>	<u>Project</u>	<u>Projected Year</u>	<u>Cost</u>	<u>Plan</u>	<u>Primary Funding Source</u>
1	Update storm facilities mapping (\$50,000/yr)	Annually	\$300,000	6-year	Connection Fees/Utility Rates
2	Garr Creek Tributary Channel (38 th St)/WWTP Erosion Study	2010-2011	\$50,000	6-year	Connection Fees/Utility Rates
3	38 th /Quail Run Ave Storm Culverts	2014	\$208,200	6-year	Connection Fees/Utility Rates
4	Donkey Creek/Austin Estuary Restoration and Roads Project* Daylighting	2011	\$1,236,000	6-year	State/Federal Salmon Recovery Grants/Earmarks/Local
5	Donkey Creek Culvert under Harborview Drive	2013	\$546,400	6-year	State/Federal Salmon Recovery Grants/Earmarks
6	Annual Storm Culvert Replacement Program (\$50,000/yr)	2009-2014	\$300,000	6-year	Connection Fees/Utility Rates
7	50 th Street Box Culvert	2012	\$371,300	6-year	Connection Fees/Utility Rates
8	Quail Run Water Quality System Improvements	2011-14	\$15,000	6-year	Connection Fees/Utility Rates
9	Annual NPDES Implementation Expenses	2009-2014	\$100,000	6-year	Connection Fees/Utility Rates /State Grant
10	Aquifer Re-charge - Spadoni Gravel Pit and adjacent property north of 96 th street between SR-16 and Burnham Drive.	2011	\$1,700,000	6-year	State/Federal Transportation Funding/Grant
11	Burnham Drive/96 th Street Culvert Replacement	2014	\$56,300	6-year	Connection Fees/Utility Rates
12	Borgen Boulevard/Peacock Hill Avenue Culvert Replacement	2014	\$36,600	6-year	Connection Fees/Utility Rates
13	102 nd Street Court Culvert Replacement	--	\$20,000	6-year	Private Development
14	Burnham Drive/Harborview Drive Rock Spall Pad Construction	--	\$15,000	6-year	Private Development
15	101 st Street Court Detention Pond Reconstruction	--	\$25,000	6-year	Private Development

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Source
16	101 st Street Court Culvert Replacement	--	\$20,000	6-year	Private Development
17	Stormwater Comprehensive Plan Update	2014	\$112,600	6-year	Connection Fees/Utility Rates
	Stormwater Total		\$5,112,400		

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).
- * The Donkey Creek/Austin Estuary Restoration and Roads Project benefits Stormwater, Parks and Transportation projects. The City has included portions of this project in each of these project lists; the total project amount is \$2,560,000.

Transportation Improvement Projects

Project No.	Project Name	Projected Start Year	Estimated Cost	Plan	Funding Source
1	SR-16/Borgen/Canterwood Hospital Mitigation Improvements	2009	\$11,000,000	6-Year	State/Local
2	50th St Ct NW Improvements	2009	\$1,600,000	6-Year	State/Local
3	Harbor Hill and Borgen Intersection Improvements	2013	\$704,000	6-Year	Developer/Local
4	Rosedale and Stinson Intersection Improvements	2013	\$275,000	6-Year	Local
5	38 th Ave Improvements Phase 1	201009	\$9,790,000	6-Year	State/Local
6	Harbor Hill Drive Extension	201409	\$5,500,000	6-Year	Developer/Local
7	Burnham Dr Phase 1	201411	\$11,360,000 6,700,000	6-Year	State/Local/Developer
8	Burnham Dr/Harbor Hill Drive Intersection Improvements	201110	\$2,200,000	6-Year	Developer/Local
9	Soundview and Hunt Intersection Improvements	2012	\$660,000	6-Year	Developer/Local
10	Olympic/Pt. Fosdick Intersection Improvements	201009	\$440,000	6-Year	Developer/Local
11	Wollochet Dr Improvements	201310	\$660,000	6-Year	Developer/Local
12	Harborview/N Harborview Intersection Improvements	2010	\$1,650,000	6-Year	Local
13	SR 16/Olympic Drive	2012	\$825,000	6-Year	Developer/ State/Local
14	Rosedale St/Skansie Ave Intersection Improvements	2011	\$ 275,000	6-Year	Local
15	38th Ave Improvements Phase 2	2009	\$5,280,000	6-Year	State/Local
16	Skansie Ave Improvements	2010	\$9,460,000	6-Year	Local
17	Rosedale St Improvements	2010	\$3,740,000	6-Year	State/Local
18	Olympic/Hollycroft Intersection Improvements	2013	\$26,000	6-Year	Local
19	Vernhardson St Improvements	201413	\$375,000	6-Year	Local

Project No.	Project Name	Projected Start Year	Estimated Cost	Plan	Funding Source
20	Point Fosdick Pedestrian Improvements	2011 10	\$300,000 1,100,000	6-Year	State/Local
21	Harborview Dr. Improvements from N. Harborview Dr. to Pioneer Wy	2012 11	\$100,000	6-Year	Federal/State/Local
22	Judson/Stanich/Uddenberg Improvements	2010 12	\$2,090,000	6-Year	State/Local
23	Donkey Creek Daylighting Street and Bridge Improvements Donkey Creek/Austin Estuary Restoration and Roads Project*	2010 09	\$974,000 2,050,000	6-Year	Federal/State/Local
24	Wagner Way/Wollochet Drive Traffic Signal	2013 09	\$300,000	6-Year	Developer/Local
26 25	Grandview Drive Phase 1 from Stinson to Pioneer	2014 10	\$500,000	6-Year	Developer/Local
25 26	Grandview Drive Phase 2 from Soundview to McDonald	2010 09	\$860,000	6-Year	Local
27	Pt Fosdick/56th Street Improvements	2012 10	\$4,330 000,000	6-Year	State/Local/Developer
	Subtotal 6-Year:		\$79,558,000 72,056,000		
28	96th Street SR16 Crossing	2030	\$8,000,000	Other	State/Local
29	Briarwood Lane Improvements	2020 15	\$3500,000	Other	Local
30	Franklin Franklin Ave Improvements	2015	\$500,000	Other	Local
31	Street Connections - Point Fosdick Area	2015	\$600,000	Other	Local
32	Crescent Valley Connector	2030	\$2,000,000	Other	Local
33	Downtown Parking Lot Design	2015 09	\$60,000	Other	Local
34	Downtown Parking Lot property acquisition	2015 09	n/a	Other	Local
35	Purchase land for ROW, stormwater improvements, wetland mitigation	2015 08	n/a	Other	Local
36	Public Works Operations Facility	2015 10	\$1,125,000	Other	Local
	Subtotal Other:		\$12,585,000 12,785,000		
	Transportation Total:		\$92,369,000 84,841,000		

* The Donkey Creek/Austin Estuary Restoration and Roads Project benefits Stormwater, Parks and Transportation projects. The City has included portions of this project in each of these project lists; the total project amount is \$2,560,000.

Gig Harbor Municipal codes applicable to Comprehensive Plan Amendment Review

When reviewing the applications please use these codes as additional guidance in developing comments. Italics indicate Planning Staff opinions/notes

19.09.170 Criteria for approval.

The city's comprehensive plan was developed and adopted after significant study and public participation. The goals and policies contained therein shall therefore be granted substantial weight when considering a proposed amendment. The city council shall make written findings regarding each application's consistency or inconsistency with the following criteria:

A. The proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan; and

B. 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

C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and

D. The proposed amendment advances the public interest; and

E. For text amendments which propose to increase density or intensity of permitted development and all land use map amendments, the following approval criteria also apply:

1. 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:

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

b. 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

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

d. 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

e. 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; and

2. For a land use map amendment, 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

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

- *Only criteria A through D apply the two applications being reviewed.*



COMMUNITY DEVELOPMENT DEPARTMENT

NOTICE OF RECOMMENDATION
CITY OF GIG HARBOR PLANNING COMMISSION
COMP 10-0001

TO: Mayor Hunter and Members of the Council
FROM: Harris Atkins, Chair, Planning Commission
RE: COMP 10-0001 – Parks, Recreation, and Open Space Element

Having reviewed the proposal and after holding a public hearing on August 5, 2010, the City of Gig Harbor Planning Commission recommends the City Council **APPROVE** the following Comprehensive Plan amendment:

COMP-10-0001: Parks, Recreation and Open Space Element, the proposed city-sponsored Comprehensive Plan text amendment would insert parks, recreation and open space goals and policies, as adopted in the 2010 Park Plan, into the comprehensive plan.

CRITERIA FOR APPROVAL

The Planning Commission made this recommendation after reviewing the criteria for approval found in GHMC 19.09.170. The Planning Commission has determined that criterion E does not apply as the proposal is not a land use amendment and does not increase the density or intensity of permitted development. The recommendation is based on the following analysis of the applicable criteria:

A. The proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan; and

Historically, the City has had a Parks, Recreation and Open Space Element in the Comprehensive Plan. This element was removed in 2009 because the 2001 Park Plan, which had been adopted by reference, had expired and a new 2010 Park Plan was being developed. Insertion of the goals and policies of the adopted 2010 Park Plan into the Parks, Recreation and Open Space Element is consistent with the approved 2009 comprehensive plan amendment which put the following language in the Parks, Recreation and Open Space Element. *"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.”

B. 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

The Planning Commission did not identify any policies in the Growth Management Act, the countywide planning policies or multi-county planning policies that the proposed amendment was in conflict with.

C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and

The Planning Commission believes that any impacts the proposed policies and goals will have on City infrastructure were adequately assessed through the process which adopted the 2010 Park Plan. Given the adoption of the 2010 Park Plan, the City has already determined that no adverse impacts will occur.

D. The proposed amendment advances the public interest; and

Given the substantial amount of public comment and process in the development of the 2010 Park Plan through the Parks Commission and the adoption of the 2010 Park Plan by the City Council in June 2010, the Planning Commission finds that proposed amendment advances the public interest.

Harris Atkins, Chairman
Planning Commission

HARRIS S. ATKINS

Date 8/12/2010

cc: Planning File



COMMUNITY DEVELOPMENT DEPARTMENT

NOTICE OF RECOMMENDATION
CITY OF GIG HARBOR PLANNING COMMISSION
COMP 10-0002

TO: Mayor Hunter and Members of the Council
FROM: Harris Atkins, Chair, Planning Commission
RE: COMP 10-0002 – Capital Facilities Plan

Having reviewed the proposal and after holding a public hearing on August 5, 2010, the City of Gig Harbor Planning Commission recommends the City Council **APPROVE** the following Comprehensive Plan amendment:

COMP 10-0002: Capital Facilities Plan

The proposed city-sponsored Comprehensive Plan text amendment would make annual updates to capital facilities plan and project lists.

CRITERIA FOR APPROVAL

The Planning Commission made this recommendation after reviewing the criteria for approval found in GHMC 19.09.170. The Planning Commission has determined that criterion E does not apply as the proposal is not a land use amendment and does not increase the density or intensity of permitted development. The recommendation is based on the following analysis of the applicable criteria:

A. The proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan; and

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 to the water, parks and transportation project lists and parks level of service analysis in the Capital Facilities Plan will allow the city to better address the planning area's needs by identifying capital projects and associated funding strategies.

B. 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

The Planning Commission did not identify any policies in the Growth Management Act, the countywide planning policies or multi-county planning policies that the proposed amendment was in conflict with.

C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and

The amendments are necessary so as not to create significant adverse impacts to the city's infrastructure. Updating the transportation, water, parks and open space project lists in the capital facilities plan allows the City to plan for and provide the necessary infrastructure to serve the development projected by the Comprehensive Plan.

D. The proposed amendment advances the public interest; and

This amendment serves the public interest by creating a plan to provide the infrastructure needed to meet agreed upon levels of service for citizens and ratepayers and to provide for the growth potential of the City.

Harris Atkins, Chairman
Planning Commission

HARRIS S. ATKINS

Date 8/12/2010

cc: Planning File

Subject: Proposed "72nd Street"
Annexation (ANX 10-0002)

Proposed Council Action:

Consider the Notice of Intent to Commence
Annexation Proceedings

Dept. Origin: Planning Department

Prepared by: Tom Dolan 
Planning Director

For Agenda of: **October 11, 2010**

A. Exhibits: Legal Description, Aerial
Photo of Area, Annexation Boundary
maps (Options 1 and 2), Notice of
Intent, Annexation Process Outline

Initial & Date

Concurred by Mayor:

Approved by City Administrator: RDK 10/6/10

Approved as to form by City Atty: by e-mail

Approved by Finance Director:

Approved by Department Head: TD 10/6/10

Expenditure Required	\$0	Amount Budgeted	\$0	Appropriation Required	\$0
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INFORMATION / BACKGROUND

The City has received a Notice of Intention to Commence Annexation Proceedings for the 72nd Street Annexation. The proposed annexation consists of approximately 5 acres located north of 72nd Street NW and east of the Norwegian Woods subdivision, contiguous to city limits, and within the City's Urban Growth Area (UGA).

By law, the City Council is required to meet with the proponents. Notice of the public meeting was posted on the City website and in dedicated posting locations. Additionally, this request was distributed to the Pierce County Fire District #5 and the Gig Harbor City Administrator, Chief of Police, Director of Operations, City Engineer, Wastewater Supervisor, City Engineering Technician, and the City's directors of Fire and Safety Services, Planning, and Finance.

At the September 27, 2010 City Council meeting the applicants were asked to contact the residents of Norwegian Woods and inquire as to their willingness to join in the proposed annexation. The applicants have sent each of the Norwegian Woods property owners a letter and will be prepared to discuss the results of their inquiry at the October 11, 2010 Council meeting.

At the October 11, 2010 meeting, the Council is to determine the following:

1. Whether the City Council will accept, reject, or geographically modify the proposing of this area for annexation;
2. Whether the City Council will require the simultaneous adoption of a proposed zoning code; and
3. Whether the City Council will require the assumption of all or any portion of indebtedness by the area to be annexed; and,
4. Whether the City Council will require additional annexation conditions.

If authorized by the City Council, the process can move forward with the circulation of a formal petition which will indicate the boundaries and conditions required for annexation. Before filing with the City, the petition must be signed by property owners of at least sixty percent (60%) of the assessed value of the proposed area in order to be certified by Pierce County and then scheduled for a public hearing in front of the City Council. After a public hearing, followed by the appeal period through the BRB, the City Council can adopt an ordinance to enact this annexation.

STAFF ANALYSIS

The Boundary Review Board is guided by RCW 36.93.180 in reviewing proposed annexations and is directed towards State objectives. These objectives, listed below, are also worthy of consideration by the Council in determining the appropriateness of this annexation, especially in light of the possible appeal of an approved annexation.

Objectives of boundary review board. (RCW 36.93.180)

The decisions of the boundary review board shall attempt to achieve the following objectives:

- (1) Preservation of natural neighborhoods and communities;
- (2) Use of physical boundaries, including but not limited to bodies of water, highways, and land contours;
- (3) Creation and preservation of logical service areas;
- (4) Prevention of abnormally irregular boundaries;
- (5) Discouragement of multiple incorporations of small cities and encouragement of incorporation of cities in excess of ten thousand population in heavily populated urban areas;
- (6) Dissolution of inactive special purpose districts;
- (7) Adjustment of impractical boundaries;
- (8) Incorporation as cities or towns or annexation to cities or towns of unincorporated areas which are urban in character; and

- (9) Protection of agricultural and rural lands which are designated for long-term productive agricultural and resource use by a comprehensive plan adopted by the county legislative authority.

Additional Considerations

The pre-annexation zoning established for the properties is "R-1". The applicants have indicated that if the annexation is approved, a subdivision of the property hereunder consideration (as well as additional property to the east that is already within the City limits) will be submitted.

If the Council wishes to proceed with the annexation, a revised annexation boundary may be appropriate. Staff has prepared 2 options for the boundaries of the proposed annexation (see attached maps). Option 1 would include just the area requested by the applicants for annexation. Option 2 would expand the annexation boundaries to include all of the properties to the west to Skansie Avenue (46th Avenue NW). In the opinion of staff the expansion to Skansie Avenue would result in a more logical city boundary and would place that entire street under City of Gig Harbor jurisdiction.

BOARD OR COMMITTEE RECOMMENDATION

None

RECOMMENDATION / MOTION

Move to:

Deny the Notice of Intent to Commence Annexation.

OR ALTERNATIVELY

Accept the Notice of Intent to Commence Annexation subject to:

- 1. Accepting proposed annexation boundaries (Option 1) – OR - Modifying the boundary of the proposed annexation to include the area west of the subject site to Skansie Avenue as identified in the attached map (Option 2).**
- 2. Requirement of the simultaneous adoption of a proposed zoning code with the property being zoned R-1 upon annexation**
- 3. Requirement of the assumption of proportionate indebtedness of the City.**

EXHIBITS

- A. Attached Legal Description**
- B. Annexation Boundary maps (Options 1 and 2)**
- C. Aerial Photo of Area**
- D. Notice of Intent to Commence Annexation**
- E. Annexation Process Outline**

September 30, 2010

Dear Neighbors:

RE: 72nd STREET ANNEXATION

We represent the property owner of three parcels east you (toward SR-16) that are currently in the County (see map attached). We recently asked the City Council to annex these three parcels into Gig Harbor's city limits. At the most recent City Council meeting (9/27/2010), they asked us to consider expanding the annexation area to include the remaining 19 parcels between SR-16 and Skansie, bringing all the property into the City limits at one time. You are receiving this letter because you are listed as owning one of these additional 19 parcels.

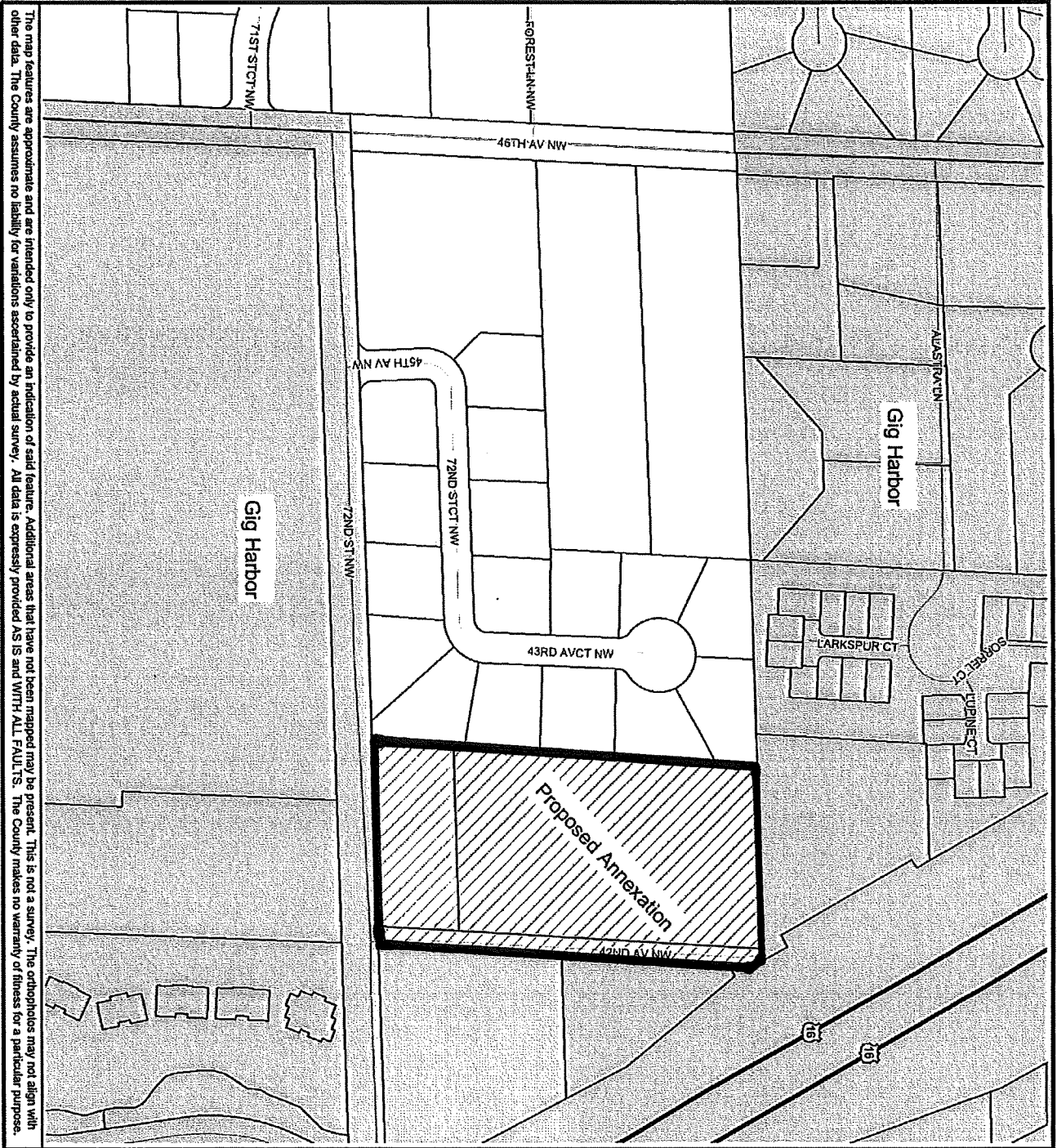
Annexation simply means your property would be governed by the City instead of the County. The zoning of the property would remain unchanged; it is currently zoned 4 houses per acre in the County and it would be the same in the City. Police service would be much different; instead of two sheriffs for the entire Peninsula, you'd have at least two City police staff you could call 24 hours a day. Your property taxes would go down if you came into the City as well. The 2010 tax rate in the County is \$9.91 for every \$1,000 dollars of value while the City rate is \$8.92. For a home valued at \$300,000 the taxes would decrease from about \$3,000 per year to about \$2,700 per year. You would not be required to connect to any sewer system if and when it became available.

It doesn't matter to us whether you want to come into the City at this time or not. But the City Council does want us to at least ask. If you think you want in, please let me know as soon as possible. The Council wants to hear back from us by October 11th. If the majority of you want in, we'll expand the boundaries and move forward. If not, we'll be proceeding with just the 3 parcels in the original application.

Please call me with any questions at (253) 307-1922 or email me carl@halsanfrey.com. I look forward to hearing from you soon.

Sincerely,

Carl E. Halsan
Member



The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The orthophotos may not align with other data. The County assumes no liability for variations ascertained by actual survey. All data is expressly provided AS IS and WITH ALL FAULTS. The County makes no warranty of fitness for a particular purpose.

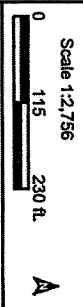
72nd Street
Annexation

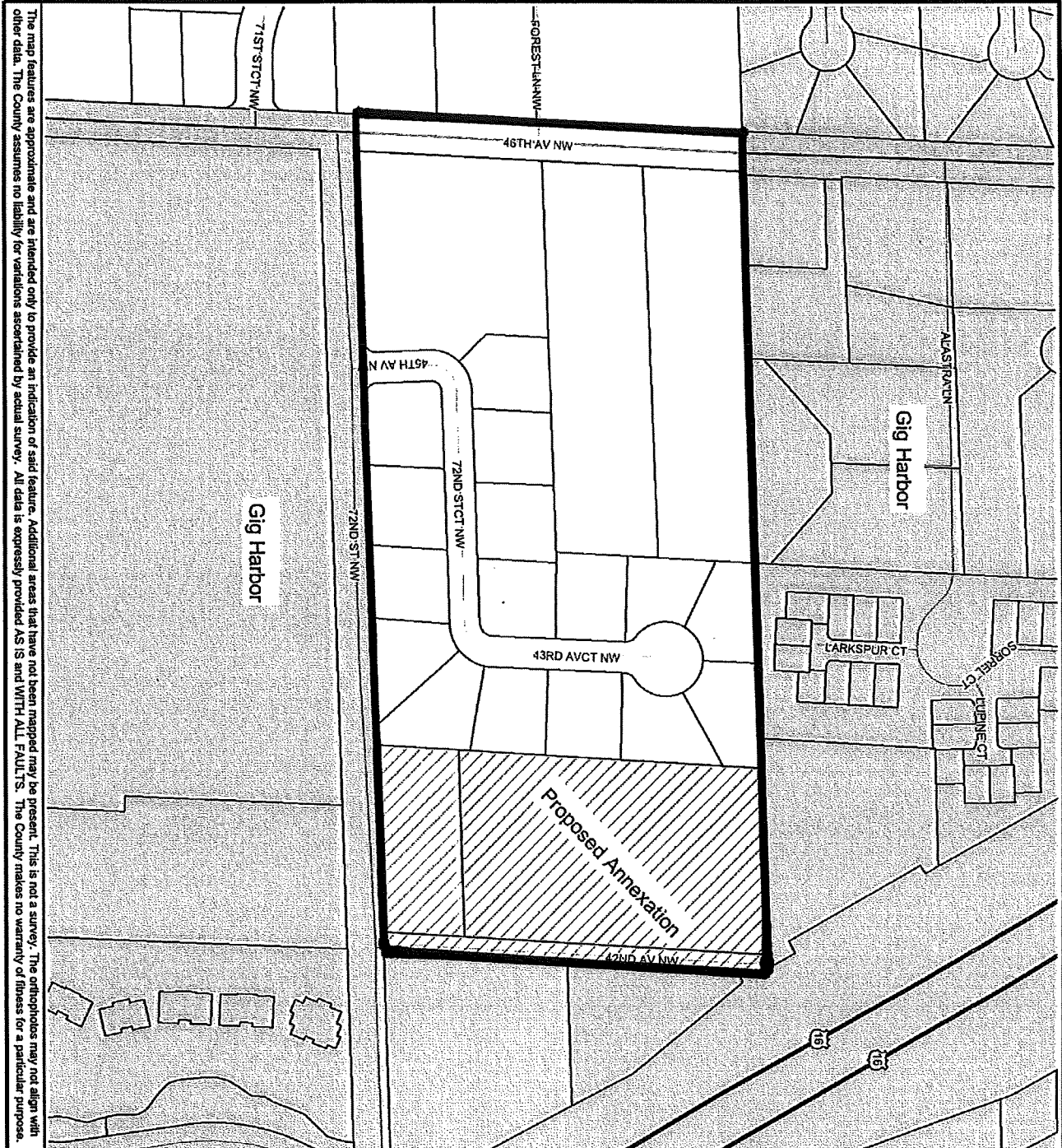
Legend

- Tax Parcels
- Roads
- Interstate
- Limited Access State Routes
- Other State Routes
- Ramps
- Major Arterial
- Collector
- Local Access

OPTION 1

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72nd Street
Annexation

Legend

- Tax Parcels
- Roads
- Interstate Limited Access State Routes
- Other State Routes
- Ramps
- Major Arterial
- Collector
- Local Access

OPTION 2

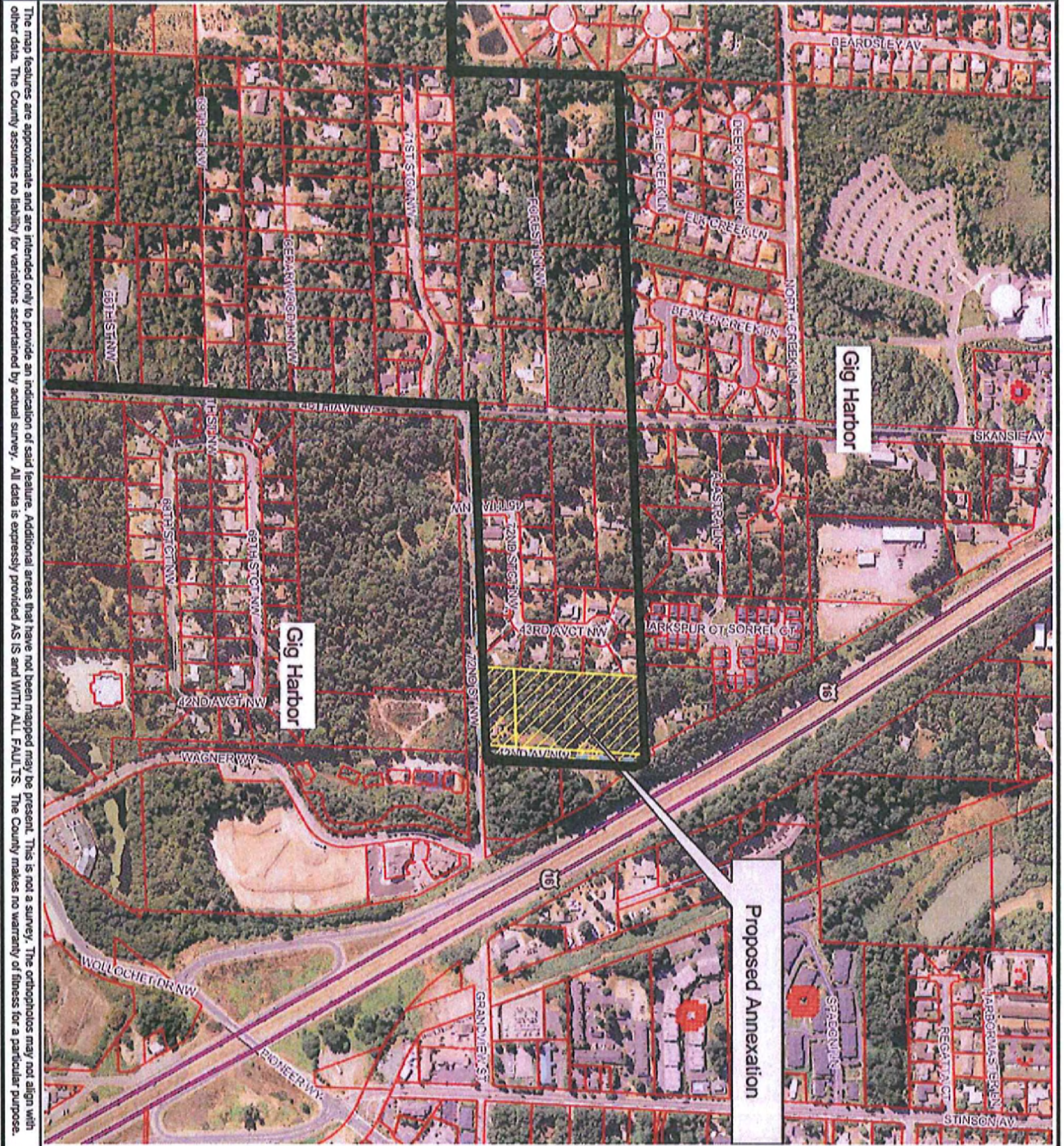
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The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The orthophotos may not align with other data. The County assumes no liability for variations ascertained by actual survey. All data is expressly provided AS IS and WITH ALL FAULTS. The County makes no warranty of fitness for a particular purpose.

72nd Street Annexation

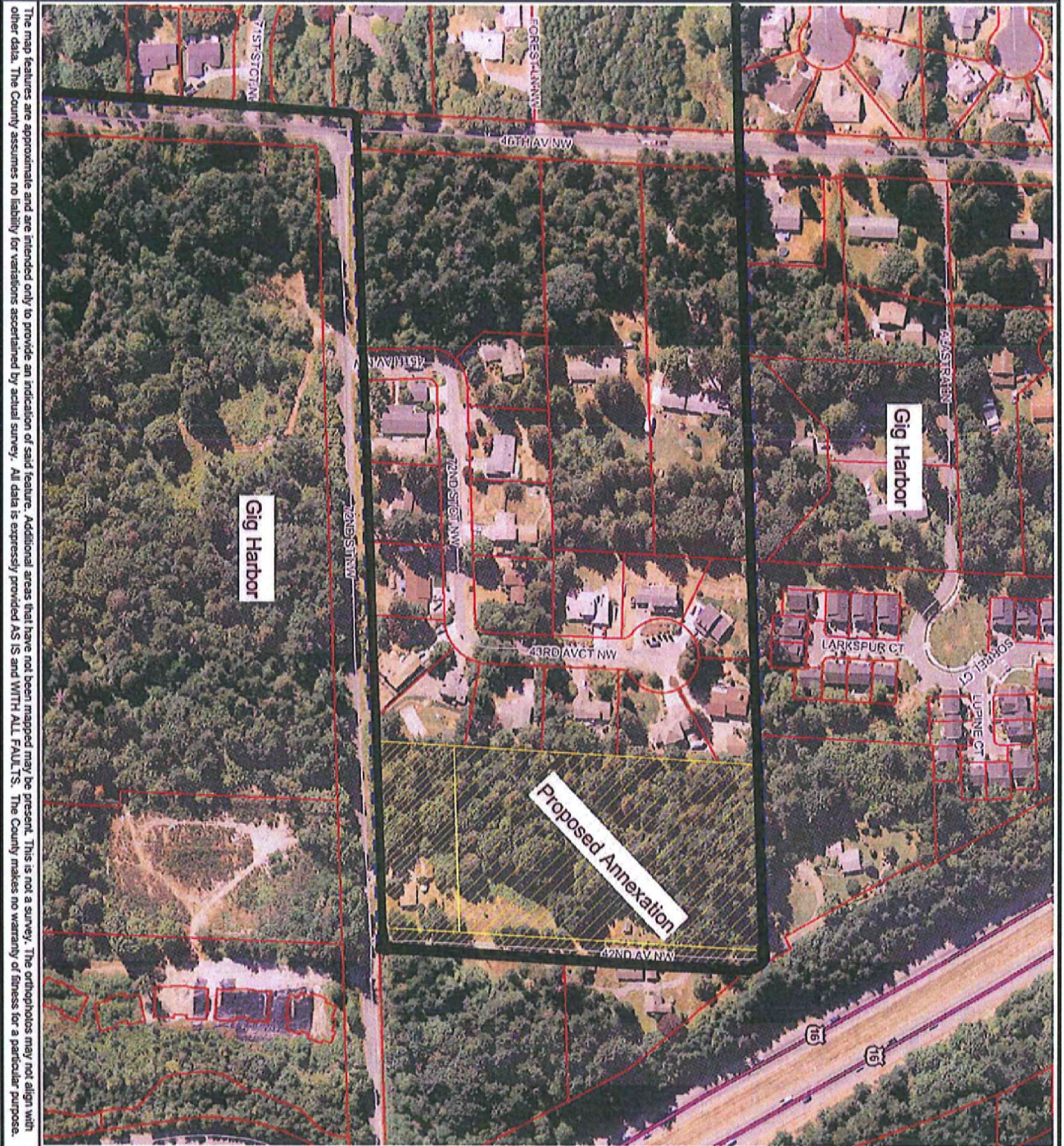
Legend

- Tax Parcels
- Roads
- Interstate
- Limited Access State Routes
- Other State Routes
- Ramps
- Major Arterial
- Collector
- Local Access
- Orthophotos - 2006 - GH

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The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The orthophotos may not align with other data. The County assumes no liability for variations ascertained by actual survey. All data is expressly provided AS IS and WITH ALL FAULTS. The County makes no warranty of fitness for a particular purpose.

72nd Street Annexation

Legend

- Tax Parcels
- Roads
- Interstate Limited Access State Routes
- Other State Routes
- Ramps
- Major Arterial
- Collector
- Local Access
- Orthophotos - 2008 - GH

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A



City of Gig Harbor
Building/Fire Safety Department
3510 Grandview St.
Gig Harbor, WA 98335


Memo

To: Tom Dolan, Planning Director
From: Dick J. Bower, CEM, CBO – Building/Fire Safety Dir.
CC: file
Date: 09.09.10
Re: PL-ANX-10-0002

I've reviewed the 72nd Street Annexation request from Jim Tallman. Here are my comments:

1. It appears that fire flow in the area should be sufficient. When the property is developed, fire flow must be provided as required for the type of development anticipated in accordance with the fire code.
2. Annexation of this property brings additional undeveloped land into the City which will at some point create additional demand for Building/Fire Safety Department services. With reduced staff and increasing permit numbers as witnessed this year, additional work will likely impact department levels of service.

MEMORANDUM

DATE: September 17, 2010
TO: Tom Dolan, Planning Director
VIA: Stephen T. Misiurak, P.E., City Engineer
FROM: Willy Hendrickson, Engineering Technician 
SUBJECT: 72nd Street Annexation – ANX 10-0002 – Jim Tallman - Notice of Intent to Annex Review - 4.87 Acres located north of 72nd Street NW and west of 42nd Ave. NW

Based on the September 3, 2010 Request for Comments from the Planning Department, the City of Gig Harbor Engineering Division has the following comments on the proposed 72nd Street Annexation.

TRANSPORTATION

General: All future development within the annexation area will be required to meet the City's Public Works Standards. This would include possible half-width improvements along 72nd Street including curbs, gutters, and sidewalks. 42nd Ave NW would be required to be brought up to current Public Works Standards if the subdivision parcels are to be developed beyond the use of a single family residence. The cost of such improvements shall be borne by the development.

The nearest intersection that is wholly located within the City limits is Skansie Avenue (46th Street) and 72nd Street to the west and Wagner Way and 72nd Street to the east. There are no short term or long term transportation projects located within the proposed annexation area. The two nearest transportation projects are a short term capacity improvement project along Skansie Avenue and the Wagner Way traffic signal at the intersection of Wagner Way and Wollochet Drive (see attached).

Each new development shall be required to pay the appropriate transportation impact fee. These fees, as reviewed by the City Council, are required to pay for the necessary system-wide transportation capacity improvements required due to new development.

Transportation Concurrency: As required by Chapter 19.10 of the City's Municipal Code, any development generating new traffic must apply for, and receive approval to, add new vehicle trips to the City's roadways. This process is known as transportation concurrency and all development within the City limits is subject to transportation concurrency. The City may not be able to grant transportation concurrency to developments that cause the level of service to drop below the City's acceptable level of service for affected roadways based on traffic modeling.

Existing Roadways: The only roadway included in the proposed annexation is 42nd Avenue NW, which functions as a private access that connects to 72nd Street. 42nd Avenue NW is not constructed to meet the City of Gig Harbor Public Works Standards. The cost of such improvements shall be borne by the development.

WATER

General: The proposed annexation area is currently shown to be served by the City of Gig Harbor. All water flow requirements shall be subject to the City of Gig Harbor Fire Marshal and the Water System Plan for the City of Gig Harbor as approved by the Washington State Department of Health.

Each parcel that connects to the City's water system shall be required to pay the appropriate connection fee and revolving service fee. These fees, as reviewed by the City Council, are required to pay for the necessary system wide capital improvements, maintenance and operation of the water system extended to the parcels.

All future development within the annexation area will be required to meet the City's Public Works Standards.

Water Concurrence: As required by Chapter 19.10 of the City's Municipal Code, any development requiring water service must apply for, and receive approval to, connect to the water service from the City of Gig Harbor. This process is known as water concurrence and all development within the City limits is subject to water concurrence. The City may not be able to grant water concurrence to new developments if capacity is not available to serve the development. The City cannot grant water concurrence to any new development that is served by the Rainier View Water Company.

Existing Water Infrastructure: The nearest existing City water infrastructure, is a 12" ductile iron water main located along 72nd Street NW. Any new development located within the City of Gig Harbor water service area would need to connect to the City's water infrastructure from this location. The cost of such a connection from the existing infrastructure shall be borne by the new development.

SANITARY SEWER

General: Based on a review of the City's Wastewater Comprehensive Plan, development of wastewater infrastructure in this area (Basin 21) is required for the City's wastewater system to function appropriately. These improvements include construction of gravity sewer main connections, a sewer lift station, and a pressure sewer main. A copy of the map from this area of the proposed improvements from the Wastewater Comprehensive Plan is attached. All costs for construction of the necessary extensions of the existing sewer main, including those noted in the Wastewater Comprehensive Plan for the parcels within the sewer basin shall be borne by the developers and not the City. The estimated costs for these improvements are \$509,400 for a lift station at the intersection of 72nd Street NW and Skansie and \$570,000 for 2550 LF of force main.

Each parcel that connects to the City's sanitary sewer system shall be required to pay the appropriate connection fee and revolving service fee. These fees, as reviewed by the City

Council, should be adequate to pay for the necessary maintenance and operation of the sanitary sewer system extended to the parcels.

All future development within the annexation area will be required to meet the City's Public Works Standards.

Sewer Concurrency: As required by Chapter 19.10 of the City's Municipal Code, any development requiring sewer service must apply for, and receive approval to, connect to the City of Gig Harbor sewer system. This process is known as sewer concurrency and all development within the City limits is subject to sewer concurrency. The City may not be able to grant sewer concurrency to new developments if capacity is not available to serve the development.

Existing Sewer Infrastructure: The nearest existing City sewer infrastructure is a force main located along 72nd Street NW that services other developments. Any new development would not be able to connect to the City's existing sewer infrastructure from this location.

STORMWATER

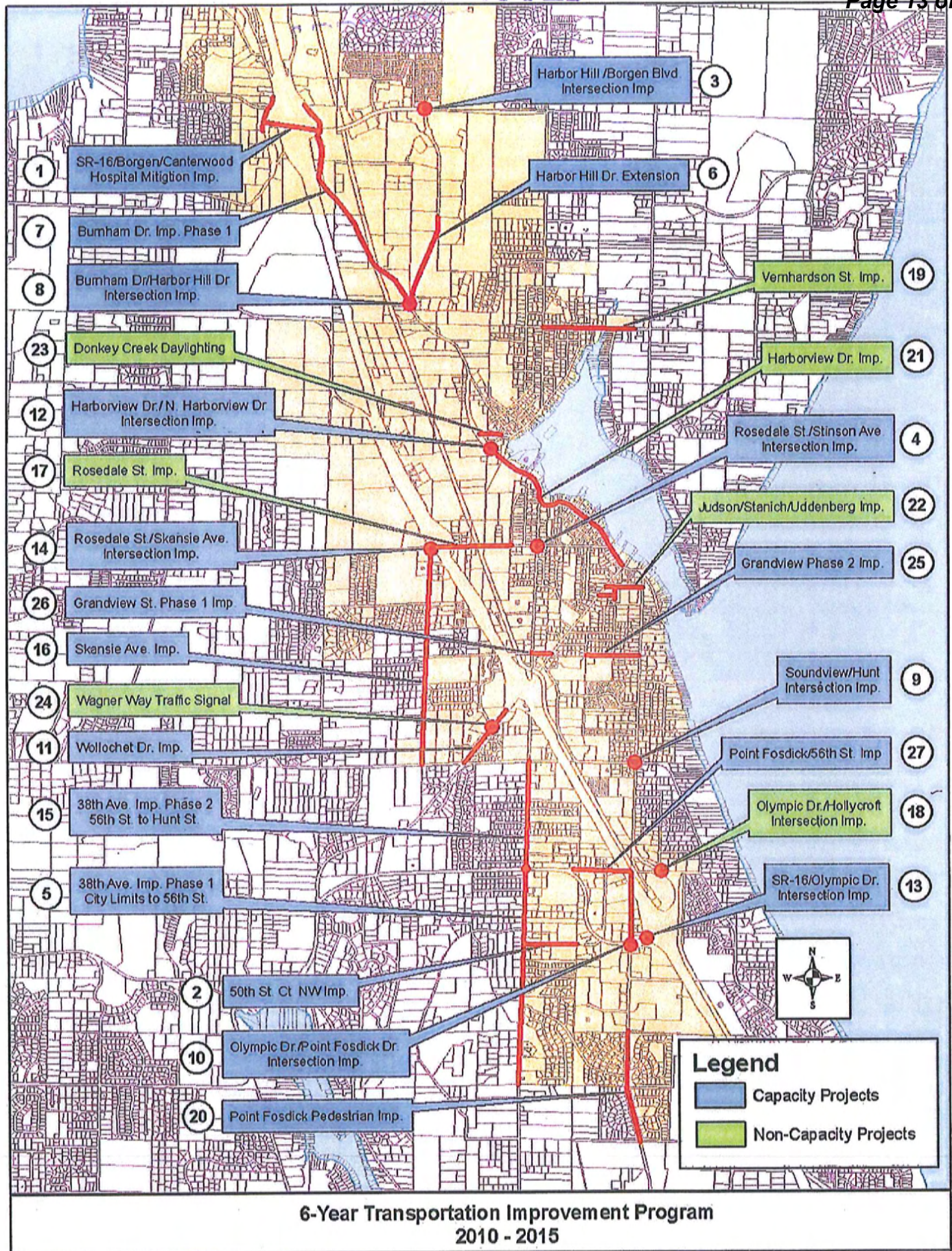
General: At time of development, each parcel in this annexation area would be required to design and construct stormwater improvements in accordance with the City's Stormwater Design Manual. This includes all stormwater features necessary for improvements within the City's right of way. All costs for design and construction of these stormwater features shall be borne by the developers and not the City. All costs for operations and maintenance of stormwater features outside of the City's right of way shall also be borne by the developers.

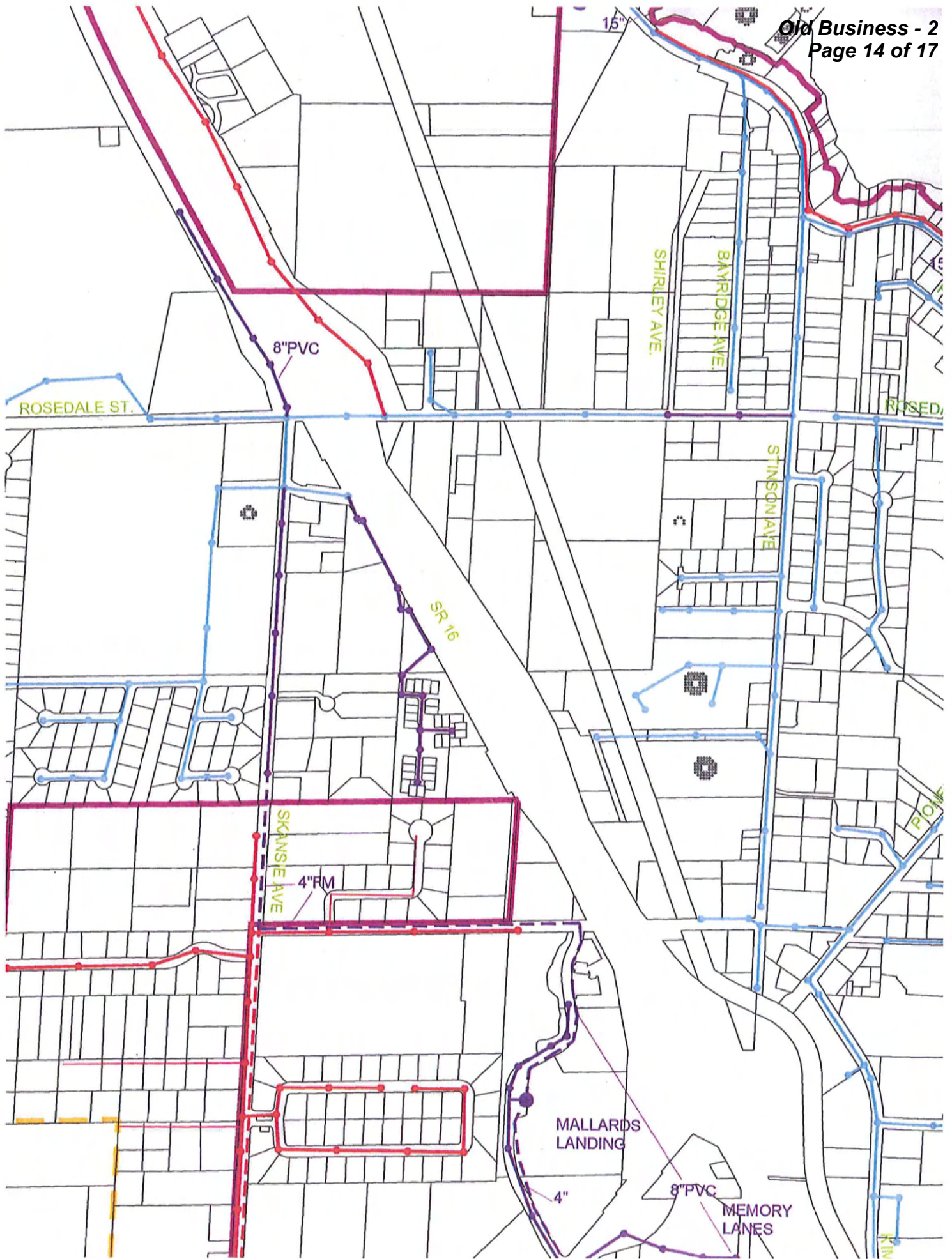
Each parcel that is annexed in the City's limits shall be required to pay the appropriate stormwater fee. These fees, as reviewed by the City Council, should be adequate to pay for the necessary maintenance and operation of the City's stormwater system located within the City's right of way created by the parcels.

NPDES Phase 2 Stormwater Compliance: The proposed annexation area is currently under the jurisdiction of Pierce County's NPDES Phase 1 stormwater permit. Through annexation this area would be under the jurisdiction of the City's NPDES Phase 2 stormwater permit. The requirements of the County's Phase 1 permit are similar to the City's Phase 2 permit and have earlier compliance dates. Therefore this annexation area should be prepared to meet the City's Phase 2 compliance standards.

LEGAL DESCRIPTION

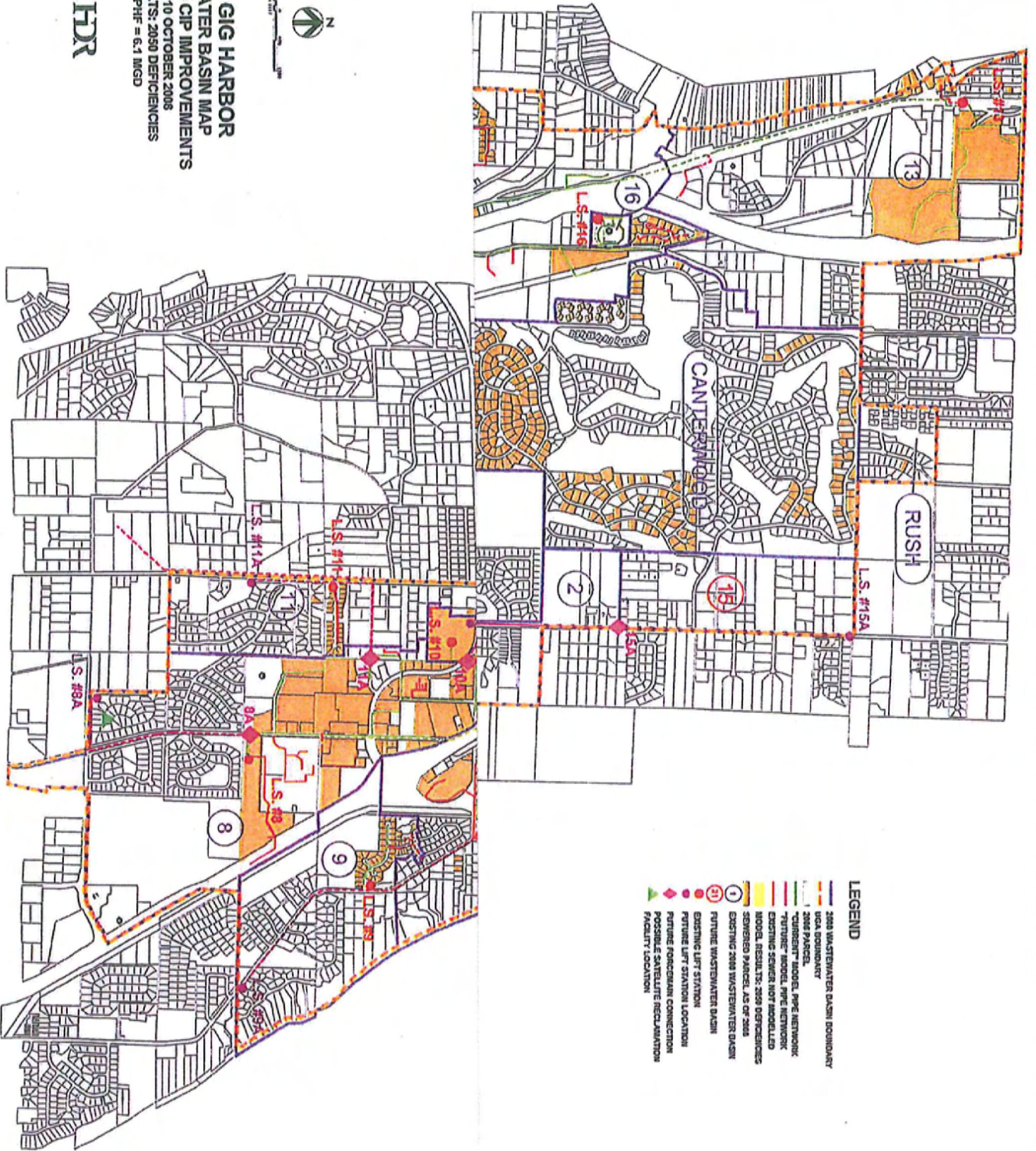
General: The legal description when re-created using Autocad does not have closing boundaries, but rather a 17 foot gap (see attached). It appears that the southern boundary line appears is the centerline of 72nd Street rather than the southern boundary line of parcel no. 0221071038. Although not necessary, it might be helpful to note that the eastern boundary line is running along the private road of 42nd Street. There should also be an Exhibit B location map showing the labeled metes and bounds as well and any other typical survey designations including the said subdivision name if it has one. If it is required that a licensed surveyor prepare these exhibits for the final annexation document, then these exhibits should be stamped and signed by them.

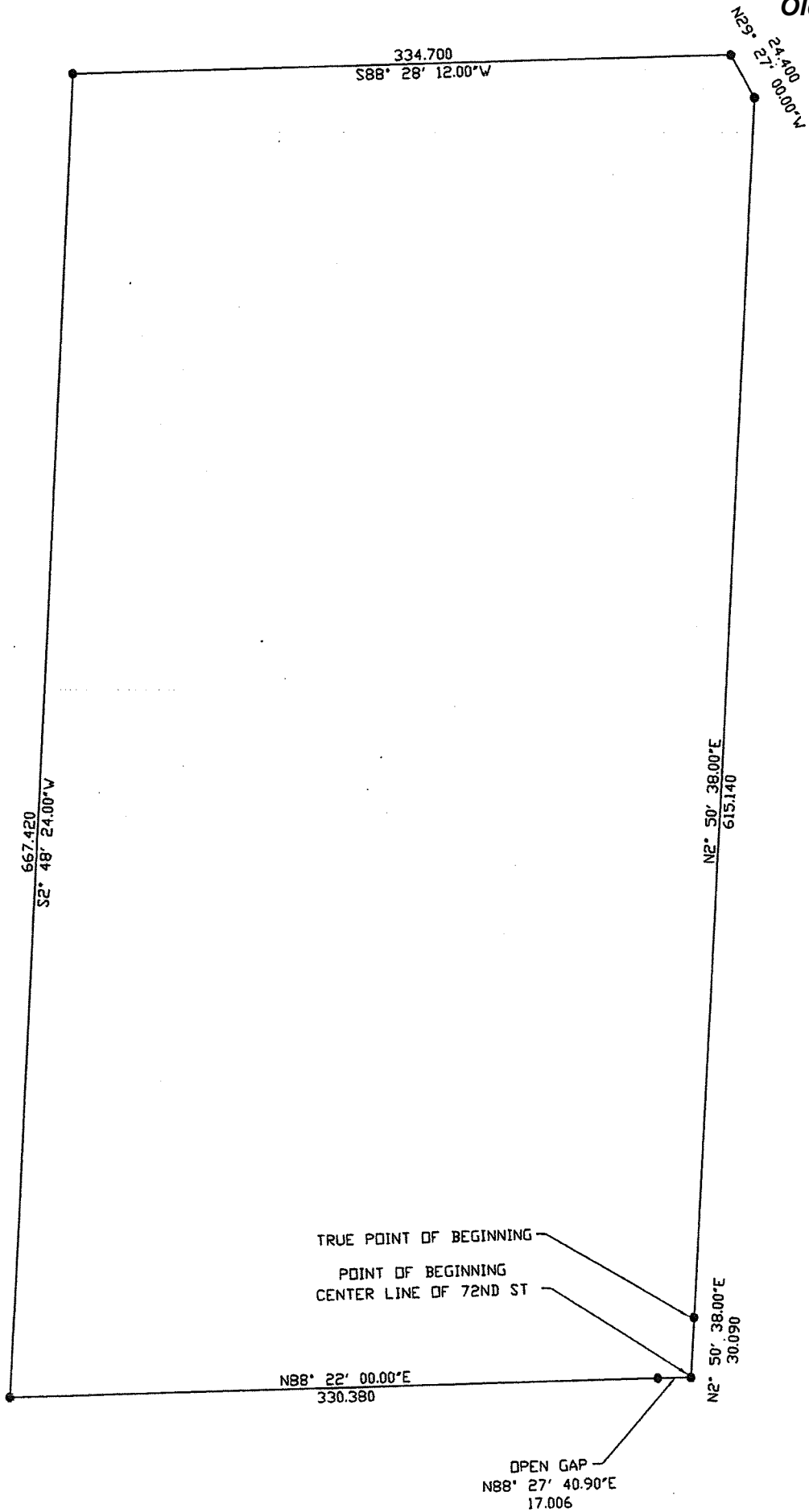




**CITY OF GIG HARBOR
WASTEWATER BASIN MAP
GRAVITY PIPE CIP IMPROVEMENTS**
PRINTED 10 OCTOBER 2008
MODEL RESULTS: 2009 DEFICIENCIES
2050 PHF = 6.1 MGD

HDR





City of Gig Harbor
Wastewater Treatment Plant
4216 Harborview Dr.
Gig Harbor, WA 98335

MEMO

To: Tom Dolan, Planning Director

From: Darrell Winans, WWTP Supervisor *DW*

CC: Steve Misiurak, Jeff Langhelm

Date: 09/20/2010

Re: 72nd St Annexation

Tom,

My comments to the annexation request are as follows:

The proposed annexation is located in Sewer Drainage Basin #21, currently there is no lift station or infrastructure to support development. As city policy has been set crossing basin lines is not the desired route for development. Each basin as developed ties into existing infrastructure when available or must develop such infrastructure or propose an acceptable alternate.

Regards

Darrell Winans
City of Gig Harbor
WWTP Supervisor



Business of the City Council
City of Gig Harbor, WA

Subject: Public Hearing & First Reading of Ordinance Vacating a Portion of Prentice Avenue - Page

Proposed Council Action:
 Consider adoption of ordinance vacating portion of Prentice Avenue and approve on second reading.

Dept. Origin: Public Works

Prepared by: Willy Hendrickson, Engineering Technician

For Agenda of October 11, 2010

Exhibits: Petition Request, Location map, Vicinity map, Checklist, Ordinance

Initial & Date

Concurred by Mayor:

Approved by City Administrator: POK 10/10/10

Approved as to form by City Atty: _____

Approved by Finance Director: N/A

Approved by Department Head: Jan 10/10/10

Expenditure Required	\$0	Amount Budgeted	\$0	Appropriation Required	\$0
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INFORMATION/BACKGROUND

The City received a letter from Thornton Surveying representing Mr. Thomas Page, owner of 9404 Peacock Ave. NW, Gig Harbor WA, petitioning the City to vacate a 33' portion of Prentice Avenue abutting this property in accordance with GHMC 12.14.002.

At the September 13th Council meeting, Council approved Resolution 840 setting the public hearing date and first reading of this Ordinance at this October 11th Council Meeting.

The 33' Right-of-Way proposed for vacation to Parcel Number 9815000050 along Prentice Ave. is situated in the Woodworth's Addition Plat recorded August 22, 1890. This portion of Prentice Ave. lies within a Non-User Statute area as described in GHMC 12.14.018C. All City departments have approved the proposed street vacation. No City utility easements will be required.

POLICY CONSIDERATIONS

The Right-of-Way proposed for vacation is surplus to the city's needs, and the city does not have any plans for improving this Right-of-Way proposed for vacation.

FISCAL CONSIDERATION

The processing fee has been paid in accordance with GHMC 12.14.004.

RECOMMENDATIONS

Move to consider adoption of ordinance vacating portion of Prentice Avenue and approve on second reading.



T H O R N T O N
LAND SURVEYING, INC.

EN-09-0092

8803 State Highway 10 **New Business - 1**
PO Box 249 **Page 2 of 12**
Gig Harbor, WA 98335
T 253 858 8106
F 253 858 7466
thorntonls.com

11 September 2009

Mr. Willie Hendrickson
Engineering Technician
3510 Grandview Street
Gig Harbor, WA 98335

RE: Vacation of portion of Prentice Avenue (Chester Street) right-of-way

Dear Mr. Hendrickson,

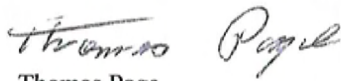
This letter serves as an official request to vacate a 33-foot wide strip of Prentice Avenue abutting my properties at 9404 Peacock Hill Avenue NW in the City of Gig Harbor. This right-of-way along with my properties were created from the plat called "Woodworth's addition to gig harbor" in book 5 of plats at page 66 in Pierce County, Washington. These portions of Prentice Avenue & Benson Street abutting my property at parcel numbers 9815000050 have never been used as street, nor has it been constructed.

Under the City of Gig Harbor's Municipal Code 12.14.018.C, which sites the "vacations of streets and alleys subject to 1889-90 Laws of Washington, Chapter 19, Section 32 (Non-user statute)", that portion of Prentice Avenue & Benson Street right-of-way's abutting my parcels has adversely, by operation of law, become mine legally since these right-of-way's were never opened nor used for their original purpose.

In light of this information, I wish to request those portions of the Prentice Avenue abutting my properties be vacated. See attached drawings depicting the original location of the subject portion of Prentice Avenue right-of-way's in relation to my parcels.

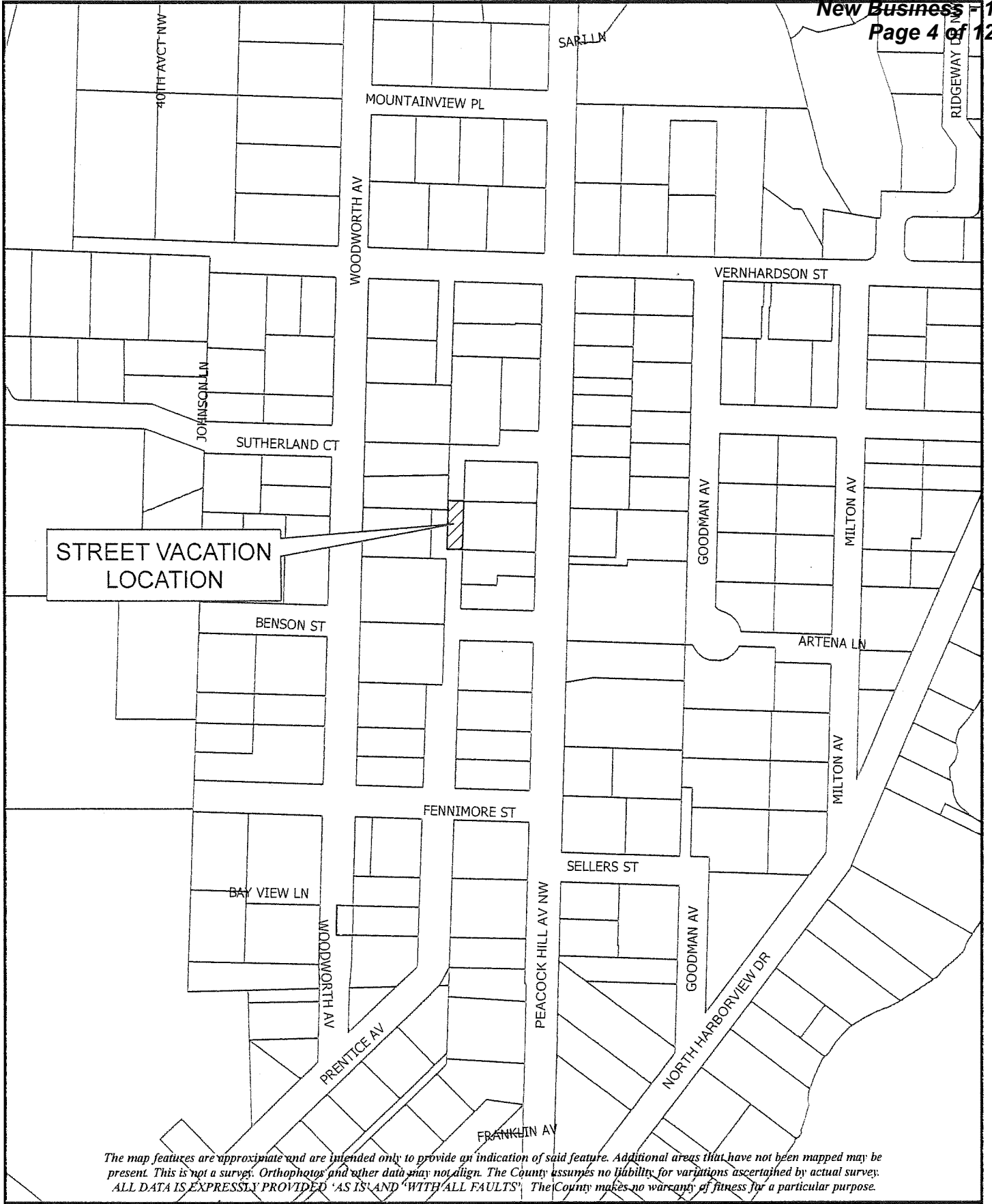
Thank you for your assistance.

Sincerely,


Thomas Page



The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. Orthophotos and other data may not align. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS IS' AND 'WITH ALL FAULTS'. The County makes no warranty of fitness for a particular purpose.



The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. Orthophotos and other data may not align. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS IS' AND 'WITH ALL FAULTS'. The County makes no warranty of fitness for a particular purpose.

PAGE - 9404 PEACOCK HILL - STREET VACATION
VICINITY MAP



VACATION OF STREETS AND ALLEYS

GIG HARBOR MUNICIPAL CODE CHAPTER 12.14

Name: Thomas Page Date: 10/4/2010

Site address: 9404 Peacock Hill Ave

Phone Number: 858-7190 Parcel Number: 9815000050

OWNER REQUIREMENTS

- ✓ The petition or resolution shall be filed with the city clerk, and the petition shall be signed by the owners of more than two-thirds of the property abutting upon the part of such street or alley sought to be vacated. [GHMC § 12.14.002 (c)].
- Nonrefundable payment to the City of a pre-hearing fee of \$150.00, to defray the administrative cost incurred in processing such vacation petitions [GHMC § 12.14.004 (a)].
- ✓ Legal description prepared by a Licensed Surveyor of area to be vacated [GHMC § 12.14.002 (b)].
- ✓ Location map showing surrounding street network, existing utilities, and adjacent properties labeled with ownership, site addresses, and parcel numbers.
- ✓ Site map prepared by a Licensed Surveyor showing the existing property and street vacation areas with dimensions (using bearings and distances), calculated square footage, two-foot contours, existing easements, wetlands and trails or other relevant information.
- ✓ At the time the City Council recommends granting a vacation petition, the petitioner shall deposit a \$500.00 appraisal fee with the Public Works Director [GHMC § 12.14.004 (b)]. Appraisal fee not required if qualified under the Non-user Statute [GHMC § 12.14.018 (c)].
- ✓ Compensation to the City for vacation if applicable [GHMC § 12.14.018]. Compensation not required if qualified under the Non-user Statute [GHMC § 12.14.018 (c)].

CITY REVIEW

- ✓ Determine Non-user Statute application. YES
- ✓ Verify all information provided in the petition, legal description, location map, and site map. YES
- ✓ Describe topography and vegetation (forested, cleared, etc.) using GIS aerial and digital camera photos of site. TREES WITH REAR DRIVEWAY ACCESS
- ✓ Verify existing utilities or call One Call Locate to determine what utilities are on the property. SEWER SERVICE LINE TO PARCEL.
- ✓ Determine proposed vacation's consistency with City of Gig Harbor Comprehensive Plan (i.e. transportation element). NO IMPACTS
- ✓ Determine current extent of public use of area proposed to be vacated as a Prescriptive Easement. NO CURRENT PUBLIC USE
- ✓ Determine possible retention for future public uses: Roadway, water, sewer, storm drainage, parking facilities, parks, view areas, and access to waterfront. NO FUTURE PUBLIC USE

- ✓ Develop history of area proposed to be vacated including when area was purchased, dedicated, or otherwise acquired. NON-USER STATURE – WOODWORTH'S ADDITION - 1890
- ✓ Determine compensation for vacation as described in GHMC § 12.14.018 if applicable. NONE
- ✓ Verify payment of pre-hearing \$150 fee and \$500 appraisal fee. \$150 PAID - \$500 NOT REQ'D
- ✓ Prepare aerial vicinity map. YES
- ✓ Prepare Council Resolution. YES
- ✓ Post notices of Public Hearing. YES
- ✓ Determine hearing date. YES
- ✓ Legal Review CITY ATTORNEY APPROVED

AFTER RECORDING RETURN TO:

The City of Gig Harbor
Attn: City Clerk
3510 Grandview St.
Gig Harbor, WA 98335

WASHINGTON STATE COUNTY AUDITOR/RECORDER'S INDEXING FORM

Document Title(s) (or transactions contained therein):

Ordinance No. XXXX - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY GIG HARBOR, WASHINGTON, VACATING A PORTION OF PRENTICE AVENUE.

Grantor(s) (Last name first, then first name and initials)

Page, Thomas A. and Dagmar L.

Grantee(s) (Last name first, then first name and initials)

City of Gig Harbor

Legal Description (abbreviated: i.e., lot, block, plat or section, township, range)

Portion of the east half of Prentice Avenue, volume 5 of Plats at page 66 AFN 38968, records of Pierce County, Washington

Assessor's Property Tax Parcel or Account number: 9815000050

Reference number(s) of documents assigned or released: _____

ORDINANCE NO. XXXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY GIG HARBOR, WASHINGTON, VACATING A PORTION OF PRENTICE AVENUE ABUTTING 9404 PEACOCK HILL AVENUE.

WHEREAS, Thomas A. and Dagmar L. Page petitioned the City to vacate a portion of Prentice Avenue (originally platted as Chester Street), which abuts their property at 9404 Peacock Hill Avenue, Gig Harbor, Washington, under the nonuser statute, RCW 36.87.090 and GHMC Section 12.14.018(C); and

WHEREAS, the portion of this street subject to the vacation petition was platted in the Plat of Woodworth's Addition, recorded in the records of Pierce County on August 22, 1890; and

WHEREAS, in 1890, this street was in unincorporated Pierce County; and

WHEREAS, the portion of Prentice Avenue subject to the vacation petition was not included in any street that was opened or improved within five years after the original platting in 1890; and

WHEREAS, under RCW 36.87.090, any county road which remained unopened for public use for five years after platting was vacated by lapse of time; and

WHEREAS, the City's street vacation procedures for streets subject to the nonuser statute merely eliminates the cloud on the title created by the plat, because the street has already vacated by lapse of time and operation of law; and

WHEREAS, after receipt of the street vacation petition, the City Council passed Resolution No. 840 initiating the procedure for the vacation of the referenced street and setting a hearing date; and

WHEREAS, after the required public notice had been given, the City Council conducted a public hearing on the matter on October 11, 2010, and at the conclusion of such hearing determined that the aforementioned Right-of-Way vacated by operation of law and lapse of time; Now, Therefore,

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

Section 1. The City Council finds that the unopened portion of the platted Prentice Avenue Right-of-Way described in the Page street vacation petition has vacated by lapse of time and operation of law under RCW 36.87.090. The vacated portion of Prentice Avenue, lying between Benson Street and Sutherland Street, Lots 2, and 3 of the Woodworth Addition, Parcel No. 9815000050, abutting 9404 Peacock Hill Avenue is legally described in Exhibit A attached hereto and incorporated by this reference, and further, is shown on the map attached hereto as Exhibit B.

Section 2. The City has the authority to adopt a vacation ordinance to formally remove the cloud on the title of the referenced Right-of-Way area. This street vacation ordinance does not affect any existing rights, including any the public may have acquired in the Right-of-Way since the street was vacated by operation of law.

Section 3. The City Clerk is hereby directed to record a certified copy of this ordinance with the office of the Pierce County Auditor.

Section 4. This ordinance shall take effect five days after passage and publication as required by law.

PASSED by the Council and approved by the Mayor of the City of Gig Harbor this 25th day of October, 2010.

CITY OF GIG HARBOR

By: _____
Charles L. Hunter, Mayor

ATTEST/AUTHENTICATED:

By: _____
Molly M. Towslee, City Clerk

APPROVED AS TO FORM:
Office of the City Attorney:

By: _____
Angela Belbeck

FILED WITH THE CITY CLERK: 10/05/10
PASSED BY THE CITY COUNCIL: 10/25/10
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.

EXHIBIT A
LEGAL DESCRIPTION



8803 State Highway 16
PO Box 249
Gig Harbor, WA 98335
T 253 858 8106
F 253 858 7466
thorntonls.com

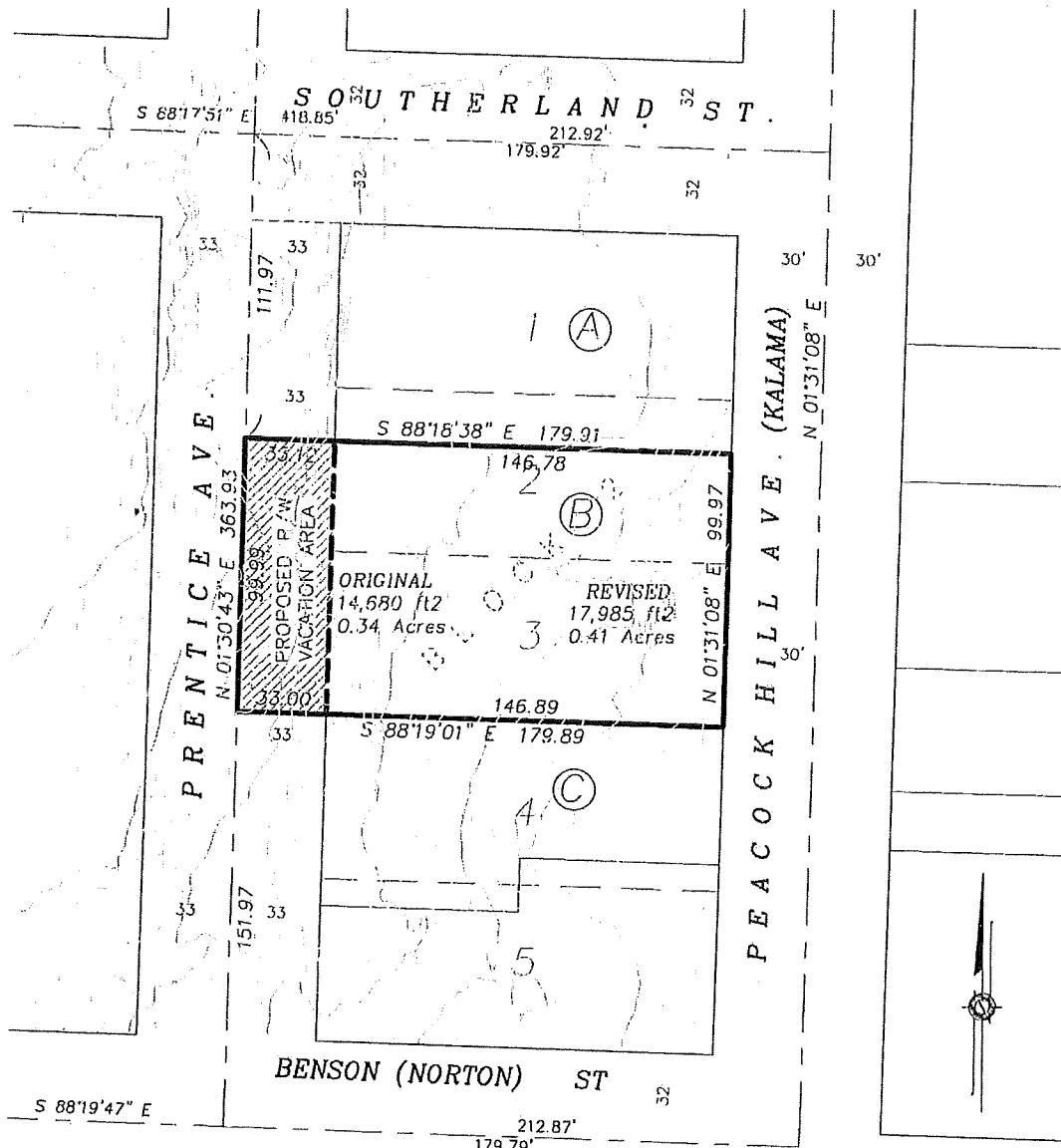
PROPOSED
LEGAL DESCRIPTION

RIGHT-OF-WAY THAT WILL ATTACH BY OPERATION OF LAW TO PAGE ADJOINER FOLLOWING VACATION OF A PORTION OF PRENTICE AVENUE, GIG HARBOR, WASHINGTON, BEING A PORTION OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 21 NORTH, RANGE 2 EAST, W.M., IN PIERCE COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

THAT PORTION OF THE EAST HALF OF PRENTICE AVENUE (FORMERLY CHESTER STREET) PER THE PLAT OF WOODWORTHS ADDITION TO GIG HARBOR, RECORDED IN VOLUME 5 OF PLATS AT PAGE 66, UNDER AUDITOR'S FILE NUMBER 38968, RECORDS OF PIERCE COUNTY, WASHINGTON, LYING BETWEEN THE WESTERN EXTENSION OF THE NORTH LINE OF THE SOUTH 40 FEET OF LOT 2, BLOCK 2 OF SAID PLAT AND THE WESTERN EXTENSION OF THE SOUTH LINE OF THE OF LOT 3, BLOCK 2 OF SAID PLAT.



EXHIBIT B
SURVEY MAP



PARCEL/LOT INFORMATION:			OWNER
LOT	TAX PARCEL NO.	ADDRESS	
A	9815000041	9416 PEACOCK HILL AVE	DURHAM
B	9815000050	9404 PEACOCK HILL AVE	PAGE
C	9815000061	9324 PEACOCK HILL AVE	BOYD

AREA OF STREET VACATION

PRENTICE AVE 3,306 ft2

SCALE: 1"=60 FEET

