

City of Gig Harbor



Comprehensive Plan

Adopted August 2015
Revised November 2018

CITY OF GIG HARBOR

ELEMENTS OF THE COMPREHENSIVE PLAN

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CITY OF GIG HARBOR COMPREHENSIVE LAND USE PLAN

Chapter 1 INTRODUCTION

HISTORICAL OVERVIEW

Due to growth pressures within the state, particularly within the Puget Sound Basin, the State legislature found in 1990 that uncoordinated and unplanned growth, together with a lack of common goals toward land conservation, pose a threat to the environment; to the public health, safety, and welfare; and to sustainable economic development. As a result, the legislature adopted the first mandatory comprehensive planning legislation in the State's history, the Growth Management Act. The Act identifies fourteen planning goals which are intended to serve as guides to the development and adoption of comprehensive plans. These goals address urban growth, sprawl reduction, transportation, housing, economic development, property rights, permits, natural resource industries, open space and recreation, environment, citizen participation, public facilities and services, and historic preservation.

Since enactment, the Growth Management Act has been amended with new requirements. Decisions by the Growth Management Hearings Boards have also clarified certain requirements and have established measures to determine consistency of jurisdictions' comprehensive plans and implementing regulations with the Act's provisions.

Growth management planning is a cooperative process that must occur between the county and its constituent cities. Counties are regional governments, while cities are the primary providers of urban services in urban areas. To effectively coordinate land use, infrastructure, and finance throughout the region, the Growth Management Act requires that an overall vision for growth, identified in county-wide planning policies serve as a framework for the development of each jurisdiction's comprehensive plan. The "County-Wide Planning Policies for Pierce County" require that, in addition to the mandatory elements of the Growth Management Act, the following policy areas shall be considered:

- Affordable Housing
- Agricultural Lands
- Economic Development
- Education
- Natural Resources, Open Space and Protection of Environmentally-Sensitive Lands
- Historic, Archaeological and Cultural Preservation
- Siting of Public Capital Facilities of a County-wide or State-wide nature
- Fiscal Impact
- Transportation Strategies
- Urban Growth Areas

In addition to these policy areas, the City of Gig Harbor chose to include additional, non-mandatory elements including:

- Community Design
- Environment
- Economic Development
- Parks and Recreation
- Harbor Element

An Economic Development Element and a Park and Recreation Element are only mandatory if the State has made sufficient funds available for their development two years before a required update for any jurisdiction.

The Growth Management Act requires that each subject county and its cities review and update its comprehensive plan and development regulations by a prescribed year and every seven years thereafter to ensure consistency with the Act. This 2014 update of the City's Comprehensive Plan includes changes to reflect current conditions and new policy requirements. The Planning Commission's recommendation includes minor modifications but no significant departure from the policy groundwork laid out in the 1994 plan.

PUBLIC PARTICIPATION

Citizen involvement has been, and will continue to be, the most important component of comprehensive planning. Without the community's participation at the earliest possible stage, any plan developed regardless of its technical caliber or literary quality will prove meaningless and ineffectual. In recognition of this vital process as the key to the successful development of a revised comprehensive plan, the City of Gig Harbor Planning Commission conducted a "visioning survey" in December of 1992. The purpose of the open house forum was to allow interested citizens the opportunity to participate in a "walk-through" tour and survey of the community and to rank their impressions of 100 photographs of design concepts of the City and its more common and noticeable features.

One hundred and seven citizens took the "tour" and 93 completed the four page rating questionnaire. The results of the survey, released in January of 1993, provided the City Council, the Planning Commission and the Planning Staff a foundation of public opinion upon which to base the revisal of this Comprehensive Planning document. Strong public sentiment was placed on the design or overall appearance of the community, its structures, viewpoints and streetscapes. "Good and bad design" were equally considered and it became clear from the survey respondents that design should play a key component in the location and appearance of future development throughout the community. Equally important opinions were expressed regarding housing scale and character, commercial areas and attendant parking, and parks and open spaces. Of particular interest were the responses to whether or not the opinion cast would have an effect on the comprehensive plan: 50% said yes, 42% said maybe, and only 8% said no. Clearly, there is an expectation that local government will listen and respond to the community's voice. The vision survey was not intended to be a scientifically based assessment, given the size of the population surveyed. Nonetheless, it serves as a valuable benchmark upon which to base policy over the course of revising the plan.

During the spring and summer of 1993, additional public work sessions were conducted by the Planning Commission to assess the community's response to detail policy areas of the comprehensive plan elements. The results of the response to these work sessions were analyzed by the Planning Commission and staff and articulated into the various elements which comprise this revised comprehensive plan.

The 2004 update included four study sessions to which the public was invited. In addition to public input at the study sessions, public comment was invited at two public hearings.

The 2015 update included three open houses, two joint study sessions with City Council and the Planning Commission, four public hearings and over eleven study sessions. The public was notified and invited to all of these meetings through direct mailings, website notices, email updates, and newspaper advertisements.

PLANNING GOALS

The choices which confront the City at this point in its history are significant and could dramatically alter the character and quality of life its community has come to enjoy. Planning for the future while maintaining the same quality of life is the fundamental objective of this comprehensive planning update. To achieve this, four specific goals of this fundamental objective are defined:

1. Identify existing and potential roles which the City may elect to assume within the City and the surrounding urban growth area.
2. Determine the social, physical and economic implications involved with each role.
3. Determine which roles and attendant social, physical and economic relationships are most advantageous to the City.
4. Develop and implement the necessary public programs and policies needed to accomplish the primary objective.

PLAN IMPLEMENTATION AND INTERPRETATION

The revised Comprehensive Land Use Plan serves as the basic blueprint for the City's growth within the defined urban area over the next twenty years. The plan is specific in that it formulates a growth management plan based upon population demographics, suitable land available for development, residential densities and the capability of the City to provide needed public services such as sewer, water, parks, police protection and adequate administrative facilities. The Plan does not purport to be the legal instrument to carry out the objectives of the Plan. This is the role of several programs and documents including the City's capital facilities plan, the annual budget process, the zoning code, design review guidelines, shoreline master program, floodplain management codes, environmental protection code and any future codes the City adopts which would better serve the interest of the Community and the intent of the Plan.

The Comprehensive Plan is not a "stand-alone" document; that is, the Plan has an active relationship with other plans and programs which the City may employ to further the basic goals and objectives of the Plan. The Comprehensive Plan, by itself, is not a regulatory document but, instead, relies upon the implementing ordinances (zoning, shoreline, floodplain, etc.) to carry out the overall objectives of the Plan. The Comprehensive Plan does, however, have the force of law in that it must be internally consistent and the laws which implement it must be in conformance with the Plan.

REGIONAL PLANNING STATEMENT

Gig Harbor's Comprehensive Plan has been updated based on residential and employment targets that align with VISION 2040, the Washington State Growth Management Act, and Pierce County Countywide Planning Policies. Through the targeting process we have identified the number of housing units and planned employment growth in the city for the year 2030.

The 2015 update to the City's Comprehensive Plan provides a sustainable framework for the future growth allocation in Gig Harbor, which is designated as a small city under the growth framework of VISION 2040. We have incorporated a systems approach to planning and decision-making that addresses protection of the natural environment. The plan commits to maintaining and restoring ecosystems, through steps to conserve key habitats, clean up polluted waterways, and reduce greenhouse gas emissions. The plan includes provisions that ensure that a healthy environment remains available for future generations in Gig Harbor.

The Comprehensive Plan addresses each of the policy areas in VISION 2040. We advance environmentally friendly development techniques, such as low-impact landscaping. Our plan includes design guidelines for community development, integrating the pedestrian experience into the fabric of the community through thoughtful site design policies. The housing element commits to expanding housing options in all income levels to meet the diverse needs of both current and future residents. We have an economic development element in the plan that supports job creation, investing in all people, creating great communities, and maintaining a high quality of life. Our transportation element advances cleaner and more sustainable mobility, with provisions for complete streets, green streets, and context-sensitive design. We have programs and strategies to advance alternatives to driving alone and coordinate our transportation planning with neighboring jurisdictions through the interactions with Pierce Transit. We commit to conservation methods in the provision of public services.

The City of Gig Harbor recognizes our role as a 'Small City' under the PSRC Regional Growth Strategy of Vision 2040. The following planning goals and policies address our coordination and alignment with that designation under the multi-county planning policies. Through the 2017 and 2018 Comprehensive Plan amendment process, we have rewritten our Transportation Element and included updates to the amended Pierce County growth targets in our Economic Development Element. It is the City's intent to limit growth in the City of Gig Harbor to the adopted targets for the year 2030 and work with the community to identify the future plan and zoning amendments in preparation for the next GMA mandated major periodic update.

CONCURRENCY

The Growth Management Act requires that public facilities and services necessary to serve new development at adopted levels of service must be available at the time of development. Specifically, RCW 36.70A.020(12) states:

Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Essentially, the City must develop and adopt levels of standards for public facilities which are potentially impacted by growth from new development. These standards, referred to as level of service (or LOS), can be applied to such public facilities such as transportation (streets and intersections), parks, schools, sewer and water. If the required facilities are not available or are not anticipated for an area within a six year period, a development may not proceed unless the City is capable of providing the required public improvements, or a financial commitment is in place to provide the required public improvements so that the adopted LOS is attained.

To be concurrent means that improvements or municipal service strategies are in place at the time of development, and, in the case of transportation facilities, that a financial commitment is in place to complete the improvements or strategies within six years. The relationship between the urban growth area boundary, public facility requirements, consistency and concurrency are a strong combination to assure that growth which is to be accommodated is strongly dependent upon the provisions and financing of public facilities and services to meet area demands.

In order to offset the costs of providing new or expanded public facilities such as schools, parks and waste water treatment facilities required of new developments, the City may consider the adoption of an impact fee schedule that will provide for new developments to proportionately offset the costs of new public facilities as a result of new development. An impact fee schedule would be adopted as part of the implementation program of this comprehensive plan update. Impact fees are not meant to be the sole source of funding for new facilities.

Chapter 2

LAND USE ELEMENT

Introduction

Under the State Growth Management Act of 1990, City's planning or required to plan under the GMA must adopt a Comprehensive Plan which shall consist of map or maps and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan.

Additionally, the Growth Management Act requires that the land use element designate "... the proposed general distribution and general location and extent of the uses of land for agriculture, housing, commerce, industry, recreation, education, public buildings and lands, and other categories of public and private use of land, including a statement of the standards of population density and building intensity recommended for the various areas in the jurisdiction and estimates of future population growth in the area covered by the comprehensive plan, all correlated with the land use element of the comprehensive plan."

"The land use element shall also provide for protection of the quality and quantity of groundwater used for public water supplies and shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute Puget Sound or waters entering Puget Sound."

Under the Growth Management Act, Pierce County must designate urban growth areas consistent with the policies of the Act. The land-use categories described for the urban area outside of the City limits are intended to serve as a general guide for uses considered appropriate for the areas so designated. With the exception of the density categories established for the respective land-use, no other performance standard is expressed by the Comprehensive Plan. The implementation of the Comprehensive Plan through the development regulations adopted by the City of Gig Harbor provides the necessary and desired performance for the uses allowed within the respective zoning designation.

PROJECTING THE DEMAND

Population Growth Target

Since the City adopted its Comprehensive Plan in 1994, the City has grown by 111 percent based on infill and annexations, adding 3,373 residents for a 2010 population of 7,126. Pierce County has allocated to the City an additional 3,374 residents by 2030 for a projected population of 10,500, as part of the County's overall population forecast adopted under Pierce County Ordinance No. 2017-24s The City is required to plan for this allocated population target.

MEETING THE HOUSING DEMAND

Buildable Lands

The Washington State Growth Management Act (GMA) requires communities such as Gig Harbor to accommodate anticipated population growth during the 20-year planning period.

Pierce County works with cities and towns to produce the Buildable Lands Report to measure the amount of space a community can accommodate in order to meet future growth allocations from the Washington State Office of Financial Management. This report collects and analyzes data regarding the projected need and capacity for buildable land in terms of housing and employment and by zoning category. The 2014 Buildable Lands report identifies that Gig Harbor can accommodate the predicted growth as is shown in detail below.

Required number of units

The Pierce County 2014 Buildable Lands Report shows that Gig Harbor had a total of 3,560 housing units in 2010 and will have a total housing unit need of 5,431 by 2030. The Buildable Lands Report is based upon development through December 31, 2010.

| Table 3 - Housing Unit Needs | | | | |
|-------------------------------------|--|--|------------------------|-----------------------------------|
| 2010 Total Housing Units | 2030 Total Housing Units Needed¹ | Additional Housing Needed (2010-2030) | Displaced Units | Total Housing Units Needed |
| 3,560 | 5,431 | 1,871 | 88 | 1,959 |

Existing Residential Capacity

An additional 1,871 units will be needed to accommodate the forecasted growth between 2010 and 2030. As redevelopment occurs, 88 units are expected to be displaced resulting in a total need of 1959 units. Table 4 shows the City's remaining residential capacity by zoning district.

Table 4 – Existing* Zoned Housing Unit Capacity on Currently Vacant or Underdeveloped Land

| Zoning District | Housing Capacity |
|------------------------|-------------------------|
| R-1 | 975 |
| R-2 | 805 |
| R-3 | 13 |
| RB-1 | 23 |
| RB-2 | 291 |
| MUD | 271 |
| PCD-RLD | 644 |
| PCD-RMD | 466 |
| B-2 | 0 |
| Total Capacity | 3,488 |

Source: Pierce County Buildable Lands Report 2014

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

The zoned capacities reflected in Table 4 include vacant lands and underdeveloped parcels. In calculating capacity of underdeveloped lands, there is a presumption that existing units will be displaced. These units are deducted from the capacity to arrive at the total number of units that could be accommodated under the existing development standards. The capacity shown in the table does not reflect all potentially developable or redevelopable land in the City. The analysis includes an assumption that a percentage of both vacant and underdeveloped land will not be available for development prior to 2030.

According to the analysis above, available capacity is sufficient to accommodate the forecasted growth. The existing capacity provides an excess of 78 percent above the projected need. This additional capacity is beneficial in order to account for temporary vacancy of housing units and to allow the real estate market to freely function without artificially increasing pressure on housing costs.

GOAL 2.1: MANAGE URBAN GROWTH POTENTIALS

Maintain a realistic balance between the land's capability, suitable potential and the public's ability to provide urban level services.

2.1.1. Capable Areas

To the best degree possible, allocate high density/intensity urban development onto lands which are capable of supporting urban uses and which pose the fewest environmental risks.

2.1.2. Suitable Areas

- a) As much as possible, allocate urban development onto lands which are suitable and which have the least social value in an undeveloped state.
- b) To the extent feasible and necessary, locate high intensity urban uses away from sites which have significant archaeological, historical, cultural or special social significance.

2.1.3. Serviceable Areas

Allocate urban uses onto capable, suitable lands which can be provided roads, sewer, water, storm drainage and other basic urban utilities and transportation facilities.

2.1.4. Urban Growth Area

- a) Define and delineate boundaries between those areas which are capable of being provided efficient urban level services over the next twenty years and those areas which should remain rural or are not capable of being provided urban level services. To this extent, the City of Gig Harbor has identified an urban growth area of 2800 acres of unincorporated land surrounding the city and which is also defined on the Land Use Map.
- b) At a minimum, review the urban growth area boundary every five years. As appropriate, make adjustments which account for projected population rate changes, adjustments in available service capacity, changes which reflect community desires or goals and which promote sound and reasonable land use development patterns. In reviewing revisions to the urban growth boundary, consideration should be given to the potential impacts on environmentally sensitive areas.

2.1.5. Growth Management Priorities

- a) Determine the developable acreage within the urban area and determine population or land use holding capacities and service requirements of the proposed urban growth area.
- b) Ensure sufficient residential capacity to accommodate 10,500 residents by 2030 within the 2010 city limits boundaries.
- c) Evaluate future plan and zoning amendments to ensure consistency with the adopted multi-county planning policies, Pierce County county-wide planning policies, and the city's designated role within those planning documents.

2.1.6. Urban Growth Phasing

Establish priorities in order to plan for and provide orderly and reasonable extension of services and to ensure proper timing of acceptable development.

Historically, the City of Gig Harbor considers annexations when a private party requests initiation. In regards to urban growth area annexation phasing, the City will continue to operate in this manner for the 2030 planning timeframe.

The City of Gig Harbor has broken the following Urban Growth Areas into their respective neighborhood boundaries, please reference the UGA Map located in the Appendix for their specific location. Below is a summary of their existing characteristics based upon 2014 Pierce County Tax Assessor records, existing development knowledge, and prior cost/benefit analyses that have been completed.

Purdy: The Purdy UGA is approximately 415 acres in size. The City currently provides sewer service to the Peninsula School District properties through a sewer service extension agreement. Currently the City's adopted Shoreline Management Program does not address waterfront properties in the Purdy UGA.

Canterwood: The Canterwood UGA is approximately 680 acres in size. It consists of fully developed residential properties with approximately 3 homes per acre. The City has previously denied an annexation request for Canterwood due to the financial impacts identified during an annexation cost benefit analysis. This UGA contains a small amount of vacant lots platted for residential development.

Peacock Hill: Approximately 464 acres in size, this UGA is designated Low Density Residential and contains the largest amount of development potential within the City's UGAs. The Peacock Hill UGA contains a large amount of residential properties on septic systems at this time. This UGA contains a large amount of underutilized lots, in addition there is approximately 30 acres of vacant land that provide potential for future platting activity.

Bujacich: Approximately 176 acres in size 160 acres of which is publicly owned. The City currently provides wholesale water and sewer service to the Washington State Women's Prison. This UGA is fully developed under its current land use and zoning scenarios.

Burnham Drive: The Burnham Drive UGA is approximately 18 acres in size and currently contains 5 tax parcels that all front on Burnham Drive, current development patterns are identified in the 2014 Buildable Lands report as underutilized. Current uses contain an automotive repair with fuel facility and single family residential units.

Rosedale: The Rosedale UGA is approximately 153 acres in size and contains a high amount of established single family homes. Remaining large parcels with development potential generally have development constraints due to potential wetlands and identified critical areas.

Skansie Drive: Approximately 83 acres in size and mostly developed with single family homes. Development potential in this area is low due to existing lot layout, in addition many of the homes in this area are currently on septic systems.

38th Street: The 38th Street UGA is 79 acres in size, and fully developed containing established single family homes. Existing development in this UGA may have compromised stormwater drain fields and associated septic concerns.

Reid Road: The Reid Road UGA is approximately 341 acres in size and has almost reached its full development potential under existing land use and zoning. Development patterns in this UGA consist of large lot single family homes in addition to a small portion of higher density multi-family development. Capital improvements would require sewer lift and pump stations for this area to be serviced.

Point Fosdick: The Point Fosdick UGA contains approximately 41 acres. Approximately 12 acres are undeveloped with the remaining acreage developed as extremely low density residential (.4-.5 acre lots).

Madrona Links: Madrona Links UGA is a total of 118 acres in size with 95 acres owned or operated as a public golf course. The remaining property consists of 52 townhomes adjacent to the public golf course. This UGA is fully developed under existing land use designations.

East Bay: Approximately 246 acres in size with the majority of properties consisting of fully developed single family homes. Approximately a quarter of this UGA is identified as underutilized according to existing development standards, with only a minor amount of vacant land available. All future development potential is currently identified as single family development. Previous annexation attempts have not been successful in obtaining the proper amount of property owners interested in incorporation. The City provides some sewer and water to the area through outside utility agreements.

2.1.7. Centers of Local Importance

Gig Harbor's Centers of Local Importance (CoLIs) are local centers that promote compact, pedestrian-oriented development with a mix of uses, they provide a close proximity to diverse

services, and a variety of high and medium density housing. CoLIs serve as a focal point and sense of place while meeting both the needs of the community and the region. In addition to this criteria, the CoLIs of Gig Harbor and their associated transportation corridors tend to accommodate a high amount of vehicular trips and commercial services to support the greater Gig Harbor and Key Peninsula areas. Each of the City's identified CoLIs serve a unique purpose to the City residents as well as residents of the greater Gig Harbor Peninsula. A map of the CoLIs is located in the Appendix.

Discussion of the centers is below:

- Gig Harbor's Westside CoLI serves as a local and regional retail gathering place. It is zoned for Gig Harbor's highest intensity commercial development. Strategic in-fill development with pedestrian and bicycle amenities would enhance the existing compact pedestrian scale here. A functional connection to the Cushman Trail from the west side of State Route 16 would also help to promote equal transportation access to the commercial services. Mixed-use and affordable multi-family residential housing should continue to be located within and adjacent to this center providing a transition to lower density single family outside the perimeter. The center contains pedestrian and bicycle connectivity which should continue to be expanded upon to make walking or cycling a comfortable transportation option to and from this CoLI.
- The Gig Harbor North CoLI serves the big box retailer needs of the surrounding region. As well as being home to St. Anthony's Hospital and the YMCA which provide essential services as well as jobs for within this center. Pocket parks serve as both buffers and pedestrian amenities which are required to be preserved and included as an essential character element of the area as development continues. Gig Harbor North accommodates higher density single family residential development and utilizes pedestrian pathways between the activity center and residences, providing residents easy access to services and public spaces. In addition to the pedestrian pathways, the Cushman Trail, a regional trail amenity, crosses through this center providing pedestrian and non-motorized connectivity to the City's Westside CoLI and beyond.
- The Downtown CoLI contains the Downtown Business zone, abutting Waterfront Commercial and a single parcel of RB-1 zone designation. It is a central gathering place for the community with weekly engagements during the summer and fall season occurring at Jerisich Park. Easy pedestrian access and seasonal transit serves as both a recreational and connectivity element for this CoLI.
- The Finholm District is a small activity node with dining options, a convenience store, personal services and retail bordered on one side by the Bay and Single Family Residential on the remaining sides. The Finholm District CoLI includes the Harbor History Museum, and the area recently daylighted at Donkey Creek. Both Downtown and the Finholm District are included in The Harbor Element.

- The Kimball CoLI contains higher density residential, low-income and senior housing, a branch of Tacoma Community College, Gig Harbor Civic Center, Pierce Transit park and ride, and a hotel, all which increase pedestrian use in the area. A majority of the commercial services in the area are in strip mall format and have a high potential for redevelopment. This CoLI is a critical transportation nexus linking vehicular and public transportation to the greater Gig Harbor Peninsula. It provides a central park and ride with nearby access to Highway 16 this side of the Narrows and should grow with Gig Harbor as a multi-modal service hub focused around pedestrian scale. The primary impact of State Route (SR) 16's close proximity is traffic entering the community heading towards the unincorporated areas of Pierce County. To lighten the load of traffic in the Kimball CoLI, the City should continue to work with WSDOT, Pierce County, Pierce Transit and other potential funding sources to establish better connectivity through the area as well as additional options to cross SR 16.

GOAL 2.2: DEFINE IDENTITY AND CREATE COMMUNITY BASED URBAN FORM.

Define a pattern of urban development which is recognizable, provides an identity and reflects local values and opportunities.

2.2.1. Urban Form

- a) Create a recognizable urban pattern which distinguishes between urban and rural and which establishes a harmonious relationship between the natural and the built environment.
- b) Emphasize and protect area differences in architecture, visual character and physical features which make each part of the urban form unique and valuable.
- c) Define a variegated form which incorporates the newer, linear suburban types of development along SR-16 with the older, historical development pattern of the downtown area.

2.2.2. Neighborhood Planning Areas

- a) Define and protect the integrity of small planning areas, particularly residential neighborhoods, which have common boundaries, uses and concerns using transition land-use areas and common buffers/open space.
- b) Encourage neighborhood property owners, including residents of lands which may annex into the City, to participate in the creation of local plans for public improvements, zoning and other planning concerns.

2.2.3. Generalized Land Use Categories

Generalized land use categories are identified to serve as a basis for establishing or accommodating the more detailed zoning code designation. The Comprehensive Plan defines eleven generalized land use categories:

a) Residential Low

Provides for low density single-family residential uses. Community services such as schools and parks are allowed. Use natural buffers or innovative site design to retain natural site character, as a mitigation technique to minimize noise impacts, and to serve as natural drainage ways.

b) Residential Medium

Provides for medium density single and duplex residential. Serves as a buffer between high intensity commercial or higher density residential and lower intensity residential. May include certain specified business, personal and professional services or businesses which would not significantly impact the character of residential neighborhoods. The intensity of the non-residential use should be compatible with the adjacent residential area.

Use natural buffers or innovative site design as mitigation techniques to minimize operational impacts of non-residential uses and to serve as natural drainage ways.

c) Residential High Transition

Provides a transition between higher intensity commercial and residential low or medium uses. Contains a mix of residential intensities from multifamily to single family residential. May include certain specified businesses, personal and professional services or businesses which would not significantly impact the character of residential neighborhoods. The intensity of the non-residential use should be compatible with the adjacent residential area.

Use natural buffers or innovative site design as mitigation techniques to minimize operational impacts of non-residential uses and to serve as natural drainage ways.

d) Public/Institutional

Provides primarily for a variety of large scale (10 + acres) public facilities which serves a region or several communities. These can include schools, government (local, state, federal) facilities, correction centers, and essential public facilities as defined in the Essential Public Facilities Section of the Comprehensive Plan.

e) Employment Centers

Broadly defines an area that is intended to meet long-term employment needs of the community. Employment centers consist of the following:

- 1) Wholesale distribution facilities
- 2) Manufacturing and assembly
- 3) Warehousing/storage
- 4) Business offices/business complexes
- 5) Medical facilities/hospitals
- 6) Telecommunication services
- 7) Transportation services and facilities
- 8) Conditional allowances of commercial facilities which are subordinate to and supportive of employment activities

f) Commercial/Business

Provides primarily retail and wholesale facilities, including service and sales. Where appropriate, mixed-use (residential with commercial) may be permitted through a planned unit development process. Commercial-business activities consist of the following:

- 1) Retail sales and services
- 2) Business and professional offices
- 3) Mini-warehousing

Commercial areas which border residential designations or uses should use available natural features as boundaries. The Downtown Business designation insures that the traditional scale and character of Downtown Gig Harbor is maintained.

- 1) Natural features should serve as buffers, which may consist of standing timber, streams or drainage swales.
- 2) A minimum buffer width should be 30 feet.
- 3) The density and depth of the buffer should be proportional to the intensity of the use.

g) Downtown Business

Provides a broad range of goods and services while maintaining the traditional scale and character of downtown Gig Harbor. The moderate commercial intensity in downtown is, and should be, compatible with nearby single family residential while providing the format for a lively active commercial area. Services and activities should reflect goals and policies found within the Harbor Element (Chapter 3).

h) Waterfront

Provides for a variety of mixed uses along the waterfront which are allowed under the City of Gig Harbor Shoreline Master Program and as more particularly defined under the zoning code. Generally, the lower intensity waterfront areas would favor residential and marinas while the more intense use waterfront areas would provide for higher density residential and commercial/retail uses.

i) Planned Community Development

The purpose of a Planned Community Development (PCD) is to promote optimum site development options which are compatible with the community's planning goals and interests. A PCD should meet the following minimum general guidelines:

- 1) Minimum area allocated must be 100 acres.
- 2) Land Use allocation should be approximately as follows:

| | |
|-------------|-------------|
| Residential | 60% maximum |
| Commercial | 18% maximum |
| Employment | 22% minimum |
- 3) Residential may consist of:
 - i. Housing units above or connected to commercial shops;
 - ii. Allowances for Single Room Occupancy (SRO) housing;

- iii. Studio apartments;
 - iv. Parks for full size and efficiency sized manufactured housing units.
- 4) Adequate provisions for Parks/Open Space and Schools should be provided for in the PCD.
 - 5) Site development design must be consistent with Community Design standards of the Comprehensive Plan and adopted design guidelines.
 - 6) Planned Community Development Residential Low (PCD-RLD, 4.0 - 7.0 dwelling units per acre) - Provides for well-designed residential developments which are located to minimize adverse effects on the environment or sensitive natural areas; provides for clustering of dwelling units to protect important natural features and amenities, limit the costs of development and public service costs and to maintain, enhance and complement the natural beauty of the Gig Harbor community; and allows unique and innovative residential development concepts that will provide for unconventional neighborhoods, provide affordable housing for a wide range of income levels, maintain or enhance community linkages and associations with other neighborhoods, and to allow village and traditional neighborhood forms.
 - 7) Planned Community Development Residential Medium (PCD-RMD, 8.0 - 16.0 dwelling units per acre) - Provides for greater population densities to facilitate high quality affordable housing, a greater range of lifestyles and income levels; provides for the efficient delivery of public services and to increase residents' accessibility to employment, transportation and shopping; and serves as a buffer and transition area between more intensively developed areas and lower density residential areas.
 - 8) Planned Community Development Commercial (PCD-C) - Provides for the location of businesses serving shoppers and patrons on a wider basis as distinguished from a neighborhood area; encourages urban development; encourages attractive natural appearing development and landscaping; promotes a quality visual environment by establishing standards for design, size and shape of buildings that create an attractive business climate; and where appropriate, residential uses should be located above commercial uses.
 - 9) Planned Community Development Business Park (PCD-BP) - Provides for the location of high quality design development and operational standards for technology research and development facilities, light assembly, and warehousing, associated support service and retail uses, business and professional office uses, corporate headquarters and other supporting enterprises; is intended to be devoid of nuisance factors, hazards and potentially high public facility demands; and retail uses are not encouraged in order to preserve these districts for major employment opportunities and to reduce the demand for vehicular access.

j) Mixed Use

Mixed Use is an area of commercial/employment, office and multifamily located along principle collector routes which link the downtown area with SR-16.

Commercial/employment activity within a Mixed Use area caters to a customer base beyond the immediate surrounding neighborhoods due to its location along the collector routes. The individual commercial/employment activities or developments in these areas are not of a size or character to be considered "major" activity or traffic generating uses. Multifamily and office uses are allowed within the Mixed Use area to provide economic diversity and housing opportunities near transit routes and business activities. The desired allocation of land use within the Mixed Use designation is:

| | |
|-----------------------|-------------|
| Commercial/Employment | 45% maximum |
| Professional Office | 30% maximum |
| Multifamily | 25% minimum |

Properties or developments less than ten acres are limited to the uses as defined by the official zoning map of the City.

Uses which have been approved by Pierce County prior to the adoption of this plan are considered legitimate conforming uses.

k) Preservation Areas

Preservation areas are defined as natural features or systems which possess physical limitations or environmental constraints to development or construction and which require review under the City's wetland ordinance or Critical Areas Ordinance. Preservation areas are suitable for retention or designation as open space or park facilities either as part of a development approval, easement or outright purchase by the City. Preservation areas are considered as overlays to the other generalized land use categories.

Generalized land use classifications are designated on the City of Gig Harbor Comprehensive Land Use Plan Map.

2.2.4. Special Districts

- a) Establish special zoning districts which may distinguish unique land use concerns.
- b) Utilize special or extra land use planning techniques such as district overlays or design review guidelines to protect or enhance historical or cultural identities. Special districts may be established for a mixed-use waterfront, a pedestrian- oriented downtown district, a special old-town business district or an historical residential neighborhood in the Millville Area.

GOAL 2.3: PROMOTE COMMUNITY DIVERSITY AND DISTINCTION AND INCREASE HOUSING OPPORTUNITIES

Create and refine district definitions which allows for innovation and performance. Provide a control and review process that permits maximum design flexibility while meeting social and community needs for employment, housing, education and recreation. Provide for a range of residential densities which would accommodate the City's 2030 residential growth target of 10,563 within a broad variety of housing types and tenures.

2.3.1. Innovative Districts

- a) Establish special planning review procedures to govern the review and approval of innovative land use developments.
- b) Employ special planning development review procedures for the establishment of high density employment parks, special purpose light industrial or business parks, mixed density residential development, mixed use developments, special waterfront projects or other proposals which would serve the overall community interests.

2.3.2. Airport Overlay Districts

The Tacoma Narrows Airport provides economic benefit to the regional economy and plays a significant role in transportation options. The operational function of the airport is something the City of Gig Harbor intends to continue to provide support to through the adoption of the following policies.

- a) Pierce County’s Tacoma Narrows Airport is an essential public facility in close proximity to the City’s southern boundary. The City shall support the continued growth and development of the general aviation airport facilities at Tacoma Narrows airport when consistent with the Gig Harbor Comprehensive Plan goals, Washington Aviation System Plan (WASP) and Federal Aviation Administration Regulations (FAR) and Advisory Circulars (AC).
- b) Lands that may be detrimentally affected by airport activities should be designated and regulated to limit the potential for harm. Regulation of such lands should balance the interests of residents and property owners with preservation of public safety.
- c) Evaluate all proposed amendments to the Urban Growth Area (UGA) that will increase incompatible land uses or potential of incompatible development adjacent to the airport through inappropriate land use or zoning designations and/or inadvertent land use policies and formally consult with the Washington State Department of Transportation Aviation Division and Tacoma Narrows Airport.
- d) Discourage the siting of uses adjacent to airports that attract birds, create visual hazards, discharge any particulate matter in the air that could alter atmospheric conditions, emit transmissions that would interfere with aviation communications and/or instrument landing systems, or otherwise obstruct or conflict with aircraft patterns, or result in potential hazards to aviation.
- e) Encourage the adoption of development regulations that protect the airport from height hazards by developing a Height Overlay District that will prohibit buildings or structures from penetrating the Federal Aviation Regulations (FAR) Part 77 “Imaginary Surfaces” (map of part 77 surfaces in appendix)

- f) Promote the safe operation of Tacoma Narrows Airport by encouraging compatible land uses and activities within the FAR 77 area and discouraging uses or activities that will impede safe flight operations or endanger the lives of people on the ground.
 - 1) Utilize the PSRC Airport Compatible Land Use Program, and the WSDOT Aviation Division's Airports and Compatible Land Use Guidebook when updating any zoning regulations within the Part 77 area.

2.3.3. Housing Choice

- a) Expand residential districts and code definitions to allow a broad choice of housing types, locations and tenures.
- b) Provide housing opportunities for varied types and ages of households to include single-parent and two-parent families, individuals and the elderly.
- c) To the extent appropriate, recognize social area specializations by household and age group and provide public services which reflect the area's needs.

2.3.4. Residential Densities

- a) Establish a range of residential densities which would accommodate a variety of housing types and tenures. Densities within the city and its urban area should range from a low of 4.0 dwelling units per acre up to a maximum of 12.0 dwelling units per acre.
- b) Encourage higher densities (8 -12 units per acre) for developments which:
 - 1) Provide substantial open space or buffers areas within the development;
 - 2) Have natural site characteristics suitable for higher intensity residential development;
 - 3) Propose innovative design throughout the project which reflects the historical character of the area;
 - 4) Have relatively easy access to major local employment areas;
 - 5) Would not significantly impact established single family residential neighborhoods.
- c) Implement a zoning plan which allocates residential development based upon a maximum density as opposed to a minimum lot size in order to encourage optimum design techniques suitable to the land and its natural features.
- d) Establish a maximum parcel size per dwelling unit for the city and its urban area to promote more efficient utilization of land and economization of public services.

2.3.5. Public Schools and Education

- a) Coordinate with the Peninsula School District in a joint-planning process to consider capital facilities needs and requirements for school development and expansion, school site location decisions, joint use of playgrounds/recreational facilities, development of facility siting criteria and the development of a common data base for sharing.

- b) Coordinate with the Peninsula School District for the siting of new and expanded educational facilities within the urban growth area. Consider the School District's Master Facility Siting Plan and Process for location and development of new schools and to ensure the availability of essential urban services as needed or required.
- c) Encourage the development of a broad tax base through the appropriate land-use planning process for the siting and development of significant revenue generators such as new or expanded businesses and employment centers and retail sales/services.
- d) Consider the development and implementation of an impact fee schedule to offset the costs of new development on school district services. Adopt an interlocal agreement with the Peninsula School District which defines a process and implementation of an impact fee collection and disbursement program.
- e) Provide for safe pedestrian linkages between neighborhoods and schools.

GOAL 2.4: PROTECT AND MAINTAIN GROUNDWATER QUALITY AND QUANTITY USED FOR PUBLIC WATER SUPPLIES

Provide an adequate supply of potable water to the city residents and allocate sufficient resources to assure continued supply of groundwater in the future. Require new developments within the urban area to connect to city water as it becomes available for the area. Minimize the impact of on-site septic systems by requiring new development within the urban area to be served by city sewer.

2.4.1. Aquifer Recharge Area and Site Suitability

- a) Avoid siting industry or uses which pose a great potential for groundwater contamination in those areas which are considered as critical aquifer recharge areas.
- b) Employ innovative urban design through flexible performance standards to permit increased structure height with decreased impervious coverage to maintain and enhance groundwater recharge.

2.4.2. Adequate Wastewater Treatment and Potable Water Supplies

- a) Provide for the expansion of the City's wastewater treatment plant to accommodate anticipated twenty-year growth within the urban growth area to minimize or avoid the potential impact to groundwater supplies from on-site septic systems.
- b) Discourage the continued use of sub-surface sewage disposal (on-site septic systems) within the urban growth area.
- c) Coordinate with other agencies and water purveyors in developing a plan for the consolidation of small water systems within the urban growth area into the municipal water system.

**GOAL 2.5: PROTECT AND ENHANCE SURFACE WATER QUALITY AND
MANAGE FLOWS TO PRESERVE ENVIRONMENTAL RESOURCES**

2.5.1. Adequate Provisions for Storm and Surface Water Management

Maintain and implement the City's Stormwater Comprehensive Plan to ensure consistency with State and federal clean water guidelines, to preserve and enhance existing surface water resources, to eliminate localized flooding, and to protect the health of Puget Sound.

2.5.2. Support Low Impact Development methods to manage stormwater runoff on-site

Establish a review process and toolkit of Low Impact Development (LID) techniques for use in public and private development to reduce or eliminate conveyance of stormwater runoff from development sites. Allow and encourage alternative site and public facility design and surface water management approaches that implement the intent of Low Impact Development.

GOAL 2.6: OPEN SPACE/PRESERVATION AREAS

Define and designate natural features which have inherent development constraints or unique environmental characteristics as areas suitable for open space or preservation areas and provide special incentives or programs to preserve these areas in their natural state.

2.6.1. Critical Areas

- a) Designate the following critical areas, using the best available science, as open space or preservation areas:
 - 1) Slopes in excess of twenty-five (25) percent.
 - 2) Sidewalls, ravines and bluffs.
 - 3) Wetlands and wetland buffers.
 - 4) Fish and wildlife habitat protection areas.
 - 5) Critical aquifer recharge areas
 - 6) Frequently flooded areas
- b) Restrict or limit development or construction within open space/preservation areas using the best available science but provide a wide variety of special incentives and performance standards to allow increased usage or density on suitable property which may contain these limitations.
- c) Encourage landowners who have land containing critical areas to consider utilizing the resources of available land preservation trusts as a means of preserving these areas as open space.
- d) Consider the adoption of "existing use zoning" districts as an overlay for the protection and maintenance of environmentally unique or special areas within the urban growth area. Areas for consideration of this special type of district are as follows:

The Crescent Valley drainage from Vernhardson Street (96th Street NW) north to the UGA boundary.

2.6.2. Incentives and Performance

- a) Provide bonus densities to property owners that allow them to include the preservation area as part of the density-bonus calculation.
- b) Provide a variety of site development options which preserve open space, but which allow the property owner maximum flexibility in site design and construction.

2.6.3. Acquisition of Quality Natural Areas

Consider the purchase of natural areas which are of high quality and which the public has expressed a clear interest in the protection and preservation of these areas.

GOAL 2.7: EFFECTIVE LAND USE MANAGEMENT

Establish a planning review document and process which recognizes local needs, and which effectively coordinates development efforts between city departments and County/State agencies.

2.7.1. Planning Unit Boundaries

- a) Define planning units which are based upon like land uses and activities.
- b) Delineate planning unit boundaries using natural features, roads or other physical improvements.
- c) Identify critical transition areas or points of conflict with adjacent or incompatible planning units.
- d) Resolve conflict or compatibility issues through a neighborhood planning process and employ transitional uses for consideration in future development reviews.

2.7.2. Inter-local Coordination of Urban Growth Areas with Pierce County

- a) Coordinate with Pierce County to update the existing agreement (Pierce County Resolution 95-96) for management and processing of land use planning within the associated UGAs of the City of Gig Harbor.

GOAL 2.8: PROVIDE LAND USE SITE DEVELOPMENT FLEXIBILITY

2.8.1. Planned Community Development

Permit greater variety and diversification in the relationships between buildings, opens spaces and uses and encourage the conservation and retention of historical and natural features.

- a) Promote site development flexibility for properties which have long-term development plans, which are suitable for a variety of intensity and density of developments and which commit to incorporating innovative design concepts.
- b) Establish land use allocations for a planned community development which achieve a reasonable and harmonious development pattern.

- c) Emphasize site suitability respective to natural constraints to encourage development which is sensitive to natural systems.
- d) Recognize the interdependency and linkage between employment and housing in a planned community development. Provide for a range of housing types and tenures which are affordable to the anticipated job-market which will be created in a planned community development.
- e) Encourage the Planned Community Development concept for large single or combined ownerships which currently exist in an undeveloped state and which have long-term potential for balanced growth which is beneficial to the community as a whole.
- f) Review proposed expansion plans, including height, mass, traffic, noise and other characteristics, for residential neighborhood compatibility.
- g) Discourage proposals or uses which do not fit the scale of a neighborhood or which can do harm to the residential integrity of the neighborhood.

2.8.2. Land Use Map

- a) Maintain a coded map overlay which designates the preferred future developed state of the planning area.
- b) Define suitable/capable/serviceable areas respective to critical natural areas, urban forms, neighborhoods and special districts, planning units and special units and proposed categories of land use.
- c) Develop or refine implementing ordinances, programs, proposal and projects which conform to the intention of the land use plan.
- d) Periodically update the plan not more than once per year to reflect social and community changes, opportunities and desires.

GOAL 2.9: PROMOTE URBAN PLANNING APPROACHES THAT INCREASE PUBLIC HEALTH AND PHYSICAL ACTIVITY

Promotion of physical activity cannot be addressed through land use alone but only through a ‘complete package’ of planning approaches involving trails, parks, human scale community design, food systems, transportation, and environment. These approaches should be utilized in conjunction to provide a framework for places that provide enjoyable, accessible, opportunities which support physical day-to-day activity.

- 2.9.1.** Encourage and support development and site improvements which provides direct pedestrian and bicycle connections between residential neighborhoods, schools, and commercial areas including safe and functional provisions such as sidewalks, paths, bike lanes, and bicycle racks.

- 2.9.2.** Internal pedestrian circulation systems shall be provided within and between existing or redeveloping commercial, multifamily or single-family developments, and other appropriate activity centers and shall conveniently connect to frontage pedestrian systems and future transit facilities.
- 2.9.3.** Coordinate non-motorized improvements to promote continuous trails, waterways, and bike paths.
- 2.9.4.** Collaborate with organizations and volunteers in public education and/or activity programs to promote use and safety of non-motorized transportation.
- 2.9.5.** Encourage the retention and development of attractively designed small to medium scale neighborhood markets that offer convenience goods, healthy choices, and services for the daily needs of nearby neighborhoods, which can also serve as gathering places.
- 2.9.6.** Allow and encourage higher density residential areas close to commercial centers, shops, parks and services.
- 2.9.7.** Consider the use of a Health Impact Assessment when developing and evaluating planning projects to identify possible impacts of projects on community health.

Chapter 3

THE HARBOR

Introduction

Gig Harbor’s downtown is widely recognized as quaint, charming, and historic. And although the City’s remaining historic structures are modest in size, materials, and form, they represent an important cultural identity that continues to draw visitors, shoppers, and residents to the area. That draw created economic pressures on the City and ultimately required the City to grow in the North and Westside of town to accommodate the needs of the new citizens without impacting the downtown character and form.

In response to concerns of growth to the downtown area, in 1992, the City of Gig Harbor held public forums to discuss the future of the downtown. It was evident from the forum that citizens like our small town scale, and favored development that reflects the town's historic form of architecture and natural environment. In 1996, design standards were established to preserve and enhance the character of the City. In 2009, a downtown inventory of historic structures¹ was completed. The Inventory provided an Intensive- Level Survey of Historic Resources used for 2012’s second public visioning exercise that resulted in creation of a vision statement and boundary map for what is now defined as “The Harbor”. Both were adopted by City Council in December of 2012.

It is the intent of this chapter to address the community’s desires, their concerns for future development and how to best preserve the beauty found in downtown Gig Harbor. The following goals and policies reflect extensive public input and outreach that spans decades of work. It provides a framework for the future, allowing growth and vitality to occur in a manner that does not impact The Harbor’s historical context.

The Harbor Vision

Shaped by our maritime heritage, the Harbor is a reflection of our past and the foundation for our future. The Harbor is:

- A vibrant place where residents, visitors and boaters enjoy a walkable waterfront, picturesque views, and the natural environment.***
- A place that celebrates and perpetuates the character and traditions of a working waterfront and preserves historic neighborhoods.***
- A place that supports and values local retail shops and services.***
- A place that provides services for recreational and commercial boating.***

The Harbor is a place where people live, work, play, shop and explore.

¹ The 2009 Downtown Historic Inventory is available for review at Gig Harbor Planning Department and can be found on the Washington State WISSARD database.



The Harbor area as discussed in this chapter is outlined in blue on the map above.

THE HARBOR VISION GOALS AND POLICIES

It is the City's desire to have mixed uses along the waterfront in Gig Harbor area's including those commercial endeavors such as commercial fishing, boating, marine shops and services, restaurants and retail shops, as well as residential uses which provide the bay's unique appeal. Continue to develop and enhance the recreation, tourism and marine industries along Gig Harbor waterfront as an economic asset in a manner that will enhance the public enjoyment of and public access to the bay.

Circulation

GOAL 3.1: Provide the opportunity to walk, bike, and utilize public transportation to move the residents, visitors, and boaters in a safe and orderly fashion in The Harbor.

3.1.1. Facilitate pedestrian access throughout The Harbor by linking the public park system for an inviting pedestrian experience.

3.1.2. Support and plan for public transportation opportunities and work in collaboration with public transit to establish "around town" transit service throughout the year, allowing residents, visitors and boaters accessibility to and from The Harbor.

Walkability

GOAL 3.2: Create and maintain a pedestrian-friendly environment throughout The Harbor by emphasizing safety, maintenance, and comfort.

3.2.1. Limit the speed limit for traffic throughout The Harbor to calm traffic.

3.2.2. Maintain stop signs and existing levels of services for vehicular transportation.

3.2.3. Incorporate features to facilitate pedestrian crossing and increase visibility for both drivers and pedestrians.

3.2.4. Provide amenities such as landscaping, common areas, seating areas, lighting, waste containers and signage in keeping with The Harbor's character and scale.

3.2.5. Promote a clean and healthy walkable environment.

Views

GOAL 3.3: Protect the views of the bay from within The Harbor area and from the bay toward The Harbor.

3.3.1. Require waterfront developments to provide for additional docks, paths, walkways, overlooks, picnic and seating areas, fishing piers or areas, overlooks, and viewpoints as outlined in the City's Shoreline Management Program.

3.3.2. Establish a program that would provide incentives for view corridors that exceed

requirements.

3.3.3. Explore opportunities to underground utility lines throughout The Harbor.

3.3.4. Recognize that trees and vegetation are assets; allow trees and vegetation to be a part of the view both from the water and towards the water. Panoramic views, when they occur, are not intended to be void of trees and vegetation, even in the foreground.

- a) Limited numbers of trees and shrubs should not be considered an obstruction to a view.
- b) Recognize that every tree impacts someone's view to one degree or another.

3.3.5. Establish landscape standards that support the desire to view the bay while walking and driving along Harborview and North Harborview Drive throughout The Harbor area.

Natural Environment

GOAL 3.4: Protect the native and built environment from degradation and pollution, and require low impact development where feasible.

3.4.1. Encourage open waters and sustainable land development and building practices in the construction of new development.

3.4.2. Develop measures to conserve native vegetation along shorelines.

Maintaining well-vegetated shorelines is preferred over clearing vegetation to create views or provide lawns. Limited and selective clearing for views and lawns should be allowed where slope stability and ecological functions are not compromised. Trimming and pruning are generally preferred over removal of native vegetation.

3.4.3. Establish environmental protection incentives to strengthen the ecological functions in The Harbor.

3.4.4. Preserve and protect habitat which provides the shoreline's unique value, including the Crescent Creek and Donkey Creek estuaries, and critical saltwater habitats which include kelp beds, eelgrass beds, spawning and holding areas for forage fish such as surf smelt and sand lance, sand spits, mud flats, and areas with which priority species have a primary association.

3.4.5. Maintain or enhance the quantity and quality of surface and ground water by effectively managing the location, construction, operation, and maintenance of all shoreline uses and developments.

City Properties & Parks

GOAL 3.5: Establish and manage a well-balanced system of public properties along the waterfront of The Harbor to meet the needs and desires of the community.

3.5.1. Create complementary parks and uses throughout The Harbor. Balance services and active recreational uses for all users of the park system.

3.5.2. Develop existing publicly owned shoreline properties to provide additional public access where appropriate. Create a mixture of active and passive recreational uses that do not intrude on the natural features of the shoreline or the residential neighborhoods.

3.5.3. Coordinate with outside public and private agencies and organizations to acquire and preserve additional public shoreline and open water access.

3.5.4. Maintain that publically owned parks are available for public use and uses that provide the greatest public benefit of citizens and visitors alike.

Historic Character

GOAL 3.6: Retain and protect the unique character of historic business and residential neighborhoods within The Harbor.

3.6.1. Maintain the Design Manual to reflect the traditional characteristics of The Harbor.

3.6.2. Establish and define the integrity of small planning areas which have common boundaries, uses and concerns using transition land-use areas and buffers/open space.

3.6.3. Establish design standards and development regulations shall recognize and complement neighborhood characteristics.

- a) Adopt setback, height and building size standards which reflect historic development patterns.
- b) Review minimum lot size standards and impervious coverage requirements to allow development patterns consistent with historic densities.
- c) Regarding lot division, address size compatibility with historical standards.

3.6.4. Define standards which encourage building forms consistent with existing historic designs (e.g., massing, roof styles and scale).

3.6.5. Respect existing topography and minimize visual impacts of site grading.

Existing topography should be maintained while still providing usable yards and open space. Retaining walls, when necessary, should be terraced and enhanced and/or screened to minimize their visual impact.

Historic Scale

GOAL 3.7: Encourage maintenance and/or adaptive reuse of existing structures. If existing structures cannot be practically preserved or modified, ensure that re-development complement the human form and historically recognized scale of commercial and residential structures within The Harbor.

3.7.1. Allow retention of existing heights, setbacks and massing of historic structures which are renovated.

3.7.2. Maintain an appropriate scale and relationship between structures in residential and commercial neighborhoods, and specifically at points where the zones meet.

3.7.3. Floor area ratio standards should be established for the distinct historical neighborhoods and districts. This would require new development to maintain a reasonable proportion of building to lot size.

3.7.4. Encourage houses which engage the neighborhood through front porch design, window placement, etc.

3.7.5. Encourage quality building materials that reflect Gig Harbor's historic structures.

3.7.6. Support architectural design that respects and complements the built environment in relation to the history and cultural aspects of The Harbor.

3.7.7. Properties considered eligible for the City's historic register have an important historical value to the community and should be carefully preserved as close to their original form as possible.

3.7.8. Adopt zoning, financial and design incentives and adaptive re-use provisions for eligible properties and those listed on the City's Historic Register in order to streamline the permitting to encourage preservation of such structures.

3.7.9. Design Standards should allow for adaptive reuse.

3.7.10. Refine historic district zoning boundaries to better reflect each historic district or neighborhood.

Design

GOAL 3.8: Promote the highest quality design standards for future development within The Harbor which recognize the unique historic character and structures of The Harbor.

3.8.1. Emphasize active public orientation of structures by providing common areas and direct access from surrounding public areas (street and water ward). Discourage blank walls and privacy fences.

3.8.2. Develop incentives to encourage mixed-use structures in commercial areas and nodes.

3.8.3. Incorporate visual points of interest into building and landscape design that is viewable from the public street. Design landscaping to complement the site design and not create visual barriers.

3.8.4. Minimize asphalt coverage along waterfront parcels.

Standard parking requirements have prompted removal of structures characteristic of Gig Harbor's historical development and have encouraged bleak expanses of asphalt along the waterfront. To counter this trend consideration should be given to:

- a) Revised parking standards for waterfront districts.
- b) Development of off-site parking areas, public and private, and/or shared parking areas.

- c) Use of low impact development paving materials.
- d) Parking standards shall respect neighborhoods and limit impacts.

3.8.5. Maintain a balance in land use development so that from a number of viewpoints any single structure does not overpower or detract from the others. Maintain a human scale so that new structures do not overpower existing development and do not dominate the existing character in terms of size, location or appearance.

Cultural Heritage

GOAL 3.9: Support and enhance recognition of the cultural heritage of The Harbor.

3.9.1. Support the commercial fishing fleet as a significant cultural resource.

3.9.2. Identify, preserve, enhance, and promote the evolution of 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.

3.9.3. Identify and incorporate significant historic and cultural lands, sites, artifacts, and facilities into the public waterfront.

3.9.4. Support the development of collaborative educational programs that focus on The Harbor's cultural heritage.

3.9.5. Support the efforts of organizations which provide cultural programs and activities to the public.

3.9.6. Encourage the owners of historic sites and structures to provide increased public access through the establishment of an incentive program or as mitigation for new site development.

3.9.7. Support and promote the signage of landmarks to educate the public on Gig Harbor's culture and history.

Vibrancy

GOAL 3.10: Support the diversity of The Harbor through a balance of uses.

3.10.1. Retain and support a mix of uses including fishing, boating, retail, commercial, and residential uses.

3.10.2. In order to meet the needs of current and future residents, promote job/housing balance in The Harbor.

3.10.3. Encourage appropriate commercial and retail services at street level to improve the pedestrian experience.

3.10.4. Increase residential mixed use in commercial nodes.

3.10.5. Create a balance between services, amenities, and uses within The Harbor to be

accessible by all.

Housing

GOAL 3.11: Encourage the development of a variety of housing types, sizes, and densities compatible with the neighborhoods within The Harbor in order to accommodate the diverse needs of residents.

3.11.1. Support development that provides a mix of attached and detached housing units.

3.11.2. Ensure that standards for attached and detached accessory dwelling units on a single family lot enhance the character of the established neighborhood.

3.11.3. Promote fair and equal access to housing for all persons and prohibit any activity that results in discrimination in housing.

Economic Vitality

GOAL 3.12: Support and encourage a strong, diversified, and sustainable economy, while respecting the natural and cultural environment and preserving/enhancing the quality of life in the community.

3.12.1. Identify and amend current regulations and procedures that inhibit economic vitality within The Harbor.

3.12.2. Work with the downtown businesses, property owners and community groups to establish a stronger economic base in The Harbor.

3.12.3. Support the establishment of additional parking opportunities through the development of a public parking structure or a shared parking program, without sacrificing or impacting the historical structures and waterfront.

3.12.4. Encourage historic preservation and cultural conservation that supports economic development.

Economic Diversity

GOAL 3.13: Support local efforts to retain existing businesses and attract new businesses that provide a diversity of products and services desired by Gig Harbor residents and visitors.

3.13.1. Identify and encourage sectors of the economy within The Harbor where opportunity might exist to create additional jobs and identify potential strategies for attracting employment.

3.13.2. Encourage local business development opportunities through the promotion of small business programs and reuse of structures, particularly for small startup businesses which may be owned by or employ local residents.

3.13.3. Provide reasonable guidelines and standards for the siting of home-based businesses in residential neighborhoods. Ensure that home-based businesses do not alter or impact the

residential character of neighborhoods.

3.13.4. Encourage evening activities in the commercial districts.

3.13.5. Support the establishment of small-scale entertainment venues for little theater and musical performances.

Revitalization

GOAL 3.14: Increase economic opportunities through the revitalization of and reinvestment in properties.

3.14.1. Assist with planning and development efforts to reuse older buildings, redevelop vacant properties, and revitalize older commercial and business districts within The Harbor.

3.14.2. Encourage and support the revitalization of commercial areas through a variety of incentives such as, but not limited to:

- a) Reduced fees for permits or utility connections; and
- b) Consideration of waivers from land use performance standards, as appropriate; and
- c) Multi-Family Tax Exemptions; and
- d) Reduced parking standards.

3.14.3. Help local private and public organizations structure special improvement districts including parking and business improvement authorities, local improvement districts, or other programs necessary for the effective revitalization of older business and commercial areas of The Harbor when such ventures provide public benefits and are appropriate to the long-range goals of the city.

Maritime Services

GOAL 3.15: Promote The Harbor, bay, and related waterfront lands with improvements and features that support uses related to commercial and recreational boating and water activities.

3.15.1. Promote use of mixed use developments, buffer zone setbacks, common shoreline or dock improvements, and other innovative concepts which conserve, allow, or increase the possible retention of valuable fishing and recreational water activities within The Harbor.

3.15.2. Support the development of temporary docking facilities for visiting vessels, while retaining the open surface water area for watercraft circulation.

3.15.3. Recognize the need and support the development of a fuel dock for boating needs.

3.15.4. Encourage expansion of supportive service facilities (public showers, waste connections, etc.) within the bay for use of transient boaters, commercial fishing fleet, and residents alike.

3.15.5. Define and protect adequate navigation corridors and access within the bay.

Commercial Fishing Fleet

GOAL 3.16: Promote and preserve the Gig Harbor commercial fishing fleet as a significant cultural and economic resource.

3.16.1. Allow over-water, water-dependent development that directly supports the commercial fishing industry such as net sheds and load/unloading docks.

3.16.2. Allow and encourage commercial sales and services directly related to or supportive of the commercial fishing industry, such as marine fueling facilities and direct dock sales of sea food products.

3.16.3. Promote development or rehabilitation of facilities consistent with the fleets needs including retention and redevelopment of waterfront parcels that provide a substantial and direct contribution to the commercial fishing industry.

3.16.4. Promote the recognition of the commercial fishing industry as an important component of the economic, cultural, and community life of Gig Harbor through the continuing support of educational opportunities and community events.

3.16.5. Encourage important fleet supporting services and promote development of additional moorage and docking facilities consistent with the fleet's needs.

Chapter 4

COMMUNITY DESIGN

Introduction

The way in which people experience their community and interact with one another is determined, in large measure, by a community's design. Designs which emphasize "community" are those which invite human presence, arouse curiosity, peak interest, and allow for interaction of people. This aspect of "community development" has become notably absent over the past several years as development has become increasingly internalized and privatized and as communal elements of design have been replaced by a more austere form of architecture.

Where design is not a consideration, city planning is often reduced to a parcel-and-pod review process which fails to recognize the functional and visual links between developments. This oversight has resulted in the creation of towns without town squares, downtowns without shoppers, cities without identities, and communities without communion. The City of Gig Harbor is fortunate to have retained many features of a community and recognizes its opportunities to build upon its existing characteristics. However, it is also recognized that recent development trends have detracted from Gig Harbor's small town quality.

During the fall of 1992, the City of Gig Harbor conducted a visioning forum to ask citizens what characteristics of their community they like best and what changes they would like to see take place. While a limited number of design concepts were presented, the forum was not structured to provide solutions as much as to receive public input on existing characteristics of the community. It was evident from the forum survey that citizens liked Gig Harbor's small town scale, and that they most favored development which reflected the town's historic form of architecture and which preserved the harbor's natural beauty. The City has therefore adopted goals and policies to assure that future development respects and enhances Gig Harbor's built and natural environment.

The following goals and policies are quite specific and may appropriately be considered as general guidelines for development. However, as statements of goals, they are adopted as a Design Element of the City's Comprehensive Plan with the understanding that more specific guidelines must be developed and that zoning code revisions will be required to achieve these goals.

COMMUNITY DESIGN

GOAL 4.1: ASSURE THAT NEW COMMERCIAL AND RESIDENTIAL PROJECTS INCLUDE AN ACTIVE INTERFACE BETWEEN THE PUBLIC AND PRIVATE REALMS.

4.1.1. Create outdoor "people" spaces

Require new commercial development to have outdoor "people" spaces incorporated into its design. Examples of appropriate people spaces include the following:

- (a) Plazas or common areas (described below).
- (b) Pocket parks.
- (c) Covered walkways and colonnades which incorporate seating areas.

4.1.2. Provide public orientation

Prohibit designs which provide no public (street) orientation.

- a) Require that commercial structures include shops, storefronts, plazas or common areas on all sides visible to the public right-of-way.
- b) Prohibit designs which line streets with privacy fences or blank walls.

4.1.3. Keep commercial structures in foreground of development.

Emphasize structures, landscaping, and common areas at the street face and encourage side or rear lot parking areas.

4.1.4. Encourage houses which engage the neighborhood.

House designs with clearly defined entrances are much more inviting than the intimidating appearance of the hidden entrance.

- a) Encourage front porches with well-defined entrances.
- b) Discourage designs which hide or obscure the front entry.
- c) Discourage designs which emphasize vehicular enclosure over human habitation. As much as possible, garages should appear as a secondary element in the design of structures.
- d) Encourage generous use of windows on house fronts. A solid/void ratio of 30 - 35% is ideal (e.g., 30% of wall surface in windows).

GOAL 4.2 PROVIDE FUNCTIONAL LINKS BETWEEN DEVELOPED AND DEVELOPING PARCELS.

4.2.1. Link development with connecting paths.

Require perimeter sidewalks and/or traversing paths, (depending on adjacent pedestrian links) on all commercial and multi-family housing projects. These should connect to all logical points of entry on adjacent parcels and/or be consistent with an approved master trails plan for the City.

4.2.2. Facilitate pedestrians access.

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

4.2.3. Limit asphalt areas.

Allow and encourage shared parking between developments.

4.2.4. Develop user-friendly bus stops.

In Coordination with Pierce Transit, incorporate on-site bus stops as an amenity to the site and to riders. Bus stops should be inviting and must include more than a sign and a bench on the street edge. Ideally, bus stops should be incorporated into on-site public spaces.

4.2.5. Develop a master trails plan for the City.

A master trails plan will help to identify appropriate locations for paths and trails which link recreational, commercial, and residential areas. The trails plan should be used as a guide when reviewing all future development proposals and when considering property acquisition for recreational and public transportation improvements.

GOAL 4.3: CREATE COMMERCIAL CENTERS WHICH PROVIDE HIGH LEVELS OF PUBLIC AMENITIES IN AREAS DETERMINED APPROPRIATE FOR COMMERCIAL, HIGH DENSITY RESIDENTIAL, OR MIXED USES

4.3.1. Develop common areas.

Functional and attractively designed common areas facilitate pedestrian activities, enhance the shopping experience, link adjacent business areas, serve as a transition point between commercial and residential areas, and provide a pleasing aesthetic element to commercial development. Common areas should be provided on site or in close proximity to all new commercial development.

- a) Develop minimum common area standards for both small and large scale commercial development.
- b) Encourage the provision of public restrooms, drinking fountains, telephones and seating areas in both sunny and shaded locations. These should be attractively landscaped and be designed to compliment the design of commercial structures

4.3.2. Encourage limited outdoor activities.

Some types of outdoor activities provide color, activity, and a sense of vibrancy to commercial areas. Allow limited numbers of the following types of outdoor vendors and uses in common areas*:

- (a) Single item food products or flowers sold from a portable handcart or vending cart.
- (b) Temporary displays of art including paintings, sketches, pottery sculptures, carvings, jewelry or similar crafts.
- (c) Permanent displays of public art.
- (d) Farmers markets
- (e) Outdoor dining
- (f) Other uses as may be approved through the site plan or conditional use process.

*Outdoor uses may be restricted to tenants leasing indoor space and may be limited to no more than three vendors per common area or one vendor per 5000 square feet, whichever is less.

GOAL 4.4: ENHANCE THE CITY'S SENSE OF PLACE BY PRESERVING PROMINENTLY VISIBLE PARCELS FOR AESTHETICALLY PLEASING DEVELOPMENT

4.4.1. Identify Significant Views.

Identify and map all significant vistas, view corridors, and view termination points. These may include corridors into the City, primary thoroughfares through the City, street ends, and panoramic views of the harbor.

4.4.2. Preserve Corner lots and view termination points.

Preserve the visual quality of corner lots and view terminuses by prohibiting parking lots, gas stations, convenience stores or other asphalt-intensive uses on these parcels. These areas were traditionally reserved for structures of a more stately appearance and play a crucial role in establishing an identity for the city.

4.4.3. Designate enhancement zones.

Designate visually sensitive areas for highly visible or prominent parcels including corners, entry corridors, highway and freeway corridors, view termination points, etc. Development of these parcels would require increased landscaping, a higher level of design review for structures, and prohibition (or increased screening) of visually distracting appurtenances such as gas pumps, satellite dishes, storage racks, mechanical equipment, etc.

4.4.4. Cluster green spaces.

Diluting green spaces down into several small areas lessens the visual impact of required landscape areas. Develop large areas of greenery which provide a visual impact as opposed to creating small areas of unusable "residue".

GOAL 4.5: MAINTAIN A SENSE OF ARRIVAL BY PRESERVING A WELL DEFINED CITY "EDGE" AND BY DEVELOPING GATEWAYS INTO THE CITY AND INTO DISTRICTS WITHIN THE CITY.

4.5.1. Limit freeway exposure.

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

4.5.2. Designate freeway enhancement zones (see above).

4.5.3. Develop City gateways.

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

4.5.4. Identify and develop district gateways.

Areas which are visually, geographically, and functionally distinct should be denoted with well defined points of entrances. This may include the following:

- (a) Vegetative buffer between districts
- (b) Change in street and/or sidewalk paving materials, particularly at gateway intersections.
- (c) Retain and promote an architectural style for a given district.

BUILDING & STRUCTURE DESIGN

GOAL 4.6: ARTICULATE AN ARCHITECTURAL STYLE WHICH REFLECTS GIG HARBOR'S BUILT AND NATURAL ENVIRONMENT AND WHICH APPEALS TO THE HUMAN SPIRIT.

4.6.1. Maintain a small town scale for structures.

New structures should not overpower existing structures or visually dominate Gig Harbor's small town city-scape, except as approved landmark structures.

4.6.2. Identify an appropriate form for structures.

New structures should be characterized by interesting forms and roof lines. Boxy, single- mass buildings should be discouraged except as may be appropriate in a downtown streetscape.

GOAL 4.7: ENCOURAGE BUILDING DESIGNS WHICH DEFINE AND RESPECT THE HUMAN SCALE.

The scale of the building in relation to the human form should be obvious, particularly at the sidewalk level.

4.7.1. Define floor levels.

Encourage building designs with a visual and functional distinction between the first floor and all subsequent floors so that in elevation view, the human scale can be easily defined in relation to the building height.

4.7.2. Encourage mixed-use structures.

Mixing uses within a structure enhances the ability to give interesting form and character to a building. For example, allowing residential units above retail shops encourages designs more common to a village or small town setting while providing another housing opportunity for local merchants or retirees with limited transportation.

GOAL 4.8: DEVELOP AN HIERARCHY IN BUILDING AND SITE DESIGN.

Visual interest in the urban-scape can be achieved through an hierarchical approach to design. For example, strategically located structures designed as focal points create a visual "draw" and suggest a point of activity. These serve also as a reference point for all subordinate structures.

4.8.1. Include primary structures as focal points.

Primary structures are those which serve as a visual draw to a site, streetscape or prominent urban setting. Site plans can be significantly enhanced by including primary structures as a focal point rather than a myriad of "carbon copy" buildings with no visual hub. Primary

structures may be emphasized by a combination of the following types of design attributes:

- (a) Increased building height*
- (b) Prominent roof form including large hips and intersecting gables, cascading down onto lower roof forms.
- (c) Colonnades
- (d) Plaza's incorporated into building niches and overhangs.
- (e) Towers, pinnacles, or similar design elements which provide a stately appearance.

* Parcels which serve as view termination points may be ideally situated for landmark-type structures and may appropriately be considered for increased building height during the site plan review process, provided such increase does not threaten significant natural view corridors.

4.8.2. Integrate secondary structures as support buildings.

Secondary structures may be much simpler in design and still provide interest to the site plan or streetscape. Architectural interest is of less importance with secondary structures if the primary structure adequately serves this purpose and if the secondary structures appear as an integral element in the overall site plan.

NEIGHBORHOOD DESIGN

Gig Harbor is composed of many neighborhoods which, over time, have established their own design characteristics that should be maintained to preserve the character of the City.

GOAL 4.9: DEFINE NEIGHBORHOOD DESIGN AREAS

4.9.1. Design standards should recognize existing neighborhood characteristics.

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

4.9.3. Neighborhood Design Areas

Neighborhood design areas are identified to serve as a basis for establishing or accommodating detailed design standards. The Comprehensive Plan defines eight (8) neighborhood design areas, which are shown on the Neighborhood Design Areas map:

- a) View Basin
The view basin is the City's heritage. It was within the view basin that the Gig Harbor fishing village was born. Today the view basin is a vibrant mix of retail, restaurant, residential, maritime and community activities contained within the historic neighborhoods of the City. Pedestrian walkways link the historic areas of Finholm,

Waterfront Millville, Downtown and Borgen's Corner which serve as neighborhood centers for the surrounding mixture of contemporary and historic homes.

b) Soundview

The Soundview neighborhood design area includes the residential and commercial areas around Soundview Drive, Kimball Drive and Reid Drive. The neighborhood serves as a gateway to historic Gig Harbor, providing scenic views of the Narrows, Colvos Passage and Mt. Rainier. This mixed-use area sits above the Puget Sound with high bluffs dominating the shoreline. Multifamily/single-family homes and low-intensity commercial and community services characterize this neighborhood.

c) Gig Harbor North

The Gig Harbor North neighborhood design area serves as a regional service area. The neighborhood design area is characterized by contemporary architecture, pedestrian and bicycle connections and retention of large natural areas. The area has considerable lands available which will allow the area to expand its office, industrial, medical, retail and residential uses.

d) Peacock Hill

The Peacock Hill residential neighborhood design area includes the residential areas along Peacock Hill Avenue and Canterwood Boulevard. The neighborhood design area is characterized by suburban density developments of contemporary homes built around large trees and greenbelts.

e) Rosedale/Hunt

The Rosedale/Hunt neighborhood design area includes the commercial and residential areas west of SR 16 and along Rosedale Street, Skansie Avenue (46th Avenue) and Hunt Street. The area is characterized by lower intensity commercial and industrial uses and community and school facilities surrounded by suburban density housing developments.

f) Westside

The Westside neighborhood design area is located south of Hunt Street and west of SR 16. The business area in the vicinity of the Olympic Drive/Point Fosdick Drive interchange serves as the primary service area for the city. This area has a vibrant mix of destination retail, medical offices, neighborhood businesses, grocery stores, multiple-family housing and retirement communities. The area experiences heavy traffic and pedestrian connections have been limited. Having developed over time, the architecture of the businesses is varied. Many of the businesses have developed with a significant number of existing trees being retained.

The Westside residential areas are characterized by suburban density subdivisions of contemporary homes built around large trees. Many homes in this area have territorial views.

g) Bujacich Road / NW Industrial

The Bujacich Road / NW Industrial neighborhood design area includes the employment

districts and public/institutional districts along Bujacich Road. The area is intended to meet the long term employment needs of the community and provide areas for large-scale essential public facilities. Design standards should reflect the functional needs of these type of industrial and government uses.

h) Purdy

The Purdy neighborhood design area is characterized by residential uses, local services, retail businesses, public utilities and school facilities. As the gateway to the Key Peninsula, Purdy has enjoyed a unique identity in its relationship to Henderson Bay.

4.9.4. Each neighborhood design area has a common set of features which should be emphasized to varying degrees in order to affect the best possible course of new and renewal development.

These features include but are not limited to:

- a) Natural Vegetation and Topography
- b) Trails, Parks and Open Space
- c) Sidewalks and Circulation
- d) Parking and Building Orientation
- e) Historic Buildings and Uses
- f) Building to Building Relationships
- g) Housing Patterns
- h) Architectural Quality and Character
- i) Site Amenities

RESIDENTIAL DEVELOPMENT DESIGN

Residential development includes all subdivisions, short plats, single-family and duplex homes and multifamily projects.

GOAL 4.10: MAINTAIN AND INCORPORATE GIG HARBOR’S NATURAL CONDITIONS IN NEW RESIDENTIAL DEVELOPMENTS.

4.10.1. Incorporate existing vegetation into new residential developments.

Roads, lot layout and building sites in new residential developments should be designed to preserve high quality existing vegetation by clustering open space and native trees in order to protect not only the trees, but the micro-climates which support them.

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

4.10.3. Incorporate new native vegetation plantings in higher-density residential developments.

Ensure that the size of buffers and clustered open space are consistent with the scale of the development, especially where new higher-density developments are adjacent to existing lower-density developments.

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

4.10.5. Include landscape buffers between new residential development and perimeter roads.

Native nursery-stock and existing vegetation should be used to buffer residential development from perimeter roads. Buffers should be wide enough to effectively retain existing or support re-planting of native vegetation. The use of berms and swales along with landscaping can also adequately buffer residential developments from perimeter roads.

4.10.6. Maximize opportunities for creating usable, attractive, well-integrated open space in new residential developments.

Well organized outdoor open spaces can be created by the grouping and orientation of building sites. These open spaces provide buffering, preservation of natural areas and recreation opportunities. Open space which is integrated into residential projects can also provide for important hydrologic functions.

4.10.7. Respect existing topography and minimize visual impacts of site grading.

Existing topography should be maintained while still providing usable yards and open space. Retaining walls, when necessary, should be terraced and enhanced and/or screened to minimize their visual impact.

GOAL 4.11: ENSURE NEW RESIDENTIAL DEVELOPMENTS PROVIDE AN INTERFACE BETWEEN PUBLIC AND PRIVATE ACTIVITIES.

4.11.1. Provide pedestrian and non-motorized vehicle connections.

Residential developments should provide pedestrian walkways and non-motorized vehicle trails which link all homes to adjacent properties and neighboring uses.

4.11.2 Provide vehicle connections between neighboring residential developments.

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

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

4.11.4 Encourage alternatives to on-street parking.

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

GOAL 4.12: HOMES AND RESIDENTIAL DEVELOPMENTS SHOULD BE DESIGNED TO ENHANCE EXISTING CHARACTERISTICS OF GIG HARBOR.

4.12.1. The size of new residences and residential remodels should maintain a reasonable proportion of building to lot size to reflect the characteristic of existing neighborhoods.

When residences cover more lot area than is normally seen in an existing area, they appear to be incompatible with the neighborhood.

4.12.2. With increased residential density, additional consideration should be given to lot orientation, building orientation and yard sizes.

Varied lot configurations and building orientation can reduce repetition of the built forms along the streetscape. Lot widths should be selected to allow the best architecture for the housing type proposed.

GOAL 4.13: PROMOTE SUSTAINABLE RESIDENTIAL DEVELOPMENTS

4.13.1. Encourage sustainable land development and building practices in the construction of new residential development.

WATERFRONT DESIGN

Gig Harbor's waterfront is a vital aspect of the City's identity and possesses qualities which require special design consideration. While all other city-wide goals and policies for design should be applied to development of the harbor, additional and supporting criteria are necessary to preserve those qualities which are unique to the waterfront only.

GOAL 4.14: PRESERVE VISUAL POINTS OF INTEREST.

Some of the more memorable and characteristic components of Gig Harbor are those items associated with and around the waterfront.

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

4.14.2. Incorporate points of interest into building and landscape design

- a) Where possible, shift location of buildings to maintain points of interest from the street.
- b) Encourage designs which frame points of interest between architectural forms, e.g., archways, corridors, and building masses.
- c) Assure that landscaping complements points of interest without obscuring their view from prominent points of reference.

GOAL 4.15: IDENTIFY, PRESERVE, AND DEVELOP AN APPROPRIATE WATERFRONT ARCHITECTURE.

4.15.1. Respect established waterfront architecture.

Gig Harbor's waterfront architecture should reflect the following components of the waterfront area:

- a) Historic structures in the Millville and Donkey Creek areas.
- b) Traditional fishing industry structures such as net sheds and boat houses.

4.15.2. Allow modern interpretations of historic structure designs.

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

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

GOAL 4.16: DEVELOP THE WATERFRONT AS A PLACE OF OUTDOOR PEOPLE ACTIVITY.

4.16.1. Encourage limited types of outdoor activities along the commercial waterfront zones including:

- a) Outdoor dining
- b) Entertainment activities
- c) Play areas for children
- d) Civic events and gatherings

4.16.2. Develop the waterfront as a place for public art displays.

This may require adoption of a public arts program.

4.16.3. Provide for maximum comfort of outdoor space.

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

4.16.4. Minimize asphalt coverage along waterfront.

Standard parking requirements have prompted removal of structures characteristic of Gig Harbor's historical development and have encouraged bleak expanses of asphalt along the waterfront. To counter this trend consideration should be given to:

- (a) Revised parking standards for waterfront districts.
- (b) Development of off-site parking areas, public and private.
- (c) Use of aesthetically pleasing paving materials including colored, textured or grass-block pavers.

HISTORIC DEVELOPMENT AND DESIGN

Gig Harbor is typically referred to as an historic fishing village which began in the mid 1800's when two Slavonian and one Portuguese fishermen rowed into the Harbor for shelter. Their arrival prompted others to follow and fishing became an important industry to the harbor area. Fishing continues to be an important aspect of the local culture. However, Gig Harbor's beginnings were based upon other industries as well, including boat building and saw milling.

These occurred almost simultaneously and resulted in the platting of two towns - the original townsite of Gig Harbor at the head of the bay and the Town of Millville in the area of Dorotich Street and Harborview Drive. As these areas developed structures were built to accommodate both the housing and social needs of the community. These included churches, hotels, and schools and also small cabins to shelter the influx of workers into the area.

Few structures built during this initial period stand today. However, many of the historic structures which remain around the bay can be traced to a relatively early period of Gig Harbor's development and serve to remind today's residents of the people and events responsible for shaping the Gig Harbor community.

While a number of historic structures in the harbor area retain their original form and appearance, many have been altered by recent renovations and additions. Moreover, structures which have not been individually modified have nonetheless been impacted by the incongruous development styles and forms of the past several decades. The impacts of these changes on Gig Harbor's historic areas have raised the concerns of many Gig Harbor area residents who are concerned that the "small village" atmosphere of Gig Harbor is being eroded by a myriad of architectural styles and forms now evident on almost every street in Gig Harbor's historic areas.

The effect of modern development on Gig Harbor's historic areas is significant and raises doubts as to whether or not there remains sufficient historic fabric to justify the designation of a historic district. Yet despite modern development's impact on the historic integrity of the area, there are still a number of structures which individually are of historical significance or which collectively contribute to the historic flavor of the area.

GOAL 4.17: TO PRESERVE THE INTEGRITY OF THOSE STRUCTURES WHICH INDIVIDUALLY POSSESS IMPORTANT HISTORICAL, ARCHITECTURAL, AND/OR CULTURAL SIGNIFICANCE.

Some structures standing alone would have important historical value to the community and should be carefully preserved as close to their original form as possible.

4.17.1. Encourage retention and adaptive reuse of older buildings with the following types of incentives:

- (a) Zoning incentives, e.g., setback and height standards which allow for restoration/renovation or expansion of existing structures.
- (b) Financial incentives such as low interest loans, tax credits or grant monies which may become available to the City for historic preservation.
- (c) Design assistance including suggestions on how to expand living space without compromising the design of the original structure
- (d) Resource information including in-house library with historic preservation/restoration publications and information.

4.17.2. Recognize outstanding preservation efforts through an awards or plaque program.

GOAL 4.18: TO PRESERVE THE CHARACTER OF THOSE SITES OR DISTRICTS WHICH REFLECT THE STYLE OF GIG HARBOR'S HISTORICAL DEVELOPMENT.

4.18.1. Identify and establish an Historic Conservation Area.

The purpose of the conservation area is to preserve the historic or "village-like" character of an area despite alterations which may have compromised the historic integrity of the area.

4.18.2. Develop guidelines which promote compatible development within designated areas.

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

4.18.3. Provide design assistance for restoration, renovation or expansion of historic structures.

Many owners of historic structures are anxious to maintain the integrity of their buildings but are often unsure how to bring the structure up to modern living standards without compromising the integrity of the structures original design.

4.18.4. Determine appropriate procedures for design review which may include one or a combination of the following:

- (a) Establishment of an Historic District Commission
- (b) City Staff review and/or recommendation
- (c) Mandatory review of commercial and multi-family housing projects and optional review of single family development.

4.18.5. Review impacts of all City projects on existing historical structures or neighborhoods.

Plans for street or infrastructure improvements can be at odds with the established character of historic areas. These should be reviewed carefully.

GOAL 4.19: TO ASSURE CONSISTENCY BETWEEN ZONING REGULATIONS AND HISTORIC PRESERVATION OBJECTIVES.

The historic areas of Gig Harbor are typified by small lots with modest sized houses built near the road. This pattern placed many front porches near the sidewalk, thus emphasizing the communal aspect of the neighborhood. Maintaining this pattern is possible only when zoning codes allow similar types of development.

4.19.1. Adopt setback standards which reflect historic development patterns.

E.g., allow reduced front yard setbacks when a front porch is incorporated into the design of the structure.

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

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

GOAL 4.20: TO RETAIN VITALITY OF HISTORIC BUSINESS DISTRICTS

4.20.1. Define and retain "small town" characteristics of historic business districts.

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

4.20.2. Develop downtown parking standards.

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

4.20.3. Explore benefits of facade improvement program.

- a) Develop design criteria which will guide facade renovations
- b) Provide financial incentives to comply with program objectives, e.g., low interest loans or grants.

4.20.4. Develop marketing plan for downtown areas.

Promote the downtown's historic qualities and encourage business and property owners to preserve and develop these qualities in order to maintain the economic vitality of the downtown.

LANDSCAPE DESIGN

One of the most prominent natural features in Gig Harbor is the harbor itself. However, the harbor setting is further enhanced by its lush array of trees, flowers and ground covers. These should be preserved and incorporated into urban-type development if Gig Harbor is to retain its natural beauty.

GOAL 4.21: PRESERVE THE NATURAL AMBIANCE OF THE HARBOR AREA.

4.21.1. Incorporate existing vegetation into site plan.

As much as possible, site plans should be designed to protect existing vegetation. Such efforts should include the following:

- (a) Cluster open space in order to protect not only trees, but the micro-climates which protect them. To be effective, a single cluster should be no less than 25% of the site area.
- (b) Identify areas of disturbance prior to site plan approval. Too many good intentions turn sour because of incorrect assumptions on the location of proposed

development in relation to property lines and existing tree stands. This can be avoided by surveying the property and locating areas proposed for clearing before a site plan or subdivision is approved.

- (c) Install protective barricades prior to clearing and grading. Even the best intentions by the land developer to preserve natural vegetation can be undermined by careless equipment operators who might indiscriminately clear an area intended to be preserved.
- (d) Increase restrictions on vegetation removal after construction.

GOAL 4.22: ENHANCE THE BUILT ENVIRONMENT WITH FORMAL LANDSCAPING AND CONSISTENT STREET FURNISHINGS.

Formal landscaping provides a pleasing transition between the natural setting and the built environment and between wall surfaces and pavements.

4.22.1. Maintain current standards which define landscape requirements for parking areas.

4.22.2. Define pedestrian spaces with planting areas and overhead tree canopies.

GOAL 4.23: CONTROL VEGETATION TO PRESERVE SIGNIFICANT VIEWS.

Vegetation should be retained as an important element in the harbor setting but efforts to retain vegetation should be balanced with the more general goal of preserving the entire harbor setting including views of the water and distant vistas.

4.23.1. Retain significant vegetation.

Identify vegetation that can be removed while retaining Gig Harbor's characteristic vegetation.

- a) Selectively thin larger tree stands which, over time, have closed off significant views. Limit thinning so as to maintain an appropriate balance of timber and a continuous canopy.
- b) Consider ways to trim up existing trees to preserve views while maintaining a healthy balance between the crown and trunk of the tree.
- c) Avoid topping or other trimming activities which alter the natural symmetry of a tree.
- d) Require that consideration be given to changes in micro-climates as one or more removed trees exposes retained nearby.

4.23.2. Allow trees to be a part of the view.

Panoramic views, when they occur, are not necessarily void of trees, even in the foreground.

- a) Limited numbers of trees should not be considered an obstruction to a view.

- b) Recognize that every tree impacts someone's view to one degree or another.
- c) Recognize that removal of trees to provide a view alters the view that everyone hopes to get.

GOAL 4.24: PRESERVE SIGNIFICANT VEGETATION WHILE MAINTAINING SIGNIFICANT VIEWS.

4.24.1. Differentiate between view lots and potential view lots.

It is not the policy of the City to encourage or facilitate tree removal to create view lots. Reasonable efforts should be given to maintaining existing views, recognizing that views may be impacted by the eventual growth of trees or by development activities. These are natural or normal occurrences and are to be expected.

4.24.2. Control clearing activities.

Develop standards for clearing large parcels which includes appropriate timing of clearing and the amount of clearing to be done at any one time.

SIGNAGE & ILLUMINATION

Signs have become one of the more visual components of modern urban landscapes and are of primary concern to business owners. Clear and effective signage is essential to the successful operation of businesses and can facilitate vehicular and pedestrian activities. However, signage can also be the greatest contributor to visual clutter and blight. Large, garish signs designed as "attention getters" are neither necessary nor desirable in Gig Harbor's small town setting. With care, signs can serve to both effectively identify businesses and also provide a positive contribution to the City's visual quality.

GOAL 4.25: POSITION SIGNS TO FIT WITHIN FEATURES OF THE FACADE

4.25.1. Avoid covering architectural details.

Signs should not cover or obscure important architectural details of the building; they should appear to be a secondary and complimentary feature of the building facade.

4.25.2. Incorporate sign space into building design.

Wall signs should be located within architectural sign bands or other blank spaces which visually frame the sign. Many historical buildings were designed to accommodate signage in the parapet. This should be a prime consideration when designing new commercial buildings also.

4.25.3. Consider projecting signs when there is limited wall space.

Projecting signs can provide an attractive alternative to wall signs where wall signs might hide or over-power architectural details. Projecting signs are particularly effective in pedestrian environments such as the downtown area.

GOAL 4.26: KEEP SIGNAGE AS A SUBORDINATE ELEMENT IN BUILDING DESIGNS.

4.26.1. Minimize sign area in facade design.

Avoid expansive blank walls oriented to the public's view. These take on the character of large billboards when used for signage.

4.26.2. Avoid using signage as a dominant architectural statement.

Building designs should not depend on signage for interest or completion of design. Signage should compliment the building's design without being overpowering. For example, many service station canopies, while functional for weather protection, have the visual appearance of a free standing sign; Many warehouse and "super store" structures would be little more than a concrete box without their signs. Consider the following two-fold test: (1) would the structure which supports the sign appear unfinished or void of architectural interest if the signs and logo panels were removed; and (2) will the proposed signage appreciably alter the character of the building it is applied to?

4.26.3. Encourage sign designs which reflect the building style or period.

Some types of signs are out of character with building styles or designs. For example, internally illuminated signs are often out of character with the older or historic structures in the downtown area. Wooden painted or sandblasted signs with an external light source may be more appropriate in this location.

- a) Provide incentives for use of sandblasted signs, e.g., increased sign area allowance.
- b) Consider dis-incentives for internally illuminated signs in the downtown area, e.g, decreased sign area allowance.
- c) Limit allowed materials for awnings in the downtown area to traditional fabrics and designs. Covers with a shiny look of plastic or vinyl should be avoided.

4.26.4. Include corporate or logo panels into signage area calculations.

Many businesses apply steel, lexan, or similar panels with corporate colors or logos onto their building as part of their business identification. Excessive use of these panels can make them a dominant architectural feature and should be avoided.

- a) Include the area of corporate or logo panels into signage area calculation.
- b) Prohibit illumination of corporate or logo panels except for the text or symbol within the panels.

GOAL 4.27: AVOID FLAMBOYANCY IN SIGNAGE DESIGN.

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

4.27.1. Keep internally illuminated signs subdued.

Illumination of signs should be limited to the text of the sign only. Individual pan-channel letters with a plastic face or individual cut-out letters (i.e., letters routed out of the face of an opaque sign face and cabinet) are preferred. Reversed pan-channel letters with an internal light source

reflecting off of the building face may also be used for "halo" or "silhouette" lighting.

4.27.2. Maintain traditional designs of awnings.

Awnings have become a popular sign alternative, but their use and design have gone far beyond an awning's traditional application, resulting in trendy designs applied haphazardly to buildings and sign posts.

- a) Limit the area of awnings to be used for signage to no more than 20% of the awning face.
- b) Prohibit use of back-lit awnings except for sign text. Allow back-lit translucent materials on sign letters only.
- c) Allow awnings in traditional locations only, e.g, above doors, windows, and walkways. Awnings should not obscure architectural details or be the dominant architectural feature.

GOAL 4.28: COORDINATE SIGN DESIGNS ON MULTI-TENANT BUILDINGS.

Variety in sign designs can be exciting and visually pleasing, but too many types and styles of signs in a single project can be a disruptive element in an otherwise unified site design.

4.28.1. Design signs to compliment the building's architecture.

Signs should be sensitive to the building's design, both in terms of color and style. This is particularly important on Gig Harbor's historic structures in the downtown area.

4.28.2. Develop master sign plans for multi-tenant buildings.

Buildings or commercial projects with more than one tenant should have a master sign plan which identifies the type and size of sign each tenant space is allowed. A sign plan can specify design elements common to each sign such as materials, background colors or letter styles, each of which will serve to unify the site design

4.28.3. Coordinate free standing signs with building design.

Free standing signs should be designed to complement the style of the building or project to which they apply, using similar materials, colors, etc.

GOAL 4.29: MINIMIZE SIGN AREA BY ENCOURAGING EFFECTIVE SIGNAGE AS OPPOSED TO LARGE SIGNS

4.29.1. Encourage use of descriptive names for businesses.

It is best for the nature of a business to be identified by at least the second or third word in a business name. For example, it is clear from the name Tide's Tavern what the nature of the business is, but it is not so clear what one might find in a store called Once Upon a Time. It may be children's books or it may be antiques.

4.29.2. Avoid excessive lines of sign text.

A single line of legible sign text can convey more information at a glance than several lines of multiple messages. Limit single signs to no more than three messages or business names.

GOAL 4.30: RESTRICT USE OF OFF-PREMISE SIGNAGE.

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

4.30.1. Encourage use of directory signs to business areas.

Some business areas (e.g., the Head of the Bay area) are not readily found by visitors or newcomers to Gig Harbor and may require off-premise directory signage.

4.30.2. Avoid signs designed for distant viewing.

Business signs should be oriented to the street on which the business is located. Off-premise signs for specific businesses should be located on the street or intersection on which the business is located. Off-premise signs for business areas should be restricted to primary routes leading to the identified business area.

Chapter 5

ENVIRONMENT ELEMENT

Introduction

The Growth Management Act states that counties and cities which are required to plan under GMA must adopt policies and regulations to address the management of resource lands and critical areas, with special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries. GMA requires the use of Best Available Science in protecting the functions and values of critical areas, while the Shoreline Management Act (SMA) requires the use of the most current, accurate and complete scientific and technical information available.

GOAL 5.1: RESPECT THE NATURAL ENVIRONMENT

Maintain a harmonious relationship between the natural environment and proposed future urban development. Develop, implement and enforce exacting performance and development standards governing possible developments within land or soil areas which are subject to moderate and severe hazards.

5.1.1. Tributary drainage

Protect perennial streams, ponds, springs, marshes, swamps, wet spots, bogs and other surface tributary collection areas from land use developments or alterations which would tend to alter natural drainage capabilities, contaminate surface water run-off or spoil the natural setting.

5.1.2. Stream and drainage corridors

Enforce buffer zones along the banks of perennial streams, creeks and other tributary drainage systems to allow for the free flow of storm run-off and to protect run-off water quality.

5.1.3. Floodplains

Protect alluvial soils, tidal pools, retention ponds and other floodplains or flooded areas from land use developments which would alter the pattern or capacity of the floodway, or which would interfere with the natural drainage process.

5.1.4. Dams and beaches

Enforce control zones and exacting performance standards governing land use developments around retention pond dams, and along the tidal beaches to protect against possible damage due to dam breaches, severe storms and other natural hazards or failures.

5.1.5. Impermeable soils

Protect soils with extremely poor permeability from land use developments which could contaminate surface water run-off, contaminate ground water supplies, erode or silt natural drainage channels, overflow natural drainage systems and otherwise increase natural hazards.

5.1.6. Septic System use

Enforce exacting performance governing land use developments on soils which have fair to poor permeability, particularly the possible use of septic sewage drainage fields or similar leaching systems. In areas which are prone to septic field failure, work with the Tacoma-Pierce Country Health district to encourage the use of City sewer, as available and where appropriate.

5.1.7. High water table

Protect soils with high water tables from land use developments which create high surface water run-off with possible oil, grease, fertilizer or other contaminants which could be absorbed into the ground water system.

5.1.8. Noncompressive soils

Protect soils with very poor compressive strengths, like muck, peat bogs and some clay and silt deposits, from land use developments or improvements which will not be adequately supported by the soil's materials.

5.1.9. Bedrock escarpments

Enforce exacting performance standards governing land use developments on lands containing shallow depths to bedrock or bedrock escarpments, particularly where combined with slopes which are susceptible to landslide hazards.

5.1.10. Landslide

Protect soils in steep slopes which are composed of poor compressive materials, or have shallow depths to bedrock, or have impermeable subsurface deposits or which contain other characteristic combinations which are susceptible to landslide or land slumps.

5.1.11. Erosion

Enforce exacting performance standards governing possible land use development on soils which have moderate to steep slopes which are composed of soils, ground covers, surface drainage features or other characteristics which are susceptible to high erosion risks.

5.1.12. Wetlands

Preserve, protect, and/or restore wetlands associated with the city's shorelines to achieve no net loss of wetland area and wetland functions.

5.1.13. Fish and wildlife habitat conservation areas

Protect, maintain and enhance fish and wildlife conservation areas within their natural geographic distribution so as to avoid the creation of subpopulations.

5.1.14. Functions of shoreline vegetation

Conserve or restore shoreline vegetation where new development and/or uses are proposed in order to maintain shoreline ecological functions and processes provided by native vegetation.

GOAL 5.2: CONSERVE NATURAL RESOURCES AND ACTIVITIES

Conserve and protect natural areas within the environment to provide a continuing place for

wildlife which are representative of the area's ecological heritage. Protect harbor, agricultural and timber production activities which produce a valued natural and economic product, and which reflect the area's historical origins. Enforce exacting performance standards governing possible land use developments on lands or sites which may be planned to include wildlife.

5.2.1. Harbor resources

Protect the harbor and related waterfront lands, improvements and features which support the moorage, processing, repair or other use related to commercial fishing activities. Enforce exacting performance standards governing possible land use development of, or adjacent, existing commercial and recreational boat marinas and docks. Promote use of mixed use developments, buffer zone setbacks, common shoreline or dock improvements and other innovative concepts which conserve, allow or increase the possible retention of valuable fishing and recreational boating activities within the harbor and urban waterfronts.

5.2.2. Agricultural resources

Although agricultural lands of long-term commercial significance have not been identified within the City's urban growth area, those rural lands outside of the UGA should not be considered for inclusion into the 20-urban growth area. Those rural lands in the Crescent Valley area should not be considered for any urban services until the year 2010.

5.2.3. Timber resources

Forest lands of long-term commercial significance have not been identified within the City's urban growth area. Those lands within the urban growth area which contain commercially valuable timber are considered suitable for conversion to non-forestry uses, consistent with the goals of this Plan and the State Forest Practices Act.

5.2.4. Mineral Resources

Several mineral extraction operations exist within the City's urban growth area. These sites are identified with a Mineral Resource Overlay in the Gig Harbor Peninsula Community Plan. Although often incompatible with urban land use, the City should continue to recognize the activity on these limited sites as providing a public benefit and allow their continued operation. Classification as a mineral resource use of long term significance should be distinguished by possession of a valid Washington State Department of Natural Resources Surface Mining Permit and a valid County or City land use permit. Once mining ceases on a site, land use should be consistent with the underlying Comprehensive Plan designation.

5.2.5. Open space wildlife habitat

Enforce exacting standards governing possible land use development of existing, natural open space areas which contain prime wildlife habitat characteristics. Promote use of clustered development patterns, common area conservancies and other innovative concepts which conserve or allow, the possible coexistence of natural, open space areas within or adjacent to the developing urban area. Incorporate or implement the standards adopted in the Washington State Administrative Guidelines for the identification and protection of critical wildlife habitat, as appropriate.

5.2.6. Wetland wildlife habitat

Protect lands, soils or other wetland areas which have prime wildlife habitat characteristics. Promote use of site retention ponds, natural drainage methods and other site improvements which conserve or increase wetland habitats. Incorporate or implement the standards adopted in the Washington State Administrative Guidelines for the identification and protection of critical wildlife habitat, as appropriate.

5.2.7. Woodland wildlife habitat

Protect lands, soils or other wooded areas which have prime woodland habitat characteristics. Promote use of buffer zones, common areas, trails and paths, and other innovative concepts which conserve or increase woodland habitats. Incorporate or implement the standards adopted in the Washington State Administrative Guidelines for the identification and protection of critical wildlife habitat, as appropriate.

GOAL 5.3: LAND MANAGEMENT POLICIES

Allocate and manage the land's environmental capabilities and suitabilities in the most reasonable and effective manner. Allow innovation and flexibility, yet ensure the environment is not degraded or that urban uses do not create public hazards or nuisances.

5.3.1. Best to least allocation policies

As much as possible, allocate high density urban development onto lands which are optimally suitable and capable of supporting urban uses, and/or which pose fewest environmental risks. To the extent necessary, allocate urban uses away from lands or soils which have severe environmental hazards.

5.3.2. Performance criteria

As much as practical, incorporate environmental concerns into performance standards rather than outright restrictions. Use review processes which establish minimum performance criteria which land-owners and developers must satisfy in order to obtain project approvals. As much as possible, allow for innovation and more detailed investigations, provided the end result will not risk environmental hazards or otherwise create public problems or nuisances.

5.3.3. Best Available Science

Ensure that land use and development decisions are consistent with Best Available Science practices to avoid contamination or degradation of wetland, stream, shoreline, and other aquatic habitats. Special attention should be placed on anadromous fisheries.

GOAL 5.4: URBAN LAND USE OPERATING STANDARDS

Establish minimum acceptable performance standards governing noise, air, light, glare and other operating characteristics or permitted urban uses which affect the quality of the manmade environment.

5.4.1. Noise - development characteristics

Monitor the master planning process of the Tacoma Narrows Airport to ensure ultimate

developments do not have adverse noise impacts on residential areas within Gig Harbor's planning area. Promote use of materials with extra acoustical properties in building developments, landscape and earth berm buffers in site improvements, and other innovations which will reduce noise impacts on residential developments, particularly along major highways like State Route 16 and about airport approach areas.

5.4.2. Noise - operating characteristics

Protect urban residential areas from obnoxious or distracting noises, particularly during evening hours, and especially of a kind created by controllable activities. Enforce exacting performance standards governing possible land use developments which create noise levels that may exceed acceptable community defined levels.

5.4.3. Groundwater

Prevent groundwater contamination risks due to failed septic systems. To the extent practical, cooperate with County agencies to create and implement plans which will provide suitable solutions for subdivisions with failed septic systems, and which will prevent future developments in high risk areas. Adopt specific performance standards for the development of land in areas identified as critical aquifer recharge areas.

5.4.4. Stormwater - development standards

Prevent surface water contamination and erosion of natural surface drainage channels due to ill-conceived or poorly designed urban development. Promote the use of storm water retention ponds and holding areas, natural drainage and percolation systems, permeable surface improvements, clustered developments and other concepts which will reduce stormwater volumes and velocities.

5.4.5. Stormwater - operating standards

Coordinate with the appropriate local and state agencies in promoting public education and awareness on the proper use of household fertilizers and pesticides. Develop and implement performance standards regarding the dumping of wastes, trapping of greases and other byproducts which can be carried into the natural drainage system.

5.4.6. Air - operating standards

Enforce exacting performance standards governing the emission of carbons, gases or other particulates into the atmosphere; and the creation of burnt materials, smoke, dust or other polluting byproducts which could degrade air quality.

5.4.7. Environmental Stewardship

Support and allow design, construction of sites and buildings, operational practices for buildings, and land use practices to reduce air pollution and increase the use of renewable energy resources.

Chapter 6

HOUSING ELEMENT

Introduction

Housing is a major component in the makeup of the physical community and is one of the most revealing indicators of the social community. Houses represent people and suggest that people have common interests in a place. Historically, the focus of a community was its religious and/or economic interests which were often reflected in the type and arrangement of the community's housing. In the small village, for example, it was not uncommon to find houses clustered around the community church or structures of local industry. Even today, the design, size, and location of houses are telling indicators of the values and economic profile of the citizenry and also reflect the historical development of the community.

Gig Harbor's development was primarily associated with its fishing and boat building industries which prompted housing developments for local workers near the waterfront. The resulting arrangement of housing and industry created a small town character which is still prevalent in the city's harbor area.

That character quickly changes near the outer edges of the city where increased growth pressures have resulted in a more metropolitan development pattern including commercial centers near freeway interchanges supported by sprawling pods of isolated housing developments. This is a reflection of the changes which have taken place since Gig Harbor's early development and its current tendency to serve as a bedroom community to the surrounding metropolitan area.

Such changes have not been entirely welcome by long term residents of the area. Many residents, as well as surrounding neighborhood associations, have struggled to retain a rural identity despite population increases at the regional level. Gig Harbor's population is small compared to Tacoma, its closest neighbor, but regional growth pressures have forced the City of Gig Harbor to consider ways to retain its small town character while meeting the housing demands of an increasingly diverse population.

These growth allocations are designated in VISION 2040 as the regional growth strategy set forth by Puget Sound Regional Council. Small cities are expected to accommodate eight (8) percent of the allocated Puget Sound regional growth. Over time, some faster growing small cities may grow into larger cities and assume a greater role in accommodating the regional growth allocations.

The City has identified a number of components which will be incorporated into its housing policies including the following:

- a) Identifying the existing housing stock
- b) Determining housing preferences and demand
- c) Identifying housing types acceptable to the community
- d) Compliance with GMA County-wide fair share housing policies
- e) Implementing strategies to meet housing goals

These are more fully addressed in the following analysis, projections and policies.

EXISTING HOUSING STOCK

At first glance Gig Harbor appears to be predominantly composed of single family homes. From the standpoint of area, this assumption is correct. There are currently 775 acres of R-1 (single family) zoned parcels in the city compared to 85 acres of multi-family zoned R-2 & R-3 property. However, the actual unit count between multi-family and single family dwellings is more evenly distributed.

In 2010, 3,825 residential units comprised Gig Harbor's housing stock. (Source: 2010 U.S. Census) This total included 2,095 single family homes and 1,712 multi-family dwellings. The proportion of single family has increased from about 48 percent in 1993 prior to adoption of the first Growth Management comprehensive plan to about 59 percent in 2000 and fell to 54 percent in 2012. Multi-family units remain as a significant portion of the total housing stock. Although the development of multi-family units will continue as allowed, the single family character of the community has been maintained. It should be recognized, however, that most multi-family units are located near the City's fringe - an area not typically associated with the City's historic character. Moreover, where multi-family housing has encroached into the harbor basin, it has been the target of criticism due to imposing scales and designs.

EXISTING DEMOGRAPHIC CHARACTERISTICS

The City's 2007-2011 demographic profile includes the following, based upon the American Community Survey, and is in comparison with the State of Washington (WA) and Pierce County (PC), WA. Representing close to 1% (7,128) of the Pierce County population during the 2007-2011 timeframe.

Gig Harbor is a community with:

- More seniors aged 75 and older (12.1%); but fewer young individuals under 5 (3.4%) and aged 5-17 (14.6%).
- More females (53%) than males (47%).
- A less ethnically-diverse population with more Whites (91%) than Pierce County (76%) and WA State (79%).
- Fewer individuals with a Hispanic/Latino origin (6.8%) than Pierce County (8.9%) and WA State (10.9%).
- A higher median household income (\$62K) than Pierce County (\$59K) and WA State (\$59K).
- Fewer individuals living below 100% of the Federal Poverty Level (10%) than Pierce County (12%) and WA State (13%).

GOAL 6.1: MAINTAIN AND PROTECT THE SCALE AND CHARACTER OF EXISTING NEIGHBORHOODS

6.1.1. Encourage infill

Encourage infill of existing residential neighborhoods with housing types, designs, and sizes similar to prominent and/or historical structures.

6.1.2. Develop design guidelines

Develop guidelines which define how larger multi-family structures may be designed to reflect the massing and scale of smaller existing structures.

GOAL 6.2: ENCOURAGE HIGH DENSITY HOUSING WHICH MAINTAINS GIG HARBOR'S HISTORIC VISUAL CHARACTERISTIC AS A SINGLE FAMILY COMMUNITY

6.2.1. Identify areas where small lot sizes are appropriate

- a) Develop maximum lot sizes for single family homes, e.g, 5,000 - 7,000 square feet.
- b) Allow zero lot line development on smaller lots to retain optimal use of private yard areas.

6.2.2. Minimize appearance of multi-family structures

Avoid high and visually prominent concentrations of multi-family structures on major thoroughfares and boulevards.

- a) Require increased setbacks from street edge with landscaped green space oriented to both the public and residents of the multi-family units. The walled "compound" look as seen from the street should be avoided.
- b) Define stepped height standards which require lower building heights nearer the street edge, and stepping up away from the street.
- c) Identify areas of high-density housing throughout the City to avoid over-concentration in one area.
- d) Retain multi-family structures near the fringe of established single-family neighborhoods or in strategic locations where larger structures will not abruptly alter the single family character.
- e) To the extent possible, incorporate single family design into multi-family housing through the following design techniques:
 - i. Unit clustering and separation
 - ii. Variation in unit design
 - iii. Modulation of facade and roof lines.
 - iv. Avoidance of "book-matched" or symmetrical designs on duplexes and larger units.

6.2.3. Reward acceptance of density with corresponding benefits

High-density areas should be associated with increased areas of open space and other amenities to the public and home owners.

EXISTING HOUSING CONDITIONS

The City is fortunate in that there are no significant areas of blight or decay. On the contrary, there are strong signs of revitalization, particularly in the basin area. A number of older homes along Harborview Drive have been renovated and enlarged and it is expected that these efforts will result in similar activities in the balance of the basin area. Interest in revitalizing these homes can be attributed to the increased value of view properties and to the obvious preference many people have for the area's small town character.

GOAL 6.3: ENCOURAGE MAINTENANCE AND/OR ADAPTIVE REUSE OF EXISTING STRUCTURES FOR RESIDENTIAL USE.

6.3.1. Provide renovation incentives

Allow retention of existing heights and setbacks of historic structures which are renovated for residential use (e.g, do not apply standard "50% clause" requiring demolition of structure if more than 50% of structure is effected in renovation).

6.3.2. Provide financial incentives

Identify fees that might be waived for repair or renovation work as an incentive.

6.3.3 Sponsor clean-up campaigns

Provide regularly scheduled clean-up help and trash collection in neighborhoods.

As blight is almost non-existent in Gig Harbor, there is little reason for an extensive survey of housing conditions at this time. A more pressing need is to identify the types of housing units in Gig Harbor, how these are allocated among the population, and how these reflect the current and future demand of housing.

ALLOCATION OF HOUSING

It is assumed that all persons residing within the City of Gig Harbor are housed. However, the allocation of housing by economic status is not immediately apparent. Homes in Gig Harbor typically demand a high price due to a strong market demand but may currently be occupied by long term residents of limited economic means. For example, many of Gig Harbor's senior citizens may be living in houses with market values far greater than either their current mortgages or original purchase prices would indicate. The 1990 census indicates that the median value of an owner-occupied home in Gig Harbor was \$142,000 while the median value of a home in 2000 was \$215,400. In 2010 the median value was \$421,800, this value is over 6.5 times the median household income (values taken from the 1990, 2000 and 2010 Census for City of Gig Harbor). The fact that property values have increased at a greater rate than income is an issue for the community.

| Table 1: Home Values to Income Ratio | | | |
|---|---------|---------|---------|
| Year | 1990 | 2000 | 2010 |
| Home value | 142,000 | 215,400 | 421,800 |
| Value/Income | 4.3 | 5 | 6.66 |

As the City's population ages and as market trends remain strong, it is expected that the current allocation of housing according to economic status will change considerably. Gig Harbor is already showing signs of gentrification in the basin area, and even homes outside the view basin are demanding higher prices than many current residents could afford were they to purchase them on today's market. Maintaining the existing supply of affordable housing will therefore be difficult if current market trends continue.

GOAL 6.4: MAINTAIN A "NO NET LOSS" POLICY TOWARD AFFORDABLE HOUSING UNITS

6.4.1. Discourage demolitions

Discourage demolition of existing smaller houses which have a reasonable potential for being salvaged.

- a) Consider fee waivers for building permits to renovate or repair existing houses.
- b) Consider high demolition permit fees with the proceeds applying toward other affordable housing programs in the Gig Harbor area.
- c) Support "existing use" tax assessment as opposed to taxation based upon speculative highest and best use.

6.4.2. Mitigate effects of gentrification

Compensate market "sell up" of units (i.e., gentrification) with a corresponding supply of land available for affordable replacement units.

- a) Solicit the help of local real estate community to identify the number of units which sell for more than 30% of their previous purchase price or value.
- b) Assure that there is sufficient land area zoned for affordable-type development to compensate for loss of affordable units and for account for projected need.

6.4.3 Monitor and assess the success in allocating the countywide housing needs to accommodate the 20-year population in conjunction with the County process established.

- a) In 2020, fund a housing needs assessment in coordination with the local housing authority that includes the following:
 - i) Analysis of housing needs for City residents based on age and special needs.
 - ii) An estimate of housing needs by income groups.
 - iii) Policy recommendations to increase rental affordability.

This assessment will provide additional information regarding housing needs for the 2023 Major Periodic Review of the Comprehensive Plan.

- b) Support the development and ongoing operations of supportive housing with appropriate services for people with special needs throughout the county and region.

HOUSING AFFORDABILITY

The median monthly housing costs for the City of Gig Harbor are estimated at \$1,314, based upon the 2009-2013 American Community Survey 5-year estimate.

Income Characteristics.

The ability to find suitable housing is determined by both the availability of housing¹ and the income level of the householder. The following table indicates the income characteristics of Gig Harbor residents:

Table 2 - Gig Harbor 2012 Income Characteristics

| Household* income | Percent of households |
|--|-----------------------|
| <\$10k | 9.7% |
| \$10k - 14.9k | 3.4% |
| \$15k - 24.9k | 7.5% |
| \$25k - 34.9k | 5.8% |
| \$35k - \$49.9k | 12.7% |
| \$50-74.9k | 18.3% |
| \$75-99.9k | 10.3% |
| \$100-149.9k | 15.4% |
| \$150k+ | 16.9% |
| Gig Harbor Median Income (2012): \$63,269 | |

Source: 2008-2012 American Community Survey

*Average household size for this survey is 2.12

The 2010 census data shows the vacancy rate to be about 12.7%

In addition to the income characteristics identified in Table 2, the Economic Development Element discusses the top three industry employers based upon the Bureau of Labor Statistics. These are identified in Gig Harbor as Retail, Health Care and Social Assistance, and Accommodations and Food Services. The annual average wages are as follows:

| Top Industry Employers | Annual Wage Averages for Pierce County |
|-----------------------------------|--|
| Retail | \$29,972 |
| Health Care and Social Assistance | \$48,853 |
| Accommodations and Food Services | \$17,215 |

2013 Washington State Employment Security Department Annual Averages

Cost Burdened Households

¹ The vacancy rate in the city is about 12.7% according to 2010 Census data.

For planning purposes, a household is considered cost burdened when its income is less than 95% of the median income level, and its housing cost is more than 30% of its income. The following matrices indicate that at least 30% of homeowner households and 46.4% of renter households were cost burdened in 2012.

Table 3 – Cost Burdened Households

| Owner Occupied Households (Total: 1,857) | | | | | |
|---|---------------|------------|------------|------------|--------|
| % Income Spent on Housing | Income ranges | | | | |
| | <\$20k | \$20-34.9k | \$35-49.9k | \$50-74.9k | \$75k+ |
| Pop. in bracket | 7.40% | 6.30% | 12.50% | 12.90% | 60.90% |
| <20% | 0 | 0.50% | 3.80% | 7.00% | 40.90% |
| 20-29% | 0 | 1.80% | 2.10% | 1.20% | 12.60% |
| 30%+ | 7.40% | 3.90% | 6.70% | 4.60% | 7.40% |
| Renter Occupied Households (Total: 1,482) | | | | | |
| % Income Spent on Housing | Income ranges | | | | |
| | <\$20k | \$20-34.9k | \$35-49.9k | \$50-74.9k | \$75k+ |
| Pop. in bracket | 24.00% | 12.50% | 12.60% | 24.20% | 19.60% |
| <20% | 0.00% | 0.00% | 0.00% | 4.80% | 13.00% |
| 20-29% | 1.80% | 1.50% | 7.00% | 12.50% | 6.00% |
| 30%+ | 22.30% | 11.00% | 5.50% | 7.00% | 0.60% |

Financial characteristics 2008-2012 American Community Survey 5-year estimates

As Tables 2 and 3 indicate, the Gig Harbor community is composed of a broad range of household income and there is an unmet need for affordable housing for current residents. The challenge is to ensure existing affordable housing as well as ensuring additional opportunities for the lower end of the economic spectrum.

GOAL 6.5: PRESERVE GIG HARBOR AS A PLACE TO LIVE FOR PEOPLE OF ALL OCCUPATIONS, INCOMES AND ABILITIES.

To ensure adequate provisions of existing and projected housing needs for all economic segments of the community, a variety of housing types, sizes and values should be available. Housing should accommodate for each income group, individuals, single parents, small and large families as well as disabled individuals and seniors. Furthermore special housing accommodations should be allowed and encouraged for general needs.

6.5.1. Accommodate group housing

Develop standards for senior citizen, foster care facilities, and group housing arrangements as permitted uses in designated zones.

- a) Consider defining maximum family size of unrelated individuals sharing a housing unit according to the ability of the structure to accommodate more persons:

- i. Are there sufficient numbers of bedrooms to avoid overcrowding.
 - ii. Is there adequate parking to meet the needs of licensed drivers within the facility.
- b) Redefine density standards to allow for higher numbers of single room occupancy units (SRO's) and increased numbers of beds in senior or group housing complexes.

6.5.2. Encourage accessory units

Provide incentives to single family homeowners to build accessory units on their property, e.g, reduction or waiver of city fees.

6.5.3. Address the relationship between employment and housing

The adopted 2030 total employment target for Gig Harbor according to the Pierce County 2014 Buildable Lands Report is 9,954. Our 2010 total employment estimate is 9,155 and from development currently underway 500 estimated jobs will be added bringing us to just under 200 jobs short of our 2030 goal. The Economic Development Element has further information on the relationship between employment and housing.

6.5.4. Allow the transfer of City owned property for affordable housing needs

Appropriate properties owned by the City of Gig Harbor should be considered to address affordable housing needs.

MEETING THE HOUSING DEMAND

Required number of units

To determine whether the City's residential capacity is sufficient to accommodate the growth target, the population increase must be translated into households. The Pierce County 2014 Buildable Lands Report shows that Gig Harbor had a total of 3,560 housing units in 2010 and will have a total housing unit need of 5,431 by 2030.

Table 4 - Housing Unit Needs

| 2010 Total Housing Units¹ | 2030 Total Housing Units Needed² | Additional Housing Needed (2010-2030) | Displaced Units | Total Housing Units Needed |
|---|--|--|------------------------|-----------------------------------|
| 3,560 | 5,431 | 1,871 | 89 | 1,960 |

1. 2010 Census.

2. Adopted by Pierce County Ordinance No. 2011-36s.

Existing Residential Capacity

An additional 1,871 units will be needed to accommodate the forecast growth between 2010 and 2030. As redevelopment occurs, 88 units are expected to be displaced resulting in a total need of 1959 units. Table 5 shows the City's remaining residential capacity by zoning district.

Table 5 – Existing zoned capacity

| Zoning District | Housing Capacity |
|-------------------------------|-------------------------|
| R-1 | 975 |
| R-2 | 805 |
| R-3 | 13 |
| RB-1 | 23 |
| RB-2 | 291 |
| MUD | 271 |
| PCD-RLD | 644 |
| PCD-RMD | 466 |
| B-2 | 0 |
| Total Housing Capacity | 3,488 |

Source: Pierce County Buildable Lands Report 2014

The zoned capacities reflected in Table 5 include vacant lands and underdeveloped parcels. In calculating capacity for underdeveloped lands, there is a presumption that existing units will be displaced. These units are deducted from the capacity to arrive at the total number of units that could be accommodated under the existing development standards. The capacity shown in the table does not reflect all potentially developable or redevelopable land in the City. The analysis includes an assumption that a percentage of both vacant and underdeveloped land will not be available for development prior to 2030.

According to the analysis above, available capacity is sufficient to accommodate the forecasted growth including available land in each land-use category. (This can accommodate government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities but only in appropriate zones.) The existing capacity provides an excess cushion of 30 percent above the projected need.

Identifying the Affordable Housing Gap

It is evident from Tables 1 & 3 that many single family homes are unaffordable to a significant portion of Gig Harbor's current households. A household at the City's 2010 median income of \$63,269 could pay a monthly payment of approximately \$1,580, or a maximum mortgage of about \$232,513, to be under the 30% cost burdened household status. This shows that the average 2010 household is cost burdened by the average 2010 household cost of \$421,800. It is evident that this either excludes a large portion of the community from homeownership or cost-burdens these households.

It is also apparent from Table 3 that the City's rental housing stock does not fully provide for all economic segments. However, at the lower end of the income spectrum, market-rate housing may not be an option. Government and non-profit programs may need to provide for the neediest households. The City can also encourage provision of affordable housing through incentives and regulatory strategies. Regulatory strategies may include control of development costs and allowing flexibility to implement creative solutions like reuse of structures, accessory units, manufactured housing, and mixed-use projects.

COUNTY-WIDE FAIR SHARE ALLOCATIONS

The future need for affordable housing in Gig Harbor is based upon the City's assessment of 2010 Census data. County-wide planning policies require that each municipality provide for its fair share of the County's affordable housing needs. This policy is based upon the State Growth Management Act stipulation that all county-wide plans shall ". . . consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution". Accordingly, Pierce County has developed a fair share formula for determining the City's existing and projected need of affordable housing units.

As required by the County Wide Planning Policies, Gig Harbor's affordable housing goal is to allocate 25% of our 2010-2030 growth of 1,871 additional housing units as affordable housing. That equates to 468 permanent, dedicated affordable housing units.

The future need for affordable housing will largely be met through multi-family housing. 39 percent of the City's zoned residential capacity may be developed as multi-family units ranging from duplex to larger-scale structures.

GOAL 6.6: SUPPORT COUNTY-WIDE FAIR SHARE HOUSING ALLOCATIONS

6.6.1. Require fair share housing in new subdivisions or housing developments

Require new subdivisions or developments to provide a "fair-share" allocation of affordable housing within the subdivision or residential developments.

- a) Develop a per-lot formula which identifies the number of required affordable units within a subdivision or housing project.
- b) Assure that impact fees are assessed to encourage affordable housing rather than hinder it.

6.6.2. Allow flexible zoning standards

Consider flexible zoning standards which encourage innovative development of affordable housing units including the following:

- a) Housing units above or connected to commercial shops.
- b) Allowances for Single Room Occupancy (SRO) housing.
- c) Studio apartments.
- d) Accessory apartments.
- e) Parks for full sized and "efficiency" sized manufactured housing units.

6.6.3. Encourage conversions

Encourage the redevelopment of abandoned or blighted structures which could be converted to quality low-income or affordable housing.

6.6.4. Partner with affordable housing organizations

Partner with organizations capable of long-term consistent coordination of housing planning, design, development, funding, and housing management to help meet the affordable housing gap.

6.6.5. Meet County-wide fair share affordable housing allocation

The City, in working with private and public entities, should satisfy the county-wide goal of 25% of our allocated growth with permanent affordable housing units by 2030.

6.6.6. Inclusionary Housing Program

Implement an inclusionary housing program that incentivizes producing and preserving affordable housing in Gig Harbor, in alignment with the adopted goals and policies of the Comprehensive Plan. The inclusionary housing program, at a minimum, should include incentives for the following:

- a) Tax relief for the inclusion of low-income housing units in mixed use or residential developments as allowed by state law.
- b) Site appropriate incentives for accessory dwelling units in existing neighborhoods.
- c) Allow higher density housing, including cottage housing, in preferred areas. Preferred areas include adopted CoLIs, and transition zones between higher intensity uses and single family development.
- d) Additional incentives should include fee waivers from development or permitting costs, expedited permit review, and/or parking reductions.

ADDRESSING HOUSING COSTS

Housing affordability is affected by a number of variables, many of which affect costs relating to the actual purchase or rental of a house or unit. These include land costs, material costs, labor, permit fees, the size of the structure, the design of the structure, infrastructure costs, and market influences. Housing affordability is further affected by after-purchase costs such as utilities, maintenance, taxes, homeowner's association fees (when applicable), insurance and proximity to employment. Many of these costs are directly related to regulatory policies and housing management and can be influenced by regulatory reform and government support for new and innovative management techniques to insure housing is affordable for those of low-income to above moderate income and those in between.

GOAL 6.7: MINIMIZE DIRECT COSTS OF NEW HOUSING CONSTRUCTION

6.7.1. Minimize costs associated with land

Reduce housing costs associated with land through policy reform.

- a) Identify areas where small lots may be allowed or required to accommodate smaller single family houses, patio houses, or townhouses.
- b) Encourage condominium development as a means of providing ownership opportunities.
- c) Provide incentives for increased densities on residential lots or consider density based upon performance standards as opposed to maximum unit allowances.
- d) Provide for the siting of manufactured housing based upon the same performance standards as other single family units, which address minimum/maximum development parcel size, buffering, landscaping and open space.

- e) Establish a "no net loss" policy toward land occupied by affordable housing units.
- f) Identify and retain parcels with the fewest environmental and site constraints for high density and/or affordable housing development.
- g) Allow (or require) utilization of space over commercial structures to be used for residential units.

6.7.2. Minimize high material costs

Identify ways to minimize the costs and volume of materials as suggested in the following examples:

- a) Allow and encourage designs which use the least amount of the more expensive materials (e.g, square houses have less outside wall area than rectangular house of the same square footage, hence, less brick or siding is required; vertical house designs are more cost effective than horizontal designs because they have smaller foundation and roof areas; narrow spans of joists and rafters are more cost effective than wide spans because smaller structural members may be used).
- b) Allow use of substitute materials which provide the same visual quality as natural materials.

6.7.3. Support labor cost-saving opportunities

Support regulations or programs which provide owner/builder opportunities.

- a) Provide advice and information to those desiring to build their own homes.
- b) Encourage financial institutions to provide financing for owner/builders.
- c) Give priority to permit applications of owner builders needing the full building season to complete their project.
- d) Encourage housing co-ops and group efforts (e.g., Farm Home owner/builder programs).
- e) Take advantage of cost savings associated with controlled building techniques, e.g, manufactured or modular housing.

GOAL 6.8: ELIMINATE INCENTIVES TO BUILD LARGER HOMES THAN ARE NEEDED FOR TYPICAL SIZED HOUSEHOLDS IN GIG HARBOR.

The size and value of a house is directly correlated to the size and value of the land. Typically, loan approvals are based upon a cost ratio between the value of the land and the value of the structure. Hence, the higher the land value, the higher the cost of the house must be.

6.8.1. Minimize per-unit land values

Attempt to minimize value of parcels designated for affordable housing to allow for smaller sized affordable units.

- a) Minimize per-unit parcel size by allowing increased density.
- b) Identify areas for affordable housing where the market is least likely to influence land values (e.g., non-view property).

6.8.2. Encourage retention of existing smaller houses

Consider incentives which encourage owners of smaller houses to retain them for affordable housing units.

- a) Tax incentives.
- b) Density incentives on lots with existing affordable units.

GOAL 6.9: MINIMIZE INFRASTRUCTURE COSTS ASSOCIATED WITH HOUSING DEVELOPMENT

The City has adopted standards which specify minimum infrastructure improvement requirements for new developments. It is the City's policy to assure that service levels achieved as a result of adopted standards are not diminished. However, the City also recognizes that comparable levels of service may be achieved through creative site designs and amenity packages which may be more cost effective than conformance to general site development standards.

6.9.1. Consider alternatives

Clearly specify levels of service and benefits to be achieved through adopted standards and give due consideration to alternative proposals designed to achieve the same end.

6.9.2. Promote cost effective designs

The greatest savings of infrastructure costs can be achieved through compact development or expansions of developments with infrastructure already in place. These should be encouraged.

GOAL 6.10: MINIMIZE COSTS ASSOCIATED WITH PERMIT PROCESSING AND APPROVALS BY STREAMLINING TURN AROUND TIME FOR NEW APPLICATIONS FOR AFFORDABLE HOUSING

6.10.1. Provide clear standards for development

Develop and maintain clear development standards regarding site design and building design.

6.10.2. Reduce environmental review time

To the extent possible, perform an area-wide analysis of land characteristics and environmental impacts based upon a predetermined use and density.

GOAL 6.11: PROVIDE ASSISTANCE IN MINIMIZING INDIRECT HOUSING COSTS.

Many costs associated with housing are born after the actual sale of a home and may therefore be considered indirect costs (e.g., utilities, taxes, and maintenance). These contribute to the burden of housing costs and should not be overlooked as a consideration of housing affordability.

6.11.1. Minimize sewer rates for affordable housing

Provide city-rate sewer service to affordable housing units outside the city but within the city's urban growth area.

GOAL 6.12: SEEK FUNDING FOR IMPLEMENTATION OF AFFORDABLE HOUSING

Funding sources include the Housing Trust Fund, and federal subsidy funds such as Community Development Block Grant, HOME Investment Partnership, and other sources to implement housing preservation programs outlined in this element.

Chapter 7

ECONOMIC DEVELOPMENT ELEMENT

Introduction

The State Growth Management Act identifies as a planning goal to guide the development and adoption of comprehensive plans that encourage economic development throughout the state. Also, the Growth Management Act requires the County adopt a planning policy on county-wide economic development and employment.

The City of Gig Harbor Comprehensive Plan of 1986 recognized the importance of economic development in achieving the goals of the Comprehensive Plan. The following goals and objectives are based on the 1986 Comprehensive Plan, an analysis of existing conditions, the County-wide Planning Policies of 1992 and the results of workshop planning sessions.

Current Employment Conditions

Traditionally, the City's economic base was centered around resource extraction industries, chiefly fishing and forestry. Since the late 1970's there has been a marked shift away from the traditional "founding" industries toward a local service economy of retail facilities and small, specialty businesses. However, the primary source of income which drives the local economy is off the Peninsula where most of the employment base is located.

According to Bureau of Labor Statistics, Quarterly Census of Employment and Wages¹ data, the top three industry employers for Gig Harbor are Retail, Health Care and Social Assistance, and Accommodations and Food Services. This data includes part time employment and does not include the self-employed, proprietors, corporate officers, military personnel, or railroad workers.

The 2012 American Community Survey shows that 61.6% or 2,047 of 3,322 employed residents work outside Gig Harbor and of those 23.3% work outside of Pierce County. Of the 9,155 jobs identified in Table 1 within Gig Harbor, 1,275 are positions filled by city residents. Having higher employment density than residents is common of cities that provide services for a large rural area such as the greater Gig Harbor Peninsula.

The commuting patterns of Gig Harbor residents and employees contributes to transportation concerns on SR 16 and highway interchanges. Attracting appropriate employment opportunities for residents could reduce transportation impacts and contribute to more localized jobs and tax base economy.

¹ Puget Sound Regional Council, "Covered Employment Estimates" 2003.
<http://www.psrc.org/data/employment/covered-emp>

Buildable Lands Employment Analysis

The Growth Management Act requires counties to adopt and plan for employment targets under RCW 36.70A.215. Gig Harbor is required to plan for the target allocations shown in Table 1 below. Meeting these targets requires Gig Harbor to have the necessary developable lands for employment documented in the 2014 Buildable Lands Report.

| Table 1 - Employment Needs – Buildable Lands Report | | | | | |
|--|---|--|---|----------------------------|--|
| 2010 Total Employment Estimate¹ | Adopted 2030 Total Employment Target² | Total Employment Growth (2010-2030) | Adjusted Employment Growth³ | Displaced Employees | Additional Employment Needs⁴ |
| 9,155 | 10,189 | 1,034 | 909 | 249 | 1,158 |

¹PSRC Land Use Targets 2010 Employment Estimate.

²Adopted by Ordinance No. 2017-24s

³The total employment allocations are reduced by 12.1% to account for mobile workers and work-at-home employees for the commercial/industrial land needs analysis.

⁴Additional Employment Needs is the sum of Adjusted Employment Growth and Displaced Employees rounding up to a whole number.

The following table from the 2014 Buildable Lands Report shows the employment capacity and pipeline employment from December 31, 2012. Since this date, due to pipeline projects being developed, land being converted for park purposes, and other changes in land capacity this may not be representative of the current 2018 employment capacity.

| Table 2 - Employment Capacity – Buildable Lands Report | | | | | |
|---|------------------------|------------------|---------------------------|----------------------------------|----------------------------|
| Commercial/ Industrial Designation | Zoning District | Net Acres | Employees per Acre | Pipeline Jobs¹ | Employment Capacity |
| Commercial | RB-1 | 7.49 | 19.37 | 30 | 175 |
| | RB-2 | 28.35 | 19.37 | 0 | 549 |
| | B-1 | 0.58 | 19.37 | 0 | 11 |
| | B-2 | 40.75 | 19.37 | 376 | 1,165 |
| | C-1 | 19.73 | 19.37 | 382 | 0 |
| | DB | 7.94 | 19.37 | 0 | 154 |
| | PCD-C | 2.15 | 19.37 | 0 | 42 |
| | PCD-BP | 57.77 | 19.37 | 209 | 1,328 |
| | MUD | 28.74 | 19.37 | 0 | 557 |
| Industrial | ED | 151.19 | 8.25 | 0 | 1,247 |
| Total Employment Capacity | | | | | 5,611 |

¹Pipeline Jobs include projects under approval, construction or completed between 01/01/2010 and 12/31/2012. These assumptions are included in the employment capacity column. Additional information can be found in Appendix C of the 2014 Pierce County Buildable Lands Report.

Requirements of the Growth Management Act

The State Growth Management Act identifies, as a planning goal, to guide the development and adoption of comprehensive plans and development regulations, that counties and cities encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the states natural resources, public services and public facilities [RCW 36.70A.020(5)]. The Growth Management Act also requires that the County adopt a planning policy on county-wide economic development and employment [RCW 36.70A.210 (3)(g)].

County-Wide Planning Policy

The County-wide Planning Policies, adopted in June of 1992 identify several goals of which were already incorporated into the City of Gig Harbor Comprehensive Plan of 1986. These policies are intended to:

1. Assure consistency between economic development policies and adopted comprehensive plans.
2. Promote diverse economic opportunities for all citizens, especially the unemployed, the disadvantaged, minorities and small businesses.
3. Encourage economic development in areas in which there is an imbalance between available employment opportunities and the local population base.
4. Ensure that economic growth remains within the capacities of the state's natural resources, public services and public facilities.
5. Plan for sufficient economic growth and development to ensure an appropriate balance of land uses which will produce a sound financial posture given the fiscal/economic casts and benefits derived from different land uses.
6. Strengthen existing businesses and industries to add to the diversity of economic opportunity and employment.
7. Provide both the private and public sector with information necessary to support and promote economic development.

GOAL 7.1: DEVELOP A SOUND FISCAL BASE

Help market local socio-economic resources to increase employment opportunities, develop office and industrial park properties, and provide the City with a sound tax base.

7.1.1. Job creation

- a) Help create employment opportunities within the local economy, particularly for residents who now commute across the Tacoma Narrows Bridge to work. Participate with other public agencies and private interests in marketing projects, labor force training programs, and other efforts to attract new businesses to Pierce County and Gig Harbor Peninsula area.
- b) Determine reasonable jobs-to-housing balance by coordinating land use and development policies to help achieve the designated balance of adequate affordable housing near employment centers.
- c) Encourage the redevelopment of declining commercial areas through a variety of incentives such as reduced fees for permits or utility connections and the consideration of waivers from land use performance standards, as appropriate.
- d) Meet the 2030 employment target allocation established by the Pierce County Buildable Lands Report for Gig Harbor (shown in Table 1) of 9,95410,189 jobs.

7.1.2. Site identification

Work with other public agencies and private interests to identify and promote sites which can be suitably developed for a variety of local employment opportunities.

7.1.3. Site efficiencies

Work with property owners to determine the effective development capacity of sites having employment center possibilities. Determine the costs involved with providing sewer, fire and police protection, access roads, recreational areas and other public services and amenities versus the public benefits which may be realized by the creation of local jobs and tax potentials. Negotiate equitable cost/benefit trade-offs between public and private sector interests.

7.1.4. Site priorities

Rank possible sites using a priority system which reflects the possible cost/benefits associated with providing public services. Allocate public services, sewer in particular, to sites which provide the greatest possible returns, unless private property owners can assist with the costs involved in extending or providing service.

7.1.5. Capture revenues

Withhold public services, sewer in particular, unless potential property developments within the urban growth area will agree to annexation and the payment of local property or other revenue taxes.

GOAL 7.2: INCREASE LOCAL ECONOMIC OPPORTUNITIES

Support local business development efforts and property investment projects and programs, protect local economic opportunities, and provide for an increasing home-based business sector.

7.2.1. Small business development

Encourage local business development opportunities, particularly for small start-up business concerns which may be owned by or employ local residents. Promote the local use of special small business financing and management assistance programs. Help identify facilities which may be used for small business start-ups including older structures which may be suitably reused for business purposes.

7.2.2. Property revitalization

Assist with special planning and development efforts to reuse older buildings, redevelop vacant properties, and revitalize older commercial and business districts within the city. Help structure local marketing efforts, physical improvements programs, parking and building improvements and special management organizations.

7.2.3. Financial programs

Help local private groups structure special improvement districts including parking and business improvement authorities, local improvement districts, or other programs necessary to the effective revitalization of older business and commercial areas of the city. Participate in special public/private ventures when such ventures provide public benefits and are appropriate to the long-range goals of the city.

7.2.4. Future development opportunities

Monitor proposed urban zoning designations and developments elsewhere on the Peninsula. Determine market requirements and potentials for commercial, office and industrial uses and protect Gig Harbor's interests in the allocation of future development opportunities. Protect existing commercial and business developments within the Gig Harbor area from overzoning.

7.2.5. Home Based Occupations and Businesses

Provide reasonable guidelines and standards for the siting of home-based businesses (home occupations) in residential neighborhoods. Insure that home-based businesses do not alter or impact the residential character of neighborhoods.

Chapter 8

ESSENTIAL PUBLIC FACILITIES ELEMENT

Introduction

The Growth Management Act requires that comprehensive plans include a process for identifying and siting essential public facilities, as defined in RCW 36.70A.200(1). Essential public facilities include such facilities and uses which are usually considered "difficult to site" such as, but not limited to airports, state education facilities, state or regional transportation facilities, state and local correction facilities, solid waste handling facilities, in-patient facilities, mental health facilities and group homes. The Growth Management Act also states that the siting of such essential facilities may not be precluded from a comprehensive plan or development regulations. The State Office of Financial Management is required to maintain a list of essential state public facilities that are required or likely to be built within the next six years.

County-Wide Planning Policies

The Pierce County-wide Planning Policies (June 1992) establish several goals which pertain to the siting of essential public facilities. These are as follows:

1. Adopt a policy and incorporate same into its comprehensive plan on the siting of essential public capital facilities of a County-wide or state-wide nature.
2. Identify lands useful for public purposes and incorporate such designations into their comprehensive plans.
3. Incorporate a policy and process in their respective comprehensive plans to identify and site essential public facilities on the list maintained by the State Office of Financial Management.
4. Ensure that the facility siting is consistent with adopted County and municipal comprehensive plans.
5. Policies on facility siting shall be coordinated with and advance other planning goals.

ISSUES: Essential public facilities are usually perceived by citizens within the community as being non-desirable uses, primarily when the facility is proposed within or near their community.

Appeals by interest groups on the siting of essential public facilities usually result in lengthy delays in construction and operation. The delays translate into increased costs to the taxpayers, which can be substantial in terms of construction dollars and social costs.

Some essential public facilities are required to obtain several layers of approval from the local to the state and federal level. Each level of permit required usually requires some form of public review which may be subject to an appeal process.

There is a lack of coordination on permit and siting procedures among the various local agencies within the County, within the State and between the various permitting agencies.

Some essential public facilities are considered to be more suitable to residential neighborhoods than commercial or industrial areas. These facilities typically generate the most interest and concern of neighborhoods either because of concern on potential effects of siting on property values or on fears of the type of facility proposed.

The siting of some essential public facilities is limited by the facility's operational requirements or State/Federal siting requirements. There is a need for clearly stated and specific siting standards for each type of facility and a need to define and articulate City design requirements and impact mitigation measures.

**GOAL 8.1: ESSENTIAL PUBLIC FACILITIES NEEDS SHOULD BE
ACKNOWLEDGED AND CONDITIONALLY ACCOMMODATED.**

8.1.1. Identification of essential public facilities

The City shall recognize those essential public facilities that are identified as necessary and of a state-wide nature by the Washington State Office of Financial Management, those that are identified as necessary and of a county-wide nature by Pierce County, and those that are deemed to be locally necessary and difficult to site by the City.

8.1.2. Available lands

The City shall maintain lands suitable for public purposes within framework of the Comprehensive Plan.

**GOAL 8.2: ESSENTIAL PUBLIC FACILITIES SHOULD BE LOCATED IN AREAS
WHICH ARE OPTIMALLY SUITABLE FOR SUCH USES AND WHICH
ARE SERVED, OR ARE READILY CAPABLE OF BEING SERVED, BY
NECESSARY PUBLIC SERVICES.**

8.2.1. Site Selection Process

- a) Prior to selection of a site for an essential public facility, the sponsoring agency or jurisdiction shall provide to the City and Pierce County justifiable need for the facility within the City or its urban area. Such need shall be based upon a documentable forecasted need and the logic of the service area proposed.
- b) Prior to the consideration of the siting of an essential public facility within the City or its

urban area, the sponsoring jurisdiction or agency shall establish a public involvement process by which the residents of the area potentially affected have the reasonable opportunity to participate in the site selection process.

8.2.2. Site Suitability

- a) Essential public facilities should be located in areas which have the least constraints in terms of environmental character or compatibility, access to major transportation facilities and corridors, and availability of supporting public services.
- b) Site suitability should be based upon:
 - 1) A minimum parcel size, dependent upon the scope and nature of facility to be located.
 - 2) Accessibility of the site in respect to streets and transportation facilities.
 - 3) Availability of public support services which are usual and pertinent to the protection of the general health, safety and welfare of the public potentially impacted by the proposed facility.
 - 4) Ability to adequately buffer and screen the facility from adjacent uses or development.
- c) Some essential public facilities should be considered for siting in certain residential neighborhoods, based upon:
 - 1) Documentable evidence or criteria that such a facility is better suited to a residential neighborhood.
 - 2) The appropriateness of the site respective to the specific facility's impacts on community character and its compatibility with the residential environment and neighborhood.

GOAL 8.3: ESSENTIAL PUBLIC FACILITIES SHOULD POSE A MINIMUM LEVEL OF IMPACT ON A COMMUNITY AND SHOULD BE REQUIRED TO MITIGATE ALL NEGATIVE IMPACTS FROM CONSTRUCTION AND OPERATION.

8.3.1. Impact Analysis

During the site selection process, the sponsoring agency shall perform an impact analysis of the facility through the appropriate environmental review process, which, at a minimum, shall address the following:

- (a) Land use compatibility
- (b) Existing and adjacent land use and development in adjacent and surrounding areas

- (c) Existing comprehensive plan designation and zoning of surrounding areas
- (d) Present and proposed population density of surrounding area
- (e) Potential effects on critical areas and historic, archaeological and cultural sites
- (f) Potential effects on neighboring jurisdictions, including Kitsap County and the municipalities within.
- (g) Potential secondary and tertiary effects of the facility
- (h) Effect on the likelihood of associated development being induced by the siting of such a facility

8.3.2. Siting of essential public facilities must be consistent with:

- (a) The City of Gig Harbor comprehensive plan land use map and other required or optional plan elements.
- (b) Lands identified for public purposes in the land use element.
- (c) The capital facilities element and budget.
- (d) The utilities elements.
- (e) The transportation element.
- (f) The housing element.
- (g) Regional general welfare considerations.

GOAL 8.4: SITING CRITERIA FOR ESSENTIAL PUBLIC FACILITIES SHOULD ADDRESS THE OVERALL PUBLIC NEED OF THE STATE BALANCED WITH THE COMMUNITY'S STANDARDS AND GOALS.

8.4.1. Siting criteria must:

- (a) Provide site, building and design standards which assure facilities compatibility with its surroundings.
- (b) Reflect the facility needs in support of 20-year population projections and which include flexibility to consider advanced technologies.
- (c) Acknowledge state or federal siting requirements.
- (d) Balancing the need for the facility against the external impacts generated by its siting and the availability of alternative sites with lesser impacts.
- (e) Establish a process to obtain "fair-share" appropriations or payments to the City to avoid a disproportionate financial burden from the operation of a facility

Chapter 9

UTILITIES ELEMENT

Introduction

The state of Washington Growth Management requires that local governments developing or updating Comprehensive Plans under the Act to include an element within their plans which addresses the siting and location of utilities serving their jurisdiction. Specifically, the element must provide for the "general location, proposed location and capacity of all existing and proposed utilities, including but not limited to electrical lines, telecommunication lines and natural gas lines." Although utilities under the Growth Management Act does not include sewer and water (which are considered "public facilities"), general policies for these are included under this element. The City also includes within the definition of utility all cable (CATV) transmission lines.

The Act does not specify nor provide any guidelines to consider in developing the location or siting of these essential utilities. Therefore, it is left up to each jurisdiction to consider how these would be addressed within their respective comprehensive plans. Planning for utilities is primarily the responsibility of the respective utility provider and the City makes reliance upon those plans provided by the system utility. The City utilizes the utility element to identify issues, policies and regulatory changes needed to ensure that the provisions of utilities is properly coordinated with land use.

The Growth Management Act requires that a Comprehensive Plan be internally consistent. For utilities, this means that careful coordination between this element and other elements of the plan - particularly Land Use and Urban Growth Area - must occur to assure internal consistency.

Regulatory Authority

Utilities are regulated in the State of Washington by the Washington Utilities and Transportation Commission (WUTC). The WUTC, which is composed of three members appointed by the Governor, is empowered to regulate utilities in accordance with state law. State law regulates rates and charges, services, facilities and practices of utilities. The only electrical utility provider on the Gig Harbor Peninsula is the Peninsula Light Company, a private member-owned, non-profit mutual corporation organized under the laws of the State of Washington. Peninsula Light Company is not subject to the Washington Utilities and Transportation Commission regulatory authority.

Definitions

For the purposes of this section, the following definitions shall apply:

Transmission lines are electrical lines of extremely high voltage and are used to transmit electrical power from a source to a distribution system. The primary distribution system on the

Gig Harbor Peninsula consists of the City of Tacoma Lake Cushman transmission lines. Generally, the right-of-way for the transmission lines lies just east of SR-16 and extends from the Narrows Bridge to Burley Lagoon, which it crosses in a north westerly direction to the Key Peninsula.

Distribution and feeder lines are of a lower voltage than transmission lines and are used to distribute electricity to retail end-users.

GOAL 9.1: COORDINATE WITH UTILITY PROVIDERS FOR THE LOCATION OF NEW UTILITY SERVICES

9.1.1. Location

- a) Locate utility lines within existing right-of-way corridors and provide for sufficient right-of-way in new developments to accommodate anticipated utility improvements.
- b) Provide for the maintenance of transmission line rights-of-way in a manner which is sensitive to the natural environment while providing the required level of maintenance service.
- c) Provide for the location of electric utility substations and service areas within the city and urban area in such a manner so as to avoid the elimination of natural vegetative screens or buffers and to provide sufficient setback from existing uses to minimize conflicts.
- d) Ensure the compatibility of local utility installations and development with adjacent land uses which is aesthetically pleasing and economically reasonable.

9.1.2. Installation

- a) Encourage all new utility distribution and service lines serving new subdivisions and developments to be located underground.
- b) Require that all utility providers operating within the City of Gig Harbor and the City urban area coordinate with the City on major road realignment or construction projects for the installation of the appropriate conduits or service lines for the eventual undergrounding of aerial feeder and service lines.
- c) Coordinate with utility providers for the co-location of new public and private utility distribution lines in shared trenches and coordinate construction timing to minimize construction-related disruptions to the public.
- d) Coordinate with the City of Gig Harbor Department of Public Works to assure that utility lines are installed consistent with City policy and requirements for the protection of the public's health, safety and welfare.

- e) Work with Peninsula Light Company in developing an agreement for cost sharing, timing and phasing of the eventual undergrounding of utility feeder and distribution lines along principal view routes within the city and in designated visually sensitive areas.

GOAL 9.2: ENCOURAGE THE CONSERVATION OF ENERGY RESOURCES

9.2.1. Energy Demand

- a) Facilitate and encourage the conservation of resources to delay or off-set the need for additional facilities for electrical energy and water resource consumption.
- b) Provide innovative siting guidelines for buildings to encourage maximum solar access on appropriate sites.
- c) Consider alternative and variable road-width standards, commensurate with the intensity and degree of development, to reduce the amount of asphaltic base compounds used in road construction.
- d) Encourage and promote the construction of developments which employ energy conservation features in the design of buildings.
- e) Provide incentives by utilizing innovative zoning techniques which encourage the development of residential subdivisions that employ energy conservation features.
- f) Continued enforcement of the Washington State Energy Code.
- g) Encourage utility conservation efforts and infrastructure that minimize demand for natural resources.

GOAL 9.3: PLAN FOR AND PROVIDE ADEQUATE STORM DRAINAGE FACILITIES TO MANAGE AND CONTROL STORM WATER RUNOFF.

9.3.1. Develop and implement storm water management guidelines and standards.

- a) Develop and implement storm water management design standards that ensure an adequate level of containment which is both economically reasonable and environmentally responsible.
- b) Develop a storm water management program which complies with National Pollution Discharge Elimination System (NPDES) standards.
- c) Provide for the upgrade of existing, substandard storm water systems through a combination of funding sources, with special emphasis on forming Local Improvement Districts (LID) for those areas which are in critical need of improved storm water facilities.

GOAL 9.4: PROVIDE AN ADEQUATE SUPPLY OF HIGH QUALITY POTABLE WATER.

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

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

GOAL 9.5: OPERATE AND MAINTAIN AN EFFICIENT WASTE WATER TREATMENT FACILITY WHICH IS CAPABLE OF PROVIDING THE NEEDED SEWER CAPACITY FOR THE CITY AND ITS URBAN GROWTH AREA.

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

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

to connect to city sewer if there is failure of on-site septic systems, as documented by the Tacoma-Pierce County Health Department.

- e) Utilize Local Improvement Districts (LID) as a viable funding source for the upgrade or provision of new sewer lines and related support systems to existing developments.
- f) Require, as a condition of a sewer service agreement contract, that all new development in the unincorporated area which request City sewer service to be designed and constructed consistent with applicable City design standards.

GOAL 9.6: EXPLORE OPTIONS TO CREATE RECLAIMED WATER (ALSO KNOWN AS CLASS A WATER) AT THE CITY'S EXISTING WASTEWATER TREATMENT PLANT WHILE STUDYING THE BENEFITS AND POTENTIAL USES FOR RECLAIMED WATER IN THE CITY OF GIG HARBOR.

GOAL 9.7: TELECOMMUNICATIONS SERVICES - COORDINATE WITH PENINSULA TELECOM, CELLULAR ONE AND TCI CABLE, THE WASHINGTON STATE UTILITIES AND TRANSPORTATION COMMISSION (WUTC) AND OTHER TELECOMMUNICATION COMPANIES TO MAINTAIN AND ENHANCE THE DEVELOPMENT AND OPERATION OF A QUALITY COMMUNICATIONS SYSTEM THAT WILL MEET THE NEEDS OF THE CITY'S PRESENT AND FUTURE URBAN SERVICE AREA.

9.7.1. Telecommunications Planning Responsibilities

Work with Peninsula Telecom , Cellular One, VIACOM Cable, the WUTC and other agencies as provided by state law to identify requirements, facility locations and other particulars necessary for the planning and development of telecommunication facilities to meet regional and local needs within the City's urban growth area.

9.7.2 Facilities

Following appropriate consultations with the Washington State Utilities and Transportation Commission (WUTC) and other regional and municipal jurisdictions as to safety and need, the city will develop a map which shows the location of existing and proposed location and capacity of telephone switching equipment, telecommunication towers, antennae, dishes and other facilities necessary (other than local overhead cable lines) to serve the Peninsula and the City of Gig Harbor urban growth area.

Chapter 10

SHORELINE MANAGEMENT

Introduction

The City of Gig Harbor shoreline consists of a unique mix which varies from the historical fishing industry, the contemporary residential-recreational marinas and the commercial shops and services that border or are proximal to the shoreline.

The City of Gig Harbor, under the authority of the Shoreline Management Act of 1971, adopted a Shoreline Master Program in September of 1975. The Master Program serves as a guide for the use and development of the City's shoreline under the statutory authority of the Shoreline Management Act. The Act applies to Gig Harbor Bay, the city extending south along the Tacoma Narrows to the city limits, the city's shoreline frontage on Henderson Bay (all which are classified as a "shores of the state"), and those lands within two-hundred feet land-ward of the Ordinary High Water Mark on marine waters, including any associated wetlands. The City Shoreline Master Program was updated by the City in June of 1994 and again in December of 2013. The 2013 Master Program reflects the changing concerns, goals and objectives of the community and is intended to serve as the framework for shoreline planning and development over the next decade. Pursuant to the Growth Management Act, Master Program Goals and Policies are to be integrated and incorporated into local comprehensive plans. Consequently, as a demonstration of consistency with the 2013 Master Program, the following goals and policies of the Master Program are incorporated into the Shoreline Management Element of the Comprehensive Plan, and by reference, all goals and policies of the Master Program are hereby adopted and incorporated into the Plan.

The Master Program works in conjunction with the City's Comprehensive Plan. By adopting the goals and policies as set forth herein and by reference, it is the City's intent to integrate the shoreline management planning process with its comprehensive plan under the Growth Management Act, as feasible, to ensure consistency between the two plans.

GOAL 10.1: PROTECT NATURAL QUALITY

It is the goal of the City of Gig Harbor to protect ecological processes and functions existing in the shoreline and nearshore area. It is also the goal of the City of Gig Harbor to protect and restore shoreline vegetation, recognizing the multiple benefits native vegetation provides, including reduction in the need for structural stabilization; ecological functions and habitat; coastal bluff stability, safety, and protection of human life and property; and visual and aesthetic qualities.

10.1.1. Habitats

Preserve and protect habitat which provides the shoreline's unique value, including the Crescent Creek and Donkey Creek estuaries, McCormick Creek, and critical saltwater habitats which include kelp beds, eelgrass beds, spawning and holding areas for forage fish

such as surf smelt and sand lance, sand spits, mud flats, and areas with which priority species have a primary association.

10.1.2. Water and shoreline quality

It is the goal of the City of Gig Harbor to maintain or enhance the quantity and quality of surface and ground water over the long term by effectively managing the location, construction, operation, and maintenance of all shoreline uses and developments.

10.1.3. Vegetation Conservation and Management

Develop measures to conserve native vegetation along shorelines. Vegetation conservation may include avoidance or minimization of clearing or grading, restoration of areas of native vegetation, and/or control of invasive or non-native vegetation.

Maintaining well-vegetated shorelines is preferred over clearing vegetation to create views or provide lawns. Limited and selective clearing for views and lawns should be allowed when slope stability and ecological functions are not compromised. Trimming and pruning are generally preferred over removal of native vegetation.

GOAL 10.2: MIXED USE WATERFRONT

Give preference to shoreline uses that are water-oriented (water-dependent, water-related, or water-enjoyment); provide public access and recreational opportunity; or are residential, consistent with state policy (RCW 90.58.020). Such uses should be located, designed, and maintained in a manner that minimizes adverse impacts to shoreline ecological functions and/or processes. Non-water-oriented development should be allowed provided the development supports the objectives of the Gig Harbor Comprehensive Plan and the Shoreline Master Program.

Retain a mixed use waterfront in Gig Harbor Bay including those commercial endeavors such as commercial fishing, boating, marine shops and services, restaurants and retail shops, as well as residential uses which provide the bay's unique appeal. Continue to develop and enhance the recreation and tourism industry along Gig Harbor Bay, as an economic asset, in a manner that will enhance the public enjoyment of, and public access to the bay.

10.2.1. Fishing

Preserve the commercial fishing fleet as a significant cultural and economic resource. Retain important fleet supporting services and promote development of additional moorage and docking facilities consistent with the fleet's needs.

10.2.2. Pleasure boating and marinas

Permit uncovered moorage and encourage the development of temporary docking facilities for visiting boats. Retain the maximum open surface water area possible to facilitate safe and convenient watercraft circulation.

10.2.3. Residential uses

Provide for single and multifamily residential uses that maintain public contact with the shoreline and respect valuable waterfront settings and characteristics.

10.2.4. Commercial uses

Encourage development of water-oriented commercial uses in waterfront locations which can be provided adequate and unobtrusive supporting services and improvements, including parking. Require commercial developments to provide public facilities and access to shoreline beaches, docks, walkways, and other facilities including views and vistas.

10.2.5. Recreation

Develop existing publicly owned shoreline properties to provide additional public access where appropriate. Create a mixture of active and passive public facilities that do not intrude on the natural features of the shoreline.

GOAL 10.3: QUALITY URBAN DEVELOPMENT

It is the goal of the City of Gig Harbor to define and enforce the highest quality standards concerning present and future land use developments within the Gig Harbor Bay waterfront areas, recognizing the unique historic character and scale of the Gig Harbor Bay waterfront. This goal will be achieved through a balance of several different uses including those commercial endeavors such as commercial fishing, boating, marine shops and services, restaurants and retail shops, as well as residential uses which provide the bay's unique appeal.

10.3.1. Balance and scale

Maintain a balance in waterfront land use development so that any single use does not overpower or detract from the others. Maintain a human, compatible scale so that new structures do not overpower existing facilities and do not dominate the shoreline in terms of size, location or appearance. Achieve balance and scale through compliance with GHMC 17.99 (Design Manual).

10.3.2. Access and visibility

Create an accessible and visible waterfront and shoreline including the development of public beaches, fishing and boating docks, picnic and passive overlooks and viewpoints. Require private developments to provide equivalent access and visibility to the tenants and users of new private developments, to users of the waterway and to the public at large.

10.3.3. Amenities

Encourage waterfront developments to provide public amenities commensurate with the project's scale and the character of the development. Amenities may include additional docks, paths or walks, overlooks, picnic and seating areas, fishing piers or areas, and viewpoints.

10.3.4. Supporting improvements

Enforce suitable standards governing the development of supporting improvements (e.g., parking areas, sidewalks, stormwater facilities) equal to the standards enforced in other developed areas in the planning area. In addition, illustrate and enforce design standards which control scale, construction methods and materials, drainage patterns, site coverage, landscaping and screening, signage, and other features of unique importance to the waterfront setting. Encourage innovative, effective solutions which cluster and share common improvements, reduce paved areas and otherwise blend construction with the natural setting or with desirable features of the built environment.

Chapter 11

PARKS, RECREATION AND OPEN SPACE

INTRODUCTION

The 2016 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.

The planning area for this Parks, Recreation and Open Space Plan includes the City's existing incorporated area and the City's Urban Growth Area as defined in the 2015 Comprehensive Plan. Implementation of the Parks, Recreation and Open Space Plan will focus on the City's incorporated area, where the City has jurisdiction, with an eye toward serving the residents of the Urban Growth Area as annexations occur over the next 15 years.

Much has happened in Gig Harbor since the City's prior Parks, Recreation and Open Space Plan was adopted in 2010. The dramatic growth in the Gig Harbor peninsula's population has resulted in an increased use of the City's community parks and recreational facilities, which will likely continue over the foreseeable future. The demographics of Gig Harbor are also changing as a younger demographic is moving into the area. The increase in demand coupled with a changing demographic mean new challenges and opportunities for the City.

In an effort to provide quality parks and recreational opportunities for today's residents as well as for future generations, the City initiated a planning process in conjunction with the overall update of the City's 2015 Comprehensive Plan. This Parks, Recreation and Open Space Plan is a stand-alone document which meets the requirements of the Washington State Recreation and Conservation Office guidelines. It is also compliant with the Washington State Growth Management Act (GMA). Parts of the PROS Plan may be incorporated into future updates of the Gig Harbor Comprehensive Plan. The planning horizon for both plans is 2030, consistent with buildable lands projections for Pierce County and under the GMA requirements for long range planning.

The GMA requires a park and recreation element within the Comprehensive Plan that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities. This element includes estimates of park and recreation demand for at least a fifteen-year period; an evaluation of facilities and service needs; and an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.¹

¹RCW 36.70A.070(8) GMA

During the PROS Plan public outreach effort, the community expressed many ideas for improving parks and recreational opportunities in Gig Harbor including:

- Providing a balance of active and passive activities within the city's parks;
- Seeking dedicated funding to support park management and maintenance responsibilities and costs;
- Providing trail connectivity between parks and connecting residential and commercial neighborhoods to the city's park system; and
- Providing a park system that offers something for all ages and types of users.

This Plan considers today's and tomorrow's needs and is a community-driven plan that has broad-based support and is implementable over the 15-year plan horizon. This update:

- Identifies the anticipated types of activities and the population that the City's parks and recreation facilities will serve,
- Defines the City's vision of the future of the City's park and recreational facilities,
- Identifies the estimated cost to achieve the community's vision, and
- Provides goals and policies to act as a guide for getting there.

The 2016 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 11.1: 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.

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

11.1.2. 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.

11.1.3 Develop a system of open space corridors along natural stream and wetlands corridors that establish forest canopy that link to each other and from the uplands to the shore.

IDENTIFY URBAN GROWTH PRESERVES

GOAL 11.2: 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.

11.2.1. 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.

11.2.2. 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.

11.2.3. 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 11.3: 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.

11.3.1. 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.

11.3.2. 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 11.4: DESIGN AND DEVELOP FACILITIES THAT ARE ACCESSIBLE, SAFE, AND EASY TO MAINTAIN WHILE PROVIDING A FULL RANGE OF FACILITIES FOR ALL AGE GROUPS BOTH INSIDE THE PRESENT CITY LIMITS AND IN THE UGA. PARKS FACILITIES AND EQUIPMENT SHOULD HAVE LIFE CYCLE FEATURES THAT ACCOUNT FOR LONG-TERM COSTS AND BENEFITS.

General

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

11.4.2. 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.

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

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

11.4.5 Provide facilities for all age groups and throughout the City and its UGA.

Accessibility

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

Maintenance

11.4.7. Design and develop facilities that are of low maintenance and high capacity design to reduce overall facility maintenance and operation requirements and costs while providing for adequate facilities, amenities and attractive landscaping.

11.4.8. 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

11.4.9. 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.

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

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

11.4.12. 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.

Non-Motorized Access

11.4.13 Parks should be located such that the majority of the population can easily access them without driving a personal vehicle.

TRAIL AND CORRIDOR ACCESS SYSTEMS

GOAL 11.5: 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 ACTIVE TRANSPORTATION PLAN.

Trail Systems

11.5.1. 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.

11.5.2. 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).

11.5.3. 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.

11.5.4. 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.

11.5.5. 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

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

11.5.7. 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.

11.5.8. 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.

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

11.5.10. 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.

11.5.11. 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 11.6: DEVELOP A QUALITY, DIVERSIFIED RECREATION SYSTEM THAT PROVIDES FOR ALL AGE AND INTEREST GROUPS.

Waterfront Access and Facilities

11.6.1. 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.

11.6.2. 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

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

11.6.4. 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

11.6.5. 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.

11.6.6. Look for opportunities to partner with PenMet and other organization to provide indoor recreational facilities for all ages (including play structures and both organized and individual sports facilities).

Play Structures

11.6.7. Provide play structures for tots (2-5) and school aged children (5-12) and a teen activity area within neighborhood parks.

SPECIAL PURPOSE FACILITIES

GOAL 11.7: ENCOURAGE THE DEVELOPMENT OF QUALITY FACILITIES THAT MEET THE INTERESTS OF ALL SEGMENTS OF THE COMMUNITY.

11.7.1. 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.

11.7.2. 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

GOAL 11.8: 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.

11.8.1. 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.

11.8.2. 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.

11.8.3. 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 11.9: DEVELOP A HIGH QUALITY, DIVERSIFIED PARK SYSTEM THAT PRESERVES SIGNIFICANT HISTORIC OPPORTUNITY AREAS AND FEATURES.

11.9.1. 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.

11.9.2 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.

11.9.3 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.

11.9.4. 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.

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

11.9.6. Consider adopting incentives for properties listed on the City's Historic Register to encourage maintenance and retention of structures as properties are re-developed, including adaptive re-use provisions.

CULTURAL ARTS PROGRAMS AND RESOURCES

The purpose of this section is to delineate the importance of The Arts – visual art, music, theater, dance, poetry and prose, film and other creative endeavors – as they relate to the quality of life in Gig Harbor.

The Gig Harbor Arts Commission plays a vital role in our town's culture by supporting and promoting the arts and arts organizations. The Commission oversees the acquisition and placement of public art, fosters arts and cultural programs for the enrichment of citizens and visitors, encourages an environment for the success of working artists and strengthens new and existing arts organizations. The Arts Commission supports the following statements:

- The arts provide tools for accomplishing larger community goals such as economic vitality, quality education and community planning and design.
- Arts and culture are essential to the continuing growth and development of our community's economy, education and quality of life. Support of the arts is an investment in making our community a better place to live.
- The arts help strengthen our cultural fabric and enrich the lives and spirits of our citizens.
- Arts and cultural programs are a powerful economic development tool in their ability to enhance Gig Harbor's image and thereby entice new businesses to locate here.
- The arts can be a source of civic pride and Gig Harbor is a place where citizens and visitors alike can be engaged and inspired.

GOAL 11.10: CELEBRATE THE CREATIVE SPIRIT OF OUR COMMUNITY AND ENCOURAGE FINE AND PERFORMING ARTS PARTNERSHIPS AND PROGRAMS THAT REFLECT THE COMMUNITY'S VISION AND CULTURE.

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

11.10.2. Enhance the reputation of Gig Harbor as a livable and creative community by encouraging artists of all types to display and perform their work and supporting opportunities for creative expression.

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

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

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

11.10.6. Encourage the development of spaces where visual and performing arts can be enjoyed by all. This includes visual and performing arts centers, street fairs, and market places that include performance and display spaces. (Resolution No. 861.)

11.10.7. Encourage and support work by local artists and support visual, written and performing arts programs and partnerships that reflect our community's vision and culture.

FINANCIAL RESOURCES AND COORDINATION

GOAL 11.11: 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

11.11.1. 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.

11.11.2. 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

11.11.3. Cooperate 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 through joint planning and development efforts.

Cost/Benefit Assessment

11.11.4. 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.

11.11.5. 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.

OPERATIONAL AND STAFF CONSIDERATIONS

GOAL 11.12: DEVELOP, TRAIN, AND SUPPORT A PROFESSIONAL PARKS STAFF THAT EFFECTIVELY SERVES THE COMMUNITY IN THE REALIZATION OF THE ABOVE LISTED GOALS AND POLICIES.

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

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

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

Chapter 12

TRANSPORTATION

In 2018, the City of Gig Harbor amended the Transportation Element by replacing it with a document entitled, “Connect the Gig.” This document is on file at the City Civic Center; or, it can be viewed on the City’s web site by clicking through the link below:

[Gig Harbor Comprehensive Plan](#)

In support of and informing the amended Transportation Element, the City developed an Active Transportation Plan in 2018 entitled, “Gig on the Go.” This document is also on file at the City of Gig Harbor Civic Center; or, it can be viewed on the City’s web site by clicking through the link below:

[City Codes and Standards](#)

Chapter 13

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 fiscally responsible six-year financing plan for construction of the capital facilities. The policies and objectives in this plan are intended to guide public decisions and City Council 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:

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

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 required 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 throughout the Comprehensive Plan.

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 2038/2040 and the major repair, renovation or replacement of existing facilities.

Inventory of Existing Capital Facilities

Outside Providers

The City of Gig Harbor is served by the Peninsula School District #401 for educational purposes. The PSD manages and maintain their public infrastructure through an adopted Six Year Facilities Plan, last updated in August 2014. The Peninsula School District #401 Capital Facilities Plan is hereby adopted by reference within the City of Gig Harbor's Comprehensive Plan. Copies of the plan are available for public review.

Fire services are provided by Pierce County Fire District #5, one fire station is located within city limits. The fire district has recently updated their Capital Facility Plan adopted in June 2018. The Pierce County Fire District No.5 Capital Facility Plan 2019-2039 is hereby adopted by reference within the City of Gig Harbor's Comprehensive Plan. Copies of the plan are available for public review.

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 portions of 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 2018 the City's collection system consisted of approximately 150,000 feet of gravity sewers, 32,000 feet of sewer force mains, and 17 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 with a design capacity of 0.45 million gallons per day (MGD) and an average organic loading of 700 lbs BOD₅/day. The WWTP was expanded in 1996 to its current capacity of 1.6 MGD, and an average organic loading of 3,400 lbs BOD₅/day. In 2009, the City performed a major upgrade to the WWTP to expand capacity. In 2010, the outfall was removed from the inner harbor and extended and relocated into Colvos Passage to a depth of 191' below sea level in the Puget Sound. In 2016, the City completed Phase II of its major upgrade to the WWTP -- again to increase capacity and improve reliability. The final upgrade added Ultra Violet disinfection, odor control for the digester system, a second redundant fine screen, an eductor waste dewatering structure, process water pumping system and other ancillary support equipment.

The WWTP consists of the following major components: influent flow meter, degritter, influent screens, anoxic basins, aeration basins, blowers, secondary clarifiers, return activated sludge pumps, waste activated sludge pumps, sludge thickener, aerobic digester, digested sludge pumps, sludge dewatering centrifuge, odor control, UV disinfection, chlorine contact tank, process water pumps and effluent discharge pumps. Effluent from the WWTP is piped through an outfall that discharges into Colvos Passage in the Puget Sound. The WWTP also operates and maintains a state accredited lab for the purpose of process control and NPDES testing requirements.

The WWTP's current daily average flow is approximately 1.1 MGD. The designed and constructed improvements will exceed the 20-year planning horizon flow and waste load projections. An interim NPDES permit was issued in March of 2015, with the 1.6 MGD loading limit, and during the final phases of construction with the final permit of 2.4 MGD. The 2.4 MGD loading limit was contingent upon completion and certification of the constructed improvements.

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 residential Development along Ray Nash Drive NW located about 5 miles west of the City. The Shorecrest septic system is a 24 unit development with an on-site septic system and pressurized community drainfield and is located outside the City's UGA.

The City also treats septic effluent from a 68 single family lot subdivision on Wollochet Bay in unincorporated Pierce County outside of the City's UGA as well as a 333 single family subdivision, located in the Canterwood community.

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 and discharge treated effluent.

With the completion of the WWTP Phase II upgrade improvements in 2016, the City has the ability to collect and treat the design flow of 2.4 MGD in order to serve the City growth projections for the next 20 years.

Forecast of Future Needs

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

Future Wastewater Collection Needs

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

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

In situations where a new sewer lift station must be constructed two scenarios exist. The first scenario is where no lift station is located in the sewer basin. The proposed development activity shall design and construct a new developer funded, and designed to City Standards, 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 developer funded and designed to City Standards a lift station that will collect sewer flows from the existing lift station, the proposed development and all future development upstream in the sewer basin. The existing lift station would then be demolished.

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

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

The City's Wastewater Division 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. Infiltration & Inflow (I&I) impacts capacity in the collection system, and interflow of stormwater runoff resulting from rainfall appears to be the primary factor. The existing forcemains, and gravity pipelines appear to have adequate capacity for current and future wastewater flows. A third of the existing lift stations are beyond useful life and will require equipment or capacity upgrades to meet expected growth. The repair and rehabilitation projects are addressed in the CIP of this plan. It is estimated that the future dry weather flow in the collection system will increase compared to the total flows (including I&I) that currently exist in the collection system. Funding for the ongoing maintenance of the existing collection system, including rehabilitation of existing lift stations and replacement of existing sewer mains is generally funded by utility general facility charges and utility rates.

Specific facility improvements anticipated to accommodate the upcoming six year planning period are listed in Table 13.5.

Future Wastewater Treatment Plant Needs

With the successful completion of the final phase of upgrades, the City of Gig Harbor WWTP has high confidence in its ability to collect and treat the design flow of 2.4 MGD, with the upgrades being able to meet and exceed the City's 20-year plan for meeting capacity requirements. Efforts focused on maintenance, repair and replacements should occur over the next 10 years with planning for future capital improvements in the 2028 and beyond timeframe.

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 13.5 identifies an annual project for the study and investigation of wastewater reuse and reclaimed water.

Specific facility improvements required to accommodate the upcoming six-year planning period are listed in Table 13.5

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 is within the City limits and the 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 2,583 service connections end of year 2017 serving approximately 9,632 people. The City operates seven groundwater wells that supply water to its water service customers, and has more than 43 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 13.1 and Table 13.2, 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, Shore Acres.

Table 13.1 – 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 |
| 9 | N/A | N/A | | | |
| 10 | N/A | N/A | | | |
| 11 | 06-21N-2E | 2013 | 1000 | 957 | Active |

Source: City of Gig Harbor Water Facilities Inventory (WFI) Report, 2018; DOE Water Right Certificates

Table 13.2 – Summary of Storage Facilities

| Storage Facility | Associated with Well No. | Total Capacity (gallons) | NGVD 29 Elevation (ft) | |
|-----------------------|-----------------------------|-----------------------------|------------------------|----------------------------|
| | | | 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 | 440 |
| Skansie Tank | 5 & 6 | 1,000,000 | 336 | 441 |
| Gig Harbor North Tank | 11* | 2,300,000 | 301 | 450 |
| Total | | 4,640,000 | | |

Source: City of Gig Harbor 2018 Water System Plan, adopted 2018.

*located adjacent to City Shop

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. 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 capacity to provide water.

The City's Water System Plan identifies the City's current annual water rights at 11,450 ERUs and a projected water demand in 2028 at 6,778 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 the City is developing a new deep aquifer well to meet this goal. The deep aquifer well is identified as Well 11, located adjacent to the City Maintenance Facility, and will produce up to 1,000 acre-ft per year and 1,000 gallons per minute. This redundant well is part of the City's robust water distribution system. The water system is also robust, 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.

Specific facility improvements required to accommodate the upcoming six-year planning period are listed in Table 13.5.

PARKS, RECREATION & OPEN SPACE FACILITIES

Existing Facilities

The City of Gig Harbor owns 36 park properties ranging in size from 0.06 of an acre to 30 acres. Included in that total are four designated trails that range from 0.2 of a mile to 6 miles in length. Park profiles on each city park facility are included in the 2016 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 13.3 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.

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.

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.

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.

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.

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.

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.

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.

Table 13.3. Existing Park Facilities

| Name of Facility | | Location | Size | Park Classification |
|------------------|---|--|-------|---------------------|
| Parks | City Park at Crescent Creek | 3303 Vernhardson Street 9702 Crescent Valley Drive NW | 10.87 | Neighborhood |
| | Kenneth Leo Marvin Veterans Memorial Park | 3580 50th Street | 5.57 | Neighborhood |
| | Civic Center (includes Greens and Skate Park) | 3510 Grandview Street | 6.55 | Neighborhood |
| | Shaw Park | 4404 Borgen Boulevard | 1 | Neighborhood |
| | Total Neighborhood Parks | | | 23.99 |
| | Ancich Waterfront Park | 3525 Harborview Drive | .79 | Waterfront |
| | Austin Estuary* | 4009 Harborview Drive | 1.38 | Waterfront |
| | Bogue Viewing Platform | 8803 North Harborview Drive | 0.10 | Waterfront |
| | Eddon Boat Park | 3805 Harborview Drive | 2.89 | Waterfront |
| | Jerisich Dock | 3211 Harborview Drive | 0.56 | Waterfront |
| | Maritime Pier | 3303 Harborview Drive | 0.72 | Waterfront |
| | Old Ferry Landing (Harborview Street End) | 2700 Harborview Drive | 0.17 | Waterfront |
| | Skansie Brothers Park | 3207 Harborview Drive | 2.59 | Waterfront |
| | Total Waterfront Parks | | | 9.20 |

| | | | |
|--|--|--------------------------|--------------|
| Adam Tallman Park | 6626 Wagner Way | 11.84 | Natural |
| Donkey Creek Park | 8714 North Harborview Drive | 1.30 | Natural |
| Grandview Forest Park | 3488 Grandview Street | 8.58 | Natural |
| Wilkinson Farm Park | 4118 Rosedale Street NW | 17.74 | Natural |
| Total Natural Parks | | | 39.46 |
| Cushman Trail | | 6 miles | Trail |
| Trailhead at Borgen Blvd | 5280 Borgen Blvd | 0.18 acres | Trail |
| Trailhead at Grandview | 3908 Grandview | 0.45 acres | Trail |
| Trailhead at Hollycroft | 2626 Hollycroft Street | 0.60 acres | Trail |
| Finholm View Climb | 8826 North Harborview Drive (bottom) 8917 Franklin Avenue (top) | 0.05 miles 0.32 acres | Trail |
| Harborview Trail | Harborview and North Harborview Streets | 2 miles | Trail |
| Stanich Trail | Undeveloped portion of Erickson Street | 0.2 miles | Trail |
| Total Trails (by area) | | | 1.55 |
| Total Trails (by length) | | | 8.25 |
| Total Parks | | | 82.45 |
| BB-16 Mitigation bonus site | WEST of Burnham interchange | 0.45 | Undeveloped |
| Harbor Hill Park | 10310 Harbor Hill Drive | 28.66 | Undeveloped |
| Lighthouse | 1.21 | 1.21 | Undeveloped |
| Museum (Donkey Creek) Easement | Harbor History Museum shoreline area | 0.43 | Undeveloped |
| Old Burnham Properties | 11722 Burnham Drive | 20.3 | Undeveloped |
| Rushmore Park (outside City Limits) | In Plat of Rushmore | 1.07 | Undeveloped |
| Wheeler Street End | Wheeler Ave at Gig Harbor Bay | 0.08 | Undeveloped |
| Woodworth/Ringold Water Tank Site | 3800 Block Ringold St | 0.06 | Undeveloped |
| WWTP Park/Open Space | 4212 Harborview Drive | 5.82 | Undeveloped |
| Total Undeveloped Park Lands | | | 58.08 |
| Austin Estuary Tidelands | 4009 Harborview Drive | 7.07 | Open Space |
| BB-16 Wetland Mitigation Site | SE corner of Burnham and Borgen | 10.49 | Open Space |
| Harbor Hill Open Space | Gig Harbor North Area | 8.09 | Open Space |
| Old Ferry Landing (adjacent bluff) | South of Old Ferry Landing | 0.14 | Open Space |
| Total Open Space | | | 25.79 |
| Bogue Visitors Center | 3125 Judson Street | 0.15 | Other |
| Total Other Uses | | | 0.15 |
| Total Other Properties | | | 84.02 |

* Austin Estuary tidelands are included under open space

TOTAL PARK RECREATION AND OPEN SPACE LANDS 166.47

Level of Service

The City established levels of service for the park system in the 2016 Park, Recreation and Open Space Plan (2016 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 13.4 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 13.4).

Table 13.4 Existing and Proposed Level of Service Standards

| Park Type | Existing Acres | 2010 Existing Level of Service | 2030 Planned Level of Service ² | 2030 Additional Area Needed |
|--------------------|----------------|--------------------------------|--|-----------------------------|
| Neighborhood Parks | 23.99 | 2.91 | 5.00 | <u>28.51</u> |
| Waterfront Parks | 9.20 | 1.02 | 1.00 | 1.30 |
| Natural Parks | 39.46 | 5.25 | 5.25 | 15.66 |
| Total Parks | 72.65 | 9.36 | 11.25 | <u>45.48</u> |
| Trails (in miles) | 8.25 | 0.83 | 1.17 | 4.04 |

1 – The total parks area in table 13.3 includes acreage for trailheads which is not represented on table 13.4.

2 – The planned Level of Service is based upon 2030 population allocations and is based on acre/per 1,000 residents.

Future needs for park, recreation and open spaces are also tied to achieving the expressed desires of this community. In the 2016 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 the 2016 Parks Plan.

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 stormwater system consists of catch basins, pipe, drainage ditches, natural streams such as Donkey Creek, Crescent Creek, and McCormick Creek, wetlands, ponds, and stormwater management facilities providing flow control and water quality treatment of storm runoff. The Operations and Maintenance Department is responsible for approximately 49 stormwater ponds (of which 13 are publically owned), 4,583 catch basins, 16 miles of drainage ditch, 7 bioretention swales, 2 miles of stormwater detention system pipe, 2 rain gardens, 49 stormwater vaults and 72 miles of storm drainage pipe. This inventory has grown substantially over the past decade with the continuing development and annexations to the City.

Proper development and regular maintenance of the City's stormwater infrastructure is critical to assuring proper function, effective control of stormwater discharges and water quality, and minimized effects upon receiving water environments and downstream property. Responsibilities for facility inspection and maintenance are determined by facility ownership, and is performed by the City's Public Works Department, homeowner associations, business owners, and property management companies. Regularly scheduled maintenance and inspections best assure timely correction of deficiencies.

Through the Clean Water Act and other legislation at the federal level, the Washington State Department of Ecology (Ecology) has been delegated the authority to implement rules and regulations that meet the specified goals of the Clean Water Act. As part of these rules and regulations, Ecology first issued the Western Washington Phase II Municipal Stormwater Permit (Permit) to the City of Gig Harbor in January 2007. This permit was reissued effective August 1, 2013 for a five-year term, and the permit term has since been extended for a sixth year to expire July 31, 2019. 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.

As a permittee, the City is required to satisfy specific obligations in establishing local stormwater development standards, perform facility inspections and maintenance, participate in water quality monitoring, provide related public involvement and education opportunities, and report annually on stormwater programs and activities. The City's obligations have increased with successive permits; by example, in 2016 the City adopted and updated its stormwater regulations incorporating low impact development (LID) techniques as the preferred approach to site development. It is anticipated the City's obligations will again increase under the next permit renewal, scheduled for 2019.

Level of Service

The level of service for the City's stormwater infrastructure was evaluated in the course of updating the Comprehensive Stormwater Plan. The level of service analysis encompasses both the hydraulic capacities in storm drains and the effects upon the network of creeks.

Storm system modeling was performed at a planning level to identify system needs under future full build-out land use conditions. The City selected ten trunk lines to be analyzed. These trunk lines were selected based on known past conveyance and/or sedimentation problems and possible future system impacts due to development. The storm drainage capacity within these trunk systems was evaluated on their ability to convey the peak runoff from the 25-year return period discharge. The City's stormwater infrastructure is generally sufficient to convey stormwater runoff under buildout conditions; local improvements to storm drain networks are defined to assure the necessary capacity, as discussed below under Future Needs and the Capital Improvement Program.

Storm drainage outfalls along the harbor shoreline were also analyzed to determine if capacities are sufficient for runoff from future buildout and redevelopment within their tributary basins. The storm drainage capacity within these outfall systems was evaluated on their ability to convey the peak runoff from the 25-year and the 100-year return period discharge. Outfall capacities were found to be generally sufficient to convey stormwater runoff under buildout conditions for the 25-year return period discharge, with three outfalls found to be under capacity at buildout. Outfalls from most of the largest drainage systems do not have capacity to convey the 100-year discharge. The outfall capacity analysis was performed to inform consideration of an alternative policy that would disallow waiving of flow control requirements for developing or redeveloping properties that discharge to city drainage systems upstream from outfalls.

Further, the City's stormwater management standards and guidelines regulating future development and redevelopment require such projects control runoff to undeveloped site conditions, thereby preserving the current levels of service in City storm drainage systems.

Future Needs

There are several locations where discharges approach or exceed the hydraulic capacity of storm drains, and other locations where culverts present a block to fish passage. A list of recommended storm system capital improvement projects is identified in the Capital Improvement Program (CIP) of the Stormwater Comprehensive Plan update. In 2008, the City initiated a Stormwater General Facility Charge to fund stormwater CIP projects; this charge was most recently updated in 2015.

The scope of improvements identified in the stormwater CIP encompasses capacity improvements, fish passage and habitat improvements, and corrective maintenance and facilities. Specific facility improvements required to accommodate the upcoming six-year planning period are listed in Table 13.5. Locations of the improvements are indicated on the accompanying maps.

CAPITAL FACILITIES PROGRAM

A Capital Facilities Program (CFP) is a six-year plan for the completion of 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 and cohesive. 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 two years of the Capital Facilities Program will be converted to the annual capital budget, while the remaining four 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. As approved by the City Council, projections for the remaining four 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 usually 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, seven functional plans have been completed:

- City of Gig Harbor Water System Plan (Adopted via reference 2018), as may later be amended by resolution.
- City of Gig Harbor Wastewater Comprehensive Plan (Adopted via reference 2018), 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 (Adopted via reference 2018), as may later be amended by resolution.
- City of Gig Harbor Phase II Wastewater Treatment Plant Improvements Engineering Report, May 2010.
- The City of Gig Harbor 2010₆ Park, Recreation, & Open Space Plan (adopted June 2016)

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. These plans are adopted via reference in this element.

Prioritization of Projected Needs

The identified capital improvement needs listed were developed by the City Engineering and Operations Staff, 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 as future 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 (2017-2018) |
|-------------------------|------------------|-----------------------------------|
| General Fund | Sales tax | \$13,134,000 |
| | Utility tax | \$2,988,000 |
| | Property tax | \$5,289,000 (2017-2018 Budget) |
| Street Fund- Operations | Property tax | \$0 |
| Water Operating Fund | Customer charges | \$4,092,000 |
| Sewer Operating Fund | Customer charges | \$10,100,000 |
| Storm Drainage Fund | Customer charges | \$1,858,000 |

Financial Resources

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

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

Debt Financing Method

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 2010, the City's tax rate is \$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 than 0.2% of the gross value of business activity on the gross or net income of a business. Assessment increases require voter approval. The City does not currently use a B and O tax. Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

Local Option Sales Tax: The city has levied the maximum of tax of 1%. 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, Hospital Benefit Zone, 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, fire and emergency medical service facilities, open space, recreational facilities, and school facilities. It is the City's intent to collect impact fees for services if the surrounding unincorporated Pierce County area enacts impact fees for the same service.

Additionally, the City expects to work at the State level to improve access to affordable housing, including consideration of waiving impact fees for affordable housing projects. Currently the State does not allow impact fees to be collected for affordable housing projects. If at such date the State RCW changes to allow collection of impact fees for affordable housing projects, the City may collect those fees.

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 Commerce. 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. As of 2018, the state legislature has reinstated low interest loan monies for the board to loan out \$98,000,000 to local agencies for qualified projects.

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 Sidewalk Program, for sidewalk projects that improve safety and connectivity; and, Arterial Preservation Program that provides for street overlays.

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

Stormwater Financial Assistance Project Grants

The Stormwater Financial Assistance Program is designed to fund stormwater projects and activities that have been proven to be effective at reducing impacts from existing infrastructures. 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 and development to enhance existing stormwater programs.

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.

Drinking Water State Revolving Fund (DWSRF)

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
- Capital Development Fund
- Enterprise Funds

Projected Revenues

Tax Base: The City's tax base is anticipated to continue to see growth between 1-3% through the addition of new construction as well maintaining the valuation tax for existing real property each year. 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

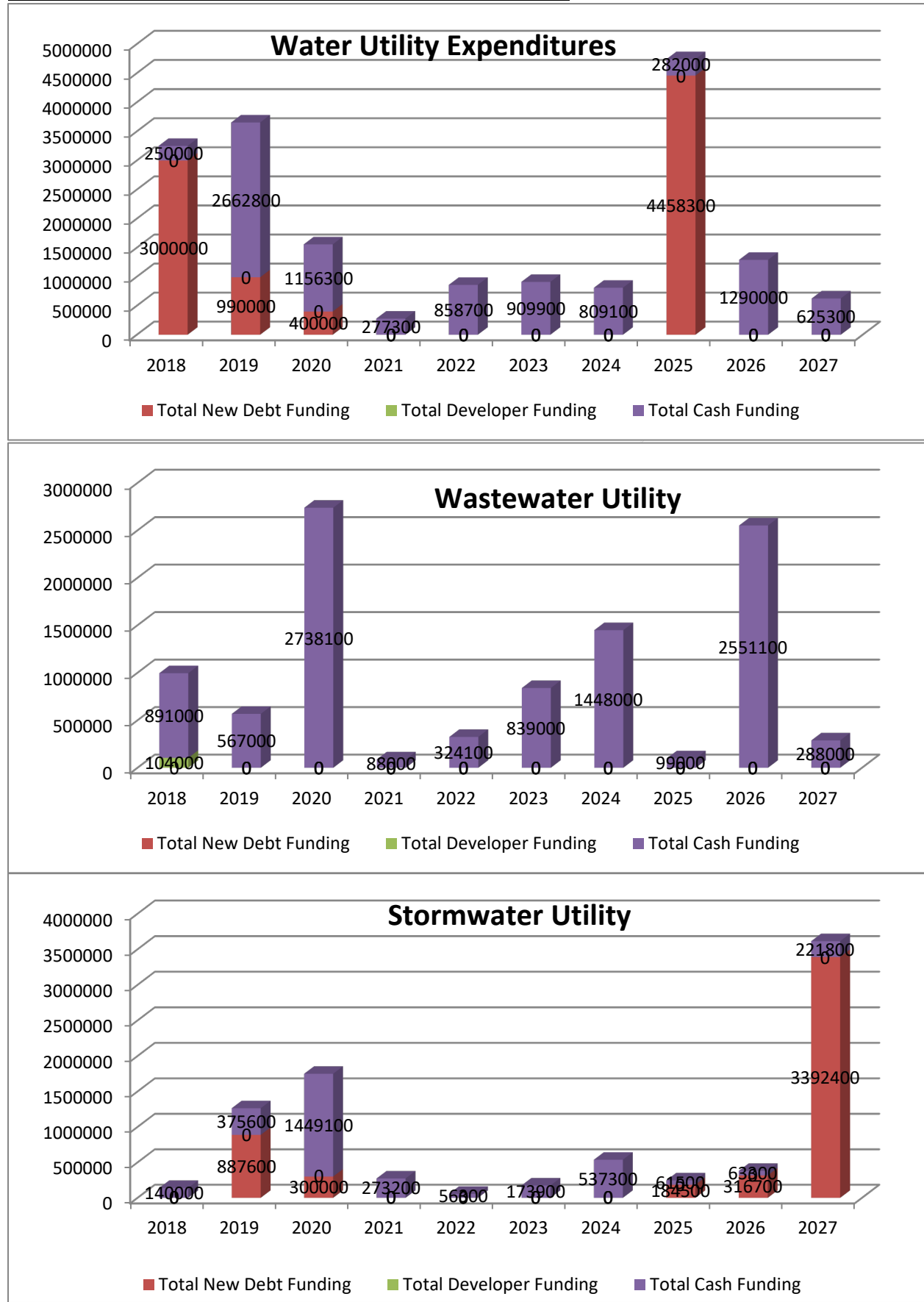
General Fund: The General Fund is the basic operating fund for the city. The General Fund is allocated 100 percent of the annual tax yield from ad valorem property values. Since 2005, the average annual increase in tax levy was 6%. This was mostly due to new construction and annexations as regular growth in property tax levy is limited to 1 percent a year. The city is projecting a 3 percent increase in tax base for the next six years. The City has a maximum rate of \$1.60 per \$1,000 ad valorem.

Capital Improvement and Capital Development Funds: In the City of Gig Harbor, the Capital Improvement and Development 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 revenue in these funds is dedicated to meet annual debt service obligations on outstanding general obligation bonds. In 2018, the City is scheduled to repay the 2008 LTGO Bonds (See note "1" below).

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. 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.

Funding Breakdown for six-year Capital Improvements



GOALS AND POLICIES

GOALS

- GOAL 13.1. PROVIDE NEEDED PUBLIC FACILITIES TO ALL OF THE CITY RESIDENTS IN A MANNER WHICH PROTECTS INVESTMENTS IN EXISTING FACILITIES, WHICH MAXIMIZES THE USE OF EXISTING FACILITIES AND WHICH PROMOTE ORDERLY AND HIGH QUALITY URBAN GROWTH.**
- GOAL 13.2. PROVIDE CAPITAL IMPROVEMENT TO CORRECT EXISTING DEFICIENCIES, TO REPLACE WORN OUT OR OBSOLETE FACILITIES AND TO ACCOMMODATE FUTURE GROWTH, AS INDICATED IN THE SIX-YEAR SCHEDULE OF IMPROVEMENTS.**
- GOAL 13.3. FUTURE DEVELOPMENT SHOULD BEAR ITS FAIR-SHARE OF FACILITY IMPROVEMENT COSTS NECESSITATED BY DEVELOPMENT IN ORDER TO ACHIEVE AND MAINTAIN THE CITY'S ADOPTED LEVEL OF STANDARDS AND MEASURABLE OBJECTIVES.**
- GOAL 13.4. THE CITY SHOULD MANAGE ITS FISCAL RESOURCES TO SUPPORT THE PROVISION OF NEEDED CAPITAL IMPROVEMENTS FOR ALL DEVELOPMENTS.**
- GOAL 13.5. THE CITY SHOULD COORDINATE LAND USE DECISIONS AND FINANCIAL RESOURCES WITH A SCHEDULE OF CAPITAL IMPROVEMENTS TO MEET ADOPTED LEVEL OF SERVICE STANDARDS, MEASURABLE OBJECTIVES AND PROVIDE EXISTING FUTURE FACILITY NEEDS.**
- GOAL 13.6. 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

- 13.1.1. 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.**
- 13.1.2. 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.

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

13.1.4. 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.

13.1.5. 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.

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

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

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

13.1.9. 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.

13.1.10. 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.

13.1.11. 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.

13.1.12. 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. Parks:

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, Evaluation, and Reporting

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 13.5 Capital Facilities Projects**Wastewater System Projects**

| Project No. | Project | Projected Year | Cost | Plan | Primary Funding Sources |
|-------------------------------------|---|----------------|------------------|--------|--------------------------------|
| Wastewater Treatment System | | | | | |
| T1 | Reuse and Reclamation Studies | 2019-2023 | \$116,000 | 6 year | |
| | Wastewater Treatment Subtotal | | \$116,000 | | |
| Wastewater Collection System | | | | | Primary Funding Sources |
| C1 | Lift Station 1 Improvements (Crescent Creek Park) | 2018 | \$105,000 | 6-year | GFC/Utility Rates |
| C2 | Lift Station 6 Improvements (Ryan St./Cascade Ave) | 2018-2020 | \$1,240,000 | 6-year | GFC/Utility Rates |
| C3 | Lift Station 8 Improvements Harbor Country Dr. | 2019-2024 | \$1,156,000 | 6-year | |
| C4 | Lift Station 9 Improvements (50 th St./Reid Dr.) | 2018 | \$400,000 | 6-year | GFC/Utility Rates |
| | | | | | |

| Project No. | Project | Projected Year | Cost | Plan | Primary Funding Sources |
|-------------------------|---|----------------|--------------------|--------|-------------------------|
| C5 | Lift Station 12 Improvements (Woodhill Dr./Burnham Dr.) | 2019-2020 | \$1,500,000 | 6-year | GFC/Utility Rates |
| C6 | Lift Station 13 Improvements (Peninsula High School) | 2023 | \$601,000 | 6-year | GFC/Utility Rates |
| C7 | Lift Station 14 Improvements (Wagner Way) | 2018 | \$62,000 | 6-year | GFC/Utility Rates |
| C8 | Lift Station 16 (McCormick Ridge) | 2019 | \$64,000 | 6-year | GFC/Utility Rates |
| C9 | Install Flow Meter at LS1 | 2018 | \$25,000 | 6-year | GFC/Utility Rates |
| C10 | Install Flow Meter at LS5 | 2022 | \$32,000 | 6-year | GFC/Utility Rates |
| C11 | Install Flow Meter at LS6 | 2020 | \$26,000 | 6-year | GFC/Utility Rates |
| C12 | Install Flow Meter at LS8 | 2024 | \$26,000 | 6-year | GFC/Utility Rates |
| C13 | Install Flow Meter at LS9 | 2018 | \$27,000 | 6-year | GFC/Utility Rates |
| C14 | Install Flow Meter at LS12 | 2020 | \$29,000 | 6-year | GFC/Utility Rates |
| C15 | Install Flow Meter at LS13 | 2023 | \$29,000 | 6-year | GFC/Utility Rates |
| C16 | Install Flow Meter at LS14 | 2022 | \$29,000 | 6-year | GFC/Utility Rates |
| C17 | Install Flow Meter at LS16 | 2022 | \$29,000 | 6-year | GFC/Utility Rates |
| C18 | WWTP Improvements | 2018 | \$400,000 | 6-year | GFC/Utility Rates |
| C19 | I&I Repairs | 2019-2024 | \$800,000 | 6-year | |
| | Wastewater Collection Subtotal | | \$5,539,000 | | |
| Wastewater Total | | | \$5,655,000 | | |

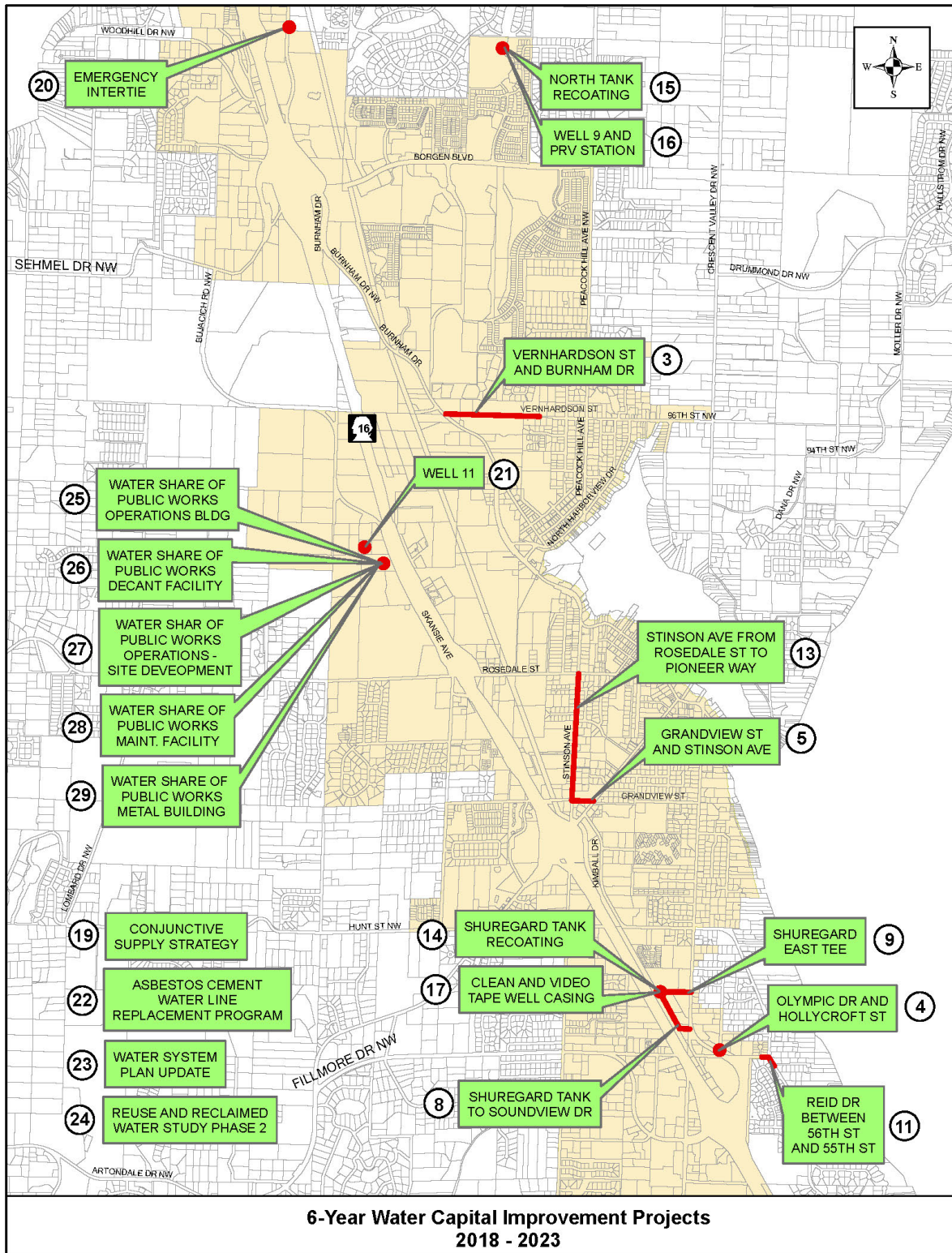
Notes: Estimated project costs are based on dollars value in the estimated year of the project.

Water System Projects

| Project No. | Project | Projected Year | Estimated Project Cost | Plan | Primary Funding Source |
|--------------------|---|----------------|------------------------|--------|------------------------|
| 3 | Vernhardson St and Burnham Dr NW Water Main | 2022 | \$601,000 | 6-year | GFC/Utility Rates |
| 4 | Olympic Dr NW and Hollycroft St Water Main | 2020 | \$63,000 | 6-year | GFC/Utility Rates |
| 5 | Grandview St Pipe Upside | 2019 | \$480,000 | 6-year | GFC/Utility Rates |
| 8 | Shurgard Tank to Soundview Drive Pipe Upsize | 2023 | \$104,000 | 6-year | GFC/Utility Rates |
| 9 | Shurgard East Tee | 2023 | \$190,000 | 6-year | GFC/Utility Rates |
| 11 | Reid Drive NW Pipe Upsize | 2023 | \$175,000 | 6-year | GFC/Utility Rates |
| 13 | Stinson Ave from Rosedale to Pioneer Way Pipe Upsize | 2019 | \$1,500,000 | 6-year | GFC/Utility Rates |
| 14 | Tank Recoating | 2020 | \$799,900 | 6-year | GFC/Utility Rates |
| 16 | Well 9 & PRV Station | 2023 | \$75,000 | 6-year | GFC/Utility Rates |
| 17 | Clean and Videotape Well Casing | 2019 | \$250,000 | 6-year | GFC/Utility Rates |
| 19 | Conjunctive Supply Strategy | 2023 | \$99,700 | 6-year | GFC/Utility Rates |
| 20 | Emergency Intertie (Canterwood Water System) | 2019 | \$400,000 | 6-year | GFC/Utility Rates |
| 21 | Well 11 | 2018 | \$3,000,000 | 6-year | GFC/Utility Rates |
| 22 | Asbestos Cement Water Line Replacement Program | 2021-2023 | \$773,200 | 6-year | GFC/Utility Rates |
| 23 | Water System Plan Update | 2018 | \$250,000 | 6-year | GFC/Utility Rates |
| 24 | Reuse and Reclaimed Water Study Phase 2 | 2020-2021 | \$53,800 | 6-year | GFC/Utility Rates |
| 25 | Water Share of Public Works Operations Building | 2019-2020 | \$303,000 | 6-year | GFC/Utility Rates |
| 26 | Water Share of Decant Facility | 2020 | \$400,000 | 6-year | GFC/Utility Rates |
| 27 | Water Share of Public Works Operations – Site Development | 2019 | \$990,000 | 6-year | GFC/Utility Rates |
| Water Total | | | \$10,507,600 | | |

Note: Estimated project costs are based on dollar values in the estimated year of the project.

Figure 13-2



Park, Recreation & Open Space Projects

| Project No. | Project | Projected Year | Estimated Project Cost | Plan | Primary Funding Sources |
|--------------------|---|-----------------------|-------------------------------|-------------|---|
| 1 | Eddon Boat Shop Marine Railways | 2012-2016 | \$150,000 | 6 year | Local, Grant |
| 2 | Boys and Girls Club/Senior Center | 2010-2011 | \$1,000,000 | 6 year | Local (\$250,000), Federal HUD (Funded \$750,000) |
| 3 | Eddon Boat Park Development | 2011-2014 | \$300,000 | 6 year | RCO Grants, Local |
| 4 | Gig Harbor North Park (Harbor Hill Park) | 2012-2018 | \$5,000,000 | 6 year | Developer Mitigation, Grants |
| 5 | Gig Harbor North Trail System | 2010-2016 | \$1,500,000 | 6 year | Local, Developer Mitigation, Grants |
| 6 | Wilkinson Farm Barn Restoration | 2012-2018 | \$250,000 | 6 year | Heritage Barn Grant, Local Match |
| 7 | PROS Plan Update | 2015-2016 | \$150,000 | | Local |
| 8 | Cushman Trail Phase 5 | 2015-2021 | \$3,500,000 | | Local, Grant |
| 9 | Jerisich Dock Float Extension | 2012-2018 | \$900,000 | 6 year | Fees, Grants, Donations |
| 10 | Jerisich / Skansie Park Improvements | 2010-2016 | \$150,000 | 6 year | Local, Donations/Volunteer |
| 11 | Seasonal Floats at Jerisich Dock | 2012-2018 | \$200,000 | 6 year | Local, RCO Grant |
| 12 | Maritime Pier Development | 2010-2016 | \$2,500,000 | 6 year | Local, Grants, Fees |
| 13 | Develop Plan for Wilkinson Farm Park | 2010-2011 | \$25,000 | 6 year | Grants, Local, Fundraising |
| 14 | Twawelkax Trail | 2010-2016 | \$400,000 | 6 year | Local, Volunteers |
| 15 | Veterans Memorial Trail | 2012-2018 | \$125,000 | 6 year | Local |
| 16 | Wilkinson Farm Park Development | 2012-2018 | \$900,000 | 6 year | RCO Grant, Preservation Grants, Local Match |
| 17 | Crescent Creek Park Master Plan | 2015-2018 | \$80,000 | 6 year | Grants, Local, Fundraising |
| 18 | Harborview Waterfront Trail / Pioneer Way Streetscape | 2010-2016 | \$500,000 | 6 year | Grants, Local, Fundraising |
| 19 | Kenneth Leo Marvin Veterans Memorial Park Phase 2 | 2010-2016 | \$250,000 | 6 year | RCO Grant, Local |
| 20 | Donkey Creek Corridor Conservation | 2014-2020 | \$1,500,000 | 6 year plan | County Conservation Futures |
| 21 | Critical Area Enhancement | 2012-2018 | \$100,000 | 6 year | Local, Volunteers, Grants |
| 22 | Wheeler Pocket Park | 2012-2018 | \$70,000 | 6 year | Local |
| 23 | Ancich Waterfront Park Development | 2013-2019 | \$5,000,000 | 6 year | Local, Grants |
| | Park Total | | \$24,550,000 | | |

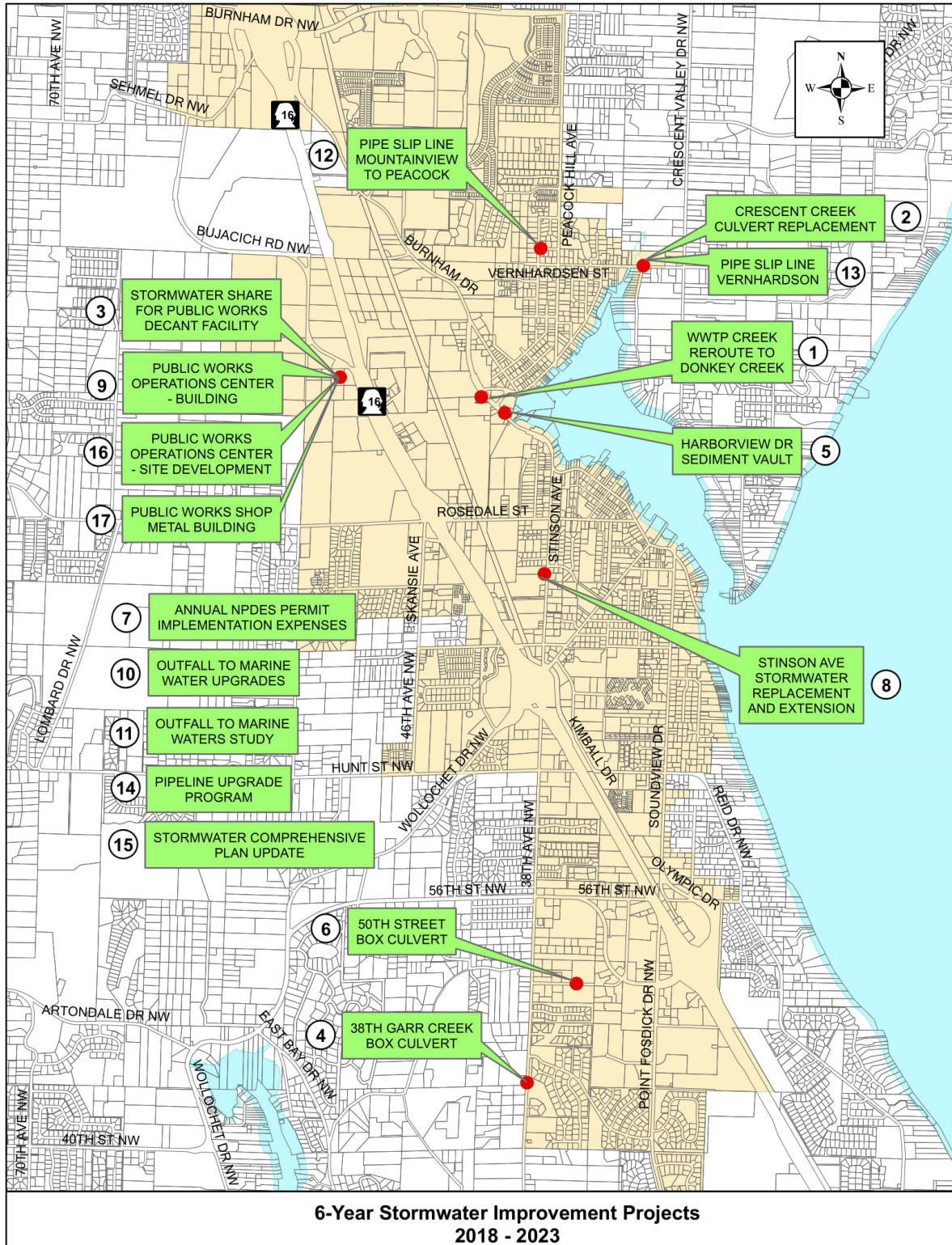
NOTE – CAPITAL IMPROVEMENT PLAN FOR PARK AND REC WILL BE COMPLETED THROUGH 2019 BUDGET PROCESS IN COORDINATION WITH AN IMPACT FEE UPDATE.

Stormwater System-Projects

| Project No. | Project | Projected Year | Estimated Project Cost | Plan | Primary Funding Source |
|--------------------|---|-----------------------|-------------------------------|-------------|-------------------------------|
| 1 | WWTP Cr reroute to Donkey Cr | 2028 | \$4,760,000 | 6-year | GFC/Utility/Grant |
| 2 | Crescent Creek Culvert Replacement | 2025 | \$3,000,000 | 6-year | GFC/Utility/Grant |
| 3 | Stormwater Share For PW Decant Facility | 2019 | \$394,500 | 6-year | GFC/Utility/Grant |
| 4 | 38th Garr Cr Box Culvert | 2028 | \$554,000 | 6-year | GFC/Utility/Grant |
| 5 | Harborview Dr Sediment Vault | 2019 | \$750,000 | 6-year | GFC/Utility/Grant |
| 6 | 50th St Box Culvert | 2020 | \$840,000 | 6-year | GFC/Utility/Grant |
| 7 | Annual NPDES Permit Implementation Expenses | On going | \$20,000/yr | 6-year | GFC/Utility/Grant |
| 8 | Stinson Ave Stormwater Replacement and Extension | 2028 | \$268,000 | 6-year | GFC/Utility |
| 9 | Public Works Operations Center - Building | 2020 | \$538,300 | 6-year | GFC/Utility/Grant |
| 10 | Outfall to Marine Waters Study | 2021 | \$200,000 | 6-year | GFC/Utility/Grant |
| 11 | Outfalls to Marine Waters Upgrades | 2023 | \$500,000 | 6-year | GFC/Utility/Grant |
| 12 | Pipe Slip line Mountainview to Peacock | 2019 | \$40,000 | 6-year | GFC/Utility |
| 13 | Pipe Slip line Vernhardson | 2019 | \$40,000 | 6-year | GFC/Utility |
| 14 | Pipeline Upgrade Program | On going | \$30,000/yr | 6-year | GFC/Utility |
| 15 | Stormwater Comprehensive Plan Update | 2018 | \$120,000 | 6-year | GFC/Utility |
| 16 | Public Works Operations Center – Site Development | 2019 | \$193,000 | 6-year | GFC/Utility |
| 17 | Public Works Shop – Metal Building | 2019 | \$10,000 | 6-year | GFC/Utility |
| | Storm Total | | \$12,257,800 | | |

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

Figure 13-3



Transportation Improvement Projects

| No. | Project Name | Start Year | Estimated Costs (2018-2023) | Estimated (2024+) | Total (2018-2024+) | Plan | Funding Source |
|-----|--|------------|-----------------------------|-------------------|--------------------|--------------|-----------------------|
| 1 | Harbor Hill Drive Extension | 2018 | \$7,740,000 | \$0 | \$7,740,000 | Six Year TIP | Fed/State/Local Other |
| 2 | Burnham Drive / Harbor Hill Dr Intersection Improvements | 2018 | \$1,750,000 | \$0 | \$1,750,000 | Six Year TIP | Fed/State/Local Other |
| 3 | Harborview Drive Pedestrian Improvements | 2018 | \$650,000 | \$0 | \$650,000 | Six Year TIP | Fed/State/Local Other |
| 4 | Cushman Trail Phase 5 Planning Study | 2018 | \$270,000 | \$20,000,000 | \$20,270,000 | Six Year TIP | Fed/State/Local Other |
| 5 | Rosedale Stinson Intersection Improvements | 2018-2019 | \$600,000 | \$0 | \$600,000 | Six Year TIP | Fed/State/Local Other |
| 6 | Stinson Avenue Overlay | 2018-2019 | \$644,000 | \$0 | \$644,000 | Six Year TIP | Fed/State/Local Other |
| 7 | Stinson Avenue Pedestrian Improvements | 2018-2019 | \$800,000 | \$0 | \$800,000 | Six Year TIP | Fed/State/Local Other |
| 8 | 50 th St Ct NW Improvements Phase 2 | 2018-2019 | \$3,403,700 | \$0 | \$3,403,700 | Six Year TIP | Fed/State/Local Other |
| 9 | 38 th Ave Improvements Phase 1 | 2018-2021 | \$7,025,000 | \$0 | \$7,025,000 | Six Year TIP | Fed/State/Local Other |
| 10 | Soundview and Hunt Intersection Improvement | 2018-2019 | \$1,000,000 | \$0 | \$1,000,000 | Six Year TIP | Fed/State/Local Other |
| 11 | Harborview Drive / Stinson Ave Intersection Improvements | 2018-2020 | \$1,800,000 | \$0 | \$1,800,000 | Six Year TIP | Fed/State/Local Other |
| 12 | Wagner Way / Wollochet Intersection Traffic Signal | 2018-2019 | \$925,000 | \$0 | \$925,000 | Six Year TIP | Fed/State/Local Other |
| 13 | SR16 / Olympic Drive Intersection Improvements | 2019-2021 | \$1,400,000 | \$0 | \$1,400,000 | Six Year TIP | Fed/State/Local Other |
| 14 | Metering Roundabout at SR16/Burnham Interchange | 2019-2020 | \$385,000 | \$0 | \$385,000 | Six Year TIP | Fed/State/Local Other |
| 15 | Pedestrian Bridge Over SR16 | 2020-2021 | \$3,250,000, | \$0 | \$3,250,000 | Six Year TIP | Fed/State/Local Other |
| 16 | Harborview Drive / Pioneer Way Improvements | 2019-2020 | \$100,000 | \$0 | \$100,000 | Six Year TIP | Fed/State/Local Other |

| | | | | | | | |
|----|--|-----------|-------------|--------------|--------------|--------------|-----------------------|
| 17 | Hunt Street Crossing at SR16 | 2020-2022 | \$1,750,000 | \$40,000,000 | \$41,750,000 | Six Year TIP | Fed/State/Local Other |
| 18 | Restripe Burnham Bridge to 4 Lanes | 2020-2021 | \$400,000 | \$0 | \$400,000 | Six Year TIP | Fed/State/Local Other |
| 19 | Burnham Drive Phase 1 | 2020-2022 | \$1,635,000 | \$0 | \$1,635,000 | Six Year TIP | Fed/State/Local Other |
| 20 | Vernhardson Street Improvements | 2021-2023 | \$850,000 | \$2,900,000 | \$3,750,000 | Six Year TIP | Fed/State/Local Other |
| 21 | 38 th Ave Improvements Phase II | 2021 | \$800,000 | \$6,200,000 | \$7,000,000 | Six Year TIP | Fed/State/Local Other |
| 22 | Wollochet Drive Improvements | 2021-2022 | \$820,000 | \$0 | \$820,000 | Six Year TIP | Fed/State/Local Other |
| 23 | Rosedale St NW/Skansie Ave Intersection Improvements | 2022-2023 | \$2,200,000 | \$0 | \$2,200,000 | Six Year TIP | Fed/State/Local Other |
| 24 | Skansie Avenue Improvements | 2022 | \$800,000 | \$5,700,000 | \$6,500,000 | Six Year TIP | Fed/State/Local Other |
| 25 | Hunt Street / 38 th Avenue Improvements | 2022-2023 | \$1,150,000 | \$0 | \$1,150,000 | Six Year TIP | Fed/State/Local Other |
| 26 | Grandview Phase 2 Improvements | 2022 | \$150,000 | \$1,350,000 | \$1,500,000 | Six Year TIP | Fed/State/Local Other |
| 27 | Grandview Phase 1 Improvements | 2022 | \$125,000 | \$875,000 | \$1,000,000 | Six Year TIP | Fed/State/Local Other |
| 28 | Olympic / Hollycroft Intersection Improvements | 2022 | \$550,000 | \$0 | \$550,000 | Six Year TIP | Fed/State/Local Other |

Transportation Element Projects

| No. | Project Location | Description | Start Year | Estimated Total Cost | TIP ID | Funding Source |
|-----|--|---|------------|----------------------|--------|-----------------------|
| 1 | Stinson Ave & Rosedale Street Improvements | New roundabout or other appropriate intersection improvements | 2023 | \$600,000 | 5 | Fed/State/Local Other |
| 2 | Stinson Avenue from Grandview Street to Rosedale Street NW | On Stinson Avenue between Grandview Street and Rosedale Street NW, conduct pavement repair, planning, and HMA overlay, including ADA upgrades. | 2023 | \$750,000 | 6 | Fed/State/Local Other |
| 3 | 50th Street Court NW | On 50th Street Court NW from Olympic Drive NW to 38th Avenue NW, construct a new 2-lane roadway with sidewalks on one or both sides of street, street illumination, on-street parking, and associated storm water and/or LID improvements. This will include replacing the undersized cross culvert | 2023 | \$3,400,000 | 8 | Fed/State/Local Other |

| | | | | | | |
|----|--|---|------|-----------------|----|--------------------------|
| 4 | Hunt Street NW & Soundview Drive | At Soundview Drive & Hunt Street, intersection improvements, such as a traffic signal or roundabout, and non-motorized improvements, such as crosswalks. | 2023 | \$1,000,000 | 10 | Fed/State/Local Other |
| 5 | Stinson Avenue & Harborview Drive | Add a roundabout (or other appropriate improvement) at the intersection of Stinson Avenue & Harborview Drive (a T-intersection) to improve operations for all users. This would include crosswalks. | 2023 | \$1,800,000 | 11 | Fed/State/Local Other |
| 6 | Wollochet Drive NW & Wagner Way | New traffic signal or roundabout | 2023 | \$925,000 | 12 | Fed/State/Local Other |
| 7 | Olympic Drive NW & SR 16 Ramp Terminal Intersections | Signal phasing, channelization, or other capacity enhancements to reduce vehicle delays. | 2023 | \$1,400,000 | 13 | Fed/State/Local Other |
| 8 | Borgen Boulevard & SR 16 WB Ramp | Investigate installing metering at the SR16/Burnham Drive interchange roundabout for eastbound traffic. This could help regulate congestion, but further study is needed on safety and effectiveness. | 2023 | \$700,000 | 14 | Fed/State/Local Other |
| 9 | Vernhardson Street | Provide the following improvements on Vernhardson Street from Peacock Hill Avenue to Crescent Valley Drive NW: Pavement restoration and/or overlay Storm sewer infrastructure Curb and gutters Sidewalk(s) Bicycle Lanes Improved crossing treatment at N Harborview Drive | 2023 | \$3,750,000 | 20 | Fed/State/Local Other |
| 10 | Olympic Drive NW & Spur to Hollycroft Street | On the spur street that connects Olympic Drive to Hollycroft, convert from 2-way traffic to 1-way northbound. Add angled parking. | 2023 | \$550,000 | 28 | Fed/State/Local Other |
| 11 | Olympic Drive NW & Point Fosdick Drive NW | Extend eastbound right-turn lane and provide sidewalk/pedestrian improvements. | 2023 | \$750,000 | | Fed/State/Local Other |
| 12 | Hunt Street NW (38th Avenue to Kimball Drive) | Build an all-modes bridge with separated pedestrian/bike facilities over SR 16 at Hunt Street. This project would also add: Sidewalks on Hunt Street west of SR 16 to 38th Avenue as a first phase, and to Wollochet Drive as a second phase. Landscaped medians in the center turn lane on Kimball Drive in strategic locations (five segments proposed) where left turns are not allowed, which will help calm traffic. A crossing island at the | 2030 | \$30-50,000,000 | 17 | Fed/State/Local Other |

| | | | | | | |
|----|--|--|------|--------------|----|-----------------------|
| | | existing crosswalk on Kimball Drive at Erickson Street, which will provide refuge for crossing pedestrians. Wayfinding (e.g. signs, pavement markings, green paint) for the Cushman Trail between the trailheads on Grandview Street (west of Stinson Avenue) and Kimball Drive at Hunt Street. | | | | |
| 13 | Rosedale Street NW & Skansie Avenue | Widen to add left-turn lane on east approach or other appropriate intersection improvements | 2030 | \$2,200,00 | 23 | Fed/State/Local Other |
| 14 | Hunt Street NW & 38th Avenue NW | Add a roundabout or other appropriate intersection improvements | 2030 | \$1,150,000 | 25 | Fed/State/Local Other |
| 15 | Wollochet Drive NW & SR 16 EB Ramp | Add southbound right-turn lane on SR 16 eastbound off-ramp | 2030 | \$400,000 | | Fed/State/Local Other |
| 16 | Wollochet Drive NW (Kimball Drive to Hunt Street NW) | Reconfigure the Wollochet Drive interchange to increase vehicular capacity and better accommodate cyclists and pedestrians: Widen the roadway from Hunt Street to Kimball to provide 11 foot motor vehicle lanes, bicycle lanes, sidewalks, landscaping, and illumination on both sides of the roadway. Add sidewalks over SR 16 and improved pedestrian crossings. Potentially reconfigure ramps to improve efficiency. | 2030 | \$18,000,000 | | Fed/State/Local Other |
| 17 | Hunt Street NW & Skansie Avenue | Add a roundabout or other appropriate intersection improvements | 2023 | \$1,500,00 | | Fed/State/Local Other |
| 18 | Sehmel Drive NW & Bujacich Road NW | Add left turn lane on Bujacich Road NW by rechannelizing the northbound approach. | 2030 | \$500,00 | | Fed/State/Local Other |
| 19 | 38th Avenue NW Complete Street | On 38th Avenue from City Limits to Hunt Street, redesign the street to include: 2-3 lanes with turn pockets, bicycle lanes, sidewalks on one side of the roadway, a landscaped buffer next to the sidewalk, curbs and gutters as necessary, sewer and storm improvements, provisions for future lighting, and/or other improvements as deemed necessary. | | \$15,000,000 | | Fed/State/Local Other |
| 20 | Grandview Street Improvements | On Grandview Street between Soundview and McDonald, construct road, stormwater, and lighting improvements. Includes sidewalks on the south side of the street. | | \$1,500,000 | | Fed/State/Local Other |
| 21 | Stinson Avenue from Grandview Street to | On Stinson Avenue between Grandview Street and Rosedale Street NW, add sidewalk on west | | \$800,000 | | Fed/State/Local Other |

| | | | | | | |
|----|--|--|--|-------------------------|--|-----------------------|
| | Rosedale Street NW | side of roadway, including additional pedestrian amenities and required ADA upgrades. | | | | |
| 22 | Burnham Drive Sidewalks and Bike Lanes | Add sidewalks on Burnham Drive NW on at least one side of the street between N. Harborview Drive and Borgen Boulevard, and bike lanes on both sides of the street between N. Harborview Drive and 96th Street, where cyclists can access the Cushman Trail. Buffered bike lanes are preferable if enough right of way is available. Use low-impact development methods where feasible. | | \$4,500,000 - 5,500,000 | | Fed/State/Local Other |
| 23 | Downtown Pedestrian Improvements | Add the following pedestrian improvements in Downtown: Crosswalk on Judson Street near the bus stops. Crosswalk on Soundview Drive at Judson Street. Crosswalk on Pioneer Way at Judson Street. Non-motorized safety improvements and other improvements as appropriate at the intersection of Harborview Drive & Pioneer Way. Sidewalk on the east side of Pioneer Way between Judson Street and Grandview Street, and a speed warning sign for uphill traffic. | | \$940,000 | | Fed/State/Local Other |
| 24 | Downtown CoLI Sidewalks | Add new sidewalks in Downtown CoLI necessary to achieve Pedestrian LOS Yellow | | \$90,000 | | Fed/State/Local Other |
| 25 | Westside CoLI Sidewalks | Add new sidewalks in Westside CoLI necessary to achieve Pedestrian LOS Yellow | | \$330,000 | | Fed/State/Local Other |
| 26 | Gig Harbor North CoLI Sidewalks | Add new sidewalks in Gig Harbor North CoLI necessary to achieve Pedestrian LOS Yellow | | \$1,720,000 | | Fed/State/Local Other |
| 27 | Finholm CoLI Sidewalks | Add new sidewalks in Finholm CoLI necessary to achieve Pedestrian LOS Yellow | | \$55,000 | | Fed/State/Local Other |
| 28 | Kimball CoLI Sidewalks | Add new sidewalks on Hunt Street and Pioneer Way necessary to achieve Pedestrian LOS Yellow | | \$1,003,000 | | Fed/State/Local Other |
| 29 | Citywide Bicycle LOS Upgrade | Add new bike facilities citywide, where feasible, to achieve Bicycle LOS Yellow | | \$6,940,000 | | Fed/State/Local Other |
| 30 | Borgen Boulevard Roundabout Crosswalks | Change the crosswalks at the Borgen Boulevard roundabouts to be raised and/or include RRFBs, increasing visibility of pedestrians. Cost estimate assumes changes to eight. | | \$425,000 | | Fed/State/Local Other |
| 31 | Westside CoLI Crosswalks | To improve safety and connectivity in the Westside: Add a crosswalk | | \$70,000-80,000 | | Fed/State/Local Other |

| | | | | | | |
|----|--|--|--|-----------------------|--|--------------------------|
| | | with RRFB on Point Fosdick Drive NW connecting the library, Uptown shopping center, medical center, residences, and bus stops. Add a crosswalk and bulb out on 56th Street NW connecting the Inn at Gig Harbor to Tanglewood Grill. | | | | |
| 32 | Twawelkax Trail | Build a gravel trail (Twawelkax Trail) that connects the Cushman Trail to Donkey Creek Park. (This is in the 2016 Parks, Recreation, and Open Space Plan.) Note: this is a primitive trail, not to ADA standards. | | \$250,000 | | Fed/State/Local Other |
| 33 | Harbor Hill Trail Connections | Build new trails that connect the Harbor Hill trail system to the Cushman Trail, sports complex, YMCA, and parks. | | \$663/lf | | Fed/State/Local Other |
| 34 | Finholm District Improvements | Add the following pedestrian improvements in the Finholm District on N Harborview Drive: Add a crosswalk with RRFB at or near Peacock Hill Avenue. Convert the crosswalk in front of Anthony's to be raised and/or add an RRFB. Further explore alternative bike treatments throughout the corridor and potential treatments to ensure safe conditions are provided for people walking, biking, and driving. | | \$200,000 | | Fed/State/Local Other |
| 35 | Donkey Creek Park | Add an RRFB to the crosswalk on Harborview Drive just north of N Harborview Drive, and add other crosswalk and safety improvements as necessary at the intersection of Harborview Drive & N Harborview Drive. | | \$70,000 | | Fed/State/Local Other |
| 36 | Harborview Drive | Provide traffic calming improvements on Harborview Drive. Potential treatments could include horizontal treatments, such as bulb outs, landscaped median islands, or narrowed vehicular lanes | | \$70,000-100,000 | | Fed/State/Local Other |
| 37 | 50th Street Court NW Crosswalk | Add a mid-block crosswalk with RRFB on 50th Street Court NW from Peninsula retirement community to Veterans Memorial Park | | \$40,000 | | Fed/State/Local Other |
| 38 | Skansie Avenue from Rosedale Street NW to Hunt Street NW | On Skansie Avenue from Rosedale Street NW to Hunt Street NW, widen the roadway to provide curb and gutter, landscaped planter strip/swale, storm sewer improvements, pedestrian and bicycle improvements, and other improvements as necessary. Include provisions for future lighting, as the | | \$6,000,000-7,000,000 | | Fed/State/Local Other |

| | | budget allows. | | | | |
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| 39 | Harborview Drive Sidewalk Addition | Add sidewalk (or potentially a boardwalk) on Harborview Drive between Austin St & Burnham Drive. | | \$1,500,000 | | Fed/State/Local Other |
| 40 | Harborview Drive Sidewalk West Extension | Continue the sidewalk on the west side of Harborview Drive to connect to the Gourmet Burger Shop and other retail. | | \$200,000 | | Fed/State/Local Other |
| 41 | Rosedale Sidewalk Modifications | Swap the sidewalk and landscaping buffer on Rosedale Street NW near Discovery Elementary (City owns the right of way next to the sidewalk) and widen the sidewalk all along Rosedale Street between the High School driveway circle and Skansie Avenue. | | \$240,000 | | Fed/State/Local Other |
| 42 | Judson Street and Harborview Drive Grand Connection | Build a formal connection between Judson Street and Harborview Drive that goes through parking lots for people walking and biking – a "Grand Connection" – via public-private partnership. This would include public gathering space. Project anticipated to be developer driven and funded. | | \$TBD | | Fed/State/Local Other |
| 43 | Shyleen Street Pedestrian Walkway | Pedestrian walkway connecting Shyleen Street to Lewis Street in utility easement | | \$100,000-160,000 | | Fed/State/Local Other |
| 44 | Non-CoLI Sidewalk LOS Upgrade | Add new sidewalks outside of the CoLIs necessary to achieve Pedestrian LOS Yellow, where feasible. | | \$15,700,000 | | Fed/State/Local Other |
| 45 | 96th Street Overpass | Build an all-modes bridge with separated pedestrian/ bike facilities over SR 16 | | \$30,000,000-50,000,000 | | Fed/State/Local Other |
| 46 | Burnham Drive Interchange | Restripe bridge between the roundabouts so there are four through lanes (2 in each direction). | | \$100,000 | | Fed/State/Local Other |
| 47 | Grandview & Stinson | Add a roundabout or other appropriate intersection improvements | | \$1,500,000 | | Fed/State/Local Other |
| 48 | Olympic Drive Modifications | Create string of three 2-lane roundabouts on Olympic Drive NW at Point Fosdick and highway interchanges (anchoring bridge), or other appropriate intersection improvements. Cost of adding an additional leg to the existing SR16 eastbound off-ramp at Olympic that exits onto 56th has not been calculated. | | \$9,000,000 | | Fed/State/Local Other |
| 49 | Judson Street | Convert Judson Street to a one-way roadway, with the direction of travel being from Pioneer Way to Soundview Drive. Provide | | \$200,000 | | Fed/State/Local Other |

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| | | improvements for people walking and biking and back-in angle parking, where feasible. | | | | |
| 50 | Skansie Avenue Roadway Modifications | Narrow the travel lanes to add conventional bike lanes on Skansie Avenue north of Rosedale Street to the Boys and Girls Club. | | \$60,000 | | Fed/State/Local Other |
| 51 | Borgen Boulevard Extension | Extend Borgen Boulevard from its current western terminus to Crescent Valley Drive NW. | | \$12,000,000 -15,000,000 | | Fed/State/Local Other |
| 52 | SR16 Frontage Road | Construct a city street from Rosedale Street to 96 th Street | | TBD | | Fed/State/Local Other |

Figure 13-4

