

Comprehensive Plan Update - Gig Harbor City Council Revision Matrix to Planning Commission Recommendation

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / deletions)	Staff Comments	Council Direction
1	Barber	Introduction	<p>Proposed revision to the introduction:</p> <p>Gig Harbor is the name of both the bay and the city in Pierce County.</p> <p>As of 2023 the town's population was over 12,000, but long before immigrants and pioneers arrived, Native Americans known as the s̓x̓w̓əbabš ("squababsh"), or <i>Swiftwater People</i>, built their homes along the calm shores of the harbor. By the 1860s, its sheltered waters and abundant supply of natural resources attracted immigrants from Croatia who launched the commercial fishing and boatbuilding industries. Scandinavians established farms and developed the town's infrastructure. Italians, Germans and others cleared roads, opened schools and local businesses. Gig Harbor's broad origins have forged a unique heritage that "the Maritime City" will work to preserve as it faces the challenges of growth that lie ahead.</p>	<p>Substantive change in terms of public review.</p> <p>Staff would recommend the following language.</p> <p>Gig Harbor is the name of both the bay and the city in Pierce County.</p> <p>The Puyallup Tribe, who have lived on and cared for these lands have a vital history in the area since time immemorial.</p> <p>By the 1860s, its sheltered waters and abundant supply of natural resources attracted immigrants from Croatia who launched the commercial fishing and boatbuilding industries. Scandinavians established farms and developed the town's infrastructure. Italians, Germans and others cleared roads, opened schools and local businesses.</p> <p>Gig Harbor's broad origins have forged a unique heritage that "the Maritime City" will work to preserve as it faces the challenges of growth that lie ahead.</p>	<p>Council supports inclusion of the following language in the Introduction Chapter: (2/27)</p> <p>Gig Harbor is the name of both the bay and the city in Pierce County.</p> <p>The Puyallup Tribe, who have lived on and cared for these lands have a vital history in the area since time immemorial.</p> <p>By the 1860s, its sheltered waters and abundant supply of natural resources attracted immigrants from Croatia who launched the commercial fishing and boatbuilding industries. Scandinavians established farms and developed the town's infrastructure. Italians, Germans and others cleared roads, opened schools and local businesses.</p> <p>Gig Harbor's broad origins have forged a unique heritage that "the Maritime City" will work to preserve as it faces the challenges of growth that lie ahead.</p>

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2	Woock	6.3 Goals and Policies	<p>HO-1.2 Accommodate the following minimum net housing development targets by household income for 2020–2044, based on area median income (AMI) for Pierce County (adjusted for household size):</p> <ul style="list-style-type: none"> • 30% AMI or less: 115 units, • 30–50% AMI: 165 units, • 50–80% AMI: 131 units, • 80–100% AMI: 56 units, and • 100–120% AMI: 51 units. 		<p>Consensus to accept proposed amendment (1/9)</p> <p>HO-1.2 Accommodate the following minimum net housing development targets by household income for 2020–2044, based on area median income (AMI) for Pierce County (adjusted for household size): ...</p>
3	Woock	6.3 Goals and Policies	<p>► HO-2 Encourage higher density development that respects the scale and qualities of existing neighborhoods.</p> <p>HO-2.1 Encourage infill to provide a range of housing types, designs, and sizes, including accessory dwelling units.</p>	Supportive of the proposal to clearly outline ADUs as a housing option.	<p>Council consensus with the understand the ADU cannot be used per Commerce guidance to meet affordable housing goals (1/9)</p> <p>Policy revised to:</p> <p>HO-2.1 Encourage infill to provide a range of housing types, designs, and sizes, including accessory dwelling units.</p>

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4	Woock	6.3 Goals and Policies	<p>► HO-3 Encourage maintenance and adaptive reuse to meet housing needs and improve neighborhood quality.</p> <p>HO-3.2 Provide financial incentives such as fee reductions or waivers for the maintenance and renovation of existing housing stock, with an emphasis on lower-income housing (80% AMI or below) and affordable housing for seniors and people with disabilities. Incentives to be paid by the state</p>	<p>Support proposed changes except "Incentives to be paid by the state"</p> <p>We cannot require the state to pay for incentives and might be seen as an obstacle to achieving affordable housing goals.</p>	<p>Council consensus to revise the policy as shown below. (1/9)</p> <p>HO-3.2 Provide financial incentives such as fee reductions or waivers for the maintenance and renovation of existing housing stock, with an emphasis on lower-income housing (80% AMI or below) and affordable housing for seniors and people with disabilities.</p>
5	Woock	6.3 Goals and Policies	<p>HO-4.5 Monitor and assess achievements towards affordable housing goals as identified in this Element, the Pierce County Countywide Planning Policies, and the PSRC VISION 2050 Regional Growth Strategy, and provide regular reporting to Council.</p>	No comment	<p>Consensus to accept proposed new language (1/9)</p> <p>HO-4.5 Monitor and assess achievements towards affordable housing goals as identified in this Element, the Pierce County Countywide Planning Policies, and the PSRC VISION 2050 Regional Growth Strategy, and provide regular reporting to Council.</p>

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6	Woock	6.3 Goals and Policies	HO-4.8 Allow for flexibility with development regulations, <u>including but not limited to height, density, setbacks, and parking</u> , for senior and special needs housing (e.g. temporary or emergency shelter, permanent supportive housing, etc.). <u>Except in height restricted zones</u>	Discuss the last sentence with Council	Council consensus to modify proposed language to clarify that the only flexibility which is not acceptable in the height restricted zones would be for height (1/9) HO-4.8 Allow for flexibility with development regulations, <u>including but not limited to height, density, setbacks, and parking</u> , for senior and special needs housing (e.g. temporary or emergency shelter, permanent supportive housing, etc.). <u>Flexibility not allowed for height in height restricted zones.</u>
7	Woock	6.3 Goals and Policies	► HO-5 Reduce the costs of housing construction to promote new development and meet housing targets. Question: Reference to inclusionary zoning or density bonus language as possible tools? Explore? Introduce concept? Explore		Council consensus to insert “Explores ways to” in front of “Reduce” (1/9) HO-5 <u>Explore ways to</u> reduce the costs of housing construction to promote new development and meet housing targets.
8		6.3 Goals and Policies	HO-5.1 Allow for flexible zoning standards that can encourage innovative development, especially <u>for the</u> development of affordable housing options.	No comments	Council consensus to revise as shown below.(1/9) HO-5.1 Allow for flexible zoning standards that can encourage innovative development, especially <u>for the</u> development of affordable housing options.

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9		6.3 Goals and Policies	HO-5.11 Explore planned actions <u>and changes in thresholds for housing development</u> under the State Environmental Policy Act to streamline environmental approvals in areas experiencing significant development.	Appropriate change	Council consensus to modify as proposed (1/9) HO-5.11 Explore planned actions <u>and changes in thresholds for housing development</u> under the State Environmental Policy Act to streamline environmental approvals in areas experiencing significant development.
10		6.3 Goals and Policies	HO-5.12 <u>Investigate</u> Explore the use of a Multifamily Housing Property Tax Exemption program to incentivize market-rate and affordable housing production.	As a Comp Plan policy this is okay as a change but note that the actual implementation of MFTE should focus on affordable housing to meet the housing income targets.	Consensus to modify as proposed (1/9) HO-5.12 <u>Investigate</u> Explore the use of a Multifamily Housing Property Tax Exemption program to incentivize market-rate and affordable housing production.

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11	Woock	Introduction	<p>Add new language</p> <p><u>Gig Harbor is the name of both the bay and the city in Pierce County.</u></p> <p><u>As of 2023 the town's population was over 12,000, but long before immigrants and pioneers arrived, Native Americans known as the s̓x̓w̓əbabš ("squababsh"), or <i>Swiftwater People</i>, built their homes along the calm shores of the harbor. By the 1860s, its sheltered waters and abundant supply of natural resources attracted immigrants from Croatia who launched the commercial fishing and boatbuilding industries. Scandinavians established farms and developed the town's infrastructure. Italians, Germans and others cleared roads, opened schools and local businesses. Gig Harbor's broad origins have forged a unique heritage that "the Maritime City" will work to preserve as it faces the challenges of growth that lie ahead.</u></p>	See #1 above.	<p>Council supports inclusion of the following language in the Introduction Chapter (same as Row #1): (2/27)</p> <p><u>Gig Harbor is the name of both the bay and the city in Pierce County.</u></p> <p><u>The Puyallup Tribe, who have lived on and cared for these lands have a vital history in the area since time immemorial.</u></p> <p><u>By the 1860s, its sheltered waters and abundant supply of natural resources attracted immigrants from Croatia who launched the commercial fishing and boatbuilding industries. Scandinavians established farms and developed the town's infrastructure. Italians, Germans and others cleared roads, opened schools and local businesses.</u></p> <p><u>Gig Harbor's broad origins have forged a unique heritage that "the Maritime City" will work to preserve as it faces the challenges of growth that lie ahead.</u></p>

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12	Woock	2.6 Goals and Policies	LU-1.2 Where possible Support , allocate urban development onto lands which are suitable and do not provide substantial value to the community if left undeveloped.		Council consensus to revise as proposed (1/9) LU-1.2 Where possible Support , allocate urban development onto lands which are suitable and do not provide substantial value to the community if left undeveloped.
13	Woock	2.6 Goals and Policies	LU-2.2 Emphasize and protect area differences in architecture, Commit to the architectural and visual character and physical features which make each part of the urban form unique and valuable.		Consensus to accept proposed deletion and ensure new language, with the modification to replace “Commit” with “Ensure” make sentence work. (1/9) LU-2.2 Emphasize and protect area differences in architecture, Maintain the architectural and visual character and physical features which make each part of the urban form unique and valuable.
14	Woock	2.6 Goals and Policies	<p>► LU-4 Provide for the development of high-quality residential neighborhoods with supporting amenities and public services.</p> <p>LU-4.1 PromoteConsider a broad choice of housing types, locations, sizes, and tenures to meet local housing needs.</p>	<p>Recommend accepting the Planning Commission’s recommendation.</p> <p>“Consider” implies that there is no requirement to take action in this area.</p> <p>Note that previous Comp Plan 2.3.3(a) uses “expand... code definitions to allow”.</p>	<p>Consensus to modify the PC recommended language and replace “Promote” with “Allow” (1/16)</p> <p>LU-4.1 PromoteAllow a broad choice of housing types, locations, sizes, and tenures to meet local housing needs.</p>

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15	Woock	2.6 Goals and Policies	LU-4.2 Encourage Consider housing options that meet the needs of different household types and ages.	Recommend accepting the Planning Commission's recommendation. "Consider" implies that there is no requirement to take action in this area. Note that previous Comp Plan 2.3.3(a) uses "expand... code definitions to allow".	Consensus to modify the PC recommended language and replace "Encourage" with "Allow". (1/16) LU-4.2 Encourage Allow housing options that meet the needs of different household types and ages.
16	Woock	2.6 Goals and Policies	LU-4.3 Promote Consider and provide public services that meet the needs of the local community in a neighborhood.	Recommend accepting the Planning Commission's recommendation. "Consider" implies that there is no requirement to take action in this area.	Consensus to modify the PC recommended language and replace "Promote" with "Allow". (1/16) LU-4.3 Promote Allow and provide public services that meet the needs of the local community in a neighborhood.

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17	Woock	2.6 Goals and Policies	LU-4.7 Preferentially <u>Must</u> locate higher residential densities in areas that can provide greater local amenities.	Recommend keeping the Planning Commission's recommended language. A strong requirement here may be limiting if there is no definition of what "greater" would mean. If this is intended to go forward, a much more specific requirement may need to relate to LOS. Previous policy under 2.3.4(b) uses "encourage".	Council directed to remove "preferentially" and NOT to include "must". (2/27) Revise Policy to: LU-4.7 Preferentially Locate higher residential densities in areas that can provide greater local amenities.
18	Woock	2.6 Goals and Policies	► LU-6 <u>Prioritize, protect and enhance groundwater availability and quality through land use protections.</u>	Support inclusion as water quality is a key component on the Kitsap Peninsula (aquifer-only water sources).	Council supports inclusion of "prioritize". (2/27) Revise Goal to: ► LU-6 <u>Prioritize, protect and enhance groundwater availability and quality through land use protections.</u>
19	Woock	2.6 Goals and Policies	► LU-7 <u>Protect and enhance surface water quality through land use protections.</u> LU-7.2 Support <u>Consider</u> Low Impact Development (LID) methods to reduce or eliminate stormwater runoff onsite and provide a review process and informational materials to promote these options for local development.	Support the amendment as LID may not be approvable everywhere (e.g. soil types, hydrology), however it should be considered with future projects.	Council supports revision to "consider". (2/27) Revise Policy to: LU-7.2 Support <u>Consider</u> Low Impact Development (LID) methods to reduce or eliminate stormwater runoff onsite and provide a review process and informational materials to promote these options for local development.

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20	Woock	2.6 Goals and Policies	LU-8.3 Provide bonus density incentives, transfers of development rights, and <u>Consider</u> flexible site development requirements to help preserve private open space while supporting the ability to use the property where possible.	<p>Recommend keeping the Planning Commission's recommended language.</p> <p>Bonusing and TDR are two specific mechanisms used to preserve private open space. It is unclear here what the source of the objection is, although "consider" in this case may be reasonable if Council may not want to commit to these options.</p> <p>The current Comprehensive Plan under 2.6.2(a) allows for bonus density for private open space.</p>	<p>Council consensus to revise, changing "provide" to "consider". (2/27)</p> <p>LU-8.3 <u>Consider</u> bonus density incentives, transfers of development rights, and flexible site development requirements to help preserve private open space while supporting the ability to use the property where possible.</p>

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21	Woock	2.6 Goals and Policies	LU-10.6 Support Consider smaller-scale neighborhood convenience retail in neighborhoods to meet the daily needs of nearby residents and provide gathering places for the community.	<p>Recommend keeping the Planning Commission's recommended language.</p> <p>This is specifically provided in the previous Comp Plan under 2.9.5 in comparable (but more condensed) language:</p> <p><i>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.</i></p> <p>"Consider" would imply a lower requirement than in the previous Comp Plan.</p>	<p>Council supports change to "consider: (2/27)</p> <p>Policy revised to:</p> <p>LU-10.6 Support Consider smaller-scale neighborhood convenience retail in neighborhoods to meet the daily needs of nearby residents and provide gathering places for the community.</p>
22	Woock	2.6 Goals and Policies	LU-10.7 Encourage Consider higher-density residential areas close to commercial centers, shops, parks medical, grocery and other services.	<p>Recommend keeping the Planning Commission's recommended language.</p> <p>This is provided as "Allow and encourage" under LU-2.9.6:</p> <p><u><i>Allow and encourage higher density residential areas close to commercial centers, shops, parks and services.</i></u></p>	<p>Council supports adding "transit" and clarify what type of "parks". (2/27)</p> <p>LU-10.7 Encourage Consider higher-density residential areas close to commercial centers, shops, transit, regional parks and other services.</p>

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23	Staff	HO-1.1	This should be revised to read that the target is for the 2020-2044 time period and not 2024-2044 as listed. This was a typo in the draft.	Support correction of this typographic error.	Council supports revision to HO 1.1 to read "2020-2024". (2/27)
24	Staff	Correction	Correction to Land Use Exhibit 2-6 (page 2-11) to correct a Scrivener's error. The target density for PCD-C should be 24-32 and the target density for PCD-BP should be N/A. This matter was raised during the Planning Commission hearing by staff.	Support acceptance of the proposed correction.	Council supports revising Exhibit 2-6 to show PCD-Commercial allowing a density of "24-32" dwelling units per acre and PCD-Business Park as "N/A" (no allowed residential density). (2/27)
25	Staff	Land Use Map	The land use map includes a split zone property (site of Village at Harbor Hills). Recommend revising the eastern and southern sections of the site from PCD-BP to PCD-C to meet the intent of #71 above.	Support the map revision as shown in Attachment A.	Council support revision on the land use map as shown in Attachment A. (2/27)
26	Staff	Response to suggestions to add a new Policy to address council comments related to seeking grant opportunities. Refer to items 14, 15, 18, 19 & 22 above	New policy: <u>HO-1.5 Identify funding opportunities and resources such as grants and low-interest loans to preserve, develop, and operate income-restricted affordable housing that will promote access to safe, healthy, and attainable homes.</u>	Support inclusion of the new policy	Council supports inclusion of the following policy: (1/16) <u>HO-1.5 Identify funding opportunities and resources such as grants and low-interest loans to preserve, develop, and operate income-restricted affordable housing that will promote access to safe, healthy, and attainable homes.</u>

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27	Staff	Transportation Element Restructure	Restructured Transportation Element to be consistent with the layout of the other elements (goals with associated policies under each). Consistent with PC recommended content.	Support restructured element presented to Council at the 2/13 study session with amendments shown in rows #75 through 82.	Council supports inclusion of the restructured Transportation element as amended by Rows 75 to 82. (2/27) Attachment B
28	Henderson	TE 1.9	Implement pedestrian improvements through a combination of public and private investments by using the Priority Network, Active Transportation Plan (ATP), Complete Streets plan and ADA Transition Plan as guides.	Support inclusion of Complete Streets and an example of guiding documents for pedestrian improvements.	Council supports revision to TE 1.9: (2/27) Implement pedestrian improvements through a combination of public and private investments by using the Priority Network, Active Transportation Plan (ATP), Complete Streets plan and ADA Transition Plan as guides.
29	Henderson	TE 2.7	Continue to Maintain, and update and calibrate a current traffic demand model to facilitate the preparation of annual capacity reports and concurrency reviews.	Support inclusion as a commitment to continued validation of model assumptions and calculations.	Council supports revision to TE 2.7: (2/27) Continue to Maintain, and update and calibrate a current traffic demand model to facilitate the preparation of annual capacity reports and concurrency reviews.
30	Henderson	TE 2.8	Where practicable, Work toward the development of a multi-modal transportation system that achieves the following LOS metrics:	Support it removal as “work toward” already allows for deviation under certain conditions and analysis.	Council supports revision to TE 2.8: (2/27) Where practicable, Work toward the development of a multi-modal transportation system that achieves the following LOS metrics: ...

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31	Henderson	TE 2.9	Adopt and implement a program which increases <u>Increase</u> public awareness of to the City's transportation demand management strategies, including non-motorized transportation and increased use of local transit.	Support amendment as outreach programs already exists for multiple plans that cover transportation demand management strategies (e.g. Active Transportation Plan, Transportation Improvement Plan). No need to create a new one.	Council supports revision to TE 2.9: (2/27) Adopt and implement a program which increases <u>Increase</u> public awareness of to the City's transportation demand management strategies, including non-motorized transportation and increased use of local transit.
32	Henderson	TE 2.10	Establish appropriate <u>Review and update, if necessary,</u> right-of-way widths, pavement widths, shoulder requirements, bicycle accommodations, curb-gutter-sidewalk standards for major arterials, collectors and local street.	Support amendment as the standards already exist and it is the commitment to monitoring and update that is important moving into the future.	Council supports revision to TE 2.10: (2/27) Establish appropriate <u>Review and update, if necessary,</u> right-of-way widths, pavement widths, shoulder requirements, bicycle accommodations, curb-gutter-sidewalk standards for major arterials, collectors and local street.
33	Henderson	TE 2.12	Adopt and implement <u>Review, and update, if necessary,</u> street construction standards, which implement consider the objectives of Complete Streets, and <u>implement</u> the goals and policies of the City of Gig Harbor Comprehensive Plan Design Element and the City Design Guidelines.	Support amendment as the standards already exist and it is the commitment to monitoring and update that is important in moving into the future.	Council supports revision to TE 2.12: (2/27) Adopt and implement <u>Review, and update, if necessary,</u> street construction standards, which implement consider the objectives of Complete Streets, and <u>implement</u> the goals and policies of the City of Gig Harbor Comprehensive Plan Design Element and the City Design Guidelines.

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34	Henderson	TE 3.4	Work with Pierce Transit to locate Pierce Transit Park & Ride lots in areas which are accessible to transit routes and local residential collectors, but which do not unnecessarily congest major collectors or arterial roads or SR 16 interchanges.	Support removal as it creates subjective standards (e.g. “unnecessarily”) that may be contrary to location of transit facilities and expanded service.	Council supports revision to TE 3.4: (2/27) Work with Pierce Transit to locate Pierce Transit Park & Ride lots in areas which are accessible to transit routes and local residential collectors, but which do not unnecessarily congest major collectors or arterial roads or SR 16 interchanges.
35	Henderson	TE 3.6	Provide connections between commercial developments for vehicles, bicyclists and pedestrians, when feasible.	Support inclusion and bicycle facilities and are key non-motorized transportation mode that the Plan encourages as an alternative to vehicles.	Council supports revision to TE 3.6: (2/27) Provide connections between commercial developments for vehicles, bicyclists and pedestrians, when feasible.
36	Staff	Transportation Appendix	Relocating and updating the technical analysis from the PC recommended Transportation Element to an appendix to the plan.	In conjunction with rows # 74, through 82, support inclusion of the Transportation Appendix to ensure accuracy and inclusion of the PC recommended technical content.	Council supports inclusion of the Transportation Appendix (included as the Transportation Element in the PC recommendation) with minor updates. (2/27) Attachment C.
37	Staff	Capital Facilities Element Updates	Updated data (projects, designs, costs) from recent Council capital facilities discussions held after the PC recommendation are included in the final draft.	Support inclusion of updated data (provided to Council at 2/13 study session) to improve the accuracy of the Capital Facilities Element and consistency with other elements.	Council supports the updates to the Capital Facilities element to address issues of clarity, consistency and accuracy. (2/27) Attachment D.

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38	Staff	Housing Appendix	Updated data and technical analysis regarding housing capacity and diversity illustrated in the Housing Element.	Support inclusion of the full technical analysis that supports the Housing Element.	Council supports inclusion of the Housing Appendix consistent with the Goals and Policies of the Housing Element. (2/27) Attachment E.

Comments on Draft Comp Plan Received from Councilmembers/Mayor
For the February 27th Council Study Session

ATTACHMENT A



February 21, 2025

ATTACHMENT B
TRANSPORTATION ELEMENT

ATTACHMENT B

12 Transportation

12.1 Introduction

Gig Harbor, named so by Captain Charles Wilkes, is steeped in maritime history with roots in boat-building, lumber, and fishing. Over the past century, Gig Harbor has continued to grow, aided by the completion of the Tacoma Narrows Bridge. Though the city has seen unprecedented growth in the last 10 years, it remains dedicated to preserving its rich history for all to enjoy.

This Element provides a 20-year vision for Gig Harbor's transportation system, which respects the community's history and character, supports anticipated growth in the region, and builds on Gig Harbor's momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes through 2044.

This Transportation Element provides a framework for developing a safe, balanced, and efficient multi-modal transportation system that aligns with the City's overall vision and serves anticipated growth. Guidance from City staff, the Planning Commission, stakeholders, and community members helped identify several priorities:

- Provide safe and complete connections to encourage active transportation and public health for all users;
- Plan a transportation system that efficiently accommodates growth;
- Prioritize transportation projects that connect and support strong, vibrant centers, as well as investments that connect the city to the region;
- Consider the environmental and financial sustainability of transportation investments; and
- Coordinate with a broad range of groups to ensure community understanding.

This Element outlines the policies, projects, and programs needed to achieve the City's vision for future mobility in and through Gig Harbor. As a key component of the City's 2024 Comprehensive Plan, the Transportation Element informs the development of the Capital Improvement Program by identifying the types of projects the City should undertake to support future travel trends. For details, refer to the Transportation Element Technical Appendix.

12.2 Goals and Policies

Gig Harbor has established five goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while policies lay out specific actions. The consolidated set of goals and policies is included in this chapter.

- ▶ **TE-1 Create a transportation system that is inviting and accessible for all community members, encouraging public health through active transportation.**
 - TE-1.1 Design, construct, and operate transportation infrastructure to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and location.
 - TE-1.2 Improve collector streets to provide adequate capacity for present and future projected traffic loads, pedestrian and bicyclist activities.
 - TE-1.3 Enhance walkability in the Harbor Area and Centers of Local Importance through sidewalk widening and improved sidewalk connections, beautification, and preservation.
 - TE-1.4 Update and implement the Active Transportation Plan to provide inviting connections for pedestrians and bicyclists.
 - TE-1.5 Encourage additional pedestrian, bicycle, or shared vehicular, bicycle, and pedestrian connections in the city as development and redevelopment occurs to increase the ease of access and create useful and well-designed public ways.
 - TE-1.6 Require public and private transportation improvements to meet the most recently adopted Public Works Standards, which specify inclusion of non-motorized features in the construction and design of new or improved streets.
 - TE-1.7 Promote non-motorized connections to the Cushman Trail to improve connectivity between the trail and parks, schools, adjacent neighborhoods, and businesses.
 - TE-1.8 Work to increase the safety of the transportation system with appropriate design and, in the long term, support the state's "Target Zero" plan goal of zero deaths and disabling injuries.
 - TE-1.9 Implement pedestrian improvements through a combination of public and private investments by using the Priority Network, Active Transportation Plan (ATP), Complete Streets Plan, and ADA Transition Plan as guides
- ▶ **TE-2 Promote and plan for a transportation system that is smart, efficient, and achievable.**
 - TE-2.1 Continue to analyze federal functional classifications of roadways to confirm they are consistent with new traffic volumes, community needs and the City's transportation vision for the future.
 - TE-2.2 Promote transportation investments that support transit and pedestrian oriented land use patterns and provide alternatives to single-occupant automobile travel.
 - TE-2.3 Partner with Pierce Transit to advocate for improved transit connections to key destinations, including the hospital, community center, and library.
 - TE-2.4 Pursue funding and support regional actions to develop an all modes crossing of SR 16 at Hunt Street.

TE-2.5 Maintain roadway facilities to achieve the City's intersection Level of Service standard of LOS D or better, except for the following intersections identified within the Downtown Harbor Area:

- Harborview Drive & Austin Street
- N Harborview Drive & Peacock Hill Avenue
- Harborview Drive & Rosedale Street
- Harborview Drive & Pioneer Way
- Harborview Drive & Soundview Drive

The above intersections may be allowed to operate at LOS F consistent with the vehicular, bicycle, and pedestrian objectives identified in the Harbor Area.

TE-2.6 Require traffic impact mitigation prior to transportation concurrency approval for any proposed development project that would degrade the LOS below the City's standards. Mitigation shall be consistent with GHMC, Chapter 19.10 - Concurrency Management.

TE-2.7 Maintain, update, and calibrate a traffic demand model to facilitate the preparation of annual capacity reports and concurrency reviews.

TE-2.8 Work toward the development of a multi-modal transportation system that achieves the following LOS metrics:

- **Pedestrian LOS** – provide a minimum of LOS Yellow within the Pedestrian Priority Network, as defined in Exhibit 13-2 in Chapter 13 – Capital Facilities.
- **Bicycle LOS** – provide a minimum of LOS Yellow within the Bicycle Priority Network, as defined in Exhibit 13-3 in Chapter 13 – Capital Facilities.
- **Transit LOS** – partner with local and regional agencies to provide a minimum of LOS Yellow, as defined in Exhibit 13-4 in Chapter 13 – Capital Facilities.

TE-2.9 Increase public awareness of the City's transportation demand management strategies, including non-motorized transportation and increased use of local transit

TE-2.10 Review and update, if necessary, right-of-way widths, pavement widths, shoulder requirements, bicycle accommodations, curb-gutter- sidewalk standards for major arterials, collectors and local streets.

TE-2.11 Establish design standards, which provide for visually distinct roadways that provide increased pedestrian accommodations while providing efficient and cost-effective engineering design.

TE-2.12 Review and update, if necessary, street construction standards, which implement the objectives of the City's Complete Streets Ordinance, the goals and policies of the City of Gig Harbor Comprehensive Plan Design Element and the City Design Guidelines.

TE-2.13 Work with Pierce County to require the design and construction of appropriate urban transportation improvements in the Urban Growth Areas adjacent to the city.

TE-2.14 Continuously monitor and analyze individual intersection approach leg LOS to determine if a capacity-related intersection improvement project, whether completed through a private

development project or City capital project, is necessary to remedy a localized deficiency at a particular intersection approach leg. If it is determined that a capacity-related project is available that will remedy failing LOS at a particular leg of an intersection and the project will improve the overall intersection LOS significantly, the City shall consider such projects when generating the 6-year TIP project list.

TE-2.15 Proactively address the transportation needs of planned developments by prioritizing equitable access for all community members. This includes exploring the feasibility of parking management programs, shared parking strategies, and/or subsidized transit pass programs, with an emphasis on supporting low-income and historically underserved communities

► **TE-3 Provide a transportation system that is effective in connecting centers to the regional transportation system.**

TE-3.1 Promote and implement a network of local street and trail infrastructure that supports walking, bicycling, and transit use to enhance connectivity and physical activity for people of all ages and abilities.

TE-3.2 Prioritize investments in transportation facilities and services in CoLLs that support compact, pedestrian and transit-oriented development.

TE-3.3 Work with Pierce Transit to satisfy local travel needs, particularly between residential areas, the CoLLs, and major commercial areas along SR 16.

TE-3.4 Work with Pierce Transit to locate Pierce Transit Park & Ride lots in areas which are accessible to transit routes and local residential collectors.

TE-3.5 Work with the Harbor property owners to determine an effective parking plan, including the establishment of a local parking improvement district for the Harbor.

TE-3.6 Provide connections between commercial developments for vehicles, bicyclists and pedestrians, when feasible.

TE-3.7 Implement transportation programs and projects that provide equitable access to essential services and opportunities—including hospitals, nursing homes, and community centers—while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.

► **TE-4 Promote a transportation system that is sustainable over time, both financially and environmentally.**

TE-4.1 Re-evaluate the Land Use Element, LOS, and revenue sources when funding for projects falls short. Impact fees should be used to the extent possible under GMA to fund capacity project costs. Alternative revenue sources and/or LOS modifications should be considered before land use density changes are considered.

TE-4.2 Give high priority to maintenance and preservation of the existing transportation infrastructure.

- TE-4.3 Implement programs and construct projects that reduce reliance on private vehicles, thereby reducing harmful vehicle emissions, avoiding or mitigating impacts to critical areas and wildlife, manage water quality, and providing a safe environment for people to live and travel in.
- TE-4.4 Implement programs that help to meet and maintain federal and state clean air requirements, in addition to regional air quality policies. Also, support programs and projects that help to reduce Greenhouse Gas emissions consistent with state goals established in RCW 70.235.050 and RCW 70.235.060.
- TE-4.5 Support the development and implementation of transportation modes and technologies that are energy-efficient, improve system performance, and minimize negative impacts to human health.
- TE-4.6 Protect the transportation system against natural and manmade disasters, develop prevention and recovery strategies, and plan for coordinated responses by using transportation- related preparedness, prevention, mitigation, response, and recovery strategies and procedures adopted in the emergency management plans and hazard mitigation plans of the County and as well as the Washington State Comprehensive Emergency Management Plan.
- TE-4.7 Provide for an efficient storm drainage system in road design considering the width of road pavement needed to achieve levels of service and utilization low impact development techniques including pervious pavements and biofiltration.
- TE-4.8 Work with the Puget Sound Regional Council, Washington State Department of Transportation, Pierce Transit and neighboring jurisdictions in the development of transportation control measures and other transportation and air quality programs where warranted.
- TE-4.9 Reduce the environmental impact of the city's transportation system through expanding zero-emission vehicle infrastructure, with an emphasis on areas with high commercial activity and limited electric vehicle infrastructure.
- TE-4.10 Identify opportunities to increase electric vehicle infrastructure and active transportation options when planning transportation projects or developing new transportation programs and policies.
- **TE-5 Ensure the transportation system planning process and investment decisions are understood by the community.**
 - TE-5.1 Coordinate planning, construction, and operation of transportation facilities and programs with the State, County, neighboring cities, Puget Sound Regional Council, transit agencies, and other entities. This coordination will be achieved by:
 - Participating in the transportation- related activities of Pierce County and advisory committees;
 - Working with other jurisdictions to plan, fund, and implement multi- jurisdictional projects necessary to meet shared transportation needs; and
 - Making transportation decisions consistent with this Transportation Element and other regional plans.

- TE-5.2 Work with private property owners to improve connections for automobile and non-motorized travel.
- TE-5.3 Work with neighboring jurisdictions to ensure that new development outside of Gig Harbor does not unreasonably affect transportation systems, levels of service, and the quality of life.
- TE-5.4 Work with business leaders, private owners, and other local organizations to reach mutual transportation goals.
- TE-5.5 Continue to work with WSDOT to lobby for future state transportation monies to be used on City east/west connections that will help alleviate both SR 16 congestion as well as City interchange congested areas.
- TE-5.6 Actively engage the public, especially historically underserved populations, during all phases of the development/update/improvement of a transportation service or facility to identify and reduce negative community impacts.

ATTACHMENT C
TRANSPORTATION APPENDIX

ATTACHMENT C



City of Gig Harbor
2024 Transportation Appendix B



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EXECUTIVE SUMMARY

Gig Harbor is a city rich in natural beauty. Over the past century, Gig Harbor has grown from its maritime roots to become a desirable residential and tourist destination. This Element aims to provide a 20-year vision for Gig Harbor's transportation system, which respects the community's history and character, supports anticipated growth in the region, and builds on Gig Harbor's momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes through 2044.

Guidance from City staff, the Planning Commission, stakeholders, and community members helped identify several priorities:

- Provide safe and complete connections to encourage active transportation and public health for all users;
- Plan a transportation system that efficiently accommodates growth;
- Prioritize transportation projects that connect and support strong, vibrant centers, as well as investments that connect the city to the region;
- Consider the environmental and financial sustainability of transportation investments; and
- Coordinate with a broad range of groups to ensure community understanding.

The Transportation Element sets a framework for building a transportation network that helps Gig Harbor realize its transportation vision. This document includes six chapters:

- **Chapter 1 – Introduction & Vision:**
This chapter describes the purpose of the Transportation Element and the planning requirements it needs to address. It also provides an overview of Gig Harbor's position in the region.
- **Chapter 2 – Transportation Context:**
This chapter describes the existing conditions for all travel modes in the existing transportation system. It also identifies current challenges and trends that may impact the transportation network in the future. Additionally, this chapter includes results from the concurrency analysis and future traffic forecasts.
- **Chapter 3 – Community Outreach:**
This chapter describes the outreach process conducted in 2024 as well as the extensive outreach conducted as part of the 2018 TE update, which also informed this plan.
- **Chapter 4 – Transportation Goals and Policies:**
This chapter explains Gig Harbor's vision for transportation and the goals that provide the foundation for the Transportation Element.
- **Chapter 5 – The Recommended Plan:**
This chapter presents a layered network concept to create a complete transportation system in Gig Harbor that accommodates all travel modes. It outlines how to support each mode and establishes the City's level of service standards. Additionally, it includes a capital plan to address identified needs and align with community values expressed during the planning process.
- **Chapter 6 – Implementing the Plan:**
This chapter evaluates Gig Harbor's financial conditions over the next 20 years and provides guidance on plan implementation.

To serve as a useful document for the community, including both City staff and the general public, this Transportation Element focuses on the City's vision and the projects and programs intended to meet that vision. Technical and supporting information are available in the [Appendices](#).





CHAPTER 1: INTRODUCTION & VISION

Gig Harbor, named so by Captain Charles Wilkes, is steeped in maritime history with roots in boat-building, lumber, and fishing. Over the past century, Gig Harbor has continued to grow, aided by the completion of the Tacoma Narrows Bridge. Though the city has seen unprecedented growth in the last 10 years, it remains dedicated to preserving its rich history for all to enjoy.

This Element provides a 20-year vision for Gig Harbor's transportation system, which respects the community's history and character, supports anticipated growth in the region, and builds on Gig Harbor's momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes through 2044.

PURPOSE

This Transportation Element provides a framework for developing a safe, balanced, and efficient multi-modal transportation system that aligns with the City's overall vision and serves anticipated growth. Guidance from City staff, the Planning Commission, stakeholders, and community members helped identify several priorities:

- Provide safe and complete connections to encourage active transportation and public health for all users;
- Plan a transportation system that efficiently accommodates growth;
- Prioritize transportation projects that connect and support strong, vibrant centers, as well as investments that connect the city to the region;
- Consider the environmental and financial sustainability of transportation investments; and
- Coordinate with a broad range of groups to ensure community input and understanding.

This Element outlines the policies, projects, and programs needed to achieve the City's vision for future mobility in and through Gig Harbor. As a key component of the City's 2024 Comprehensive Plan, the Transportation Element informs the development of the Capital Improvement Program by identifying the types of projects the City should undertake to support future travel trends.

REGIONAL COORDINATION

Gig Harbor's location in the region affects the demands put on its transportation system. The city is situated along Gig Harbor Bay in Pierce County, northwest of Tacoma. It is bisected by State Route (SR) 16, which connects to Interstate 5 (I-5), allowing for movement to and from regional destinations in Pierce, King, and Kitsap Counties.

Figure 1 shows the location of Gig Harbor in this regional setting.

Gig Harbor is influenced by many regional travelers and trends. Moreover, due to its proximity to state parks and its historic waterfront, Gig Harbor has become a popular tourist destination. Annual events such as the Maritime Gig Festival draw crowds to the city.

The City must coordinate its transportation planning with a variety of jurisdictions and agencies, including Pierce County, the Pierce County Regional Council (PCRC), the Puget Sound Regional Council (PSRC), and the Washington State Department of Transportation (WSDOT).





Figure 1: Regional Map

GROWTH MANAGEMENT ACT

Transportation planning at the state, county, and local level is governed by Washington's **Growth Management Act (GMA)** of 1990. The GMA requires that transportation planning be directly tied to the City's land use decisions and fiscal planning. This is traditionally accomplished through the adoption of the Transportation Element of the Comprehensive Plan. The GMA [\[RCW 36.70A.070 \(6\)\]](#) requires that the Transportation Element:

- Use land use assumptions to estimate travel demand.
- Assess multimodal level of service (LOS) impacts on state-owned transportation facilities.
- Inventory air, water, and ground transportation facilities, including transit and active transportation, for future planning.
- Establish multimodal LOS standards for local and state transportation systems.
- Forecast multimodal transportation demand for at least 10 years based on the land use plan.
- Identify and address deficiencies in transportation facilities or services below established LOS standards.
- Coordinate local system needs with state and regional plans.
- Develop a transition plan for ADA compliance, addressing accessibility deficiencies.

This Transportation Element Update fulfills this GMA requirement.

OTHER PLANS

Pierce County's Countywide Planning Policies (CPP) provide a framework for county and municipal comprehensive plans, including the City of Gig Harbor. The framework is intended to ensure that municipal and County comprehensive plans are consistent. The CPP must also be consistent with the Multicounty Planning Policies (MPPs) established in [VISION 2050](#), the regional planning guidance provided by the Puget Sound Regional Council (PSRC).

PSRC is the region's metropolitan planning organization made up of cities, towns, counties, ports, tribes, transit agencies, and major employers. PSRC has set MPPs for King, Pierce, Snohomish, and Kitsap Counties through VISION 2050, a planning strategy that lays out the long-term goals for growth management, environmental, economic, and transportation issues in the region.

To better accommodate geographical differences, VISION 2050 divides the region into the following categories, or regional geographies: Metropolitan Cities, Core Cities, High-Capacity Transit (HCT) Communities, Cities & Towns, Urban Unincorporated Areas, Rural, Resource Lands, Indian Reservation Lands, and Major Military Installations.

Gig Harbor is included in the Cities & Towns category which is defined as "communities with smaller downtown and local centers that may be served by local transit." Within the region, Cities & Towns are anticipated to accommodate 6 percent of population growth and 4 percent of employment growth by the year 2050.

VISION 2050 sets the following transportation goal for the region:

The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.

The policies identified in VISION 2050 to achieve this goal are organized into the following categories:

- The Regional Transportation Plan
- Supporting the Economy
- Protecting the Environment
- Innovation

This Transportation Element is consistent with VISION 2050 priorities.

Additionally, given the status of SR 16 as a major transportation corridor that travels through Gig Harbor, this plan aims to coordinate with WSDOT to ensure that state facilities can adequately serve the region's needs.

CHAPTER 2: TRANSPORTATION CONTEXT

This chapter describes how people use Gig Harbor's transportation network today and how that may change over the next 20 years as the region grows. The way people travel is greatly influenced by the built environment, which includes land use and travel corridors; it also includes the key destinations people travel to, such as where they live, work, shop, and recreate, as well as an understanding of how people are traveling based on anticipated travel growth and travel mode data.

CITY PROFILE

Gig Harbor lies along the shore of the Puget Sound within Pierce County, situated alongside State Route 16, which connects the city to Pierce County and other regional destinations via the Tacoma Narrows Bridge. Embracing its maritime roots, Gig Harbor proudly identifies as the Maritime City and spans a land area of 5.95 square miles. As of the 2022 Census, the population of Gig Harbor was recorded at 11,917 residents.

DEMOGRAPHICS

A Transportation Element must address the diverse needs of the entire community. Therefore, understanding who lives in Gig Harbor and their varying mobility requirements is essential. Individual transportation needs can differ significantly based on personal circumstances. As Gig Harbor's population becomes more diverse, recognizing and addressing these unique needs is increasingly important. The following section explores the current demographics of the city's residents.

INCOME AND POVERTY

In 2022, the median household income in Gig Harbor was \$103,688, an increase of 8% over 2021. However, median incomes differ significantly by race and ethnicity. Households that identify as "White" make close to the citywide median income (0.4% less). Households that identify as "Asian alone" have a median household income of 9.1% more than the citywide median income, while American Indian and Alaska Native households have a median household income of 64.9% less than the citywide median income.

In 2022, 6.0% of the population of Gig Harbor was experiencing poverty. Of those experiencing poverty, 75.9% were female.

HOUSING

In 2022, 60.1% of housing units in Gig Harbor were owner-occupied, a decline from 63.4% the previous year. This ownership rate is lower compared to neighboring cities, Pierce County, and the national average.

RACE AND ETHNICITY

As of 2022, the racial and ethnic composition of Gig Harbor's population is as follows:

- White (Non-Hispanic): 81.9%
- Multiracial (Non-Hispanic): 6.2%
- Multiracial (Hispanic): 4.7%
- Asian (Non-Hispanic): 4.1%
- American Indian and Alaskan Native (Non-Hispanic): 0.7%





- Native Hawaiian and Other Pacific Islander (Non-Hispanic): 0.7%
- Black or African American (Non-Hispanic): 0.5%
- White (Hispanic): 0.5%
- Other (Hispanic): 0.2%

FOREIGN-BORN POPULATION

As of 2022, 5.6% of Gig Harbor residents were born outside the United States, reflecting a steady decline in the foreign-born population. Since 2015, this represents a roughly 36% decrease. Of residents born outside of the United States, 44.2% were born in Asia and 29.8% were born in Europe.

AGE

In 2022, the median age of Gig Harbor residents was 44.6 years. About 40% of the population is aged 55 or older.

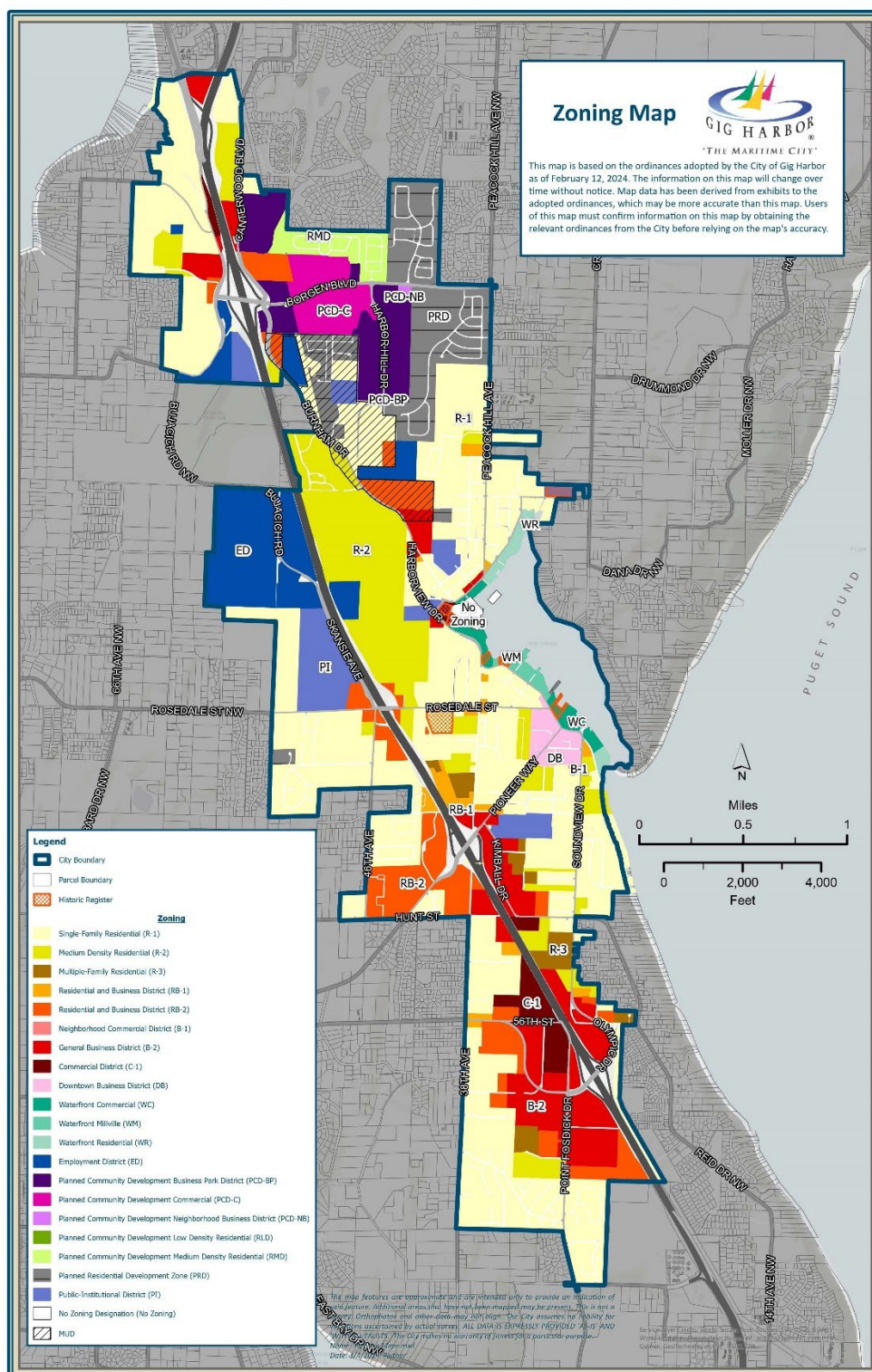
POPULATION AND JOB GROWTH

Gig Harbor's Comprehensive Plan is consistent with the land use growth identified in Pierce County's growth allocations, which would add 1,000 additional households and 2,747 new jobs in the city by 2044. This is an 18% increase in households and a 21% increase in employment relative to 2020.

LAND USES AND KEY DESTINATIONS

Gig Harbor's zoning map, shown in **Figure 2**, reflects the types of activities and land uses that occur in specific areas of Gig Harbor. Zoning leads to clustering of like uses, such as shopping and other commercial destinations in downtown and along major roadway corridors, with other areas of the city limited to primarily residential development.







CENTERS OF LOCAL IMPORTANCE

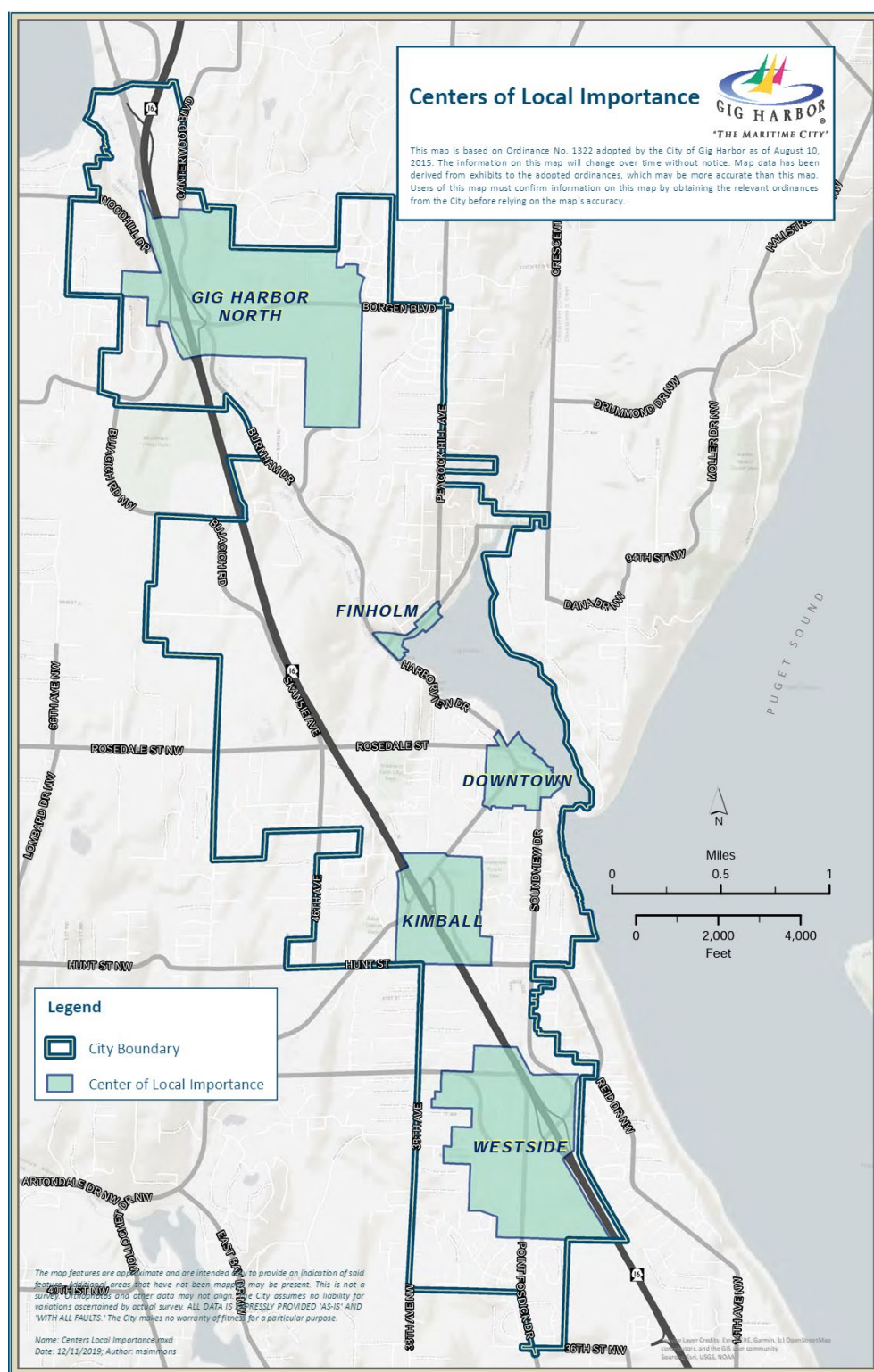
Gig Harbor has five Centers of Local Importance (CoLIs), planned for compact and mixed-use hubs that prioritize pedestrian-oriented development. These CoLIs attract a significant volume of travel across different modes and serve the commercial needs of Gig Harbor and the Key Peninsula areas. These CoLIs play a crucial role in shaping the character and functionality of Gig Harbor, providing a diverse range of services, housing options, and vibrant gathering places for residents and visitors alike.

The five CoLIs include:

- **Westside** – Westside serves as a local and regional retail gathering place, featuring Gig Harbor's highest intensity commercial development. It combines mixed-use spaces and multi-family residential housing. Notable establishments include restaurants, groceries, shops, a theater, banks, and a medical facility.
- **Kimball** – encompasses higher density residential area, low-income, and senior housing; a branch of Tacoma Community College; Gig Harbor Civic Center; Pierce Transit Park and Ride; and a hotel – all of which increase pedestrian use in the area.
- **Downtown** – a central gathering place for the community with seasonal events, shops and restaurants, parks, easy pedestrian access, and seasonal transit service.
- **Finhelm** – small activity node is located by the Bay and features restaurants, a convenience store, and retail establishments. Surrounding the area are single-family homes.
- **Gig Harbor North** – a commercial hub that caters to the retail needs of the surrounding region. It is home to major retailers like Costco, Home Depot, Target, and various fast-food restaurants. Additionally, the St. Anthony's Hospital, the YMCA, and higher density single-family residential developments are present. The CoLI is intersected by the Cushman Trail, facilitating non-motorized connectivity to the city and region.

Figure 3 shows a map of the CoLIs.







In addition to the CoLIs, there are several other key destinations in Gig Harbor and the Urban Growth Area (UGA), which are mapped in **Figure 4** and described below. The UGA is an area designated within which urban growth will be encouraged and outside of which growth can only occur if it is not urban in nature.

EARLY LEARNING AND K-12 SCHOOLS

The Peninsula School District serves just over 9,000 students as of June 2023.¹ School District includes seventeen K-12 schools in the region. This includes two elementary schools that have been built since the last Transportation Element was adopted in 2018. Overall, six schools fall within the city limits of Gig Harbor and two are within the UGA:

- Discovery Elementary School
- Harbor Ridge Middle School
- Henderson Bay Alternative High School
- Gig Harbor High School
- Swift Water Elementary School
- Pioneer Elementary School
- Purdy Elementary School (UGA)
- Peninsula High School (UGA)

In addition to these public schools, Lighthouse Christian School, St Nicholas, Hosanna Christian School, Harbor Montessori School, Gig Harbor Academy and Harbor Christian Schools are private schools in the city. There are also several preschools and daycares throughout Gig Harbor.

Transportation networks surrounding schools can become congested at start and end times each day, as vehicles queue for pick-up and drop-off. Students can arrive at school by walking, biking, being dropped off, driving a personal vehicle for older students, or taking the school bus. The combination of the various modes during a compressed timeframe can lead to safety concerns. The City has prioritized the development of complete sidewalks to access schools, and has been constructing sidewalk infills, in some cases by constructing sidewalks on one side of the road instead of both.

TACOMA COMMUNITY COLLEGE

Situated within the Kimball CoLI west of SR 16, Tacoma Community College offers a wide variety of courses to the residents of Gig Harbor and the Key Peninsula region. The Running Start program attracts numerous students from Gig Harbor High School who opt to take classes at the college. Since there is no bus service available in this area, most students rely on car commutes to reach the campus, utilizing routes like Wollochet Drive, Hunt Street, or 38th Avenue.

PARKS AND RECREATION AREAS

The City of Gig Harbor owns 14 developed parks ranging in size from 0.06 of an acre to 20 acres. These parks include neighborhood parks, waterfront parks, and a Civic Center with a skate park and green. Parks attract active transportation users such as walkers, bikers, and skateboarders. They also attract users of all ages, so the safety of the transportation network surrounding parks is critical.

¹ Peninsula School District. 2017. "District Profile." <https://www.psd401.net/>.





CUSHMAN TRAIL

The Cushman Trail is a 6.2-mile regional, paved multi-use trail with three trailheads within the city, located at Borgen Boulevard, Hollycroft Street, and Grandview Street. This popular trail attracts walkers, bikers, and other active transportation users of all ages, running through the heart of Gig Harbor and providing access to several nearby schools and activity centers.

HOSPITAL

St. Anthony Hospital and Gig Harbor Medical Park serve the city and surrounding areas. St. Anthony Hospital provides inpatient and outpatient medical services as well as 24-hour emergency care. It is currently licensed for 80 beds but is undergoing an expansion. The hospital includes parking for 700 cars.² A bike lane and sidewalk on the north side of Canterwood Boulevard serve the hospital.

Gig Harbor Medical Park is located in the Uptown Shopping Center and provides a wide range of medical services including urgent care and day surgery. A bike lane and well-connected network of sidewalks serve the facility, though the nearest crossing across Point Fosdick Drive is 500 feet north of the facility.

RETIREMENT COMMUNITIES

Retirement communities, along with schools and parks, contribute significantly to travel by modes other than driving. Within these communities, many residents have ceased driving their own vehicles, relying instead on privately operated shuttles, public transportation, and walking (or motorized scooters, in some cases) to reach doctors' appointments, family and friends' residences, as well as shopping and dining destinations. In Gig Harbor, several retirement communities, such as Brookdale Gig Harbor, Heron's Key, Gig Harbor Court, Peninsula Retirement, the Lodge at Mallard's Landing, Rosedale Village, and Sound Vista Village, among others, are present.

OTHER KEY DESTINATIONS

The Gig Harbor Business Park is located on 97th Street just off Burnham Drive, which includes several industrial uses, such as Metagenics Corporation. Chapel Hill Presbyterian Church, which is located on a 10-acre parcel across the street from Discovery Elementary School on Rosedale Street, has large capacity and continues to pull the population from the region. It affects the congestion to Gig Harbor's transportation network before and after services.

² Arch Daily. 2010. "St. Anthony Hospital / ZGF Architects LLP." <http://www.archdaily.com/94063/st-anthony-hospital-zgf-architects-llp>



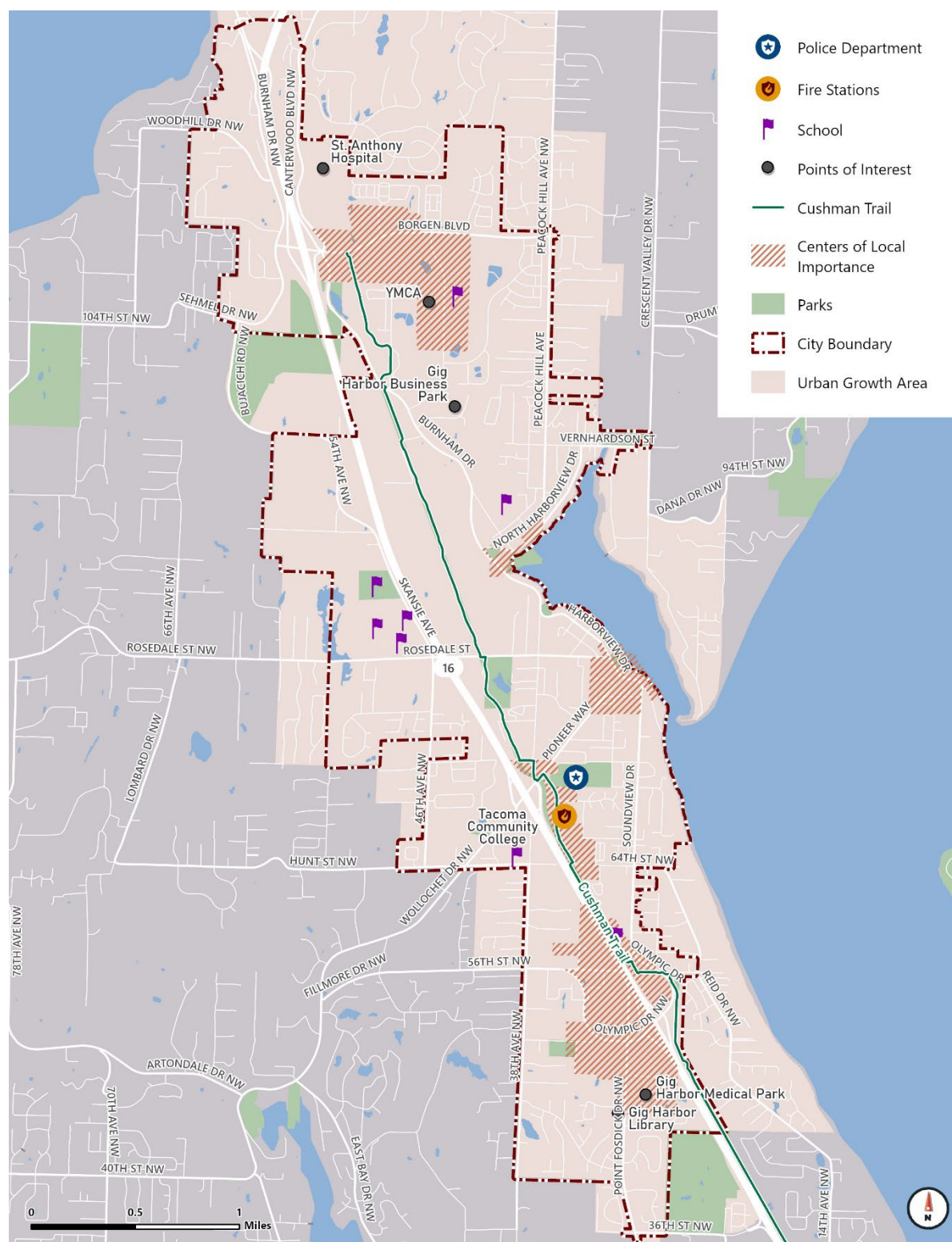


Figure 4: Key Destinations in Gig Harbor

Source: Fehr & Peers, 2024



SAFETY

Collision data was obtained from WSDOT to identify safety hotspots and overall collision trends for Gig Harbor. Data was analyzed for the period of January 2017 through December 2021. In total, 593 collisions occurred in Gig Harbor.³ A total of 161 injuries were reported, 14 of these collisions involved pedestrians, and 14 involved bicyclists. One fatality was recorded, which was a result of a rear-end collision. As expected, more collisions occur on higher volume streets, such as Borgen Boulevard, Olympic Drive, and Point Fosdick Drive. Collisions for all modes are shown in **Figure 5**, and collisions that involved people walking and rolling are shown in **Figure 6**.

³ Does not include collisions on State Routes.

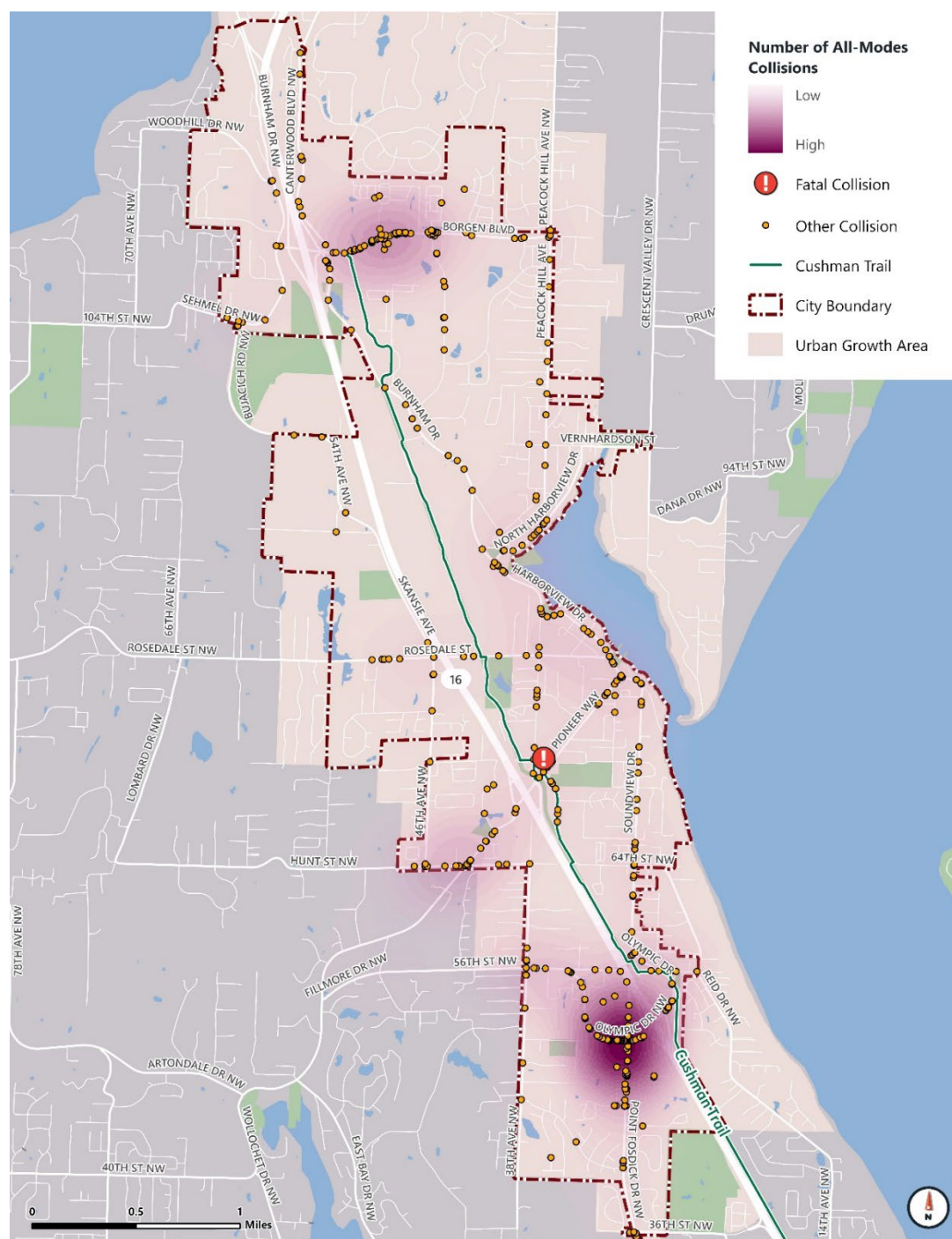


Figure 5: All Modes Collisions (Occurred January 2017-December 2021)

Source: WSDOT, 2021

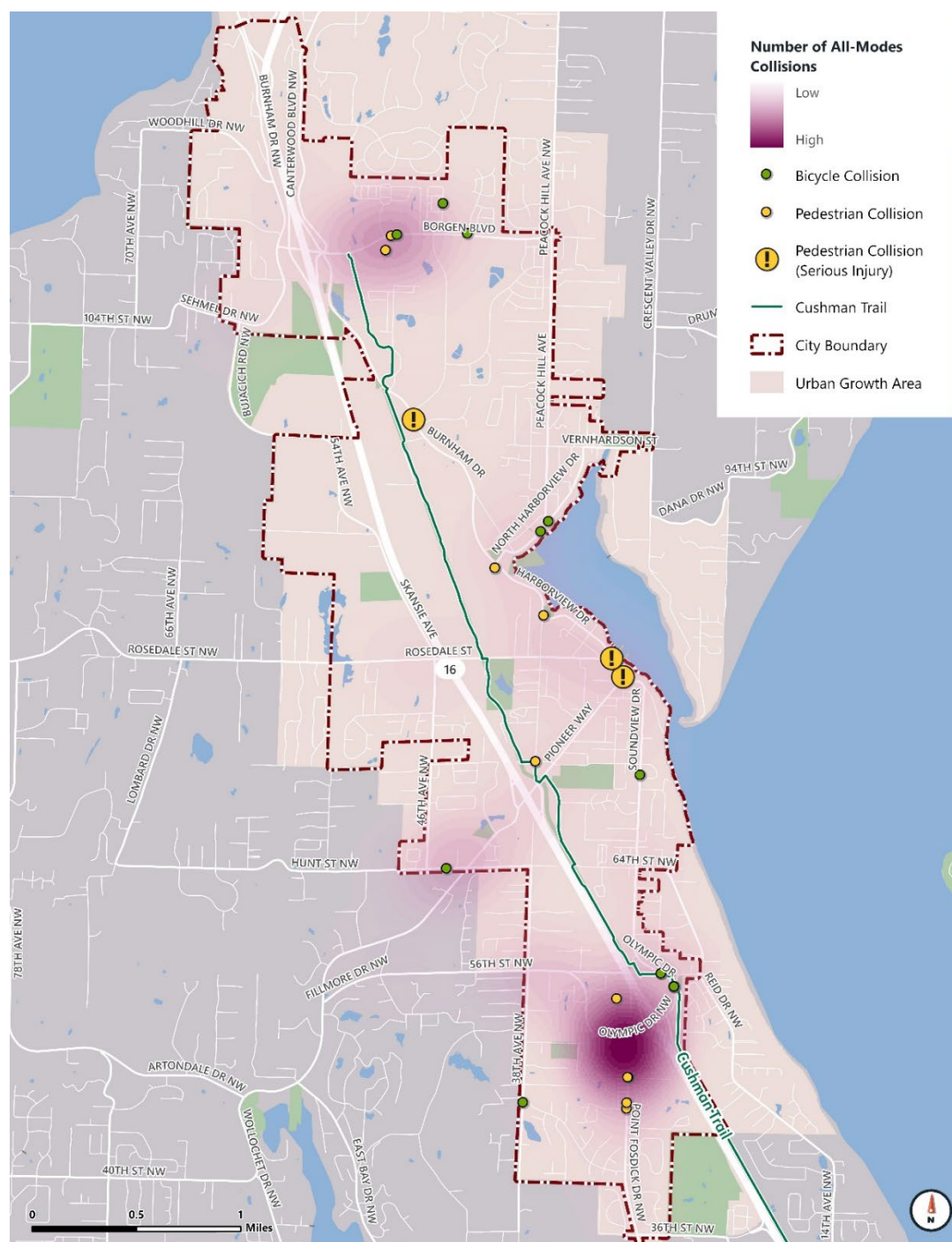


Figure 6: Bicycle/Pedestrian-Involved Collisions (Occurred January 2017-December 2021)

Source: WSDOT, 2021

EXISTING AND FUTURE CONDITIONS BY MODE

Gig Harbor accommodates various modes for getting around, including walking, cycling, public transit, freight transport, and driving.




STREET NETWORK


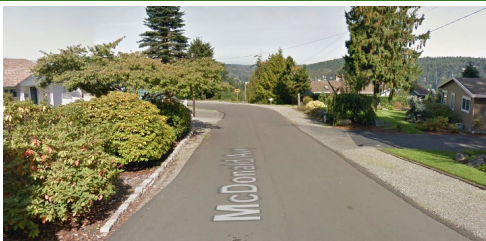
Gig Harbor's street network is comprised of roadways with varying vehicle capacity and accommodations for other modes of transportation. The street network is an essential backbone that connects all users to local and regional facilities. The city lacks a grid layout, leading to limited connectivity. This is mainly attributed to factors such as the area's topography, cul-de-sacs, private drives, dead ends, and other missing links, which are prevalent in the predominantly residential areas of Gig Harbor.

Gig Harbor is also bisected down the middle by SR 16 – a highway that carries commuters traveling to Tacoma, Kitsap County, and beyond – which is increasingly resulting in through traffic and congestion in the city. The interplay between traffic congestion on SR 16 and Gig Harbor's city streets is undeniable: regional traffic can spill onto Gig Harbor's streets when the highway is congested. Conversely, local trips in Gig Harbor often use SR 16 due to the lack of north-south street connections in the city. SR 16 further exacerbates the strain on east-west connectivity, as there are limited connections across it and those connections are often congested. Key interchanges that serve the city are located at Olympic Drive, Wollochet Drive/Pioneer Way, and Borgen Boulevard. While these interchanges provide convenient access to key destinations such as the Olympic Village and Uptown shopping centers, Downtown Gig Harbor, and the retail district along Borgen Boulevard, congestion near these interchanges remains a prominent issue.

Table 1 describes the different types of roadways in Gig Harbor, also called functional classification, and **Figure 7** maps their locations in the city. **Figure 8** shows the different traffic control devices within Gig Harbor.

Table 1: City of Gig Harbor Functional Classification

Roadway Type	Description	Example	Photo
State Route	State routes are managed by WSDOT, provide connections between cities, and carry high volumes of traffic. They are grade separated and have limited access through ramps.	SR 16	
Principal Arterial	Principal arterials tend to carry the highest volumes on the non-State system. They serve regional through trips and connect Gig Harbor with the rest of the region.	Wollochet Drive Olympic Drive Borgen Boulevard Point Fosdick Drive	
Minor Arterial	Minor arterials are designed for higher volumes, but they tend not to be major regional travel ways. Minor arterial streets provide inter-neighborhood connections.	Peacock Hill Avenue Burnham Drive Harborview Drive Pioneer Way Canterwood Blvd	

Roadway Type	Description	Example	Photo
Collectors	Collectors distribute trips between local streets and arterials and serve as transition roadways to or from commercial and residential areas. Collectors have lower volumes than arterials and must balance experience for all modes.	Rosedale Street Hunt Street Skansie Avenue 38th Avenue Grandview Street	
Local Roads	Local streets are the lowest functional classification, providing circulation and access within residential neighborhoods. Many local streets do not require sidewalks given their lower traffic volumes and speeds.	McDonald Avenue Woodworth Avenue Edwards Drive	

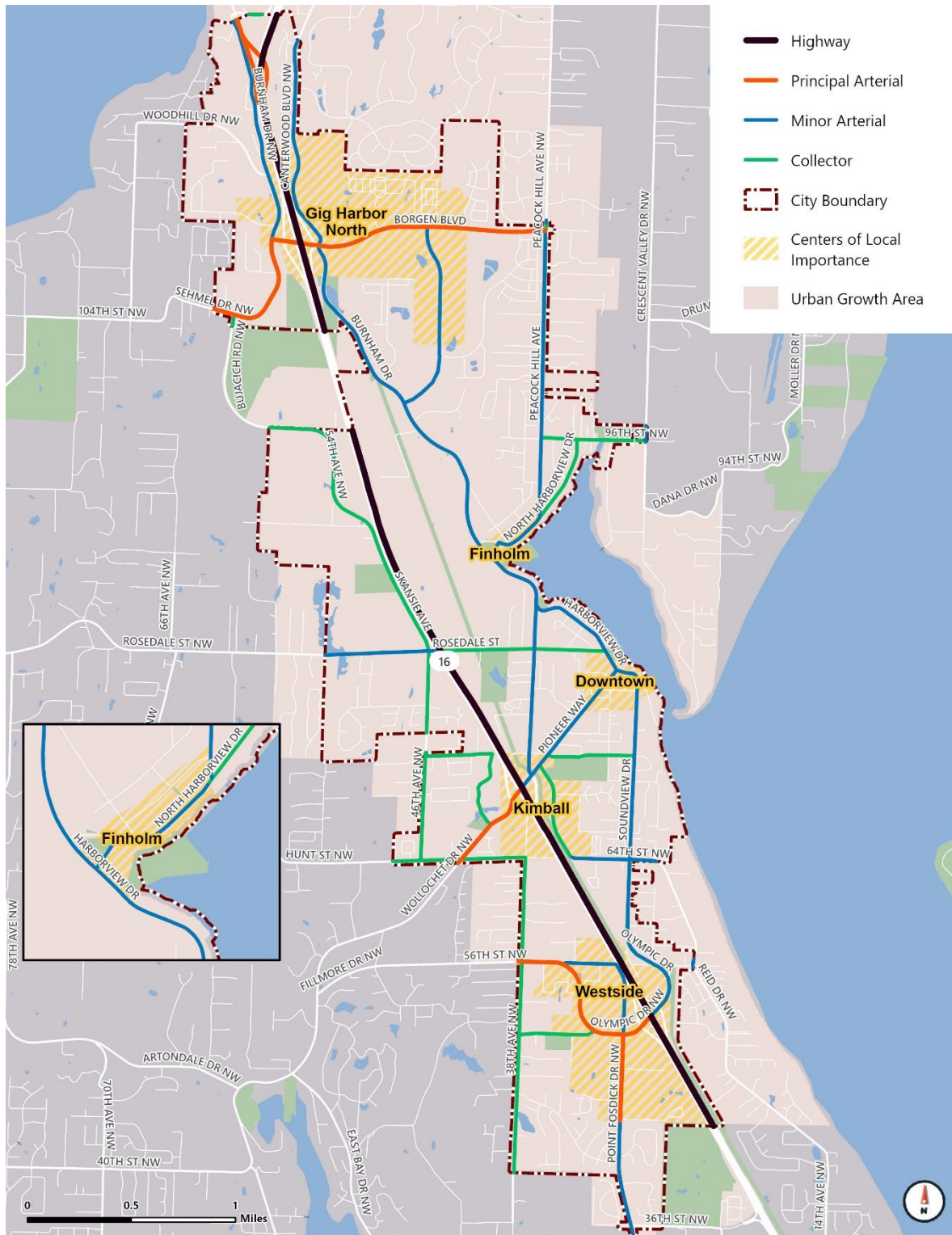


Figure 7: Functional Classification of Roadways in Gig Harbor

Source: Fehr & Peers, 2024

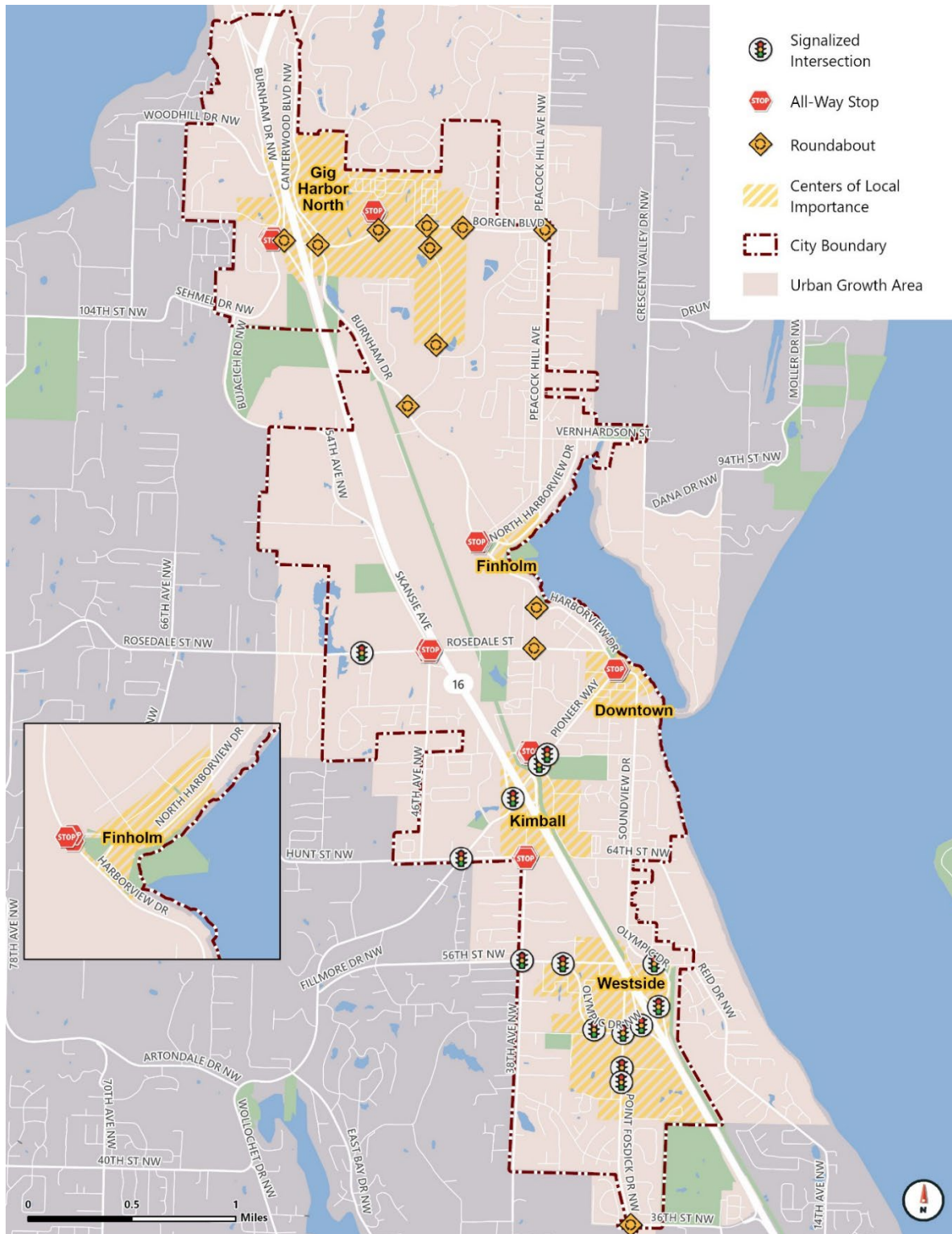


Figure 8: Traffic Control Devices in Gig Harbor at Functionally Classified Intersections

Source: Fehr & Peers, 2024

FREIGHT

Ensuring the smooth movement of freight is crucial for Gig Harbor, as it facilitates the delivery of goods to residents and enables the export of products across the region. To minimize heavy truck traffic on less-trafficked streets, specific routes known as "freight and goods routes" have been designated. The Washington State Department of Transportation (WSDOT) employs a classification system consisting of five categories to assess roadways based on freight tonnage. State Route 16 carries the highest freight tonnage annually, followed by Wollochet Drive. Recently, Burnham Drive south of Borgen Boulevard has transitioned from a T-4 classification to T-3 due to the increasing volume of freight. Other significant truck routes can be found in [Table 2](#), while the corresponding route map is illustrated in [Figure 9](#).

Table 2: WSDOT Freight Classifications in Gig Harbor

Freight Corridor	Description	Example in Gig Harbor
T-1	More than 10 million tons of freight per year	SR 16
T-2	4 million to 10 million tons per year	Wollochet Drive
T-3	300,000 to 4 million tons per year	Point Fosdick Drive, Olympic Drive, 46th Avenue, 56th Street, Bujacich Road, Sehmel Drive, Burnham Drive, Canterwood Boulevard
T-4	100,000 to 300,000 tons per year	Harborview Drive
T-5	At least 20,000 tons in 60 days	No streets classified

Source: WSDOT Community Planning Portal. <http://arcg.is/1ivD8W>.

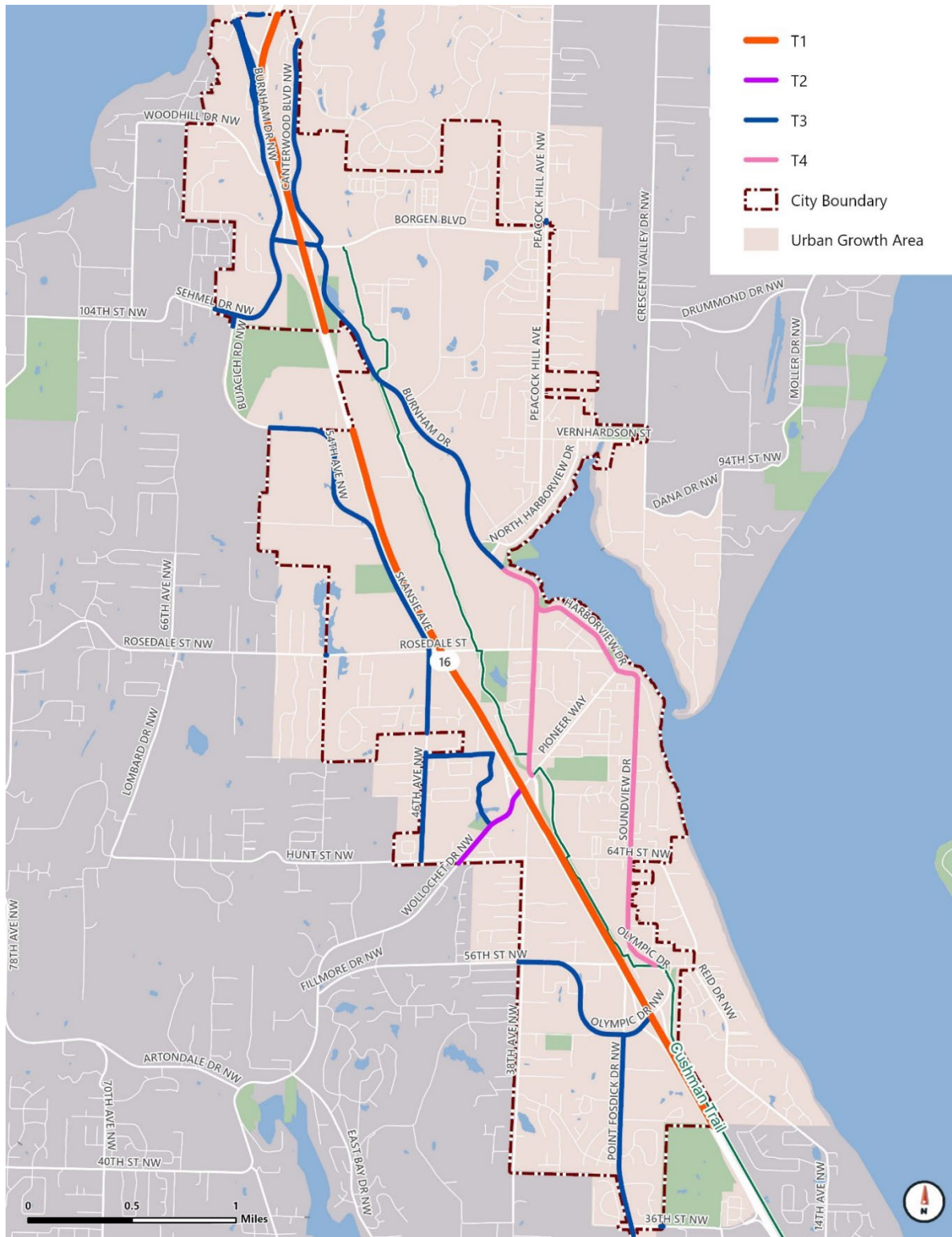


Figure 9: WSDOT Freight Corridors in Gig Harbor
 Source: WSDOT, 2024

EXISTING VEHICLE CONGESTION DURING THE PM PEAK HOUR

The City of Gig Harbor conducted an analysis of intersections within the city and UGA. The purpose of the analysis was to evaluate the operational performance of these intersections during the PM peak hour, using a measurement called the Level of Service (LOS). The LOS grades provide an indication of peak hour congestion levels at an intersection by assessing the amount of delay experienced by vehicles.

The LOS grading system ranges from A to F, with each grade representing a different level of congestion. An intersection operating at LOS A signifies a smooth flow of traffic with minimal or no delays. On the other hand, an intersection operating at LOS F indicates severe congestion, causing significant delays for vehicles and exceeding the roadway's capacity.

Table 3 presents the definitions of each LOS grade, as established in the Highway Capacity Manual (HCM) Sixth Edition, published by the Transportation Research Board in 2016. The HCM serves as a standardized approach for evaluating the operational performance of roadway segments. Analyzing the LOS at various intersections provides valuable insights into peak hour congestion levels and performance of the roadway network within the city and UGA.

Table 3: Level of Service Definitions

Level of Service	Description	Control Delay (seconds/vehicle)	
		For signalized and roundabout controlled intersections	For unsignalized intersections
A	Free-flowing conditions	≤ 10	≤ 10
B	Stable operating conditions	10-20	10-15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists	20-35	15-25
D	High density of motorists, but stable flow	35-55	25-35
E	Near-capacity	55-80	35-50
F	Over capacity, with delays	≥ 80	≥ 50

Source: Highway Capacity Manual, 6th Edition

The City's 2018 Comprehensive Plan identified LOS standards for the city's roadway network. It required LOS D or better operations at all functionally classified intersections; however, the City accepted a lower LOS standard in a few locations in recognition of right-of-way constraints where it is not possible to build an improvement that would meet the LOS standards for all modes:

- LOS E - Burnham/Borgen/Canterwood/SR 16 roundabout.
- LOS F - The "Harbor Area", shown in **Figure 10**, which includes the following intersections:
 - Harborview Drive & Austin Street
 - Harborview Drive & Pioneer Way
 - Harborview Drive & Rosedale Street
 - Harborview Drive & Soundview Drive

- Harborview Drive & Stinson Avenue
- N Harborview Drive & Peacock Hill Avenue

In this 2024 Transportation Element update, the City has decided to remove the intersections of Harborview Drive & Stinson Avenue and Burnham/Borgen/Canterwood/SR 16 from the LOS D-exempt list.⁴ Therefore, with this 2024 update, the City's LOS standard will be LOS D at all intersections except for:

- LOS F - The "Harbor Area":
 - Harborview Drive & Austin Street
 - Harborview Drive & Pioneer Way
 - Harborview Drive & Rosedale Street
 - Harborview Drive & Soundview Drive
 - N Harborview Drive & Peacock Hill Avenue



Figure 10: Harbor Area

Source: 2018 Comprehensive Plan

⁴ A new roundabout has recently been constructed at Harborview Drive & Stinson Avenue, improving current intersection operations to LOS A. At the Burnham/Borgen/Canterwood/SR 16 roundabout, the modeling analysis completed for the 2024 Transportation Element update indicates that the intersection is expected to maintain LOS D operations through the 2029 scenario, and therefore does not require an LOS exemption.

WHY DEFINE LOS F FOR CERTAIN INTERSECTIONS?

LOS E and F indicate systems which are near to or over capacity during peak hours. These conditions lead to increased congestion and travel delay for drivers. Although this measure seems counter-productive, the City is committed to mobility for all, which means that in addition to considering vehicular travel, it must also consider factors such as:

Cost: Maintaining LOS D operations everywhere would require millions in capital investment. This strategy would not only be impractical but could also hinder investments for other modes. More multimodal travel is expected in the Harbor Area, and therefore LOS F is allowed at five intersections as a fiscally practical and realistic approach to mitigating vehicle delay.

Right of way: Substantial right-of-way impacts, such as street widening, intersection modifications, and removal of parking can be challenging to overcome.

Other modes: Roadway improvements for vehicular travel may negatively impact other modes. For example, adding additional lanes will increase the amount of time it takes pedestrians and cyclists to cross the street, and contribute to an unsafe environment.

Local Identity: Some locations are of historical and cultural importance to the city. Widening roadways may detract from the local identity and sense of place that residents and visitors enjoy.

Growth Management Act requirements: The State's concurrency law stipulates that the City must be able to maintain its stated LOS policy in order to continue permitting development. Setting an LOS standard that is unrealistic for the above reasons would put Gig Harbor in jeopardy of being able to permit development, even within CoLIs, which are intended to provide more walkable, bike-able, transit accessible options. As such, this Element sets a realistic LOS standard at key intersections where the conditions above make

Figure 11 shows existing intersection LOS during the PM peak hour. Of the intersections analyzed, **six intersections (three within the city)** do not meet the current LOS standard, operating at LOS E or F, including:

Inside City of Gig Harbor:

- Soundview Drive & Hunt Street
- Wollochet Drive & Wagner Way
- Wollochet Drive & SR 16 Eastbound On-Ramp*

*While this intersection is within the City of Gig Harbor, it is owned and operated by WSDOT.

Outside City of Gig Harbor:

- Purdy Drive & SR 302
- SR 302/Purdy Drive & Goodnough Drive (south)
- 144th Street & 54th Avenue





At city-owned intersections, treatments at failing intersections should be considered to alleviate significant delays during peak hours:

- **Soundview Dr & Hunt Street/64th Street**, which operates at LOS E, is currently identified in the 2025-2030 TIP. This intersection is considered for a traffic signal to improve vehicle operations and construct safe non-motorized crossings.
- **Wollochet Drive & Wagner Way** is another intersection identified in the TIP, which currently operates at LOS F. A traffic signal is in design and will be installed at this intersection based on the findings of a recent traffic impact assessment (TIA) which determined that a traffic signal is the most effective solution for improving conditions at this location.

To comply with transportation concurrency requirements, these intersection capacity improvements should be implemented within the next six years.

Outside the city limits, three LOS-deficient intersections on key access routes to Gig Harbor have been identified. These intersections include Purdy Drive & SR 302 and SR 302 & Goodnough Drive, managed by WSDOT, as well as 144th Street & 54th Avenue, a Pierce County intersection. Although these intersections are mentioned for reference, they do not affect the transportation concurrency compliance for the City of Gig Harbor.

While the intersection LOS analysis method described above represents the typical approach for intersection operation assessments, the standard software, Synchro, includes a technical limitation that assumes vehicles move freely through each intersection, unaffected by congestion and queues from nearby intersections or ramp meters. As a result, these LOS results can sometimes be overly optimistic, especially in corridors where traffic backs up through multiple intersections, such as the Olympic Drive corridor from Point Fosdick Drive to the SR 16 interchange.

To address this limitation, additional planning work was conducted to capture congested conditions that are not reflected in standard LOS analysis. This alternative approach uses the volume-to-capacity (v/c) ratio to identify roadway segments at intersections where vehicle demand exceeds the available lane capacity, a condition known as "oversaturation." This method was applied to assess both current conditions and to forecast future congestion and is used for planning purposes only. The findings were used to inform the project list in Chapter 5.

Appendix A summarizes the existing intersection delay in greater detail.



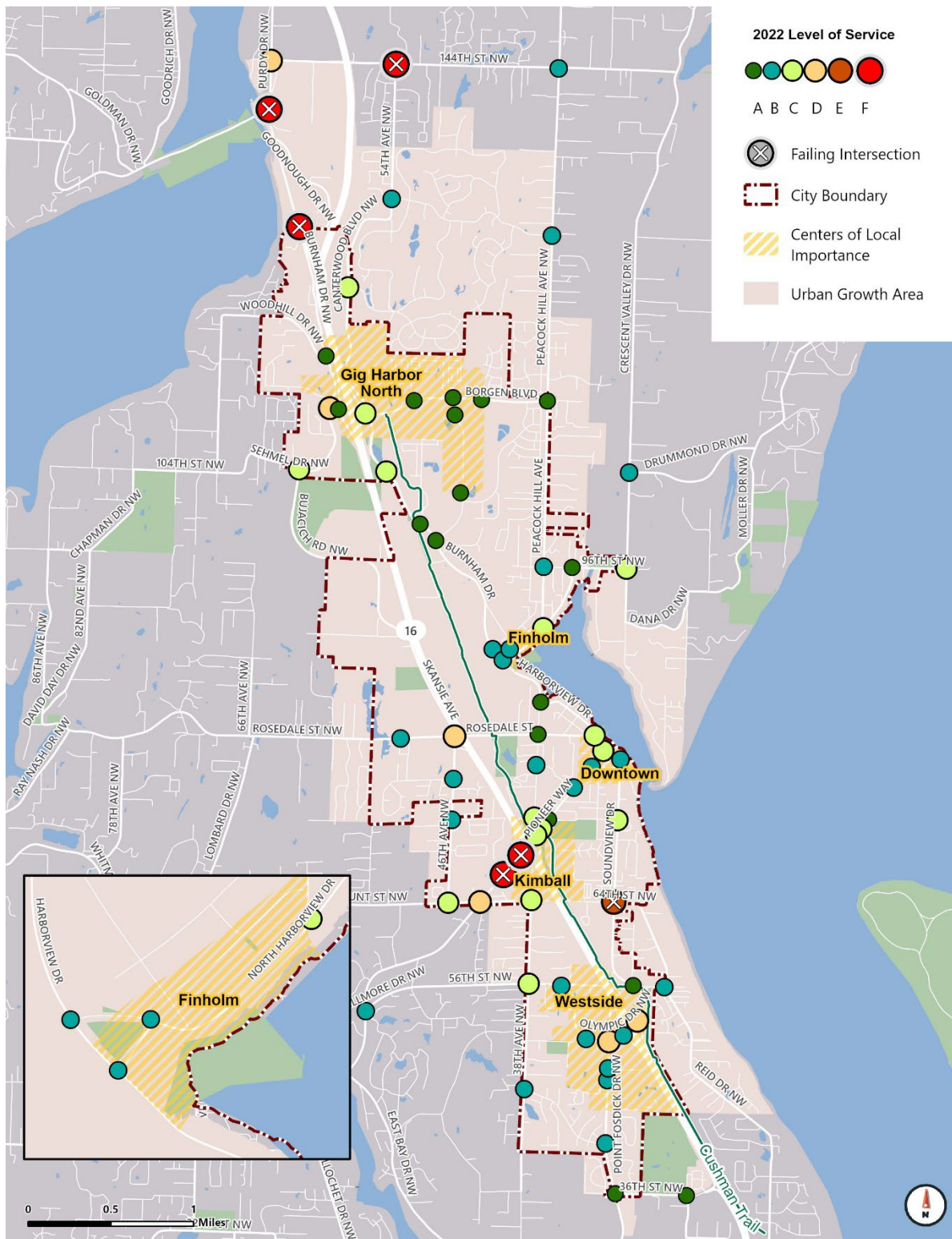


Figure 11: 2022 PM Peak Hour LOS

Source: Fehr & Peers, 2024

Note: LOS at intersections outside city limits or under WSDOT jurisdiction are for informational purposes only.



FUTURE VEHICLE CONGESTION DURING THE PM PEAK HOUR

As Gig Harbor grows, it is important to understand how this citywide and regional growth will impact Gig Harbor's transportation system. In addition to evaluating how intersections perform during current PM peak hours, the Gig Harbor travel demand model was used to forecast peak hour traffic volumes for 2029 and 2044.

CONCURRENCY SCENARIO (2029)

The GMA requires cities and counties to provide public infrastructure, including transportation facilities and services, concurrent with new development. For transportation, "concurrent" means that necessary improvements or plans must be in place when development happens, or there must be a financial commitment to complete these improvements within six years.

Transportation concurrency means that increased travel demand from new development should not cause intersection LOS to fall below the City's standards. If a proposed development would reduce LOS below these standards, the City must have an improvement at the failing intersection identified on the six-year Transportation Improvement Plan (TIP). These improvements, which may involve securing funding for projects, must be identified and planned for implementation within six years of the development permit. Or, if the City does not have a relevant project on their TIP, the development must be modified to reduce its expected travel demand or provide corrective transportation improvements.

The 2029 concurrency scenario was run to assess the potential impacts of development in the pipeline on transportation facilities in the City of Gig Harbor. By modeling this scenario, the City can identify areas where deficiencies may exist to identify improvements to be constructed in the next 6 years to meet concurrency standards.

Figure 12 presents the citywide intersection LOS for 2029, assuming the construction of 18 development projects currently in the pipeline as of 2024. It also assumes the completion of one transportation improvement project: a new traffic signal at the intersection of Wollochet Drive and Wagner Way, which was under construction at the time of this analysis. The 18 development projects included in the 2029 growth forecast were identified and verified by City staff. These developments were permitted but not fully occupied at the time of analysis. The pipeline growth is expected to add 355 new weekday PM peak-hour trips compared to the 2022 baseline.

Of the intersections analyzed, **seven intersections** are projected to fall below the current LOS standard by 2029, with **three intersections within the city** expected to operate at LOS E or F, including:

Inside City of Gig Harbor:

- Rosedale Street & Skansie Avenue
- Soundview Drive & Hunt Street
- Wollochet Drive & SR 16 Eastbound On-Ramp*

*While this intersection is within the City of Gig Harbor, it is owned and operated by WSDOT.

Outside City of Gig Harbor:

- Purdy Drive & 144th Street
- Purdy Drive & SR 302
- SR 302/Purdy Drive & Goodnough Drive (south)
- 144th Street & 54th Avenue





The two city-controlled intersections forecasted to fall below the current LOS standard already have improvements identified in the current TIP, which are described in detail in the **Existing Vehicle Congestion** section.

Appendix B summarizes the forecasted 2029 intersection delay in greater detail.



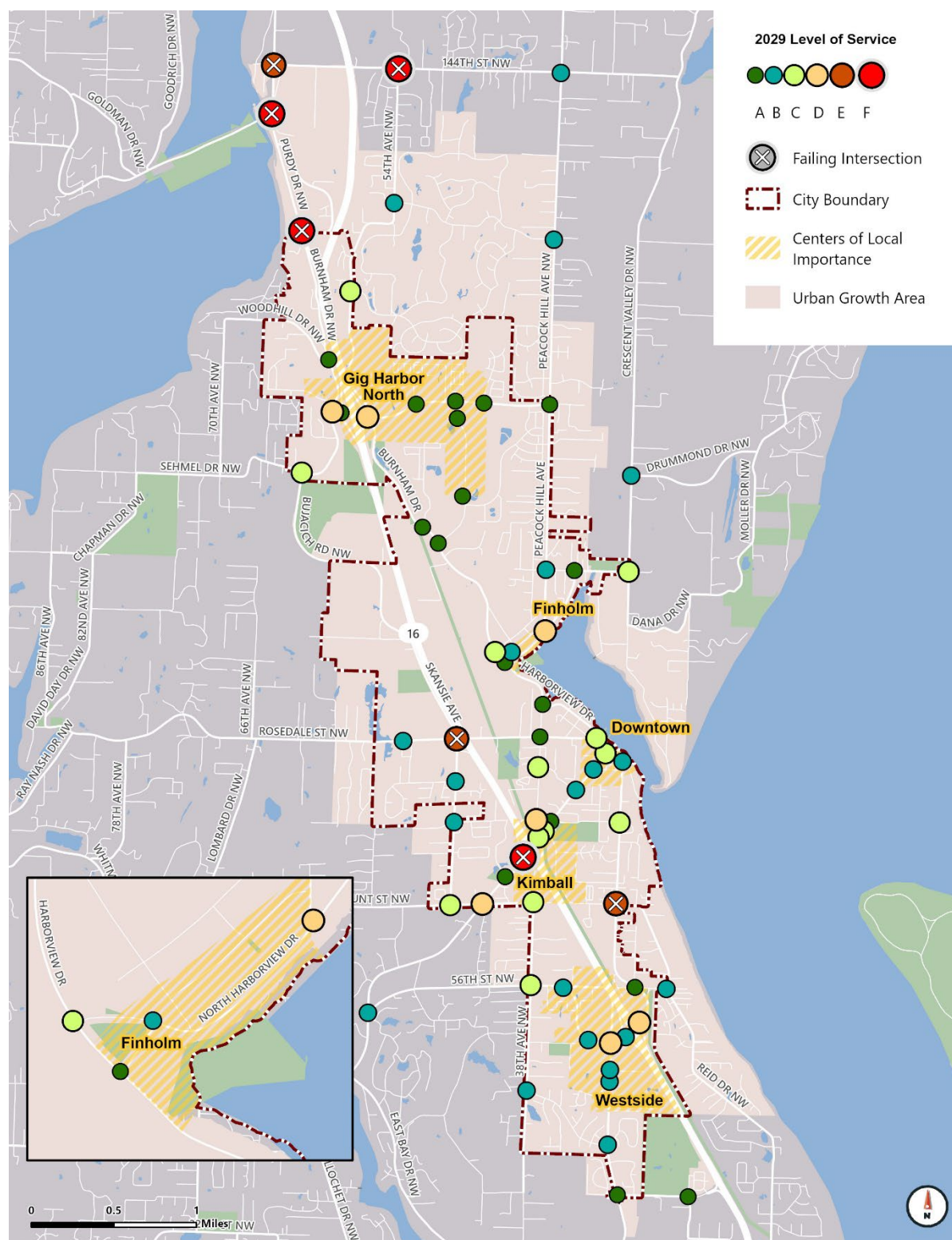


Figure 12: 2029 PM Peak Hour LOS

Source: Fehr & Peers, 2024

Note: LOS at intersections outside city limits or under WSDOT jurisdiction are for informational purposes only.

LONG-RANGE SCENARIO (2044)

Figure 13 shows LOS citywide for 2044, assuming development follows the Comprehensive Plan Land Use Element and assuming the completion of three transportation improvement projects which were funded and in design or under construction at the time of analysis:

1. **Wollochet Drive & Wagner Way:** New traffic signal (under construction at the time of analysis and also assumed in the 2029 Concurrency Scenario)
2. **Wollochet Drive & SR 16 Eastbound Ramp:** New right-turn lane on SR 16 Eastbound off-ramp (funded and in design at time of analysis)
3. **38th Avenue & 56th Street:** New roundabout (funded and in design at time of analysis)

The 2044 land use inputs included a total of 1,000 new dwelling units and 2,747 new employees in city limits, representing a 19 percent increase in dwelling units and a 23 percent increase in employment relative to 2022. In this scenario, new development is anticipated to generate 3,545 new weekday PM peak hour vehicle trips within city limits, a 19 percent increase relative to 2022.

Of the intersections analyzed, **fourteen intersections** are projected to fall below the current LOS standard by 2044, with **nine intersections within the city** expected to operate at LOS E or F, including:

Inside City of Gig Harbor:

- Sehmel Drive & Bujacich Road
- Rosedale Street & Skansie Avenue
- Soundview Drive & Hunt Street
- Stinson Avenue & Grandview Street
- Wollochet Drive & Hunt Street
- Hunt Street & Skansie Avenue
- Borgen/Burnham & SR 16 Westbound Off-Ramp*
- Wollochet/Pioneer & SR 16 Westbound On-Ramp/Stinson*
- Wollochet Drive & SR 16 Eastbound On-Ramp*

*While these intersections are within the City of Gig Harbor, they are owned and operated by WSDOT.

Outside City of Gig Harbor:

- Burnham Drive & Sehmel Drive
- Purdy Drive & 144th Street
- Purdy Drive & SR 302
- SR 302/Purdy Drive & Goodnough Drive (south)
- 144th Street & 54th Avenue

Appendix C summarizes forecasted 2044 intersection delay in greater detail. Furthermore, the long-term project list provided in **Chapter 5** includes roadway projects that would maintain the City's LOS standard through 2044, as well as ensure that other components of the city's roadway network offer sufficient capacity to handle anticipated future demand volumes.⁵

⁵ In addition to the PM peak hour intersection LOS standard, the City plans for transportation capacity by comparing existing and future traffic volumes to roadway capacities. This practice is most useful for identifying specific movements or approaches at intersections that are over capacity.

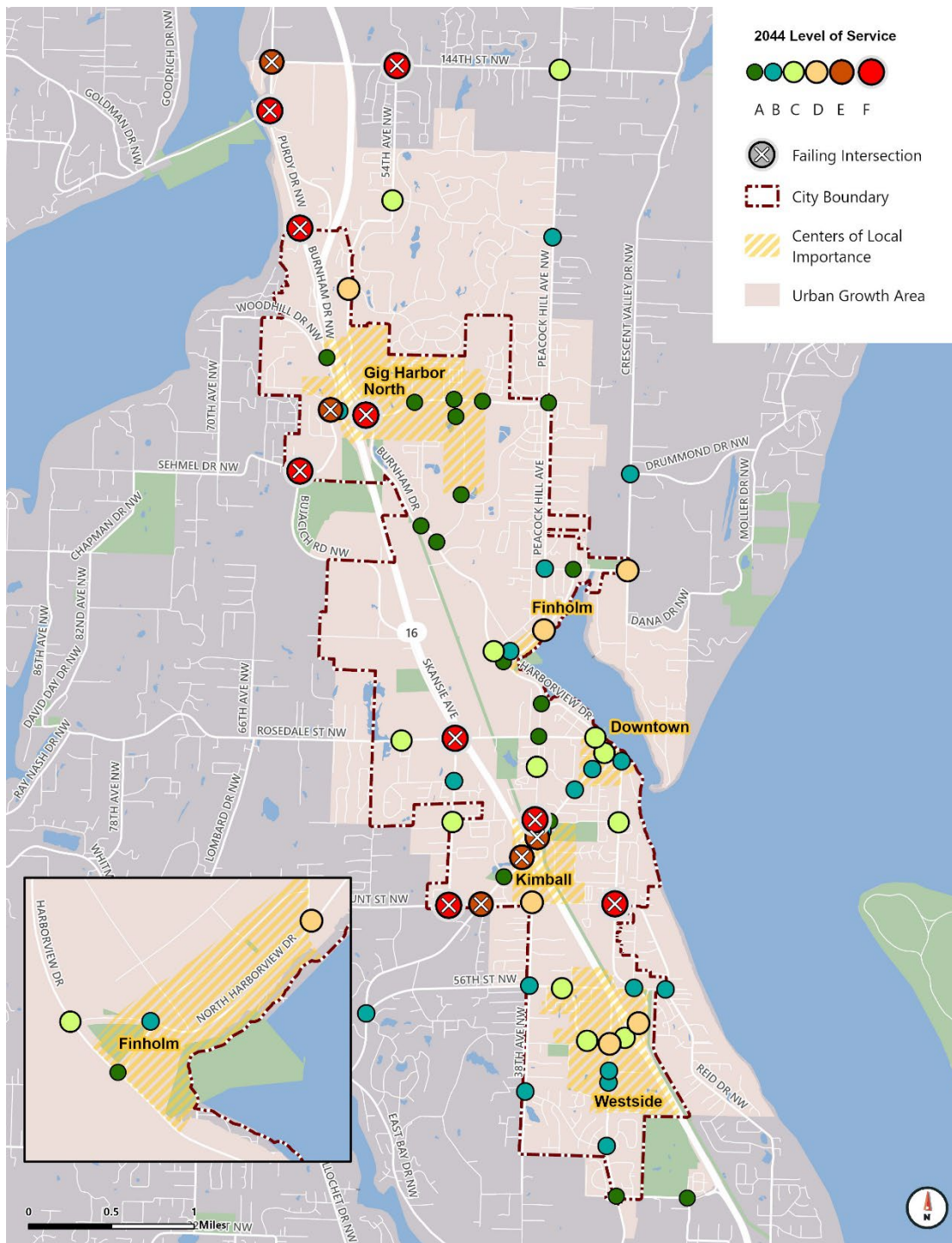


Figure 13: 2044 PM Peak Hour LOS at City Intersections

Source: Fehr & Peers, 2024

Note: LOS at intersections outside city limits or under WSDOT jurisdiction are for informational purposes only.

IMPACTS OF CITY GROWTH ON STATE FACILITIES

As Gig Harbor and the region continues to grow, traffic volumes will increase on SR 16, which is a Highway of Statewide Significance that serves as a critical link for Gig Harbor residents and employees to the rest of the region. WSDOT has set a level of service standard of LOS D for SR 16.¹ To understand the magnitude of change in SR 16 volumes related to Gig Harbor's growth, PM peak hour volume forecasts are shown below.

SR 16 Segment	Eastbound			Westbound		
	2022	2029	2044	2022	2029	2044
North of Borgen Boulevard	2,950	3,200	3,400	3,350	3,500	3,650
North of Pioneer Way/ Wollochet Drive	3,100	3,200	3,300	3,500	3,600	3,700
North of Olympic Drive	3,100	3,250	3,300	3,500	3,650	3,700
South of Olympic Drive	3,100	3,250	3,300	3,500	3,550	4,000

TRANSIT NETWORK

Pierce Transit and Sound Transit provide bus-based transit service in Gig Harbor. **Figure 14** maps the two Pierce Transit routes and one Sound Transit bus route, including stop locations, and these routes are also described in **Table 4**. Transit service between Gig Harbor and Tacoma is not easily accessible to many Gig Harbor residents. Route 595 caters to peak-period, weekday-only commuters with regular 9-to-5 jobs in Downtown Seattle and Downtown Tacoma. This limited schedule does not adequately serve individuals who have reverse commutes, work non-traditional hours, or otherwise need transit to access daily needs. There is a need for more frequent and reliable transit options to Seattle, Tacoma, and other main destinations for the benefit of Gig Harbor residents and workers. The Pierce Transit Trolley is well-utilized and helps address some of the transit needs, but there has been a decrease in service over time. Many in the community would like to see expanded service that operates year-round.

Pierce Transit is in the process of updating its long-range plan, which will have an impact on transit services in Gig Harbor. The City will actively collaborate with Pierce Transit to advocate for enhanced service and ensure that the community's needs are prioritized in future improvements.

Table 4: Existing Bus Routes within Gig Harbor

Bus Route	Description	Frequency	Schedule ¹
Pierce Transit Route 100 (Figure 15)	Route 100 runs between the Purdy Park & Ride north of Gig Harbor and the Tacoma Community College Transit Center. This route includes several stops along key corridors in Gig Harbor.	60 minutes	Weekdays: 7:15 AM to 8:15 PM Weekends: 9:45 AM to 5:45 PM
Pierce Transit Route 101 (Trolley) (Figure 16)	Route 101 travels between Peacock Hill Avenue & Borgen Boulevard and Uptown Gig Harbor Shopping Center. Along the way, it stops at the Finholm District, Downtown Gig Harbor, the Kimball Drive Park & Ride, and the Uptown Shopping Center.	60 minutes	<i>July 6th through August 31st only</i> Thursdays: 3:05 PM and 8:05 PM Saturdays: 12:05 PM and 6:05 PM
Sound Transit Express Bus Route 595	Route 595 is a Sound Transit Express Bus Route that travels between Gig Harbor and Downtown Seattle. The Kimball Drive Park & Ride is the only stop within Gig Harbor City limits, with additional stops in Tacoma at Narrows Park and Ride, TCC Transit Center Zone, and Tacoma Dome Station.	50 to 60 minutes	Weekdays: 5:00 AM to 6:53 AM to downtown Seattle 3:06 PM to 5:09 PM to Gig Harbor

1. As of September 2024.

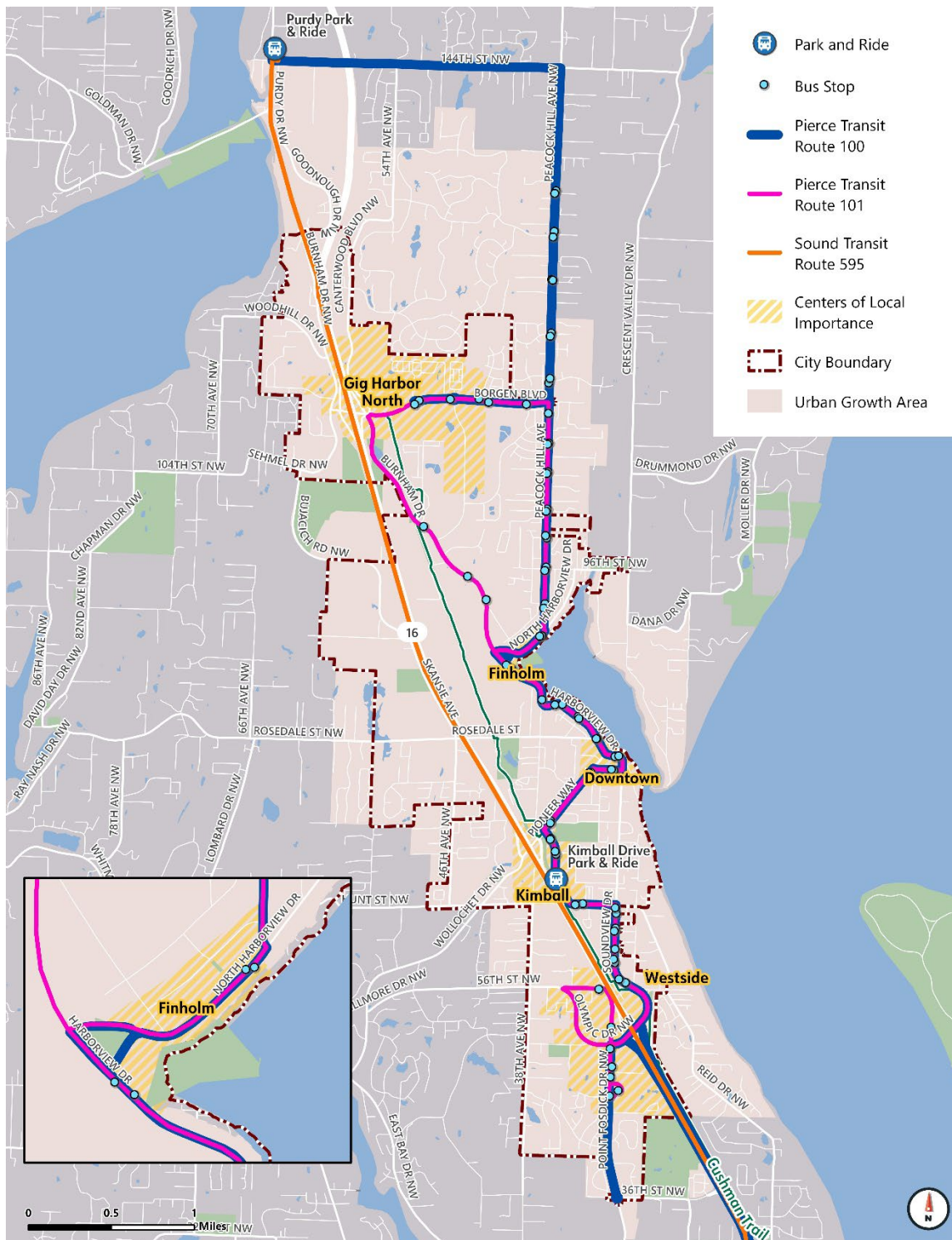


Figure 14: Gig Harbor Transit Service

Source: Fehr & Peers, 2024



Figure 15: Pierce Transit Route 100 (Gig Harbor Route)

Source: Fehr & Peers, 2024



Figure 16: Pierce Transit Route 101 (Pierce Transit Trolley)

Source: Fehr & Peers, 2024

PEDESTRIAN AND BICYCLE NETWORK

Walking and bicycling facilities are essential components of the city's multimodal transportation system. The current pedestrian and bicycle network in Gig Harbor can be seen in **Figure 19**. While sidewalk connections in certain parts of the city are limited, with some sidewalks ending abruptly, the City has made significant efforts to provide sidewalks on one or both sides of most arterial streets, covering the downtown and Uptown areas, shopping districts, and some residential areas.

One notable community asset is the Cushman Trail (**Figure 17**), which is an off-street trail accessible to pedestrians and bicyclists of all ages and abilities. This trail features a 16-foot-wide pervious pavement with 4-foot gravel shoulders, offering a comfortable path for users. Along the trail, there are seating areas providing rest spots. The City has plans to extend the trail between Borgen Boulevard and Purdy to connect with the regional trail system, further enhancing its value.

Gig Harbor has constructed bicycle lanes on Borgen Boulevard and sections of Canterwood Boulevard, Rosedale Street, Soundview Drive, Point Fosdick Drive, Grandview Street, Olympic Drive, and North Harborview Drive. This bicycle network is largely connected by the Cushman Trail which offers access from one bicycle facility to another. However, even with bike lanes in place, some streets and larger intersections can be uncomfortable to navigate for many cyclists.



Figure 17: Cushman Trail

Source: Fehr & Peers, 2024

Additionally, Gig Harbor has three on-street trails: the Harborview Trail along Harborview and North Harborview Streets, the Finholm View Climb, and the Stanich Trail, which is the undeveloped section of Erickson Street. These on-street trails contribute to the overall pedestrian and bicycle network within the city.

The American Community Survey estimates commute mode share (**Figure 18**). The data indicates that only 2 percent of Gig Harbor residents walk to work. However, commute data are not the most accurate indicators of overall walking, as many residents in Gig Harbor work outside of the city and many walking trips are for purposes other than commuting.

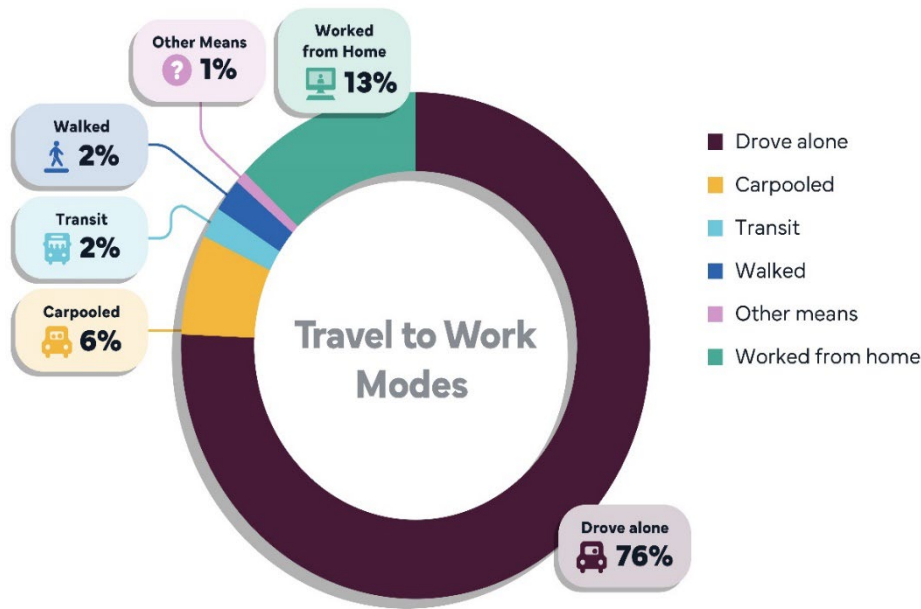


Figure 18: Travel to Work Modes for Gig Harbor

Source: ACS 5-Year Estimates Detailed Tables, 2021

Gig Harbor is dedicated to enhancing infrastructure to benefit all users. In June 2024, the City adopted Ordinance 12.24.040 which mandates the integration of “complete streets infrastructure” into Gig Harbor’s public streets as feasible. The purpose of this ordinance is to create a connected and inclusive transportation network for all users in Gig Harbor.

In 2021, Gig Harbor completed an [ADA Transition Plan](#) for transportation as required under Title II of the ADA. The City conducted self-evaluations of its existing facilities to determine whether they are readily accessible to and usable by individuals with disabilities. Based on this review, a program access plan was developed to address pedestrian ramp deficiencies. The plan identifies physical obstacles, outlines methods for removing barriers, sets a timeline for necessary modifications, and designates leadership roles responsible for implementation.

Furthermore, the City’s Active Transportation Plan (ATP) [Gig on the Go](#) outlines the mission to improve and expand walking, biking, and other non-motorized transportation options within Gig Harbor by creating a more connected, safe, and accessible transportation network for pedestrians, cyclists, and other active modes of travel.



OPPORTUNITIES AND CHALLENGES

The City of Gig Harbor is faced with significant challenges as it prepares for future growth and strives to establish a well-rounded, multimodal transportation network where people are less reliant on cars to get around. To address the barriers, the City will develop a smart, efficient, and achievable transportation system, using performance metrics aligned with the City's multimodal goals to ensure the efficient movement of people and goods.

In terms of pedestrian and bicycle infrastructure, while the Cushman Trail serves as a valuable resource for cyclists traveling north and south, the existing bicycle network in the city is limited, with missing links and insufficient separation between modes. These limitations hinder mobility and often result in increased reliance on private vehicles instead of walking or biking, even when trips are short, and those options would be preferable. To overcome these challenges, the City's goal is to establish safe and comprehensive connections for all users, making walking and biking viable choices throughout Gig Harbor.

To address transportation challenges, several roadway capacity and bicycle and pedestrian improvements have been identified as part of the [2025-2030 Six-Year Transportation Improvement Program \(TIP\)](#). These projects provide a glimpse into the connectivity barriers that exist in the city today, and which major intersections and corridors have been prioritized for near-term improvements.

Considering the anticipated growth in population across the city, the UGA, and the surrounding region, it is crucial to prepare for increased demands on the transportation network. This growth will inevitably contribute to additional traffic on arterials and impact the quality of life for Gig Harbor residents. To maintain and enhance mobility, the City will prioritize transportation projects that improve multimodal connections to CoLLIs, while also investing in connections between the city and the regional transportation systems.

Furthermore, Gig Harbor's transportation system does not operate in a vacuum: active coordination with various regional partners and stakeholders, including Pierce County, WSDOT, Kitsap Transit, and the Peninsula School District, is necessary to develop and maintain an efficient transportation system. This coordination ensures that residents, employees, and visitors have a positive experience while using the transportation network.

Safety remains a significant concern, with a particular focus on reducing pedestrian and bicycle collisions, as these vulnerable users require heightened attention. This Transportation Element emphasizes creating an inviting and equitable transportation system that encourages active modes of transportation while ensuring the safety and well-being of all users.

When it comes to funding, Gig Harbor, like many jurisdictions, faces challenges in financing transportation network improvements. Exploring alternative funding sources such as grants and private investments is crucial to supplement local funds and increase investment in transportation infrastructure. This Transportation Element should seek long-term sustainability, both financially and environmentally, by considering the full costs of planning, permitting, construction, and maintenance in transportation investment decisions. Additionally, the plan should include an update of the City's transportation impact fee program and active transportation plan to align with the multimodal vision, potentially making multimodal projects more financially sustainable, including sidewalks, trails, and bike lanes.





By addressing these challenges comprehensively and adopting a forward-thinking approach, Gig Harbor is committed to creating a transportation system that supports future growth, prioritizes safety, enhances connectivity, and provides sustainable and accessible options for all residents and visitors.





CHAPTER 3: COMMUNITY OUTREACH

The Gig Harbor community played a crucial role in shaping this Comprehensive Plan and Transportation Element update. Building on the extensive input gathered during the 2018 Transportation Element, the project team ensured that the 2024 update reflected the community's evolving priorities. Over the course of 2023 and 2024, more than a dozen outreach events were held as a part of the broader Comprehensive Plan update process. These included a kickoff meeting in May 2023, six focus group discussions, and multiple tabling events throughout the summer of 2023. These efforts prioritized aligning potential future projects with community preferences, maintaining a strong connection between the plan and local needs. The insights from these community engagement activities shaped the direction and content of this document.

SUMMARY OF 2018 OUTREACH

The community outreach for this update of the Transportation Element builds on the extensive feedback collected during the 2018 update. That outreach included interviews, a pop-up studio, "walkshops," and various other engagement activities, all of which shaped the direction and content of this document. For more information about the 2018 engagement activities and input received, see [Appendix D](#).

PLANNING COMMISSION AND CITY COUNCIL

The project team and city staff presented to the Planning Commission and City Council throughout the process to ensure they were kept apprised of community input and key project milestones. City staff presented to Planning Commission and Council multiple times in 2023 and 2024 to share updates on the overall Comprehensive Plan progress, and the project team presented to Planning Commission in September 2024 to focus on the Transportation Element updates.

WEBSITE AND ONLINE SURVEY

To promote transparency on upcoming short-term projects (2024–2030) and gather feedback on potential long-term projects, the project team developed an interactive project website and survey. The online survey was open for three weeks, during which the public was encouraged to participate through promotions on social media, the city newsletter, flyers, and the community groups' email listserv.





Figure 20: Promotional Flyer for Website and Online Survey

The website provided an overview of the need for public input in updating the Transportation Element and explained its role in shaping Gig Harbor's future. It included a map highlighting short-term projects that were informed by the 2018 Transportation Element update and emphasized the importance of gathering community feedback on the long-term project list.

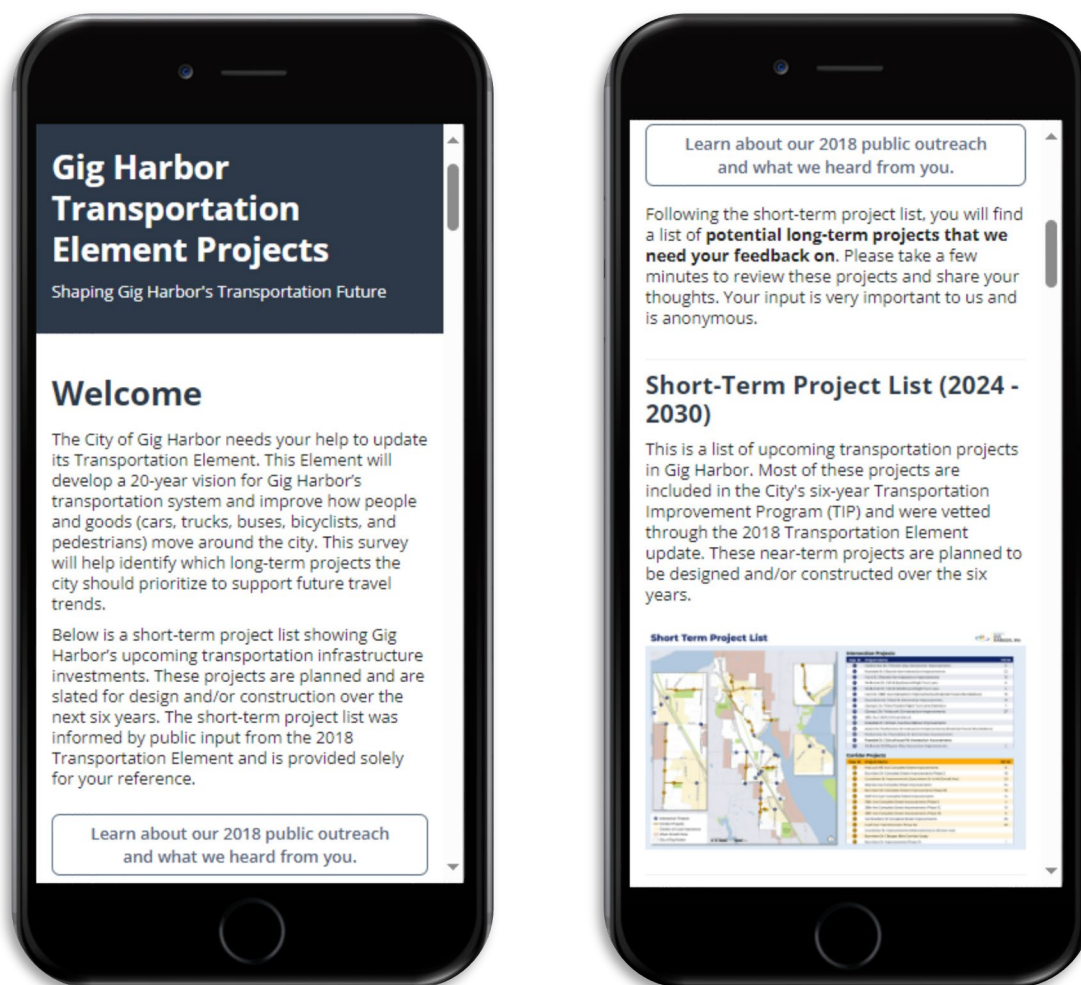


Figure 21: Community Outreach Website

This site featured detailed information about nine potential long-term projects, including their locations, visual renderings, and descriptions, and invited the public to rate each one in a survey (Figure 22). Survey participants were also asked to select which projects were their top two priorities and indicate their overall support for the potential long-term project list. Additionally, an open-ended section allowed users to suggest missing projects or offer further feedback on improvements they would like to see.

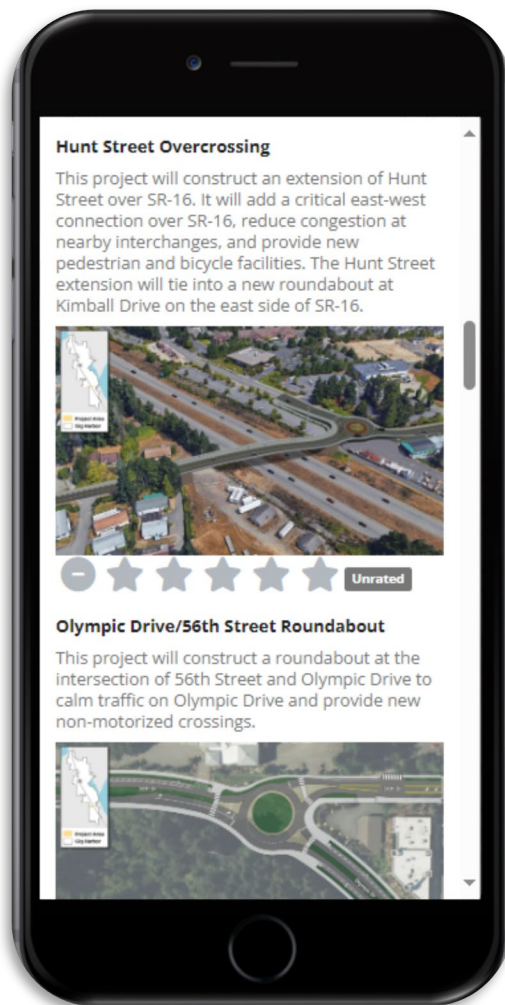


Figure 22: Survey Preview

SURVEY RESULTS

The survey received a total of 180 contributions.

- 85% of respondents **supported** the list of potential long-term projects.
- 13% of respondents **opposed** the list of potential long-term projects.
- 2% of respondents were **neutral**.
- The two projects with the highest support were the Wollochet Drive Interchange Improvements (43%) and the Hunt Street Overcrossing (32%).
 - Many respondents commented about traffic concerns at the SR 16 interchanges in Gig Harbor, so projects that improved existing interchanges, or the new Hunt Street Crossing over SR 16 ranked highly.
- The two projects with the lowest support were the Olympic Drive/56th Street Roundabout (5%) and Rosedale Street/Stinson Avenue Roundabout Improvements (9%).





- The write-in responses reflected conflicting opinions about roundabouts in general.
- The remaining projects with the most support were centered around sidewalk, intersection, corridor, and bicycle lane improvements.

For more information about survey results, see [Appendix E](#).



CHAPTER 4: TRANSPORTATION GOALS & POLICIES

Gig Harbor has established five goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while policies lay out specific actions. The consolidated set of goals and policies are identical to those of the Transportation Element and are highlighted below.

Goal 1: Create a transportation system that is inviting and accessible for all community members, encouraging public health through active transportation.



Gig Harbor’s transportation network will provide safe and complete connections for all users, making active transportation modes like walking and biking reasonable options in all areas of the city.

Goal 4: Promote a transportation system that is sustainable over time, both financially and environmentally.



The City considers the full costs of planning, permitting, construction, and maintenance in its transportation investment decisions, as well as how these investments impact the environment.

Goal 2: Promote and plan for a transportation system that is smart, efficient, and achievable.



The City will plan a transportation system that efficiently accommodates growth.

Goal 5: Ensure the transportation system planning process and investment decisions are understood by the community.



The City’s transportation planning process and investment decisions are well-understood by the community. The City actively coordinates with a broad range of groups to develop and ensure operation of the transportation system.

Goal 3: Provide a transportation system that is effective in connecting centers to the regional transportation system.



Gig Harbor will prioritize transportation projects that connect and support strong, vibrant centers, as well as investments that connect the city to the region.



Goal 1: Create a transportation system that is inviting and accessible for all community members, encouraging public health through active transportation.

- Policy 1.1 Design, construct, and operate transportation infrastructure to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and location.
- Policy 1.2 Improve classified roadways to provide adequate capacity for present and future projected traffic loads, pedestrian and bicyclist activities.
- Policy 1.3 Enhance walkability in the Harbor Area and Centers of Local Importance through sidewalk widening and improved sidewalk connections, beautification, and preservation.
- Policy 1.4 Update and implement the Active Transportation Plan to provide inviting connections for pedestrians and bicyclists.
- Policy 1.5 Encourage additional pedestrian, bicycle, or shared vehicular, bicycle, and pedestrian connections in the city as development and redevelopment occurs to increase the ease of access and create useful and well-designed public ways.
- Policy 1.6 Require public and private transportation improvements to meet the most recently adopted Public Works Standards, which specify inclusion of non-motorized features in the construction and design of new or improved streets.
- Policy 1.7 Promote non-motorized connections to the Cushman Trail to improve connectivity between the trail and parks, schools, adjacent neighborhoods, and businesses.
- Policy 1.8 Work to increase the safety of the transportation system with appropriate design and, in the long term, support the state's "Target Zero" plan goal of zero deaths and disabling injuries.
- Policy 1.9 Implement pedestrian improvements through a combination of public and private investments by using the Priority Network, Active Transportation Plan (ATP), Complete Streets Ordinance, and ADA Transition Plan as guides.

Goal 2: Promote and plan for a transportation system that is smart, efficient, and achievable.

- Policy 2.1 Continue to analyze federal functional classifications of roadways to confirm they are consistent with new traffic volumes, community needs and the city's transportation vision for the future.
- Policy 2.2 Promote transportation investments that support transit and pedestrian oriented land use patterns and provide alternatives to single-occupant automobile travel.
- Policy 2.3 Partner with Pierce Transit to advocate for improved transit connections to key destinations, including the hospital, community center, and library.
- Policy 2.4 Pursue funding and support regional actions to develop an all modes crossing of SR 16 at Hunt Street.





Policy 2.5 Maintain roadway facilities to achieve the City's intersection Level of Service standard of LOS D or better, except for the following intersections identified within the Downtown Harbor Area:

- Harborview Drive & Austin Street
- N Harborview Drive & Peacock Hill Avenue
- Harborview Drive & Rosedale Street
- Harborview Drive & Pioneer Way
- Harborview Drive & Soundview Drive

The above intersections may be allowed to operate at LOS F consistent with the vehicular, bicycle, and pedestrian objectives identified in the Harbor Area.

Policy 2.6 Require traffic impact mitigation prior to transportation concurrency approval for any proposed development project that would degrade the LOS below the city's adopted standards. Mitigation shall be consistent with Gig Harbor's Municipal Code, Chapter 19.10 - Concurrency Management.

Policy 2.7 Maintain, update, and calibrate as necessary the city's traffic demand model to facilitate the preparation of annual capacity reports and concurrency reviews.

Policy 2.8 Work towards the development of a multi-modal transportation system that achieves the following LOS metrics:

- **Pedestrian LOS** – provide a minimum of LOS Yellow within the Pedestrian Priority Network, as defined in **Table 5** Table 5.
- **Bicycle LOS** – provide a minimum of LOS Yellow within the Bicycle Priority Network, as defined in **Table 6** Table 6.
- **Transit LOS** – partner with local and regional agencies to provide a minimum of LOS Yellow, as defined in **Table 7** Table 7.

Policy 2.9 Increase public awareness of the City's transportation demand management strategies, including non-motorized transportation and increased use of local transit.

Policy 2.10 Review and update, if necessary, right-of-way widths, pavement widths, shoulder requirements, bicycle accommodations, curb-gutter- sidewalk standards for major arterials, collectors and local streets.

Policy 2.11 Establish design standards, which provide for visually distinct roadways that provide increased pedestrian accommodations while providing efficient and cost-effective engineering design.

Policy 2.12 Review and update, if necessary, street construction standards, which implement the objectives of the city's Complete Streets Ordinance the goals and policies of the City of Gig Harbor Comprehensive Plan Design Element and the City Design Guidelines.

Policy 2.13 Work with Pierce County to require the design and construction of appropriate urban transportation improvements in the Urban Growth Areas adjacent to the city.




Policy 2.14 Continuously monitor and analyze individual intersection approach leg LOS to determine if a capacity-related intersection improvement project, whether completed through a private development project or City capital project, is necessary to remedy a localized deficiency at a



particular intersection approach leg. If it is determined that a capacity-related project is available that will remedy failing LOS at a particular leg of an intersection and the project will improve the overall intersection LOS significantly, the City shall consider such projects when generating the 6-year TIP project list.

Policy 2.15 Proactively address the transportation needs of planned developments by prioritizing equitable access for all community members. This includes exploring the feasibility of parking management programs, shared parking strategies, and/or subsidized transit pass programs, with an emphasis on supporting low-income and historically underserved communities

Table 5: Pedestrian Priority Network - LOS Standards

LOS Standards	Principal and Minor Arterials; Collectors (within CoLIs or 0.5 mile of a school)
	Pedestrian facilities* available on both sides of the street
	Pedestrian facilities available on one side of the street
	No pedestrian facilities available

*Pedestrian facility includes sidewalks and shoulders protected by a raised curb

Table 6: Bicycle Priority Network - LOS Standards







LOS Standards	Arterials	Collectors
	Shared use path or a buffered bike lane on both sides of street.	Conventional bike lanes on either sides of street or a shared use path.
	Conventional bike lanes on both sides of the street, or a shared use path or buffered bike lanes within 700 feet.	Fog lines on both sides of the street.
	None of the above facilities are provided, or facilities are on one side.	None of the above facilities are provided, or facilities are on one side.

Table 7: Transit Accommodation - Stop Amenities and Pedestrian Access

LOS Standards	Transit Stop Amenities	Pedestrian Access
	Provides high quality stop amenities (benches, shelters, garbage cans, lighting)	Sidewalks and marked crosswalks serving all stops
	Provides transit stop amenities where feasible	Sidewalks and marked crosswalks serving stops where feasible
	No amenities	General lack of sidewalks and marked crosswalks



Goal 3: Provide a transportation system that is effective in connecting centers to the regional transportation system.

- Policy 3.1 Promote and implement a network of local street and trail infrastructure that supports walking, bicycling, and transit use to enhance connectivity and physical activity for people of all ages and abilities.
- Policy 3.2 Prioritize investments in transportation facilities and services in CoLIs that support compact, pedestrian and transit-oriented development.
- Policy 3.3 Work with Pierce Transit to satisfy local travel needs, particularly between residential areas, the CoLIs, and major commercial areas along SR 16.
- Policy 3.4 Work with Pierce Transit to locate Pierce Transit Park & Ride lots in areas which are accessible to transit routes and local residential collectors.
- Policy 3.5 Work with the Harbor property owners to determine an effective parking plan, including the establishment of a local parking improvement district for the Harbor.
- Policy 3.6 Provide connections between commercial developments for vehicles, bicyclists, and pedestrians, when feasible.
- Policy 3.7 Implement transportation programs and projects that provide equitable access to essential services and opportunities—including hospitals, nursing homes, and community centers—while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.

Goal 4: Promote a transportation system that is sustainable over time, both financially and environmentally.

- Policy 4.1 Re-evaluate the Land Use Element, LOS, and revenue sources when funding for projects falls short. Impact fees should be used to the extent possible under GMA to fund capacity project costs. Alternative revenue sources and/or LOS modifications should be considered before land use density changes are considered.
- Policy 4.2 Give high priority to maintenance and preservation of the existing transportation infrastructure.
- Policy 4.3 Implement programs and construct projects that reduce reliance on private vehicles, thereby reducing harmful vehicle emissions, avoiding or mitigating impacts to critical areas and wildlife, manage water quality, and providing a safe environment for people to live and travel in.
- Policy 4.4 Implement programs that help to meet and maintain federal and state clean air requirements, in addition to regional air quality policies. Also, support programs and projects that help to reduce Greenhouse Gas emissions consistent with state goals established in RCW 70.235.050 and RCW 70.235.060.





Policy 4.5 Support the development and implementation of transportation modes and technologies that are energy-efficient, improve system performance, and minimize negative impacts to human health.

Policy 4.6 Protect the transportation system against natural and manmade disasters, develop prevention and recovery strategies, and plan for coordinated responses by using transportation- related preparedness, prevention, mitigation, response, and recovery strategies and procedures adopted in the emergency management plans and hazard mitigation plans of the County and as well as the Washington State Comprehensive Emergency Management Plan.

Policy 4.7 Provide for an efficient storm drainage system in road design considering the width of road pavement needed to achieve levels of service and utilization low impact development techniques including pervious pavements and biofiltration.

Policy 4.8 Work with the Puget Sound Regional Council, Washington State Department of Transportation, Pierce Transit and neighboring jurisdictions in the development of transportation control measures and other transportation and air quality programs where warranted.

Policy 4.9 Reduce the environmental impact of the city's transportation system through expanding zero-emission vehicle infrastructure, with an emphasis on areas with high commercial activity and limited electric vehicle infrastructure.

Policy 4.10 Identify opportunities to increase electric vehicle infrastructure and active transportation options when planning transportation projects or developing new transportation programs and policies.

Goal 5: Ensure the transportation system planning process and investment decisions are understood by the community.

Policy 5.1 Coordinate planning, construction, and operation of transportation facilities and programs with the State, County, neighboring cities, Puget Sound Regional Council, transit agencies, and other entities. This coordination will be achieved by:

- a. Participating in the transportation- related activities of Pierce County and advisory committees;
- b. Working with other jurisdictions to plan, fund, and implement multi- jurisdictional projects necessary to meet shared transportation needs; and
- c. Making transportation decisions consistent with this Transportation Element and other regional plans.

Policy 5.2 Work with private property owners to improve connections for automobile and non-motorized travel.

Policy 5.3 Work with neighboring jurisdictions to ensure that new development outside of Gig Harbor does not unreasonably affect transportation systems, levels of service, and the quality of life.

Policy 5.4 Work with business leaders, private owners, and other local organizations to reach mutual transportation goals.





Policy 5.5 Continue to work with WSDOT to lobby for future state transportation monies to be used on City east/west connections that will help alleviate both SR 16 congestion as well as City interchange congested areas.

Policy 5.6 Actively engage the public, especially historically underserved populations, during all phases of the development/update/improvement of a transportation service or facility to identify and reduce negative community impacts.



CHAPTER 5: THE RECOMMENDED PLAN

Gig Harbor envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of sidewalks, trails, bicycle facilities, intersections, and roadways. This chapter describes Gig Harbor's vision for its future transportation network and the needed infrastructure to achieve this vision.

This Element provides a 'layered' transportation network, which focuses less on providing vehicular capacity and more on accommodating all modes of travel. While some roadway improvements are needed to meet the City's vehicular LOS standard, many of the infrastructure enhancements described in this chapter focus on providing safer and more complete facilities for walking, bicycling, and riding transit in order to improve access and mobility for all roadway users.

INTRODUCTION TO THE LAYERED NETWORK

It can be a challenge for a single roadway to satisfy the demands and expectations of all modes at any given time. In response to this challenge, the City of Gig Harbor has adopted a layered network approach that focuses on how the city's transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network. **Figure 23** illustrates the concept of a layered network.

The City will implement this layered network through a system of modal networks that define each street's user priorities and associated infrastructure needs.



Figure 23: Layered Network Concept

THE RECOMMENDED PLAN BY MODE

Streets in Gig Harbor serve different travel purposes, and the modal networks therefore prioritize a different balance of users on each corridor. Determining how the entire transportation network fits together in Gig Harbor requires identifying desirable streets for each mode, combining them to locate overlaps, and then assigning priority to certain modes. The following sections outline the networks for each mode and establish their LOS standard.

INTRODUCTION TO MULTI-MODAL LEVEL OF SERVICE

The following sections define LOS for various modes of transportation. As described in Chapter 2, the most commonly used metric of transportation performance is vehicular LOS, as defined by the Highway Capacity Manual (HCM). LOS for auto and freight is reported in an A-to-F letter scale, which represents the amount of delay (measured in seconds) experienced by motorists at intersections. However, this metric does not consider how the system is performing for other modes of transportation, such as walking, cycling, and transit.

The experience of these other modes is often not defined by a metric like congestion or delay. Factors like the quality of built environment, including the presence of dedicated facilities and buffering from vehicle traffic, tend to be more indicative of how well these modes are performing for Gig Harbor residents. As such, LOS for these modes assesses existing infrastructure available for these users and identifies areas of the transportation system that are not safe or comfortable to navigate. LOS for pedestrians, bicycles, and transit is reported as red, yellow, and green. LOS Red indicates locations that need to be addressed due to a lack of dedicated amenities; LOS Yellow indicates the City's minimum standard for providing facilities for each mode; and LOS Green is aspirational and provides a long-term goal for the City.

PEDESTRIAN PLAN

Gig Harbor's pedestrian infrastructure varies across the city. While some areas boast nearly complete sidewalk coverage, other areas suffer from gaps that detract from a safe, continuous walking environment. Coverage is particularly critical on arterial streets, where traffic volumes and speeds are higher, as compared to local streets that generally experience lower traffic and speeds, allowing for easier pedestrian movement. Dense commercial areas and streets serving schools, parks, and churches are also key locations where safe pedestrian facilities are essential, as these areas tend to attract a larger number of vulnerable users.

To guide improvements, the City has established a Pedestrian Priority Network, which focuses on all principal and minor arterials, as well as collectors located within a CoLI or within a half-mile of a school. By prioritizing








pedestrian accommodations on these streets, the City aims to make walking easier and safer in and around major destinations. In addition to ensuring the presence of sidewalks or protected shoulders, safe pedestrian crossings are emphasized, particularly in downtown areas and within a quarter-mile of schools.

PEDESTRIAN LOS

The City uses LOS standards to measure pedestrian accommodations within the Pedestrian Priority Network. **Table 8** outlines the LOS standards, which assess whether streets offer pedestrian facilities on both sides, one side, or lack them entirely.

The City’s Public Works Standards already require all new or improved public roadways to have sidewalks on both sides. Additionally, in June 2024, the City adopted **Ordinance 12.24.040**, mandating the integration of “complete streets infrastructure” into public streets where feasible, reinforcing the City’s commitment to pedestrian safety and accessibility.

Table 8: Pedestrian Priority Network – LOS Standards

LOS Standards	Principal/Minor Arterials; Collectors (within CoLI or 0.5 mile of school)
	Pedestrian facilities* available on both sides of the street
	Pedestrian facilities available on one side of the street
	No pedestrian facilities available

* Pedestrian facility includes sidewalks and shoulders protected by a raised curb

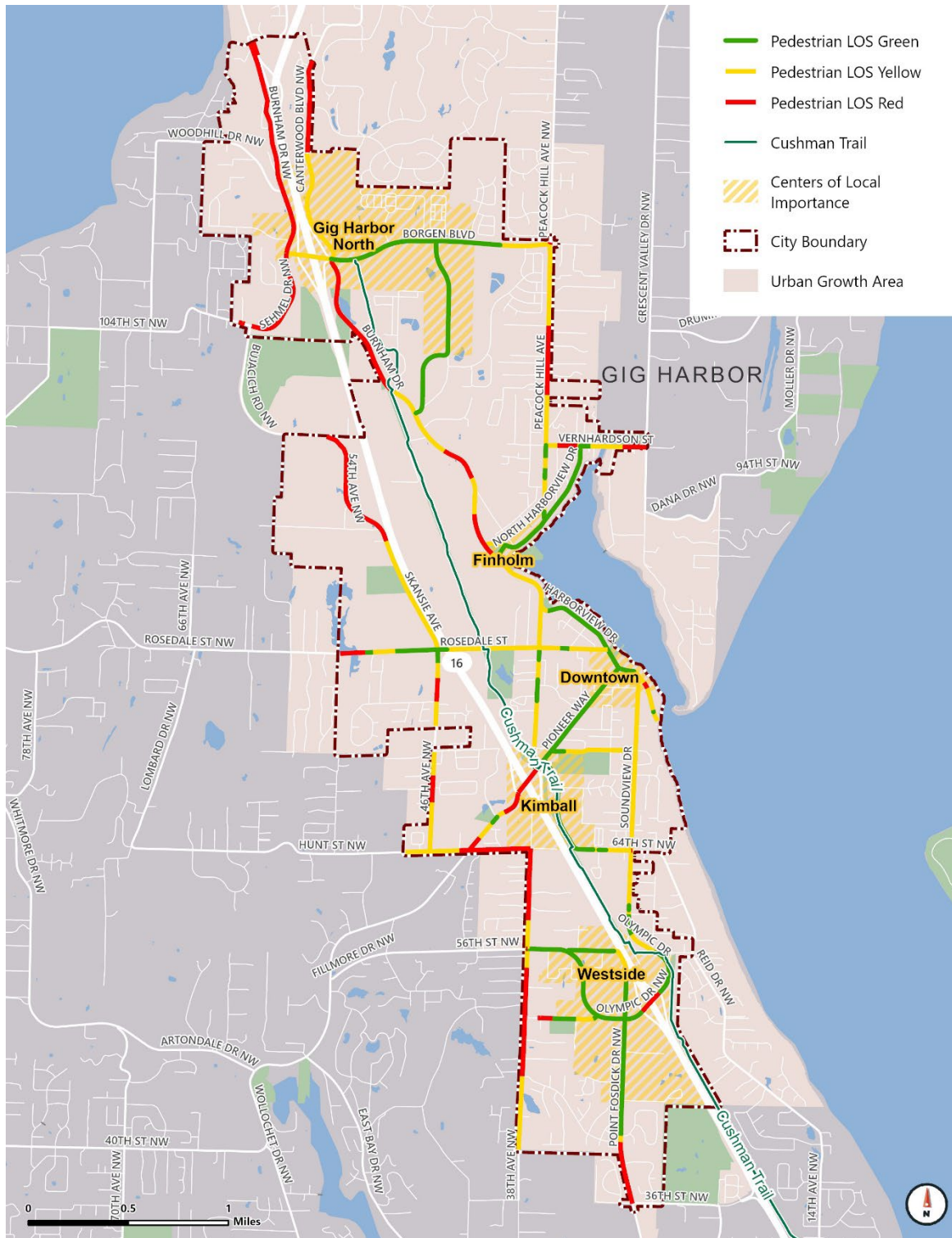
To achieve the highest level of pedestrian accommodation (LOS Green), all LOS Red and Yellow streets, as indicated in **Figure 24**, must be upgraded. Achieving LOS Yellow would mark significant progress in building out the pedestrian network, as it would involve improving all LOS Red streets. The City’s minimum standard for the Pedestrian Priority Network is LOS Yellow.

[Gig on the Go](#), Gig Harbor’s 2018 Active Transportation Plan, identifies a list of short-term and long-term projects that will help fill gaps in the pedestrian network and would improve the LOS of roadway segments.

PRACTICAL CONSIDERATIONS

The City recognizes that achieving pedestrian LOS Yellow may not be feasible everywhere shown in the Pedestrian Priority Network due to funding constraints, right of way needs, sensitive habitats, and topography. However, by setting this LOS standard, the City provides a vision for future pedestrian connectivity.








BICYCLE PLAN

Gig Harbor offers a mix of bicycle infrastructure, with some facilities like the Cushman Trail providing high-quality, protected bicycling environments suitable for all ages and abilities. However, other areas lack sufficient bicycle facilities. The City has established a **Bicycle Priority Network**, which includes all arterial and collector roadways. Prioritizing these roadways will enable residents and visitors to bike more comfortably between major destinations without needing to take longer, less direct routes. The current bicycle network, categorized using the City's LOS standards, is illustrated in [Figure 25](#).

BICYCLE LOS

Bicycle LOS evaluates the presence and quality of bicycle facilities along or near roadways. The standards differ for arterials and collectors due to their distinct traffic characteristics, including speeds, volumes, and lane widths. [Table 9](#) outlines these LOS standards.

Table 9: Bicycle Priority Network - LOS Standards

LOS Standards	Arterials	Collectors
	Shared use path or a buffered bike lane on both sides of street.	Conventional bike lanes on either sides of street or a shared use path.
	Conventional bike lanes on both sides of the street, or a shared use path or buffered bike lanes within 700 feet.	Fog lines on both sides of the street or a shared use path or buffered bike lanes within 700 feet.
	None of the above facilities are provided, or facilities are on one side.	None of the above facilities are provided, or facilities are on one side.

Bicycle LOS Yellow and Green require bike lanes or similar facilities on both sides of the street as, unlike sidewalks, bike lanes cannot serve two-way traffic. Shared-use paths, which allow two-way travel, are always classified as Bicycle LOS Green. The City's Public Works Standards mandate bike lanes on both sides of all new and improved arterials and collectors. Furthermore, the June 2024 adoption of the complete streets ordinance further emphasizes the City's commitment to bicyclist accessibility and safety. The minimum standard for bicycle accommodation is LOS Yellow on all arterials and collectors.

[Gig on the Go](#), Gig Harbor's Active Transportation Plan, identifies a list of short-term and long-term projects that will help fill gaps in the bicycle network and would improve the LOS of roadway segments.

PRACTICAL CONSIDERATIONS

The City recognizes achieving bicycle LOS Yellow may not be feasible on all collectors and arterials due to funding constraints, right of way needs, sensitive habitats, and topography. However, by setting this LOS standard, the City provides a vision for future bicycle connectivity.

BICYCLE FACILITY TYPES

Buffered Bike Lane



Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. These facilities are established along roadways with high travel speeds, volumes, and/or truck traffic.

Fog Line



A fog line is a solid white line painted on the side of the roadway. This creates a designated space for people to ride their bike when there is not enough right-of-way for a conventional bike lane, and it designates the width of the outside travel lane. However, unlike conventional bike lanes, there is no bike pavement marking indicating preferential bicycle use.

Conventional Bike Lane



A conventional bike lane is a striped lane on a roadway that is designated for exclusive use by people riding bicycles. Conventional bike lanes include pavement markings indicating one-way bike use. These facilities are established along roadways where there is current or anticipated bicycle demand and where it could be unsafe for cyclists to ride in the travel lane.

Shared Use Path



Shared Use Paths are paved trails for the exclusive use of pedestrians, cyclists, skaters, and other active transportation users. They are wide enough for two-way travel. They are typically separated from motorized vehicular traffic by an open space, barrier, curb, or exist in an independent corridor.

TRANSIT PLAN

The City aims to create corridors that are welcoming to transit and facilities that are comfortable for users. The existing transit system in Gig Harbor can be seen in **Figure 14**. To increase transit use, the City can provide the following amenities:




- Street lighting
- Pedestrian and bicycle facilities for connecting to transit stops
- Stop amenities, such as benches, shelters and real-time arrival information

TRANSIT LOS

Gig Harbor's level of transit accommodation is defined based on the amenities in **Table 10**. The City can reach the highest level of accommodation (LOS Green) by working with Pierce Transit to provide amenities such as benches, shelters, garbage cans, and lighting for transit and by ensuring the availability of sidewalks and marked crosswalks for pedestrians.

As a minimum target, the City can strive to provide transit LOS Yellow, which means providing transit stop amenities and pedestrian access improvements where feasible.

Table 10: Transit Accommodation - Stop Amenities and Pedestrian Access

LOS Standards	Transit Stop Amenities	Pedestrian Access
	Provides high quality stop amenities (benches, shelters, garbage cans, lighting)	Sidewalks and marked crosswalks serving all stops
	Provides transit stop amenities where feasible	Sidewalks and marked crosswalks serving stops where feasible
	No amenities	General lack of sidewalks and marked crosswalks

REGIONAL TRANSIT COORDINATION

Effective coordination with regional transit agencies a top priority in this plan to ensure that the local and regional transportation systems complement one another, especially as each system expands. Pierce Transit is in the process of updating its long-range plan, which will have an impact on transit services in Gig Harbor. The City will continue to work with Pierce Transit and Sound Transit to provide transit alternatives for getting across town and efficient connections to neighboring cities.

AUTO AND FREIGHT PLAN

Nearly every street in Gig Harbor’s roadway network is utilized at some point each day by residents and workers to access homes, jobs, and other destinations. Many of these streets are local streets, which do not see significant traffic volumes throughout the day. Other streets are an important part of the arterial and freight network, which provide critical connections across the city.

AUTO LOS

Auto LOS measures congestion by evaluating peak hour vehicle delays at intersections, with grades ranging from A (smooth traffic flow) to F (severe congestion and delays). These grades, based on the 2016 Highway Capacity Manual, help determine how well the roadway network is functioning during peak periods and where improvements may be needed. **Table 11** presents the definitions of each LOS grade.

Table 11: Level of Service Definitions

Level of Service	Description	Control Delay (seconds/vehicle)	
		For signalized and roundabout controlled intersections	For unsignalized intersections
A	Free-flowing conditions	≤ 10	≤ 10
B	Stable operating conditions	10-20	10-15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists	20-35	15-25
D	High density of motorists, but stable flow	35-55	25-35
E	Near-capacity	55-80	35-50
F	Over capacity, with delays	≥ 80	≥ 50

Source: Highway Capacity Manual, 6th Edition

The city's roadway network maintains a LOS standard of D for all functionally classified intersections, except for those in the downtown Harbor Area. In these intersections, an LOS F is acceptable. The Harbor Area intersections with an LOS F standard include:

- Harborview Drive & Austin Street
- N Harborview Drive & Peacock Hill Avenue
- Harborview Drive & Rosedale Street
- Harborview Drive & Pioneer Way
- Harborview Drive & Soundview Drive

For more details on Gig Harbor’s auto LOS standards, refer to **Chapter 2**.

CONNECTIVITY

The efficient movement of people and goods, referred to as mobility, is an important focus of any transportation system. Increased mobility not only increases access to jobs, shopping, and recreation, but can also benefit the city's economy and residents' quality of life.

Mobility is often mentioned in the context of connectivity, or the directness and density of connections between locations. A well-connected street grid disperses traffic flow and provides safe and convenient access for all, no matter the mode of travel. This is particularly important in Gig Harbor's CoLIs, where it is anticipated that people will be traveling by means other than their car. However, even outside of the city's centers, it is important that the transportation system be designed to accommodate all modes of travel to truly serve the diverse community that calls Gig Harbor home.

BARRIERS TO MOBILITY

Within the city, barriers to mobility can come from existing infrastructure or a lack of infrastructure. A prominent example of the former is SR 16, which runs through the center of city limits. Although SR 16 provides greater access to the region, it forms a constraint that effectively limits connections between the east and west sides of Gig Harbor to overpasses or underpasses. As a result, these grade-separated crossings have become network chokepoints, contributing to congestion and decreasing mobility.

Other features of the city's existing topography are cul-de-sacs and dead streets, which are prevalent within the residential areas. Currently, few local streets provide connections between collectors and arterials. As a whole, the lack of connections hinders mobility.

For active transportation users, a robust network of sidewalks, trails, and bicycle lanes improves mobility. Within the city, sidewalks are generally available on arterials, although there are some areas where sidewalks are missing or not wide enough to meet modern standards. Pedestrian accommodation at the SR 16 interchanges can be particularly challenging. For cyclists, the Cushman Trail is a great resource for north and south travel in Gig Harbor but beyond it, the city's existing bicycle network is more limited in its coverage and separation between modes. These limitations can lead to increased reliance on driving when a walking or biking trip would be preferable.

INVESTMENTS

The project list includes the Hunt Street Crossing, a grade separated crossing over SR 16 which would increase the network connectivity for all modes between the east and west of the city. **Figure 26** presents a conceptual design of this project. Moreover, through WSDOT's SR 16 congestion study, the City has expressed an interest in improving the interchanges at Wollochot Drive, Olympic Drive, and Borgen Boulevard to include pedestrian and cyclist safety and access improvements. Other projects to connect streets and add pedestrian and bicycle infrastructure are detailed in the capital project lists later in this chapter.

Gig Harbor's 2024 Comprehensive Plan looks to accommodate growth while maintaining the city's unique character and high quality of life. These future roadway connections would strongly advance both of these objectives. Additional investments should be made in the context of a transportation system that is both functional and realistic, using performance metrics tied to the City's multimodal goals and the efficient movement of people and goods.





Figure 26: Hunt Street Crossing Conceptual Design

Source: Fehr & Peers, 2024



KEY COMPONENTS

This section presents the key projects and programs that form the basis of this Transportation Element. These capital plans aim to create a transportation system that realizes Gig Harbor’s vision, as outlined by the goals in Chapter 4.

Guided by these goals, community input, and the layered network concept described in the previous chapter, the following project lists were developed. The project lists include a range of initiatives, including:

- **Concurrency-Related Projects:** Essential for maintaining intersection LOS, these projects involve improvements such as traffic signals, intersection channelization, and roadway extensions.
- **Active Transportation Projects:** Addressing pedestrian and cyclist needs, these initiatives include the construction of sidewalks, crossings, bike lanes, and trails.
- **Multimodal Projects:** Aimed at enhancing complete streets, these projects focus on integrating improvements that support all modes of transportation.

SHORT-TERM PROJECT LIST (2024 – 2030)

Figure 27 is a map of the short-term project list showing Gig Harbor’s upcoming transportation investments and **Table 12** describes each project in detail. These projects are slated for design and/or construction over the next six years. The short-term project list was informed by public input in the 2018 Transportation Element, and most of these projects are included in the City’s six-year Transportation Improvement Program (TIP). Conceptual designs for short-term projects are included in **Appendix F**, **Appendix G**, **Appendix H**, **Appendix I**, and **Appendix J**.



Short Term Project List

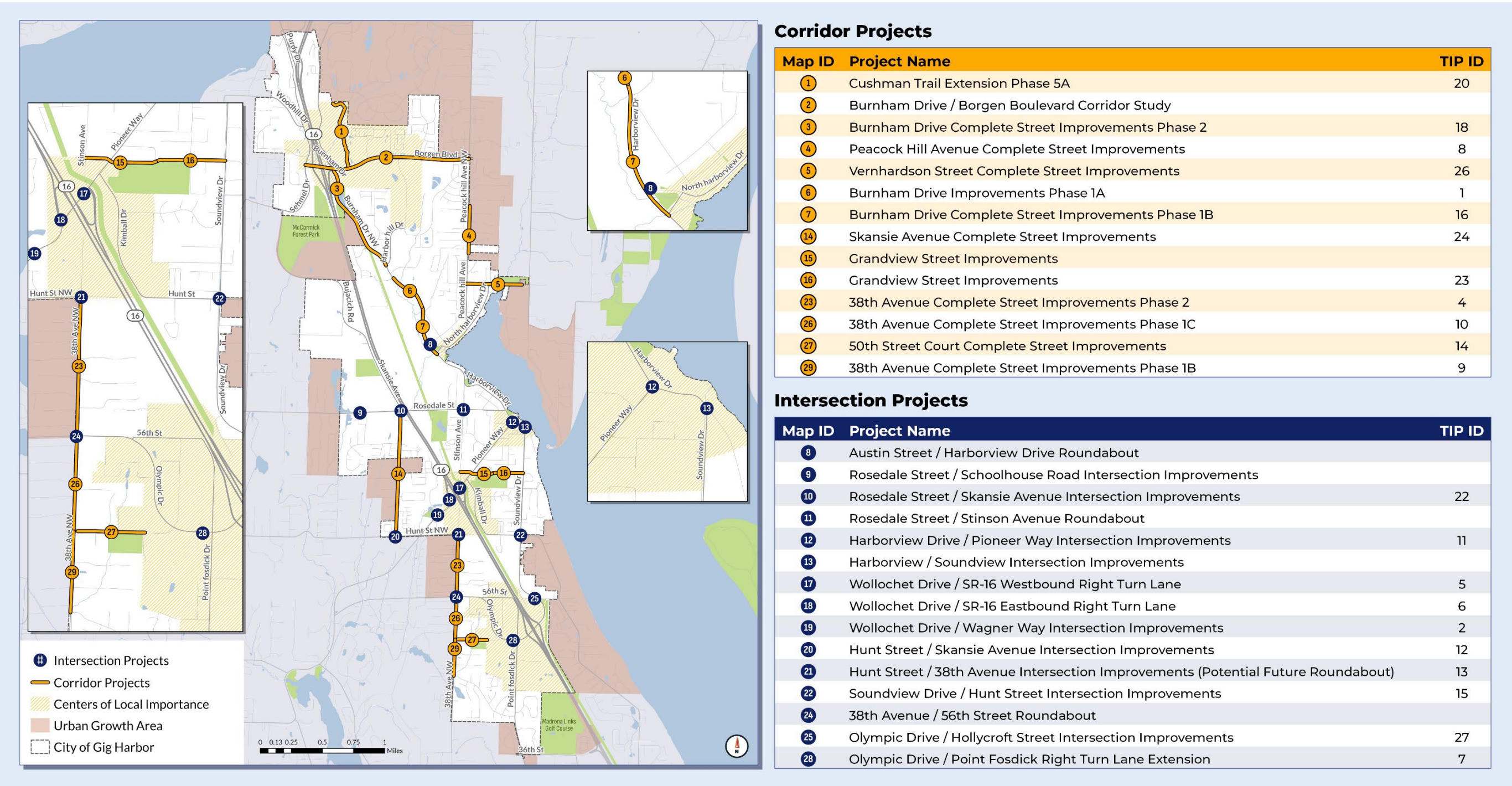


Figure 27: Short-Term Project List (2024 – 2030)

Source: Fehr & Peers, 2024





Table 12: Short-Term Project List (2024 – 2030)

Project List Map ID	Name	Description	Project Type	Total Cost	2025 TIP ID
1	Cushman Trail Extension Phase 5A	This project will design Phase 5 of the Cushman Trail from the existing Borgen trailhead to the Pierce/Kitsap County line.	Active Transportation Projects	\$6,100,000*	20
2	Burnham Drive/Borgen Boulevard Corridor Study	This project will study the Burnham Drive/Borgen Boulevard Corridor to identify low-cost incremental improvements that could be made to roundabouts, such as restriping existing roundabouts. A long-term project may be identified from the corridor study, which could include full reconfiguration of the study corridor and existing roundabouts.	Multimodal Projects	\$250,000^	-
3	Burnham Drive Complete Street Improvements Phase 2	This project will reconstruct the roadway, including minor widening, turn lanes, curbs, gutters, sidewalks, storm sewer improvements, landscaped planter strips, and lighting.	Multimodal Projects	\$5,400,000*	18
4	Peacock Hill Avenue Complete Street Improvements	The project will construct half-street improvements along the west side of Peacock Hill, from 300 feet north of Ringold to 150 feet north of 105th Street Cour. It will add sidewalks where none exist, bridging a critical sidewalk gap. The project will also include illumination and other pedestrian, bicycle, and roadway improvements.	Multimodal Projects	\$3,230,000*	8
5	Vernhardson Street Complete Street Improvements	This project will include pavement restoration and/or overlay, storm sewer improvements, and the construction of curbs, gutters, sidewalks, and bicycle lanes. It is possible to phase the project into two sections: one between Peacock Hill Avenue and North Harborview Drive, and the other between North Harborview Drive and the city limits.	Multimodal Projects	\$700,000*	26





Project List Map ID	Name	Description	Project Type	Total Cost	2025 TIP ID
6	Burnham Drive Improvements Phase 1A	This project will add a shared use path on Burnham Drive between the Eagles Club and 96th Street. The project includes half street improvements and a new bridge at 96th Street for fish passable culvert improvement.	Multimodal Projects	\$5,395,000*	1
7	Burnham Drive Complete Street Improvements Phase 1B	This project will construct a sidewalk or shared use path along Burnham Drive.	Active Transportation Projects	\$2,900,000*	16
8	Austin Street/Harborview Drive Roundabout	This project will construct a roundabout at the intersection of Austin Street and Harborview Drive.	Multimodal Projects	\$3,100,000^	-
9	Rosedale Street/Schoolhouse Road Intersection Improvements	This project will evaluate the feasibility of converting the existing signalized intersection to a roundabout and will construct ADA-compliant pedestrian facilities at the intersection. <i>The conceptual design for this project is included in Appendix F.</i>	Multimodal Projects	\$3,800,000^	-
10	Rosedale Street/Skansie Avenue Intersection Improvements	This project will widen the intersection of Rosedale Street and Skansie Avenue to provide a left-turn lane on the east leg or, alternatively, design and construct a signal. <i>The conceptual design for this project is included in Appendix G.</i>	Concurrency-Related Projects	\$2,200,000*	22
11	Rosedale Street/Stinson Avenue Roundabout	This project will identify near-term improvements to the roundabout at the intersection of Rosedale Street and Stinson Avenue and will study what right-of-way acquisition is required to increase the diameter of the roundabout.	Multimodal Projects	\$75,000^	-
12	Harborview Drive/Pioneer Way Intersection Improvements	This project will explore improvements to this intersection to improve operations, safety, and visibility for all modes of travel.	Multimodal Projects	\$140,000*	11





Project List Map ID	Name	Description	Project Type	Total Cost	2025 TIP ID
13	Harborview/Soundview Intersection Improvements	This project will update the intersection of Harborview Drive and Soundview Drive and add an ADA-compliant crosswalk. <i>The conceptual design for this project is included in Appendix H.</i>	Multimodal Projects	\$1,200,000^	-
14	Skansie Avenue Complete Street Improvements	This project will construct curbs and gutters as necessary, a landscaped planter strip or swale, storm sewer improvements, bicycle lanes, and sidewalks on both sides of the street. It will also include provisions for a future lighting project as the budget allows.	Multimodal Projects	\$800,000*	24
15	Grandview Street Improvements (McDonald Avenue to Stinson Avenue)	This project will include road improvements (including sidewalks), stormwater improvements, and lighting improvements.	Multimodal Projects	\$2,100,000^	-
16	Grandview Street Improvements (Soundview Drive to McDonald Avenue)	This project will include road improvements (including sidewalks), stormwater improvements, and lighting improvements.	Multimodal Projects	\$2,600,000*	23
17	Wollochet Drive/SR-16 Westbound Right Turn Lane	This project will construct a right turn slip lane on the westbound SR-16 on-ramp to relieve congestion on the Pioneer/Wollochet overpass. This project is included in a system of coordinated signals between Hunt Street and Kimball Drive along Wollochet Drive.	Concurrency-Related Projects	\$1,106,000*	5
18	Wollochet Drive/SR-16 Eastbound Right Turn Lane	This project will construct a right turn lane on the SR-16 eastbound off-ramp approaching the signal. This project is included in a system of coordinated signals between Hunt Street and Kimball Drive along Wollochet Drive.	Concurrency-Related Projects	\$1,590,000*	6
19	Wollochet Drive/Wagner Way Intersection Improvements	This project will construct a traffic signal or roundabout at Wollochet Drive and Wagner Way.	Concurrency-Related Projects	\$1,227,000*	2





Project List Map ID	Name	Description	Project Type	Total Cost	2025 TIP ID
20	Hunt Street/Skansie Avenue Intersection Improvements	This project will construct a roundabout, signal, or other intersection improvement at the intersection of Hunt Street and Skansie Avenue. <i>The conceptual design for this project is included in Appendix I.</i>	Concurrency-Related Projects	\$1,930,000*	12
21	Hunt Street/38th Avenue Intersection Improvements (Potential Future Roundabout)	This project will design and construct intersection improvements. The intersection is currently planned as a roundabout.	Multimodal Projects	\$2,000,000*	13
22	Soundview Drive/Hunt Street Intersection Improvements	This project will construct new intersection control, currently conceptualized as a traffic signal, with associated non-motorized improvements to address poor sight distance and grade issues and improve operations. Coordination with Pierce County will be required for the east leg transition to match the existing conditions. <i>The conceptual design for this project is included in Appendix J.</i>	Concurrency-Related Projects	\$1,500,000^	15
23	38 th Avenue Complete Street Improvements Phase 2	This project will complete the design and construction of a two- to three-lane section with left turn pockets, bicycle lanes, curbs and gutters as necessary, a landscaped planter strip or swale, a sidewalk on the east side of the roadway, and storm sewer improvements.	Multimodal Projects	\$7,188,000*	4
24	38th Avenue/56th Street Roundabout	This project will design and construct intersection improvements. The intersection is currently planned as a roundabout.	Multimodal Projects	\$2,000,000^	-





Project List Map ID	Name	Description	Project Type	Total Cost	2025 TIP ID
25	Olympic Drive/Hollycroft Street Intersection Improvements	This project will convert the existing two-way traffic on the spur street that connects Olympic Drive to Hollycroft Street in the southeast quadrant of the intersection to one-way northbound. Angled parking will be added to the spur to support the park located southeast of the spur.	Multimodal Projects	\$75,000*	27
26	38th Avenue Complete Street Improvements Phase 1C	This project will complete the design and construction of a two- to three-lane section with turn pockets, bicycle lanes, curbs and gutters on one or both sides as necessary, landscaped planter strips or swales, sidewalks, storm sewer improvements, and provisions for future lighting. Improvements will likely focus on the east side of the street and connect schools as well as the future Hunt Street Overpass.	Multimodal Projects	\$2,800,000*	10
27	50th Street Court Complete Street Improvements	This project will construct a new two-lane roadway with curbs, gutters, and sidewalks on one or both sides, along with street illumination, on-street parking, and associated stormwater and/or Low Impact Development (LID) improvements.	Multimodal Projects	\$2,000,000*	14
28	Olympic Drive/Point Fosdick Right Turn Lane Extension	This project will extend the right turn lane approximately 225 feet approaching Point Fosdick, traveling eastbound on Olympic Drive.	Concurrency-Related Projects	\$510,000*	7
29	38th Avenue Complete Street Improvements Phase 1B	This project will complete the design and construction of a two- to three-lane section with turn pockets, bicycle lanes, curbs and gutters on one or both sides as necessary, landscaped planter strips or swales, sidewalks, storm sewer improvements, and provisions for future lighting.	Multimodal Projects	\$2,500,000*	9

* Cost estimate from the Gig Harbor 2025-2030 TIP

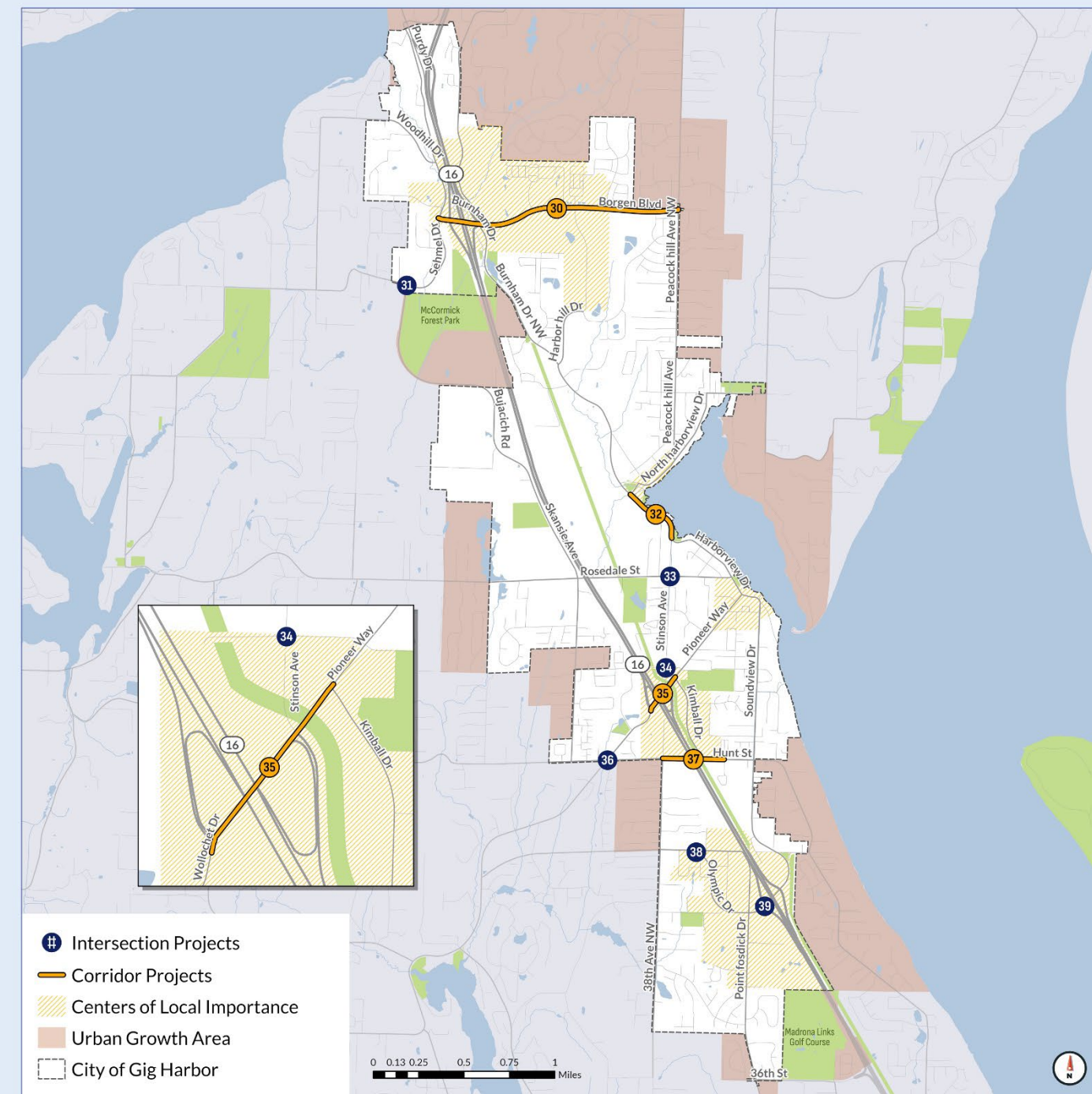
^ Cost estimate based on similar projects and need for right-of-way acquisition



LONG-TERM PROJECT LIST (20-YEAR VISION)

Figure 28 is a map of Gig Harbor’s potential transportation investments over the next 20 years, and **Table 13** describes each project in detail. This project list was developed in collaboration with City staff, incorporating public feedback from 2018, and refined further with input from 2024. Some projects are part of the City’s six-year Transportation Improvement Program (TIP), while others were designed in response to forecast models for 2044. The list includes roadway projects aimed at maintaining the City’s LOS standards through 2044 and ensuring sufficient capacity to meet future demand. Some projects build upon earlier studies from the short-term list, while others represent larger investments requiring greater coordination, effort, and funding.

Long Term Project List



Corridor Projects

Map ID	Project Name
30	Burnham Drive / Borgen Boulevard Corridor Improvements
32	Harborview Drive Nonmotorized Improvements
35	Wollochet Drive Interchange Improvements
37	Hunt Street Overcrossing

Intersection Projects

Map ID	Project Name
31	Sehmel Drive / Bujacich Road Intersection Improvements
33	Rosedale Street / Stinson Avenue Roundabout Improvements
34	Stinson Avenue / Grandview Street Intersection Improvements
36	Wollochet Drive / Hunt Street Intersection Improvements
38	56th Street / Olympic Drive Intersection Improvements
39	Olympic Drive / SR-16 Intersection Improvements

Citywide Projects (Not Shown on Map)

Project Name
Citywide Bicycle Lane Network
Citywide Sidewalk Network
Citywide RRFBs and Midblock Crossings

Figure 28: Long-Term Project List (20-Year Vision)

Source: Fehr & Peers, 2024



Table 13: Long-Term Project List (20-Year Vision)

Project List Map ID	Name	Description	Project Type	Total Cost
30	Burnham Drive/Borgen Boulevard Corridor Improvements	This project would develop a full reconfiguration of the Burnham Drive/Borgen Boulevard interchange based on the improvements identified in the corridor study (included on the short-term project list). This may include improving the safety of pedestrian and bicycle crossings, redesigning existing roundabouts, and/or considering interchange enhancements.	Concurrency-Related Projects	\$25,000,000^
31	Sehmel Drive/Bujacich Road Intersection Improvements	This project would construct a new traffic signal and northbound right-turn lane, or single-lane roundabout.	Concurrency-Related Projects	\$3,100,000^
32	Harborview Drive Nonmotorized Improvements	This project would construct shared-use path on east side of the roadway.	Active Transportation Projects	\$800,000^
33	Rosedale Street/Stinson Avenue Roundabout Improvements	This project would explore options for widening the roundabout at the intersection of Rosedale Street and Stinson Avenue.	Multimodal Projects	\$1,800,000^
34	Stinson Avenue/Grandview Street Intersection Improvements	This project would construct a new traffic signal or single-lane roundabout.	Concurrency-Related Projects	\$3,800,000^

Project List Map ID	Name	Description	Project Type	Total Cost
35	Wollochet Drive Interchange Improvements	This project would continue discussions with WSDOT and state representatives to fund a long-range solution at the Pioneer Way/Wollochet Drive interchange. This project would connect with the existing projects that the city and private development are constructing in the near term, including the installation of a new signal at Wagner Way/Wollochet Drive and improvements to the SR-16 eastbound off-ramp and westbound on-ramps. The long-term project would consider reconfiguration of the SR-16 interchange, or replacement of the Wollochet Bridge, to improve vehicle operations and provide pedestrian and bicycle facilities.	Concurrency-Related Projects	\$11,500,000*
36	Wollochet Drive/Hunt Street Intersection Improvements	This project would construct a westbound right-turn lane on Hunt Street.	Concurrency-Related Projects	\$500,000^
37	Hunt Street Crossing	This project would construct an extension of Hunt Street over SR-16. It would add a critical east-west connection over SR-16, reduce congestion at nearby interchanges, and provide new pedestrian and bicycle facilities. The Hunt Street extension would tie into a new roundabout at Kimball Drive on the east side of SR-16. <i>The conceptual design for this project is shown in Figure 26.</i>	Multimodal Projects	\$40,000,000^
38	56th Street/Olympic Drive Intersection Improvements	This project would explore traffic calming and safety improvements on Olympic Drive and 56th Street, and would construct a roundabout at the intersection of 56th Street and Olympic Drive to facilitate lower vehicle speeds and safer crossings. <i>The conceptual design for this project is included in Appendix K.</i>	Multimodal Projects	\$6,200,000^



Project List Map ID	Name	Description	Project Type	Total Cost
39	Olympic Drive/SR-16 Intersection Improvements	This project would work with WSDOT to identify long-term strategies that improve interchange operations, and align with the SR-16 Corridor Study.	Concurrency-Related Projects	\$1,450,000*
-	Citywide Bicycle Lane Network	The city would continue to design and construct bicycle facilities citywide.	Active Transportation Projects	Determined during budgeting and 2025 – 2026 ATP update
-	Citywide Sidewalk Network	The city would continue to design and construct sidewalks citywide.	Active Transportation Projects	Determined during budgeting and 2025 – 2026 ATP update
-	Citywide RRBs and Midblock Crossings	This project would continue to improve the safety of midblock crossings citywide.	Active Transportation Projects	Determined during budgeting and 2025 – 2026 ATP update

* Cost estimate from the Gig Harbor 2025-2030 TIP

^ Cost estimate based on similar projects and need for right-of-way acquisition



PROGRAMMATIC INVESTMENTS

In addition to the short-term and long-term project lists, several ideas for programmatic improvements were generated by public outreach efforts. These concepts are listed in **Table 14** below and can support the continued implementation of this Transportation Element over time.

Table 14: Programmatic Investments to Support Implementation of this Plan

Program	Description
Parking Study	<p>Perform a parking study in Downtown and Finholm to understand parking demand, availability, and management practices. Based on the findings, this could result in new public parking lots in the Downtown area and Finholm, and/or agreements that allow for the shared use of existing parking, such as church lots.</p> <p><i>Note: This would require coordination with the Downtown Waterfront Alliance.</i></p>
Citywide Transit Master Plan	<p>Develop a Citywide Transit Master Plan to identify priority areas for future transit service, including nearby schools, the senior center, Tacoma Community College, St. Anthony hospital, high density residential areas, and commercial areas. This Transit Master Plan should also address how Trolley service could be expanded and additional Park and Ride locations, such as one near St. Anthony hospital.</p> <p><i>Note: This would require coordination with both Pierce Transit and Sound Transit. A new Park and Ride at St. Anthony would require coordination with the hospital, as the hospital site plan was designed to enable transit to access and turn around in the lot.</i></p>
Change Default Lane Width on Local Streets	<p>Consider reducing the width of vehicle travel lanes on future local streets by 1 to 2 feet to create space for potential bike lanes. While this may not provide the full width needed for a dedicated bike lane, it could help accommodate bike infrastructure when combined with other adjustments. The City should explore additional options, such as shared-use paths along local streets, as alternatives for enhancing multimodal access along local streets.</p> <p><i>Note: This would require coordination with the Public Works Department as this will require a change to the Public Works Standards.</i></p>
Temporary Street Closures for Festivals	<p>Institute a policy enabling temporary street closures for events like Farmers Markets and festivals. This involves opening a city street for several hours for people to walk, bike, shop, and enjoy their community while reducing car travel on that street. A street becomes an open plaza, a performance space, a recreational space, and/or a space to connect with neighbors. Closures can be temporary for a few hours to a few days or can become permanent. These events encourage people walking or cycling to use space otherwise dedicated to vehicles and can increase the awareness of all users.</p>
Tactical Urbanism and Demonstration Projects	<p>Develop policy and guidance enabling short-term, community-led projects on Gig Harbor streets. Short-term projects provide an opportunity to test projects, collect data, build community support, and adjust as needed for long-term viability. Several projects included in this plan could be candidates for a temporary installation, such as bulb outs, shared streets, and bike lanes. Fayetteville, AR and Burlington, VT have guides that can serve as reference.</p>

Program	Description
Traffic Calming Citywide	Where feasible, implement traffic calming measures. This could include a campaign like Seattle's "20 is Plenty" initiative, which lowered speed limits on non-arterial streets from 25 mph to 20 mph.
Speed Studies and Traffic Calming Projects	Conduct speed studies on arterials and major collector streets in Gig Harbor. Based on the findings, identify design projects that will achieve appropriate "target speed" on these roadways.
Green Parking Lots	While parking lots are a necessary reality, their large expanses of impervious surface generate stormwater runoff, air and water pollution, and excess heat. Green parking lots can dramatically enhance the appearance of parking lots in our communities, making them more comfortable and attractive areas to walk and cycle through. To address these challenges, update the development code to require that at least 15 percent of a parking lot's total site area be dedicated to green space. <i>Note: This would require a code amendment to the Design Manual.</i>



CHAPTER 6: IMPLEMENTING THE PLAN

The recommended projects and programs of the Transportation Element were developed through a combination of technical methods (level of service and gaps analysis) and input from the community and stakeholders. Implementing the Transportation Element will require close coordination among the city departments, citizens, businesses, and other agencies within the region.

This Transportation Element provides the foundation for updating the City's six-year TIP and working toward the 2044 planning horizon. This Element should be viewed as a living document. While it can serve as the blueprint for transportation in Gig Harbor over the next several years, realistically, the plan is most useful over the next five years, at which point it should be updated.

OVERVIEW OF COSTS AND REVENUES

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained and responsible Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the plan, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The proposed Transportation Element for the City of Gig Harbor contains \$185-205 million of transportation investments through 2044, which includes \$151-171 million in capital projects that will complete the layered network plan and accommodate future growth, in addition to \$34 million in ongoing maintenance to ensure that the city's network is kept in good condition. **Table 15** summarizes how this overall investment would be broken down by transportation improvement category. The capital project list includes many multimodal projects that support safe, non-motorized travel. These projects, such as the Hunt Street Crossing, are eligible for state and federal grants that would contribute substantially to the overall project cost.

Table 15: Costs of Gig Harbor Transportation Element (20+ years)

Project Needs	Description	Total Cost
Concurrency-Related Projects	Traffic signals, intersection channelization, roadway extensions	\$56 million
Multimodal Projects	Complete streets improvements	\$85-105 million
Active Transportation Projects	Sidewalks, crossings, bike lanes, trails	\$10 million
Maintenance	Overlay, pavement repair, ongoing repairs to maintain network condition	\$34 million
Total		\$185-205 million

It is worthwhile to note that the City of Gig Harbor has spent around \$5 million annually across transportation capital projects and operations in recent years. Depending on when capital projects were built, annual expenditures have ranged from \$3-7 million over the last 5 years.

The City's transportation revenues include those from outside sources and grants, general city funds, impact fees, hospital benefit zone, gas tax receipts, and a newly implemented Transportation Benefit District (TBD). If the City were able to maintain this level of revenue, approximately \$120 million could be spent on transportation over the





next 20 years, including roughly \$85 million in transportation capital investments once ongoing maintenance and operations are paid.

While the \$120 million in expected revenue is less than the total expected expenditures shown in the table above, the City's share of capital project costs could be significantly reduced, especially for multimodal projects like the Hunt Street Crossing, by securing state and federal grants. Many of these projects align with regional and national transportation goals, such as improving non-motorized travel and enhancing safety, which makes them strong candidates for external funding. By actively pursuing these grants, the City can leverage outside resources to cover a substantial portion of the project expenses, easing the financial burden on local funds and allowing more projects to be realized within the available budget.

In addition to pursuing external funding sources, the City is proactively addressing how to bridge the gap between costs and revenue to meet transportation needs over the 20-year period. To achieve this, the City will carefully prioritize projects and explore a range of options to ensure adequate funding, including:

- **Increasing the amount of revenue from existing sources**, including impact fees, transportation benefit district, or increased general fund revenues.
- **Adopting new sources of revenue** (see text box below).
- **Lowering the level of service standard**, and therefore reducing the need for some transportation improvements.

On the revenue side, the City has a good history of funding its transportation system with innovative sources. In 2006, the City enacted a hospital benefit zone, which funds infrastructure improvements in the vicinity of St. Anthony's Hospital. This program, which is estimated to generate almost \$60 million over 30 years, is one of the sources that funded the Harbor Hill Drive extension.

In 2020, the City established a Transportation Benefit District (TBD), which funds transportation improvements within a designated area. A TBD is an independent taxing district that can impose specific taxes or fees through a vote of the people or through a district board action. Gig Harbor's TBD encompasses the entire city limits and enacts a 0.2% sales tax, which can only be used on transportation. In September 2024, City Council approved a 0.1% increase in the TBD sales tax, which would increase annual TBD revenue to approximately \$3 million.

As part of the Transportation Element effort, the City is updating its transportation impact fees to advance eligible projects in this Element. This impact fee update will include an update to the project list, underlying growth assumptions, and perhaps the rate charged to development. The City will continuously research and implement other local revenue sources as necessary to support long-range transportation projects.

WHAT ARE POTENTIAL NEW REVENUE SOURCES?

Like all Washington State cities, Gig Harbor has limited dedicated transportation funding options, many of which the City is already using. Additional funding options the City may explore include:

- Proceeds from General Obligation Bonds
- Creation of Local Improvement Districts
- Reciprocal impact fees with adjacent jurisdictions, including Pierce County
- Property tax levy lid lift for transportation
- Business License Fees



ACKNOWLEDGEMENTS

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FORMER MAYOR TRACIE MARKLEY

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APPENDICES

APPENDIX A: 2022 INTERSECTION LOS UPDATE TECHNICAL MEMORANDUM

APPENDIX B: 2029 INTERSECTION LOS UPDATE TECHNICAL MEMORANDUM

APPENDIX C: TRAFFIC OPERATIONS ANALYSIS SUMMARY TECHNICAL MEMORANDUM

APPENDIX D: 2018 POP-UP STUDIO COMMUNITY INPUT SUMMARY

APPENDIX E: 2024 SURVEY DOCUMENTATION

APPENDIX F: ROSEDALE ST & SCHOOLHOUSE AVE ROUNDABOUT IMPROVEMENT CONCEPTUAL DESIGN

APPENDIX G: ROSEDALE ST & SKANSIE AVE SIGNAL IMPROVEMENT CONCEPTUAL DESIGN

APPENDIX H: HARBORVIEW DR & SOUNDVIEW DR INTERSECTION IMPROVEMENT CONCEPTUAL DESIGN

APPENDIX I: HUNT ST & SKANSIE AVE ROUNDABOUT IMPROVEMENT CONCEPTUAL DESIGN

APPENDIX J: HUNT ST & SOUNDVIEW DR SIGNAL IMPROVEMENT CONCEPTUAL DESIGN

APPENDIX K: 56TH ST & OLYMPIC DR ROUNDABOUT CONCEPTUAL DESIGN

APPENDIX A

2022 INTERSECTION LOS UPDATE TECHNICAL MEMORANDUM



November 13, 2024

TO: Aaron Hulst, PE
City Engineer
City of Gig Harbor

FROM: Andrew L. Bratlien, PE, PTOE
Daniel Hodun, EIT

SUBJECT: 2022 Intersection LOS Update
TSI #223011



This memorandum documents the methods, findings, and recommendations associated with the 2022 Gig Harbor intersection Level of Service update.

TRANSPORTATION CONCURRENCY BACKGROUND

Concurrency Definition and Statutory Basis

The Washington State Growth Management Act (GMA) requires cities and counties to provide public infrastructure, including transportation facilities and services, concurrent with new development. For transportation facilities, the GMA defines “concurrent” as any necessary “improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.”

Transportation concurrency requires that the impacts of new development do not reduce transportation Level of Service (LOS) below the responsible agency’s adopted LOS standards. If it is determined during the development review process that the proposed land use action would reduce LOS below the adopted standard, the development must be modified to reduce its transportation impact or provide corrective transportation improvements. Transportation improvements, which may include project funding, must be identified and programmed within a six-year period from development permitting. Should any of these requirements fail to be met, the development proposal cannot be granted approval.

Transportation concurrency requires that local agencies maintain a plan to correct existing deficiencies, bringing transportation facilities up to adopted LOS standards. If meeting the adopted LOS standard is not feasible, local agencies must revise their adopted LOS standards via Comprehensive Plan update.

Gig Harbor Transportation Concurrency Management System

The City of Gig Harbor maintains a transportation concurrency management system which monitors the transportation impacts of all permitted development within the City. The technical basis for the concurrency management system consists of three traffic models: a travel demand model, an intersection operations model, and a segment operations model.

The travel demand model forecasts the trip distribution and assignment patterns of all existing and permitted or “pipeline” development. It is based on the model that was the technical foundation for the most recent Transportation Element of the Gig Harbor Comprehensive Plan and reflects the best available tool for forecasting near-term traffic forecasts in the City of Gig Harbor. The travel demand model calculates traffic volume forecasts resulting from new development.

The intersection operations model analyzes intersection capacity, delay, LOS, and queuing impacts of the traffic volume forecasts generated by the travel demand model. The model uses industry-standard *Highway Capacity Manual* and *Sidra* analysis methodologies to identify LOS deficiencies which will result from new development.

The segment operations model analyzes segment capacity, volume-to-capacity (v/c) ratio, and LOS based on the volume forecasts generated by the travel demand model. The intersection and segment operations models are used to identify LOS deficiencies on City-owned facilities to maintain compliance with transportation concurrency requirements.

LEVEL OF SERVICE

Level of Service Definition

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Intersection LOS is defined by the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at roundabouts and stop-controlled intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection or roundabout.

Level of service for signalized, roundabout, and all-way stop control intersections is based on the average delay for all vehicles entering the intersection during the study period. Per the Sammamish Comprehensive Plan, Level of Service for minor-approach stop-controlled intersections is based on the control delay on the worst movement.

Intersection and segment LOS thresholds are defined in **Table 1**.

Table 1. Level of Service Thresholds		
LOS	Signal and Roundabout Delay (sec/veh)	Stop-Controlled Intersection Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Level of Service Policy

The City of Gig Harbor has adopted a minimum LOS D standard for most functionally classified intersections. Seven intersections, shown in **Table 2**, are permitted to operate with lower LOS standards due to right-of-way constraints and multimodal considerations.

Level of Service standards for state routes are established by the Washington State Department of Transportation (WSDOT). SR 16 through Gig Harbor is a WSDOT Highway of Statewide Significance (HSS) with an adopted LOS D standard. SR 302 is a non-HSS WSDOT route with an adopted LOS C standard from the Purdy Bay Bridge to SR 16.

Table 2. Level of Service Standards for Other Intersections

ID	Name	Control ¹	LOS Std
5	Borgen Blvd & SR 16 WB Ramp	RAB	E
17	Harborview Dr & Austin St	TWSC	F
19	N Harborview Dr & Peacock Hill Ave NW	TWSC	F
23	Harborview Dr & Stinson Ave	RAB	F
24	Harborview Dr & Rosedale St NW	TWSC	F
25	Harborview Dr & Pioneer Way	AWSC	F
26	Harborview Dr & Soundview Dr	TWSC	F

¹AWSC = all-way stop control; RAB = roundabout; TWSC = minor-approach stop control

DATA COLLECTION

Traffic Counts

Intersection turning movement counts were collected from 4:00 PM to 6:00 PM on Tuesday, October 11; Wednesday, October 12; and Thursday, October 13, 2022. Turning movement counts were analyzed to identify the peak hour at each intersection. The peak hour is defined as the four consecutive fifteen-minute intervals with the highest volume during the count period. The afternoon or PM peak hour typically corresponds to the evening “rush hour,” characterized by commuters returning home from work and other trip generators.

Intersection Saturation Flow Rate

Saturation flow rate is defined as the flow rate which would occur at a signalized intersection given saturated conditions and no interruption due to signal phasing. Saturation flow data was collected at the intersections of Olympic Drive & Point Fosdick Drive and Olympic Drive & SR 16 EB ramps on Saturday, December 24, 2022. Saturation flow data will be provided upon request.

Saturation flow data indicated an average saturation flow rate of 1,520 vehicles per hour per lane (vphpl). This is significantly lower than the Synchro 11 software default of 1,900 vphpl and the WSDOT recommended value of 1,750 vphpl for urban areas. The observed saturation flow rate was applied to all signalized intersections in this analysis.

Other Data

Signal timing plans were obtained from City, WSDOT, and Pierce County staff in April 2023. Intersection control, channelization, and geometry were verified via review of publicly available aerial and street-level photography, discussion with City staff, and field observations.

2022 INTERSECTION LEVEL OF SERVICE

Stop-controlled and signal-controlled intersections were evaluated in Synchro 11 software using *Highway Capacity Manual 6th Edition* (HCM) methodologies. Roundabouts were evaluated in Sidra Intersection 9 software using the current Washington State Department of Transportation (WSDOT) analysis protocol.

The intersection analysis identified three intersection LOS deficiencies within the City of Gig Harbor. In addition to functionally classified intersections within the City, the analysis evaluated functionally classified intersections on key access routes to Gig Harbor. Intersections with existing LOS deficiencies are identified in **Table 3**.

Table 3. 2022 PM Peak Hour Intersection LOS Deficiencies

ID	Name	Control ¹	LOS Std ²	Delay	LOS
<i>Inside City of Gig Harbor</i>					
37	Soundview Dr & Hunt St/64th St	TWSC	D	46	E
42	Wollochet Dr NW & SR 16 EB Ramp	Signal	D	89	F
43	Wollochet Dr NW & Wagner Way	TWSC	D	56	F
<i>Outside City of Gig Harbor</i>					
102	Purdy Dr NW & SR 302	Signal	C	103	F
103	SR 302 (Purdy Dr NW) & Goodnough Dr NW (south)	TWSC	C	198	F
104	144th St NW & 54th Ave NW	TWSC	D	97	F

¹AWSC = all-way stop control; RAB = roundabout; TWSC = minor-approach stop control;
²Minimum LOS standard

The intersection of Soundview Dr & Hunt St/64th St operates at LOS E with 46 seconds of delay per vehicle on the eastbound left-turn movement. The intersection is programmed for improvements, conceptualized as a traffic signal, as priority #14 in the 2023-2028 Transportation Improvement Plan (TIP). The intersection does not satisfy volume-based *Manual of Uniform Traffic Control Devices (MUTCD) 2009* warrants for traffic signalization based on 2022 counts. All-way stop control and roundabout control may be considered as alternative mitigation strategies. The intersection will operate with LOC C with all-way stop control.

The intersection of Wollochet Dr NW & SR 16 EB Ramps operates at LOS F with 89 seconds of delay per vehicle on the southbound (SR 16 EB Off-Ramp) leg. The intersection is programmed for improvements as a traffic signal as priority #5 in the 2023-2028 TIP for a right-turn lane at the off-ramp.

The intersection of Wollochet Dr NW & Wagner Way operates at LOS F with 56 seconds of delay per vehicle on the southbound (Wagner Way) left-turn lane. A total of 63 vehicles on Wagner Way are impacted by the LOS deficiency during the PM peak hour. The intersection is programmed for improvements as a traffic signal or roundabout as priority #9 in the 2023-2028 TIP. The intersection does not currently satisfy volume-based warrants for traffic signalization.

The intersection of Hunt St NW & Skansie Ave operates at LOS E with 37 seconds of delay per vehicle on the southbound (Skansie Ave) left-turn lane. The intersection is programmed for improvements as a traffic signal or roundabout as priority #11 in the 2023-2028 TIP. The intersection does not currently

satisfy volume-based warrants for traffic signalization.

To maintain compliance with transportation concurrency requirements, capacity improvements should be implemented at the three City of Gig Harbor intersections identified above.

This analysis also identified three LOS-deficient intersections outside city limits on key access routes to Gig Harbor. The intersections of Purdy Dr NW & SR 302 and SR 302 & Goodnough Dr NW are WSDOT intersections and 144th St NW & 54th Ave NW is a Pierce County intersection. These intersections are identified for reference but do not impact transportation concurrency compliance for the City of Gig Harbor.

CONCLUSION

Three City of Gig Harbor intersections operate below adopted LOS standards. To maintain transportation concurrency, intersection capacity improvements should be implemented at the intersections:

- Soundview Dr & Hunt St/64th St
- Wollochet Dr NW & SR 16 EB Ramps
- Wollochet Dr NW & Wagoner Way

All LOS-deficient intersections in city limits are programmed for improvement in the 2023-2028 Transportation Improvement Plan.

Attachment 1. 2022 Intersection LOS Results

2022 PM Peak Hour Intersection Levels of Service

ID	Name	Control	LOS Std	PM Peak Hr	
				Delay	LOS
1	Canterwood Blvd NW & Baker Way NW	TWSC	D	18.0	C
2	Burnham Dr NW & Woodhill Dr NW	TWSC	D	9.3	A
3	Burnham Dr NW & Sehmel Dr NW	AWSC	D	25.9	D
4	Burnham Dr NW & SR 16 EB Ramp	RAB	D	9.4	A
5	Borgen Blvd & SR 16 WB Ramp	RAB	E	27.9	C
6	Borgen Blvd & 51st Ave NW	RAB	D	6.8	A
7	Borgen Blvd & Harbor Hill Drive	RAB	D	6.6	A
8	Boregn Blvd & Olympus Way	RAB	D	4.7	A
10	Borgen Blvd & Peacock Hill Ave NW	RAB	D	6.4	A
11	Habor Hill Dr & 51st Ave	RAB	D	8.1	A
12	Harbor Hill Dr & Sentinel Dr	RAB	D	4.5	A
13	Burnham Dr & Harbor Hill Dr	RAB	D	5.5	A
14	Sehmel Dr NW & Bujacich Rd NW	TWSC	D	21.4	C
15	N Harborview Dr & Austin St	TWSC	D	14.6	B
16	Harborview Dr & N Harborview Dr	TWSC	D	15.3	B
17	Harborview Dr & Austin St	AWSC	F	10.9	B
19	N Harborview Dr & Peacock Hill Ave NW	TWSC	F	24.3	C
20	N Harborview Dr & Verhardson St	TWSC	D	9.1	A
21	Crescent Vally Dr NW & Vernhardson St NW	TWSC	D	21.4	C
22	Peacock Hill Ave NW & 96th St NW (Vernhardson)	TWSC	D	12.3	B
23	Harborview Dr & Stinson Ave	RAB	F	5.4	A
24	Harborview Dr & Rosedale St NW	TWSC	F	16.6	C
25	Harborview Dr & Pioneer Way	AWSC	F	16.7	C
26	Harborview Dr & Soundview Dr	TWSC	F	12.7	B
28	Rosedale St NW & Schoolhouse Ave NW	Signal	D	14.6	B
29	Rosedale St NW & Skansie Ave	AWSC	D	30.5	D
30	Stinson Ave & Rosedale St NW	RAB	D	7.9	A
31	Pioneer Way & Judson St	TWSC	D	12.5	B
32	Pioneer Way & Edward Dr	TWSC	D	10.8	B
33	Pioneer Way & Grandview St	Signal	D	6.5	A
34	Pioneer Way & Kimball Dr	Signal	D	24.4	C
36	Soundview Dr & Grandview St	TWSC	D	20.5	C
37	Soundview Dr & 64th St NW	TWSC	D	46.2	E
38	Olympic Dr & Hollycroft St	Signal	D	8.9	A
39	Stinson Ave & Edward Dr	TWSC	D	14.0	B
40	Stinson Ave & Grandview St	AWSC	D	18.4	C
41	Pioneer Way & SR 16 WB Ramp/Stinson Ave	Signal	D	25.9	C
42	Wollochet Dr NW & SR 16 EB Ramp	Signal	D	89.3	F



ID	Name	Control	LOS Std	PM Peak Hr	
				Delay	LOS
43	Wollochet Dr NW & Wagner Way	TWSC	D	56.2	F
44	Wollochet Dr NW & Hunt St NW	Signal	D	48.0	D
45	Hunt St NW & Skansie Ave	TWSC	D	23.1	C
46	Skansie Ave (46th Ave NW) & 72nd St NW	TWSC	D	11.8	B
47	Skansie Ave & North Creek Ln	TWSC	D	12.0	B
48	Hunt St NW & 38th Ave NW	AWSC	D	18.2	C
49	38th Ave NW & Briarwood Ln NW	TWSC	D	11.6	B
50	56th St NW & 38th Ave NW	Signal	D	25.2	C
51	Olympic Dr & 56th St NW	Signal	D	18.5	B
52	Olympic Dr & 50th St NW	Signal	D	19.4	B
53	Olympic Dr & Point Fosdick Dr NW	Signal	D	39.6	D
54	Olympic Dr & SR 16 EB Ramp	Signal	D	19.3	B
55	Olympic Dr & SR 16 WB Ramp	Signal	D	41.9	D
58	Point Fosdick Rd & 48th St	Signal	D	17.0	B
59	Point Fosdick Rd & 46th St Ct	Signal	D	11.1	B
60	Point Fosdick Dr NW & Briarwood Ln NW	TWSC	D	14.2	B
61	Point Fosdick Dr NW & 36th St NW	RAB	D	5.6	A
<i>Outside City of Gig Harbor</i>					
101	Purdy Dr NW (SR 302) & 144th St NW	Signal	D	41.5	D
102	Purdy Dr NW (SR 302) & SR 302 Spur	Signal	C	103.0	F
103	Purdy Dr NW (SR 302) & Goodnough Dr NW (south)	TWSC	C	198.3	F
104	144th St NW & 54th Ave NW	TWSC	D	96.8	F
105	144th St NW & Peacock Hill Ave NW	AWSC	D	12.3	B
106	54th Ave NW & Canterwood Blvd NW	TWSC	D	12.4	B
107	Peacock Hill Ave NW & Canterwood Blvd NW	TWSC	D	11.9	B
108	Crescent Vally Dr NW & Drummond Dr NW	TWSC	D	11.5	B
109	Reid Dr NW & Hollycroft St	TWSC	D	11.8	B
110	Wollochet Dr NW & Fillmore Dr NW	Signal	D	13.8	B
111	36th St NW & 22nd Ave NW	Signal	D	6.6	A
114	24th St NW & SR 16 WB Ramp	Signal	D	22.0	C
115	24th St NW & 14th Ave NW	TWSC	D	11.4	B

APPENDIX B

2029 INTERSECTION LOS UPDATE TECHNICAL MEMORANDUM



November 13, 2024

TO: Aaron Hulst, PE
City Engineer
City of Gig Harbor

FROM: Andrew L. Bratlien, PE, PTOE
Daniel Hodun, EIT

SUBJECT: 2029 Intersection LOS Update
TSI #223011



This memorandum documents the methods, findings, and recommendations associated with the 2029 Gig Harbor intersection Level of Service update.

TRANSPORTATION CONCURRENCY BACKGROUND

Concurrency Definition and Statutory Basis

The Washington State Growth Management Act (GMA) requires cities and counties to provide public infrastructure, including transportation facilities and services, concurrent with new development. For transportation facilities, the GMA defines “concurrent” as any necessary “improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.”

Transportation concurrency requires that the impacts of new development do not reduce transportation Level of Service (LOS) below the responsible agency’s adopted LOS standards. If it is determined during the development review process that the proposed land use action would reduce LOS below the adopted standard, the development must be modified to reduce its transportation impact or provide corrective transportation improvements. Transportation improvements, which may include project funding, must be identified and programmed within a six-year period from development permitting. Should any of these requirements fail to be met, the development proposal cannot be granted approval.

Transportation concurrency requires that local agencies maintain a plan to correct existing deficiencies, bringing transportation facilities up to adopted LOS standards. If meeting the adopted LOS standard is not feasible, local agencies must revise their adopted LOS standards via Comprehensive Plan update.

Gig Harbor Transportation Concurrency Management System

The City of Gig Harbor maintains a transportation concurrency management system which monitors the transportation impacts of all permitted development within the City. The technical basis for the concurrency management system consists of three traffic models: a travel demand model, an intersection operations model, and a segment operations model.

The travel demand model forecasts the trip distribution and assignment patterns of all existing and permitted or “pipeline” development. It is based on the model that was the technical foundation for the most recent Transportation Element of the Gig Harbor Comprehensive Plan and reflects the best available tool for forecasting near-term traffic forecasts in the City of Gig Harbor. The travel demand model calculates traffic volume forecasts resulting from new development.

The intersection operations model analyzes intersection capacity, delay, LOS, and queuing impacts of the traffic volume forecasts generated by the travel demand model. The model uses industry-standard *Highway Capacity Manual* and *Sidra* analysis methodologies to identify LOS deficiencies which will result from new development.

The segment operations model analyzes segment capacity, volume-to-capacity (v/c) ratio, and LOS based on the volume forecasts generated by the travel demand model. The intersection and segment operations models are used to identify LOS deficiencies on City-owned facilities to maintain compliance with transportation concurrency requirements.

LEVEL OF SERVICE

Level of Service Definition

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Intersection LOS is defined by the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at roundabouts and stop-controlled intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection or roundabout.

Level of service for signalized, roundabout, and all-way stop control intersections is based on the average delay for all vehicles entering the intersection during the study period.

Intersection and segment LOS thresholds are defined in **Table 1**.

Table 1. Level of Service Thresholds		
LOS	Signal and Roundabout Delay (sec/veh)	Stop-Controlled Intersection Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Level of Service Policy

The City of Gig Harbor has adopted a minimum LOS D standard for most functionally classified intersections. Seven intersections, shown in **Table 2**, are permitted to operate with lower LOS standards due to right-of-way constraints and multimodal considerations.

Level of Service standards for state routes are established by the Washington State Department of Transportation (WSDOT). SR 16 through Gig Harbor is a WSDOT Highway of Statewide Significance (HSS) with an adopted LOS D standard. SR 302 is a non-HSS WSDOT route with an adopted LOS C standard from the Purdy Bay Bridge to SR 16.

Table 2. Level of Service Standards for Selected Intersections

ID	Name	Control ¹	LOS Std
5	Borgen Blvd & SR 16 WB Ramp	RAB	E
17	Harborview Dr & Austin St	TWSC	F
19	N Harborview Dr & Peacock Hill Ave NW	TWSC	F
23	Harborview Dr & Stinson Ave	RAB	F
24	Harborview Dr & Rosedale St NW	TWSC	F
25	Harborview Dr & Pioneer Way	AWSC	F
26	Harborview Dr & Soundview Dr	TWSC	F

¹AWSC = all-way stop control; RAB = roundabout; TWSC = minor-approach stop control

DATA COLLECTION

Traffic Counts

Intersection turning movement counts were collected from 4:00 PM to 6:00 PM on Tuesday, October 11; Wednesday, October 12; and Thursday, October 13, 2022. Turning movement counts were analyzed to identify the peak hour at each intersection. The peak hour is defined as the four consecutive fifteen-minute intervals with the highest volume during the count period. The afternoon or PM peak hour typically corresponds to the evening “rush hour,” characterized by commuters returning home from work and other trip generators.

Pipeline Growth

Pipeline growth was obtained from City staff and permitting data available for projects that are in progress or under construction and incorporated into this analysis and is summarized in **Table 3**.

Table 3. Pipeline Trip Generation

Development Scenario	PM Peak Hour Trips
2023 Existing Conditions	18,301
Pipeline Development	+355
Total Pipeline With-Project Trips	18,656

Other Data

Signal timing plans were obtained from City, WSDOT, and Pierce County staff in April 2023. Intersection control, channelization, and geometry were verified via review of publicly available aerial and street-level photography, discussion with City staff, and field observations.

2029 INTERSECTION LEVEL OF SERVICE

Stop-controlled and signal-controlled intersections were evaluated in Synchro 11 software using *Highway Capacity Manual 6th Edition* (HCM) methodologies. Roundabouts were evaluated in Sidra Intersection 9 software using the current Washington State Department of Transportation (WSDOT) analysis protocol.

The intersection of Wollochet Dr NW & Wagoner Way was analyzed as a traffic signal as the improvements are funded for construction.

The intersection analysis identified intersection LOS deficiencies within the City of Gig Harbor. In addition to functionally classified intersections within the City, the analysis evaluated functionally classified intersections on key access routes to Gig Harbor. Intersections with existing LOS deficiencies are identified in **Table 4**.

Table 4. 2029 PM Peak Hour Intersection LOS Deficiencies

ID	Name	Control ¹	LOS Std ²	Delay	LOS
<i>Inside City of Gig Harbor</i>					
29	Rosedale St NW & Skansie Ave	AWSC	D	39	E
37	Soundview Dr & Hunt St/64th St	TWSC	D	50	E
42	Wollochet Dr NW & SR 16 EB Ramps	Signal	D	109	F
<i>Outside City of Gig Harbor</i>					
101	Purdy Dr NW & 144 th St NW	Signal	D	58	E
102	Purdy Dr NW & SR 302	Signal	C	111	F
103	SR 302 (Purdy Dr NW) & Goodnough Dr NW (south)	TWSC	C	242	F
104	144th St NW & 54th Ave NW	TWSC	D	229	F

¹AWSC = all-way stop control; RAB = roundabout; TWSC = minor-approach stop control;
²Minimum LOS standard

The intersection of Rosedale St NW & Skansie Ave operates at LOS E with 39 seconds of delay per vehicle. The intersection is programmed for improvement, including construction of a left-turn lane on the east approach or design and construction of a new roundabout, as priority #21 in the 2023-2028 Transportation Improvement Plan (TIP). The construction of a left-turn lane on the westbound approach will improve intersection operations to LOS D while roundabout control will likely result in LOS A or B.

The intersection of Soundview Dr & Hunt St/64th St operates at LOS E with 50 seconds of delay per vehicle on the eastbound left-turn movement. The intersection is programmed for improvements, conceptualized as a traffic signal, as priority #14 in the TIP. The intersection does not satisfy volume-based *Manual of Uniform Traffic Control Devices 2009* warrants for traffic signalization. All-way stop control and roundabout control may be considered as alternative mitigation strategies. The intersection will operate with LOC C with all-way stop control.

The intersection of Wollochet Dr NW & SR 16 EB Ramps operates at LOS F with 105 seconds of delay per vehicle on the southbound (SR 16 EB Off-Ramp) leg. The intersection is programmed for improvements as a traffic signal as priority #5 in the 2023-2028 TIP for a right-turn lane at the off-ramp.

To maintain compliance with transportation concurrency requirements, capacity improvements should be programmed at the three City of Gig Harbor intersections identified above.

This analysis also identified four LOS-deficient intersections outside city limits on key access routes to Gig Harbor. The intersections of Purdy Dr NW & 144th St NW, Purdy Dr NW & SR 302 and SR 302 & Goodnough Dr NW are WSDOT intersections and 144th St NW & 54th Ave NW is a Pierce County intersection. These intersections are identified for reference but do not impact transportation concurrency compliance for the City of Gig Harbor.

CONCLUSION

Three City of Gig Harbor intersections operate below adopted LOS standards. To maintain transportation concurrency, intersection capacity improvements should be implemented at the intersections:

- Rosedale St NW & Skansie Ave,
- Soundview Dr & Hunt St/64th St
- Wollochet Dr NW & SR 16 EB Ramps

The LOS-deficient intersections in city limits are programmed for improvement in the 2023-2028 Transportation Improvement Plan.

Attachment 1. 2029 Intersection LOS Results

2029 PM Peak Hour Intersection Levels of Service

ID	Name	Control	LOS Std	PM Peak Hr	
				Delay	LOS
1	Canterwood Blvd NW & Baker Way NW	TWSC	D	19.8	C
2	Burnham Dr NW & Woodhill Dr NW	TWSC	D	9.4	A
3	Burnham Dr NW & Sehmel Dr NW	AWSC	D	26.9	D
4	Burnham Dr NW & SR 16 EB Ramp	RAB	D	9.9	A
5	Borgen Blvd & SR 16 WB Ramp	RAB	E	46.9	D
6	Borgen Blvd & 51st Ave NW	RAB	D	6.9	A
7	Borgen Blvd & Harbor Hill Drive	RAB	D	6.4	A
8	Boregn Blvd & Olympus Way	RAB	D	4.7	A
10	Borgen Blvd & Peacock Hill Ave NW	RAB	D	6.5	A
11	Habor Hill Dr & 51st Ave	RAB	D	8.1	A
12	Harbor Hill Dr & Sentinel Dr	RAB	D	4.5	A
13	Burnham Dr & Harbor Hill Dr	RAB	D	5.7	A
14	Sehmel Dr NW & Bujacich Rd NW	TWSC	D	24.2	C
15	N Harborview Dr & Austin St	TWSC	D	15.7	C
16	Harborview Dr & N Harborview Dr	TWSC	D	8.1	A
17	Harborview Dr & Austin St	AWSC	F	11.0	B
19	N Harborview Dr & Peacock Hill Ave NW	TWSC	F	25.0	D
20	N Harborview Dr & Verhardson St	TWSC	D	9.1	A
21	Crescent Vally Dr NW & Vernhardson St NW	TWSC	D	21.6	C
22	Peacock Hill Ave NW & 96th St NW (Vernhardson)	TWSC	D	12.5	B
23	Harborview Dr & Stinson Ave	RAB	F	7.8	A
24	Harborview Dr & Rosedale St NW	TWSC	F	17.5	C
25	Harborview Dr & Pioneer Way	AWSC	F	17.9	C
26	Harborview Dr & Soundview Dr	TWSC	F	14.3	B
28	Rosedale St NW & Schoolhouse Ave NW	Signal	D	14.8	B
29	Rosedale St NW & Skansie Ave	AWSC	D	39.4	E
30	Stinson Ave & Rosedale St NW	RAB	D	8.2	A
31	Pioneer Way & Judson St	TWSC	D	12.7	B
32	Pioneer Way & Edward Dr	TWSC	D	10.8	B
33	Pioneer Way & Grandview St	Signal	D	7.5	A
34	Pioneer Way & Kimball Dr	Signal	D	25.3	C
36	Soundview Dr & Grandview St	TWSC	D	21.2	C
37	Soundview Dr & 64th St NW	TWSC	D	49.7	E
38	Olympic Dr & Hollycroft St	Signal	D	9.4	A
39	Stinson Ave & Edward Dr	TWSC	D	15.5	C
40	Stinson Ave & Grandview St	AWSC	D	25.3	D
41	Pioneer Way & SR 16 WB Ramp/Stinson Ave	Signal	D	27.8	C
42	Wollochet Dr NW & SR 16 EB Ramp	Signal	D	108.8	F



ID	Name	Control	LOS Std	PM Peak Hr	
				Delay	LOS
43	Wollochet Dr NW & Wagner Way	Signal	D	9.3	A
44	Wollochet Dr NW & Hunt St NW	Signal	D	50.0	D
45	Hunt St NW & Skansie Ave	TWSC	D	23.6	C
46	Skansie Ave (46th Ave NW) & 72nd St NW	TWSC	D	12.0	B
47	Skansie Ave & North Creek Ln	TWSC	D	12.2	B
48	Hunt St NW & 38th Ave NW	AWSC	D	19.1	C
49	38th Ave NW & Briarwood Ln NW	TWSC	D	11.6	B
50	56th St NW & 38th Ave NW	Signal	D	25.8	C
51	Olympic Dr & 56th St NW	Signal	D	19.2	B
52	Olympic Dr & 50th St NW	Signal	D	19.6	B
53	Olympic Dr & Point Fosdick Dr NW	Signal	D	39.5	D
54	Olympic Dr & SR 16 EB Ramp	Signal	D	19.9	B
55	Olympic Dr & SR 16 WB Ramp	Signal	D	43.2	D
58	Point Fosdick Rd & 48th St	Signal	D	17.1	B
59	Point Fosdick Rd & 46th St Ct	Signal	D	11.1	B
60	Point Fosdick Dr NW & Briarwood Ln NW	TWSC	D	14.3	B
61	Point Fosdick Dr NW & 36th St NW	RAB	D	5.7	A
<i>Outside City of Gig Harbor</i>					
101	Purdy Dr NW (SR 302) & 144th St NW	Signal	D	58.0	E
102	Purdy Dr NW (SR 302) & SR 302 Spur	Signal	C	110.6	F
103	Purdy Dr NW (SR 302) & Goodnough Dr NW (south)	TWSC	C	242.0	F
104	144th St NW & 54th Ave NW	TWSC	D	229.4	F
105	144th St NW & Peacock Hill Ave NW	AWSC	D	12.9	B
106	54th Ave NW & Canterwood Blvd NW	TWSC	D	13.7	B
107	Peacock Hill Ave NW & Canterwood Blvd NW	TWSC	D	12.1	B
108	Crescent Vally Dr NW & Drummond Dr NW	TWSC	D	11.5	B
109	Reid Dr NW & Hollycroft St	TWSC	D	13.3	B
110	Wollochet Dr NW & Fillmore Dr NW	Signal	D	13.8	B
111	36th St NW & 22nd Ave NW	Signal	D	6.6	A
114	24th St NW & SR 16 WB Ramp	Signal	D	22.6	C
115	24th St NW & 14th Ave NW	TWSC	D	12.0	B

APPENDIX C

TRAFFIC OPERATIONS ANALYSIS SUMMARY TECHNICAL MEMORANDUM

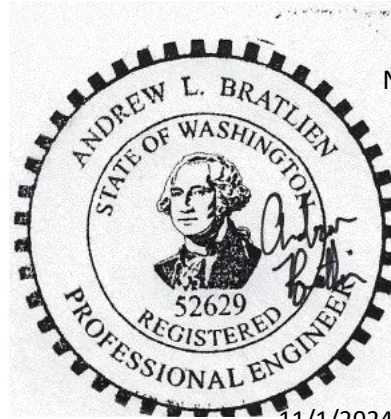


November 1, 2024

TO: Aaron Hulst, PE
City Engineer
City of Gig Harbor

FROM: Andrew L. Bratlien, PE, PTOE
Daniel Hodun, EIT

SUBJECT: Traffic Operations Analysis Summary
TSI #224037



This memorandum documents the methods, findings, and recommendations associated with the 2044 Gig Harbor intersection Level of Service update.

STUDY AREA

The City of Gig Harbor maintains a transportation concurrency management system (TCMS) which monitors intersection and street segment operations on functionally classified collector and arterial routes, consistent with Washington State Growth Management Act (GMA) requirements. The TCMS includes 48 intersections, of which six intersections are located at SR 16 interchanges, and 71 collector and arterial street segments.

In addition to the intersections and street segments on the TCMS, this analysis included 15 intersections and 22 street segments on collector and arterial routes in the Urban Growth Area (UGA) outside city limits. These routes are not subject to City of Gig Harbor minimum LOS standards but are included herein for reference.

TRANSPORTATION CONCURRENCY BACKGROUND

Concurrency Definition and Statutory Basis

The Washington State Growth Management Act (GMA) requires cities and counties to provide public infrastructure, including transportation facilities and services, concurrent with new development. For transportation facilities, the GMA defines “concurrent” as any necessary “improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.”

Transportation concurrency requires that the impacts of new development do not reduce transportation Level of Service (LOS) below the responsible agency’s adopted LOS standards. If it is determined during the development review process that the proposed land use action would reduce LOS below the adopted standard, and the deficiency is not programmed for improvement by the responsible agency within a six-year period, the development must be modified to reduce its transportation impact or provide corrective transportation improvements. Transportation improvements, which may include project funding, must be identified and programmed within a six-year period from development permitting. Should any of these requirements fail to be met, the development proposal cannot be granted approval.

Transportation concurrency requires that local agencies maintain a plan to correct existing deficiencies, bringing transportation facilities up to adopted LOS standards. If meeting the adopted LOS standard is not feasible, local agencies must revise their adopted LOS standards via Comprehensive Plan update.

Gig Harbor Transportation Concurrency Management System

The City of Gig Harbor maintains a transportation concurrency management system which monitors the transportation impacts of all permitted development within the City. The technical basis for the concurrency management system consists of three traffic models: a travel demand model, an intersection operations model, and a segment operations model.

The travel demand model forecasts the trip distribution and assignment patterns of all existing and permitted or “pipeline” development. It is based on the model that was the technical foundation for the most recent Transportation Element of the Gig Harbor Comprehensive Plan and reflects the best available tool for forecasting near-term traffic forecasts in the City of Gig Harbor. The travel demand model calculates traffic volume forecasts resulting from new development.

The intersection operations model analyzes intersection capacity, delay, LOS, and queuing impacts of the traffic volume forecasts generated by the travel demand model. The model uses industry-standard *Highway Capacity Manual* and *Sidra* analysis methodologies to identify LOS deficiencies which will result from new development.

The segment operations model analyzes segment capacity, volume-to-capacity (v/c) ratio, and LOS based on the volume forecasts generated by the travel demand model. The intersection and segment operations models are used to identify LOS deficiencies on City-owned facilities to maintain compliance with transportation concurrency requirements.

LEVEL OF SERVICE

Level of Service Definition

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Intersection LOS is defined by the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at roundabouts and stop-controlled intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection or roundabout.

Level of service for signalized, roundabout, and all-way stop control intersections is based on the average delay for all vehicles entering the intersection during the study period. Intersection LOS thresholds are defined in **Table 1**.

Table 1. Intersection Level of Service Thresholds		
LOS	Signal and Roundabout Delay (sec/veh)	Stop-Controlled Intersection Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Intersection Level of Service Policy

The City of Gig Harbor has adopted a minimum LOS D standard for most functionally classified intersections. Five intersections in the Harbor area are permitted to operate with LOS F due to right-of-way constraints and multimodal considerations:

- Harborview Drive & Austin Street
- N Harborview Drive & Peacock Hill Avenue NW
- Harborview Drive & Rosedale Street NW
- Harborview Drive & Pioneer Way
- Harborview Drive & Soundview Drive

Level of Service standards for state routes are established by the Washington State Department of Transportation (WSDOT). SR 16 through Gig Harbor is a WSDOT Highway of Statewide Significance (HSS) with an adopted LOS D standard. SR 302 is a non-HSS WSDOT route with an adopted LOS C standard from the Purdy Bay Bridge to SR 16.

Intersection Operations Analysis Methodology

Intersection delay, LOS, and movement volume-to-capacity (v/c) ratio were analyzed for every intersection on the Gig Harbor transportation concurrency management system (TCMS). The analysis also included several key arterial and collector intersections in the Gig Harbor Urban Growth Area (UGA) outside city limits. UGA intersections are summarized herein for reference only and are not subject to Gig Harbor minimum LOS standards.

Stop-controlled and signal-controlled intersections were evaluated in Synchro 11 software using *Highway Capacity Manual 6th Edition* (HCM) methodologies. Roundabouts were evaluated in Sidra Intersection 9 software using the current WSDOT analysis protocol.

Borgen/Burnham/Canterwood/SR 16 Roundabout

The roundabout Borgen Boulevard/Burnham Drive/Canterwood Boulevard/SR 16 westbound was initially analyzed using the methods and assumptions defined in the WSDOT Sidra analysis protocol. However, a review of historical travel speed data obtained from the TomTom Traffic Stats analytics platform, which aggregates real-world data from personal smartphones and other location-enabled devices, indicated that modeled 95th percentile queues were less than real-world queues for westbound Borgen Boulevard. Field observations and feedback from City staff supported this observation.

To allow the roundabout operations model to more closely capture real-world conditions at this location, critical gap and follow-up headway parameters were adjusting using multilane roundabout driver behavior data published in the *Highway Capacity Manual* (2010), *National Highway Cooperative Research Project (NCHRP) Report 572* (2007), and an evaluation of multilane roundabouts published in the *Journal of the Transportation Research Board* #207 (2008).

An average critical gap of 4.6 seconds and an average follow-up headway of 2.25 seconds yielded westbound queuing which more closely reflected real-world queuing data. These input values were applied to all analysis scenarios for the Borgen/Burnham/Canterwood/SR 16 roundabout.

Assumptions and Constraints

The intersection operations analysis methods described above represent the state of practice for planning-level intersection operations analyses. However, it is important to understand the assumptions and constraints of these HCM-based methodologies.

HCM (Synchro) and Sidra-based intersection operations analysis methodologies assume no queuing interaction between study intersections. In other words, the analyses assume that vehicles can move freely through each study intersection without being impeded by queue stacking from downstream intersections or ramp meters. Therefore, intersection LOS results may appear unrealistically optimistic on corridors where vehicle queues regularly stack through multiple intersections. Queuing interaction, for example, has been observed on the Olympic Drive corridor from Point Fosdick Drive through the SR 16 interchange. These queuing interactions can occur where vehicle demand on one or more lane groups exceeds the available capacity for an extended period.

To provide greater transparency and to indicate where the fundamental HCM queue interaction assumption may be violated, this memorandum identifies intersections where at least one lane group includes a volume-to-capacity (v/c) ratio greater than 1.00, which indicates vehicle demand exceeds the available lane group capacity during the study period. This phenomenon is known as oversaturation. Intersections with oversaturated conditions are more likely to create queuing interactions with adjacent intersections, even if they do not operate below their minimum adopted LOS standard.

Signalized Intersection Saturation Flow Rate

Saturation flow rate is defined as the flow rate which would occur on a single through-lane at a signalized intersection given saturated conditions and no interruption due to signal phasing. A saturation flow rate study was developed using video data collected at the intersections of Olympic Drive & Point Fosdick Drive and Olympic Drive & SR 16 EB ramps on Saturday, December 24, 2022.

The saturation flow rate study indicated an average saturation flow rate of 1,520 vehicles per hour per lane (vphpl). This rate was applied to all signalized intersections in this analysis.

SR 16 Ramp Metering

At the time of this analysis, ramp meters were active at each of the three SR 16 interchanges within city limits. Ramp metering may induce vehicle queuing on the City street network during periods of peak demand, which may impact the study intersections and street segments analyzed herein. However, because the queuing is not the result of intersection or street capacity constraints, the operational impacts of ramp meter queues cannot be reflected in this analysis. This memorandum acknowledges the potential impacts of SR 16 ramp meter queuing but focuses on traffic operations and capacity constraints on the City of Gig Harbor street network, consistent with GMA requirements for Transportation Element certification and transportation concurrency management. The City is in continuous coordination with WSDOT to adjust the sensitivity of the meters, as necessary, to ensure severe stacking does not impact City arterials.

Street Segment Maximum Service Volume

Maximum service volume (MSV) for City collector and arterial streets were analyzed based on planning-level capacity concepts described in the *Highway Capacity Manual*. A base MSV of 800 vehicles per hour per lane (vphpl) is applied. An additional 200 vehicle per hour (vph) MSV is allocated to street segments with a median left-turn lane or with left-turn access restrictions to reflect the operational benefits of removing left-turn delays from through-lanes. A 200 vph allocation is applied to street segments with parallel sidewalks on both sides or a multi-use pathway on one side, to reflect the operational benefit of providing physical separation between vehicles and pedestrians or wheeled mobility users.

EXISTING CONDITIONS

Data Collection

Intersection turning movement counts were collected from 4:00 PM to 6:00 PM on Tuesday, October 11; Wednesday, October 12; and Thursday, October 13, 2022. Turning movement counts were analyzed to identify the peak hour at each intersection. The peak hour is defined as the four consecutive fifteen-minute intervals with the highest volume during the count period. The afternoon or PM peak hour typically corresponds to the evening “rush hour,” characterized by commuters returning home from work and other trip generators.

Signal timing plans were obtained from City, WSDOT, and Pierce County staff in April 2023. Intersection control, channelization, and geometry were verified via review of publicly available aerial and street-level photography, discussion with City staff, and field observations.

Street Segment Operations

All collector and arterial street segments operate below their maximum service volume standard during the 2022 weekday PM peak hour. 2022 street segment MSV analysis results are summarized in Attachment 1.

Intersection Operations

Three intersections within city limits operate below their minimum LOS standards. Additionally, three intersections on collector and arterial routes in the UGA operate below LOS D. UGA intersections are identified for reference but do not impact Gig Harbor transportation concurrency compliance.

2022 intersection LOS deficiencies are summarized in **Table 2**.

Table 2. 2022 Intersection LOS Deficiencies

ID	Name	Control ¹	LOS ² (Delay)	Critical v/c ³
<i>Inside City of Gig Harbor</i>				
37	Soundview Dr & Hunt St NW	TWSC	E (46)	0.27
42	Wollochet Dr NW & SR 16 EB Ramp	Signal	F (89)	1.53
43	Wollochet Dr NW & Wagner Way	TWSC	F (56)	0.49
<i>Outside City of Gig Harbor (within Urban Growth Area)</i>				
102	Purdy Dr NW & SR 302	Signal	F (103)	1.40
103	SR 302/Purdy Dr & Goodnough Dr NW (south)	TWSC	F (198)	0.87
104	144th St NW & 54th Ave NW	TWSC	F (97)	0.96

¹AWSC = all-way stop control; RAB = roundabout; TWSC = one-way stop control;
²Level of Service; ³Volume-to-capacity ratio for the lane group with the highest volume-to-capacity ratio

In addition to the intersection LOS deficiencies identified above, three intersections within city limits operate with oversaturated conditions (v/c ratio greater than 1.00) on at least one lane group. These intersections, summarized below, do not trigger intersection LOS deficiencies but may operate with significant queuing during periods of peak demand:

- Borgen/Burnham/Canterwood & SR 16 WB ramps (#5): The westbound (Borgen Blvd) approach will operate at LOS F with a v/c ratio of 1.02. This may result in periods of significant queuing along Borgen Boulevard east of the roundabout. The intersection operates at LOS C overall.

- Wollochet Drive NW & Hunt Street NW (#44): The westbound (Hunt St) through-left lane operates with v/c ratio of 1.04, resulting in LOS F on the westbound approach. The intersection operates at LOS D overall.
- Olympic Drive & Point Fosdick Drive NW (#53): The northbound (Point Fosdick Dr) through-left lane operates with a v/c ratio of 1.08. This may result in significant queues which impact the adjacent left-turn and right-turn lanes on Point Fosdick Drive, as well as the signalized intersection at 48th St NW to the south. The intersection operates at LOS D overall.

TRAFFIC FORECASTING

Travel Demand Model

Future traffic volume forecasts were calculated using the Gig Harbor travel demand model. The travel demand model, based in PTV Visum software, was calibrated using 2022 traffic counts, land use inventory, and transportation network inventory to reflect current travel behavior in and near Gig Harbor. The model will be the technical basis for the 2024 update to the Transportation Element of the Comprehensive Plan and subsequent transportation concurrency management system updates.

Scenario Design

Weekday PM peak hour travel demand and traffic operations forecasts were developed for 2029 and 2044 analysis horizons. Each future year scenario is described below.

1. Pipeline (2029): Based on development permitted but not occupied as of 2022, representing a six-year forecast consistent with GMA transportation concurrency management requirements.
2. Long-Range (2044): Three alternatives were considered in the 2044 travel demand and operations analysis:
 - A. **2044 No Action:** Development forecast consistent with draft Land Use Element and transportation improvement projects consistent with funded Transportation Improvement Program (2025-2030 TIP) projects.
 - B. **2044 Single-Family Focus:** Residential development forecast focused on single-family growth in the City and UGA, with no new multifamily development through 2044. Transportation improvement projects consistent with funded TIP projects.
 - C. **2044 Hunt Street Crossing:** No Action development forecast with new SR 16 overcrossing at Hunt Street consisting of a two-lane bridge, new traffic signal or roundabout at Hunt Street & 38th Avenue NW, realignment of Kimball Drive, and new traffic signal or roundabout at Hunt Street & Kimball Drive.

Development Forecast

Pipeline Development

The Pipeline growth forecast included 18 developments, provided and confirmed by City staff, which were permitted but not fully occupied at the time of analysis. Pipeline growth includes 355 new weekday PM peak hour trips relative to the 2022 analysis year.

Long-Range Development

Long-range housing and employment growth were identified by the Comprehensive Plan project team and were allocated to the Transportation Analysis Zones (TAZs) used in the Gig Harbor travel demand

model. The development forecast included a total of 1,151 new dwelling units and 2,552 new employees in city limits, representing a 19 percent increase in dwelling units and a 23 percent increase in employment relative to 2022.

In the No Action alternative, new development is anticipated to generate 3,545 new weekday PM peak hour vehicle trips within city limits, a 19 percent increase relative to 2022. In the Single-Family Focus alternative, new development is anticipated to generate an additional 190 trips relative to the No Action alternative.

Trip growth external to Gig Harbor was forecast using a 1.0 percent annual growth rate, which is approximately equal to the anticipated Gig Harbor trip generation growth forecast.

The trip generation growth forecasts described above represent weekday PM peak hour passenger vehicle trips, which are the basis for the Gig Harbor travel demand model and the transportation concurrency management system.

Transportation Network Improvements

The 2029 analysis assumed completion of one transportation improvement project: a new traffic signal at Wollochet Drive NW and Wagner Way, which was under construction at the time of this analysis. The 2044 analysis assumed completion of two additional transportation improvement projects which were funded and in design at the time of analysis:

- Wollochet Drive & SR 16 EB ramp: New right-turn lane on SR 16 EB off-ramp
- 38th Avenue NW & 56th Street: New roundabout

2029 CONDITIONS

Street Segment Operations

All collector and arterial street segments will operate below their maximum service volume through 2029. 2029 street segment MSV analysis results are summarized in Attachment 3.

Intersection Operations

Three intersections within city limits will operate below their minimum LOS standards in 2029. Additionally, four intersections on collector and arterial routes in the UGA operate below LOS D. UGA intersections are identified for reference but do not impact Gig Harbor transportation concurrency compliance. 2029 intersection LOS deficiencies are summarized in **Table 3**.

Table 3. 2029 Intersection LOS Deficiencies

ID	Name	Control ¹	LOS ² (Delay)	Critical v/c ³
<i>Inside City of Gig Harbor</i>				
29	Rosedale St NW & Skansie Ave	AWSC	E (39)	0.94
37	Soundview Dr & Hunt St NW	TWSC	E (50)	0.28
42	Wollochet Dr NW & SR 16 EB Ramps	Signal	F (109)	1.59
<i>Outside City of Gig Harbor (within Urban Growth Area)</i>				
101	Purdy Dr NW & 144 th St NW	Signal	E (58)	1.03
102	Purdy Dr NW & SR 302	Signal	F (111)	1.56
103	SR 302/Purdy Dr & Goodnough Dr NW (south)	TWSC	F (242)	0.97
104	144th St NW & 54th Ave NW	TWSC	F (229)	1.34

¹AWSC = all-way stop control; RAB = roundabout; TWSC = one-way stop control;
²Level of Service; ³Volume-to-capacity ratio for the lane group with the highest volume-to-capacity ratio

In addition to the intersection LOS deficiencies identified above, three intersections within city limits operate with oversaturated conditions (v/c ratio greater than 1.00) on at least one lane group. These intersections, summarized below, do not trigger intersection LOS deficiencies but may operate with significant queuing during periods of peak demand:

- Borgen/Burnham/Canterwood & SR 16 WB ramps (#5): The westbound (Borgen Blvd) approach will operate at LOS F with a v/c ratio of 1.22. The southbound Canterwood Blvd approach (v/c = 0.89) and the northeastbound SR 16 WB off-ramp approach (v/c = 0.94) will operate near capacity. The intersection will operate at LOS D overall.
- Wollochet Drive NW & Hunt Street NW (#44): The westbound (Hunt St) through-left lane will operate with v/c ratio of 1.06, resulting in LOS F on the westbound approach. The intersection will operate at LOS D overall.
- Olympic Drive & Point Fosdick Drive NW (#53): The northbound (Point Fosdick Dr) through-left lane will operate with a v/c ratio of 1.08. This may result in significant queues which impact the adjacent left-turn and right-turn lanes on Point Fosdick Drive, as well as the signalized intersection at 48th St NW to the south. The intersection will operate at LOS D overall.

2044 CONDITIONS

Street Segment Operations

One street segment will exceed its MSV in each 2044 alternative. Harborview Drive from Stinson Avenue to N Harborview Drive will operate with 1,735 vehicles per hour (vph), exceeding its 1,700 vph MSV by 35 vph. Mitigation may include construction of a sidewalk on the west side of Harborview Drive or a multi-use pathway on the east side of Harborview Drive.

The Hunt Street crossing is anticipated to serve approximately 1,150 vehicles during the 2044 weekday PM peak hour. By providing an alternate east-west crossing to the existing Olympic Drive and Wollochet Drive interchanges, the new crossing will remove approximately 320 vehicles from the Olympic Drive crossing and 310 vehicles from the Wollochet Drive crossing during the 2044 PM peak hour. The new Hunt Street bridge will operate below its maximum service volume.

Intersection Operations

Intersection LOS deficiencies for each of the 2044 alternatives are summarized in **Table 4**.

Table 4. 2044 Intersection LOS Deficiencies

ID	Name	Control ¹	No Action		Single-Family Focus		Hunt Street Crossing	
			LOS ² (Delay)	Critical v/c ³	LOS ² (Delay)	Critical v/c ³	LOS ² (Delay)	Critical v/c ³
Inside City of Gig Harbor								
5	Borgen/Burnham & SR 16 WB Ramp	RAB	F (80)	1.44	F (84)	1.45	F (81)	1.38
14	Sehmel Dr NW & Bujacich Rd NW	TWSC	F (97)	1.10	F (105)	1.12	F (93)	1.09
29	Rosedale St NW & Skansie Ave	AWSC	F (131)	1.51	F (140)	1.56	F (106)	1.31
37	Soundview Dr & Hunt St	TWSC	F (74)	0.41	F (75)	0.42	F (183)	0.91
40	Stinson Ave & Grandview St	AWSC	F (60)	1.18	F (61)	1.18	F (64)	1.20
41	Wollochet/Pioneer & SR 16 WB Ramp/Stinson	Signal	E (62)	1.09	E (63)	1.09	D (49)	1.03
42	Wollochet Dr NW & SR 16 EB Ramps	Signal	E (57)	1.34	E (59)	1.38	C (33)	1.02
44	Wollochet Dr & Hunt St	Signal	E (63)	1.02	E (65)	1.02	D (46)	0.94
45	Hunt St & Skansie Ave	TWSC	F (55)	0.84	F (56)	0.84	F (81)	0.96
Outside City of Gig Harbor (within Urban Growth Area)								
3	Burnham Dr NW & Sehmel Dr NW	AWSC	E (48)	1.02	E (50)	1.03	E (47)	1.00
101	Purdy Dr & 144 th St NW	Signal	F (83)	1.18	E (74)	1.14	E (70)	1.10
102	Purdy Dr NW & SR 302	Signal	F (143)	1.82	F (138)	1.81	F (142)	1.84
103	SR 302/Purdy Dr & Goodnough (south)	TWSC	F (>300)	1.68	F (>300)	1.65	F (>300)	1.55
104	144th St NW & 54th Ave	TWSC	F (180)	1.22	F (171)	1.20	F (182)	1.23

ID	Name	Control ¹	No Action		Single-Family Focus		Hunt Street Crossing	
			LOS ² (Delay)	Critical v/c ³	LOS ² (Delay)	Critical v/c ³	LOS ² (Delay)	Critical v/c ³

¹AWSC = all-way stop control; RAB = roundabout; TWSC = minor-approach stop control;

²Level of Service; ³Volume-to-capacity ratio for the lane group with the highest volume-to-capacity ratio

Intersection LOS deficiencies identified in bold

Level of Service Deficiencies

In the 2044 No Action alternative, nine intersections within city limits will operate with LOS deficiencies. The 2044 Single-Family Focus alternative will not result in any new intersection LOS deficiencies.

The Hunt Street Crossing alternative will result in five intersection LOS deficiencies within city limits. The traffic redistribution resulting from the new SR 16 crossing will mitigate LOS deficiencies at the Borgen/Burnham/Canterwood/SR 16 roundabout, at the Wollochet Drive interchange, and at Wollochet Drive & Hunt Street.

Oversaturated Conditions

In the 2044 No Action alternative, two intersections within city limits will operate with oversaturated conditions (v/c ratio greater than 1.00) on at least one lane group. These intersections, summarized below, do not trigger intersection LOS deficiencies but may operate with significant queuing during periods of peak demand:

- Olympic Drive & Point Fosdick Drive NW (#53): The northbound (Point Fosdick Dr) through-left lane will operate with a v/c ratio of 1.11. This may result in significant queues which impact the adjacent left-turn and right-turn lanes on Point Fosdick Drive, as well as the signalized intersection at 48th St NW to the south. The intersection will operate at LOS D overall.
- Olympic Drive & SR 16 westbound ramps (#55): The SR 16 westbound off-ramp left-turn lane will operate with a v/c ratio of 1.02. The intersection will operate at LOS D overall.

In the 2044 Hunt Street Crossing alternative, the Olympic Drive corridor from Point Fosdick Drive to the SR 16 interchange will no longer be oversaturated during the PM peak hour. The following intersections will operate with at least one oversaturated lane group:

- Borgen/Burnham/Canterwood & SR 16 WB ramps (#5): The westbound (Borgen Blvd) approach will operate at LOS F with a v/c ratio of 1.20. The southbound Canterwood Blvd approach (v/c = 1.02) and the northeastbound SR 16 WB off-ramp approach (v/c = 1.38) will also operate with oversaturated conditions in the PM peak hour. The intersection will operate at LOS E overall.
- Wollochet/Pioneer & SR 16 WB Ramp/Stinson (#41): The eastbound (Stinson Ave) right-turn lane will operate with v/c ratio of 1.03 and LOS F. The intersection will operate at LOS D overall.
- Wollochet Drive NW & SR 16 EB Ramp (#42): The southbound (Wollochet Drive) through-right lane will operate with v/c ratio of 1.02. This may result in queues interrupting the adjacent intersection of Wollochet & SR 16 WB ramp, exacerbating delay at that intersection.

TRANSPORTATION IMPROVEMENT PROJECT RECOMMENDATIONS

Transportation improvement projects which are recommended to mitigate the LOS deficiencies and oversaturated conditions identified in this analysis are summarized in **Table 6**. Projects which are also identified in the Gig Harbor Transportation Improvement Program (TIP) are identified with their respective TIP project number.

Table 6. Transportation Improvement Projects Recommended to Mitigate 2044 LOS Deficiencies

Project Name*	Project Description
<i>Projects Required to Mitigate Existing LOS Deficiencies</i>	
Wollochet Dr NW & Wagner Way (TIP #2)	New traffic signal (under construction in 2024)
Wollochet Drive/SR 16 EB Ramp Intersection Improvements (TIP #6)	Add right-turn lane on SR 16 eastbound off-ramp
Soundview Drive/Hunt Street Intersection Improvements (TIP #15)	New traffic signal
<i>Projects Necessary to Mitigate Near-Term (2029) LOS Deficiencies</i>	
Rosedale Street/Skansie Avenue Intersection Improvements (TIP #22)	New traffic signal; widen WB approach to include LT lane; rechannelize SB and EB approaches
<i>Projects Necessary to Mitigate Long-Range (2044) LOS Deficiencies</i>	
Hunt Street/Skansie Avenue Intersection Improvements (TIP #12)	New single-lane roundabout
Burnham Drive/Borgen Boulevard Intersection Improvements	Long-range capacity improvements to be determined through coordination with WSDOT
Sehmel Drive/Bujacich Road Intersection Improvements	New traffic signal and northbound right-turn lane, or single-lane roundabout
Stinson Avenue/Grandview Street Intersection Improvements	New traffic signal or single-lane roundabout
Wollochet/Pioneer/SR 16 WB Ramp Intersection Improvements (TIP #25)	Add northeastbound (Wollochet/Pioneer) right-turn lane
Wollochet Drive/Hunt Street Intersection Improvements	Add westbound (Hunt St) right-turn lane
Harborview Drive Nonmotorized Improvements	Construct shared-use path on east side (N Harborview to Stinson Ave)
Wollochet Drive/SR 16 EB Ramp Intersection Improvements (TIP #25)	Add southwestbound (Wollochet/Pioneer) right-turn lane; may require bridge widening
<i>Projects Necessary to Mitigate Oversaturated Conditions</i>	
Hunt Street Overcrossing (Mitigates congestion at SR 16 Olympic & Wollochet interchanges)	New SR 16 overcrossing at Hunt Street consisting of a two-lane bridge, new traffic signal or roundabout at Hunt/38 th Ave, realignment of Kimball Drive, and new traffic signal or roundabout at Hunt/Kimball
Olympic Drive/SR 16 Interchange Improvements (TIP #21)	Long-range capacity improvements to be determined through coordination with WSDOT
*2025-2030 TIP project numbers are shown in parentheses	

- Attachment 1.** 2022 Street Segment MSV Results
- Attachment 2.** 2022 Intersection LOS Reports
- Attachment 3.** 2029 Street Segment MSV Results
- Attachment 4.** 2029 Intersection LOS Reports
- Attachment 5.** 2044 No Action Street Segment MSV Results
- Attachment 6.** 2044 No Action Intersection LOS Reports
- Attachment 7.** 2044 Single-Family Focus Street Segment MSV Results
- Attachment 8.** 2044 Single-Family Focus Intersection LOS Reports
- Attachment 9.** 2044 Hunt Street Crossing Segment MSV Results
- Attachment 10.** 2044 Hunt Street Crossing Intersection LOS Reports

APPENDIX D

2018 POP-UP STUDIO COMMUNITY INPUT SUMMARY



Pop-Up Studio Thoughts

June 22: Waterfront Farmers' Market, Skansie Brothers Plaza

June 23: Pavilion, Uptown Shopping Center



Gig Harbor held its pop-up studio on June 22 and 23, 2017. The June 22 pop-up was on the waterfront, in the new Skansie Brothers Park Plaza, and it ran from 9:00 am to 7:30 pm. This pop-up took full advantage of its proximity to the Waterfront Farmers' Market, with participants crossing from one end of the market to the other in a crowded scene of activity.

The second day's pop-up was located at the pavilion in the Uptown Shopping Center. It ran from 9:00 am to 5:30 pm, drawing participants from the surrounding offices, hospital, and shopping center.

More than 80 Gig Harbor residents, businesspeople, employees, and visitors participated in the pop-up studio, engaging in conversations, exercises, and mapping activities. Conversations ranged from the abstract to the specific, with participants exploring how the transportation system may evolve in time to best meet Gig Harbor's needs. Some of the topics and proposed strategies were focused on adjusting what the community already has. Others were more focused on major changes, including the construction of new roads, which would significantly alter the transportation landscape.

The City ran a series of simultaneous "walkshops" during these two days, and the pop-up studio served as a convening location for two of them, with participants of those walking tours observing and contributing to studio activity.



Dan Burden of BlueZones recaps "walkshop" findings with participants at the pop-up studio on June 22.

Adaptive Approaches

Many of the participants at the pop-up studio believe the transportation system is essentially all right, with only some minor changes and investment necessary to make it function really well. These people generally noted that there is little opportunity to reconfigure the historic street network and that changes to the arterial system beyond the View Basin (or areas of town with a view of the harbor) would be too expensive to consider. They want to make strategic and tactical investment, finding ways to make what the City has work even better. The following section provides an overview of key transportation challenges and more minor, adaptive opportunities for improvement raised by the community.

Pedestrian realm

Sidewalk gaps – Participants are keenly interested in making sidewalks continuous, closing gaps. This is of particular interest along Peacock Hill and Burnham Drive, where pedestrians desire safer, more convenient pedestrian access to the waterfront and the adjacent shopping districts.

Sidewalk width – Sidewalks should be wide enough to accommodate three or four people abreast where there is high pedestrian density, according to pop-up visitors. This is evident along the waterfront side of Harborview, where high volumes of pedestrians have to navigate a narrow corridor. Some of the opportunities to provide a wider walking environment appear to be easily within reach, on property owned by the City or adjacent to upcoming development parcels.

Crosswalks – While Gig Harbor is a walking town, there are few pedestrian crossing opportunities along Pioneer Way, Stinson Ave, and Rosedale St. From the perspective of studio participants, more crosswalks may lead to increased pedestrian access and safety, helping calm traffic flows near the waterfront and encouraging residents and employees to walk downtown. Crosswalks in other parts of the community seem to be less of a concern, as long as they’re addressing basic safety considerations in those areas of town designed predominantly for the auto.

Trails

Gaps – The Cushman Trail was identified by participants as a key community trail asset, with potential for becoming even more widely used if it is better connected to other “trail-friendly” parts of town. Connections to Donkey Creek Park and to St. Anthony Hospital could provide important trail linkages, making the Cushman Trail a more attractive option for walking and biking.

Slope strategy – Gig Harbor is a waterfront town, and much of the community’s development lies upland from the narrow waterfront district. The Cushman Trail generally parallels Highway 16, about 120’ higher than the waterfront. Pop-up visitors identified this grade difference as a major reason why the trail does not really contribute to waterfront access and vitality, and that it is a defining element in the community’s neighborhood identities. While the grade contributes to residential vistas overlooking the harbor, it makes walking or biking difficult. Community members are interested in additional routes to help overcome the difficulty of the slope and suggested identifying “easy ways” up as part of a non-motorized wayfinding program.

Rosedale Street now functions as a primary climbing route, but there may be other routes that could improve access to upland neighborhoods and the Cushman Trail.



Kendra Breiland of Fehr & Peers discusses transportation approaches with a pop-up visitor on June 22.

Crossings – The City has invested in upgrading locations where the Cushman Trail crosses roadways, but there is still some work to be done to ensure they are both safe and intuitive, according to participants. The trail crossing at Rosedale is a notable example of the City’s efforts, where crossing beacons and a pedestrian median refuge announce the crossing and protect non-motorized users.

Wayfinding – The Cushman Trail benefits from a routing that is generally linear and parallel to the highway. However, its alignment gets more complex near the Olympic, Wollochet, and Burnham interchanges. The trail may also get more complex with its future expansion north. In addition, some segments of the trail work their way through forested areas, where orientation by landmarks can be difficult. In response, pop-up participants suggested that the City consider an enhanced wayfinding strategy for the trail, one designed to help those traveling along the trail and help guide users to its trailheads and entry points.

Extension – Participants noted that the trail’s popularity would be enhanced if it were extended to the north through Canterwood with an alignment that accesses the hospital and the developing areas of North Gig Harbor.

Bicycles

Route plan/strategy – Pop-up participants felt there was little in the way of a coordinated bicycling route plan or strategy. The City should work towards developing an interconnected network of bike lanes rather than one-off segments.

Climbs – Building on the discussion in the trail section, casual cyclists and bicycling commuters are discouraged by Gig Harbor’s steep slopes and desire shallower grades. Identifying and designing climbing routes for these specific cycling groups may help the community take advantage of its compact form, facilitating the choice to use cycling as a transportation alternative. Some pop-up visitors arrived on bikes with electric assist motors, and these may become a more popular choice among cyclists in town.

Transit

Trolley enhancement – Almost all participants identified the trolley as an asset, something that helps locals and visitors navigate from Uptown to Downtown to Finholm during the community’s busy season. Most also believe the trolley should be extended, connecting North Gig Harbor, too. And most would like the trolley to operate with increased frequency, reinforcing its attractiveness to folks who want to use it as a convenient and intuitive service. Nobody complained about the fare, gladly contributing the \$0.50 per ride/\$1.00 per day to help offset costs.



Everybody loves the trolley. Participants repeatedly endorsed its operation and wish for extended service.

Commuter service – Most pop-up visitors understand the challenges of increasing transit frequency, but many also feel frustrated by the difficulty of accessing the community’s regional transit links and by the incompatibility of their work schedules and the transit service design. Regional transit stops are located near the SR 16 corridor, which is uphill and a difficult cycle or walk from a large part of transit’s potential ridership. And many of those who would consider riding the bus also have work schedules in Tacoma or Seattle that are incompatible with the service’s operating schedules. Both Pierce Transit and Sound Transit have indicated that there are no resources available to enhance transit service in Gig Harbor, so any increased community ridership may be reliant on making it easier to access those commuter routes.

Roads

Roundabouts enhancement – Visitors had thoughts about the roundabouts in North Gig Harbor, with the general consensus calling for their enlargement in areas closer to the interchange. While they noted they seem to be functioning well now, there is concern that increased development nearby will likely swamp the roundabouts’ ability to move traffic efficiently. Some also warned that the pedestrian/roundabout interface can be awkward, but these commenters seemed to believe that a combination of driver and pedestrian education should solve most of those problems.

Peacock Hill widening – Development in North Gig Harbor is incrementally increasing traffic volumes on Peacock Hill Avenue, which according to participants, has impeded driveway access along Peacock Hill and created unsafe situations. Participants expressed concern that future housing development may exacerbate these problems and swamp the existing roadway. Some would like to see additional travel lanes to serve the forecasted residential development, particularly in light of plans to promote the magnetism and vitality of the waterfront. There is also a desire to make it easier and safer to ride a bike, walk, or take the trolley, creating a more attractive non-motorized connection to the waterfront.

Methods

Opportunistic action – Gig Harbor has already demonstrated its willingness to try out transportation solutions, taking opportunities to install crossing beacons at popular pedestrian intersections, enhance

roundabouts, rearrange travel lanes, and install mid-block pedestrian refuges in roadway medians. Pop-up participants generally encourage these types of low-cost, opportunistic interventions. They believe these may be more necessary as the City experiments with ways to optimize the transportation system's performance for all modes of travel.

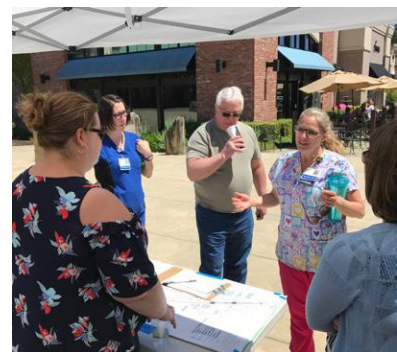
Transformational Approaches

Some of the strategies discussed are a bit more expensive and would have a more transformational impact on Gig Harbor's transportation and community landscape. Whether it's reconfiguring the freeway interchanges or rerouting waterfront traffic, participants opened up on what might help Gig Harbor solve its transportation issues and promote economic vitality. The following section provides an overview of key ideas discussed.

Roads

Overcrossings – Almost all participants agree that crossing SR 16 is far more difficult than it needs to be, and many recommend installing non-motorized or all-mode over or underpasses. They identified many areas where opportunities exist, such as Hunt Street and north of the Wollochet Drive interchange.

Waterfront couplet – For those who believe that slow-moving autos on Harborview is an inconvenience to drivers, a danger to pedestrians, or an obstacle to economic prosperity, a “couplet” (or a pair of two one-way streets) emerged as a potential solution. Two proposals emerged from the discussion. One was adapting Soundview, Harborview, Pioneer, and Judson to serve as a large circuit, operating either clockwise or counter-clockwise, relieving traffic congestion at the southernmost segment of Harborview and routing drivers along the now-underused parking areas on Judson. The other would adapt Harborview, Rosedale, and Stinson with one-way traffic northbound on Harborview and a counter-clockwise rotation ascending the hill on Stinson and descending on Rosedale.



City and consultant team staff speak with Uptown studio visitors about traffic concerns on June 23.

Esplanade – One potential benefit of a one-way conversion is that it may enable widening the sidewalk width on the water side of Harborview. Participants believe an enhanced pedestrian and cyclist experience is key to the district's uniqueness and vitality, and an enhanced, widened, and continuous esplanade is an attractive objective.

North Gig Harbor network – Participants called for better connectivity in North Gig Harbor and reducing demand on the arterials of Peacock Hill Avenue, Borgen Boulevard, and Burnham Drive to carry all of the traffic demand.

Freeway

Interchange enhancements – Most pop-up visitors are frustrated by traffic at the community's three freeway interchanges. But they also acknowledge that much of the demand placed on those interchanges is due to development beyond the city limits and urban growth area. They would like to see better interchange design, something capable of handling the area's forecasted growth without doing too much damage to the developed character of the areas surrounding the interchanges. Participants believe this is a regional or statewide problem, so solutions should be funded by the larger population.

Parking

Waterfront structures – Some participants advocated for the construction of parking structures downtown, with suggested locations including the Judson/Pioneer/Harborview area and Finholm. Both would coincide with trolley stops, and both would introduce pedestrians at roughly waterfront level, facilitating non-motorized travel for the length of the waterfront.



Members of City staff, Fehr & Peers, BlueZones, and Studio Cascade discuss findings from the “walkshops” and pop-up studio conversations, charting the process ahead to address the issues and opportunities raised during the community conversation.

Mini-Poll Results

More than 45 pop-up participants completed the eight-question mini-poll. This short questionnaire asked respondents to weigh different transportation priorities, which will help the consultant team and City craft a transportation plan and implementation strategy that makes sense and is acceptable to the community. These results represent a first-cut tabulation. Further analysis and interpretation will continue throughout the process, ensuring that recommendations are in line with community thought.

Mini-Poll: “Transportation Priorities”

Gig Harbor is launching a multi-pronged initiative called “Connect the City,” updating the City’s transportation system to better serve current and future generations. This questionnaire will help measure community priorities regarding several key topics, each shaping transportation policies. Tell us what you think – and help Gig Harbor plan for its short and long-term transportation needs!

I reside in: (check one) ☐ - City Harbor ☐ - Outside City Limits ☐ - Other/Don't Know

Notes: Rate each statement below, where 1 is “Strongly disagree” and 5 is “Strongly agree”	1	2	3	4	5	D/K	Notes/Tell us why
1. Overall, Gig Harbor is a place where I feel comfortable walking or cycling.							
2. Gig Harbor should prioritize getting around by car, improving efficiency of taking for us to take parking cars.							
3. Gig Harbor should build a more diverse transportation system with equal focus on cars, biking and walking.							
4. Gig Harbor should work to make transit service a more accessible and reliable travel option.							
5. Transportation solutions need to be location-specific as it designs reflecting our unique neighborhood and district needs.							
6. Gig Harbor should prioritize investments in areas where higher density and growth makes the most sense.							
7. Streets in Gig Harbor should be as attractive as they are functional, including landscaping, lighting and other features.							
8. Gig Harbor’s trail system is an important transportation feature, improving day-to-day travel options.							

[80%] Please complete and leave with address, return to Gig Harbor City Hall by August 31, or fax to 509-835-3763.

Respondents seemed to generally support all of these statements, with a balance advocating for increased investment on non-motorized transportation improvements and on improvements for congestion relief. Participants also take pride in their community’s appearance and want their streets and trails to complement the beauty of the community’s natural setting and neighborhoods.

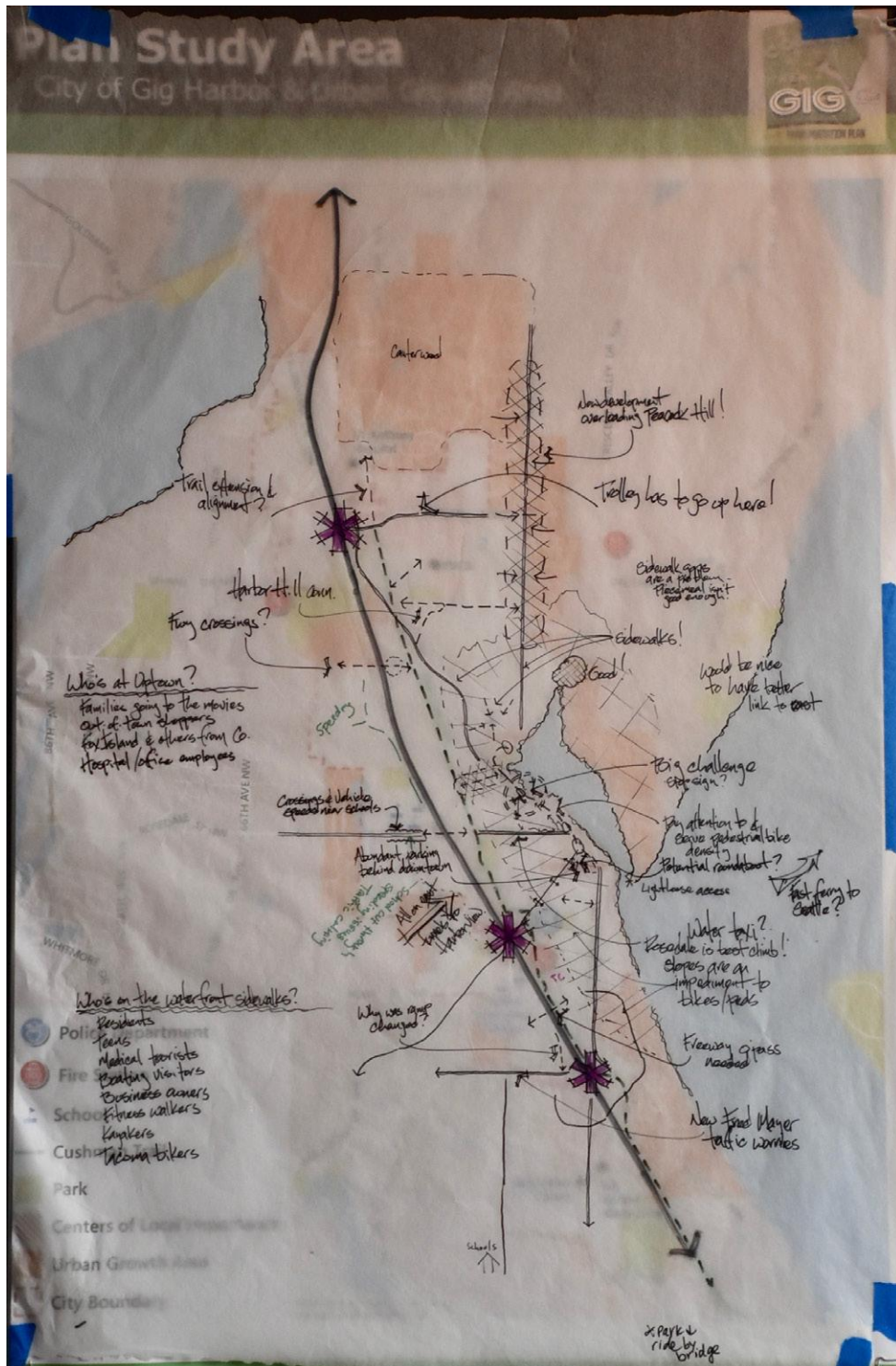
Mini-Poll: "Transportation Priorities" - Results

Reside in:
Gig Harbor 19
Outside City limits 16

Total votes										
	1	2	3	4	5	n	Total	Mean	D/K	Notes
1. Overall, Gig Harbor is a place where I feel comfortable walking or cycling	2	4	4	14	21	45	183	4.07	0	<ul style="list-style-type: none">• I cycle• Everything is close together• Need bike lanes• Outside of downtown our sidewalks are very limited• Not a lot of crime but trails need more security• Low crime, pretty safe• Nice roads and safe crosswalks• Cycling is more difficult, walking is good• Within city limits need to continue Cushman trail• There is respect here• Traffic with questionable crosswalks• Absolutely
2. Gig Harbor should prioritize getting around by car, improving traffic flow and looking for ways to make parking easier	3	4	7	13	13	40	149	3.73	2	<ul style="list-style-type: none">• Our lights are horrid off HW 16 and the roundabouts• Traffic isn't awful but parking is hard• I'm fine with how it is slow so I can look around and I always find parking within walking distance• Too much development downtown• More trails, less growth
3. Gig Harbor should build a more diverse transportation system with equal focus on cars, biking and walking	3	3	8	9	15	38	144	3.79	5	<ul style="list-style-type: none">• Cushman trails are pretty accommodating• Downtown NO, outlining areas YES• More trails, less growth• Trolleys more often• Zero priority
4. Gig Harbor should work to make transit service a more accessible and realistic travel option	3	3	5	17	18	46	182	3.96	3	<ul style="list-style-type: none">• Some areas are pretty far from bus stops• More trails, less growth
5. Transportation solutions need to be location-specific, with designs reflecting unique neighborhood and district needs	3	0	8	10	17	38	152	4.00	4	<ul style="list-style-type: none">• Harder to get places like fox island• More trails, less growth• Certain areas have bigger population
6. Gig Harbor should prioritize investments in areas where higher density and growth makes the most sense	4	1	4	9	23	41	169	4.12	3	<ul style="list-style-type: none">• Too much density now!• Too much density• Not downtown• More trails, less growth
7. Streets in Gig Harbor should be as attractive as they are functional, including landscaping, lighting and other features	3	1	7	6	23	40	165	4.13	1	<ul style="list-style-type: none">• Property value• Keep small scale• More trails, less growth
8. Gig Harbor's trail system is an important transportation feature, improving day-to-day travel options	2	2	7	8	17	36	144	4.00	6	<ul style="list-style-type: none">• Day to day... eh!!!• Look at Anchorage• Add lane to Cushman trail for golf courts

Sketch Map

A fundamental part of the pop-up studio is the ability for participants to see how their suggestions may influence emerging transportation policy. The sketch map below was prepared during studio conversations, identifying challenges, potential actions, and actors within Gig Harbor’s transportation environment.



Transcriptions

The items below are verbatim transcriptions from the pop-up studio flipchart. Participants were encouraged to identify specific issues, opportunities, or actions that we should consider as the plan evolves. Some recommendations are specific, and other ideas are more abstract. In total, they represent a spectrum of community viewpoints that will influence the plan's direction.

- 38th – Repave, not tar
 - Sidewalk – at least one side – eastside of street to connect with schools – would require coordination with Pierce County
 - “without sidewalks you are in a ditch in the weeds”
- Pt Fosdick and Olympic – congestion
- More mass transit needed
 - Added P&R near Bridge
- Chinook → unofficial ped path connecting Rosedale and Stinson. Not steep. City work with church to formalize?
- Shared parking opportunities with the churches?
- Slow down growth!!
- Water taxi – would love to see
- School House Ave. – speeding, cut through to High School
 - Speeding, red light cameras?
 - RRFBs & speed bumps and then traffic calming elements
- New development (owe Harbor Point) and parking Downtown
 - Soundview to Harborview
- Growth in Pierce Co and rural areas and impact on regional/ local network
- Parking availability downtown
- Opticon function for EMS transport
- Access to Artondale
- More downtown parking
- Sidewalks on Burnham to connect to Cushman
- Water fountains along walking routes
- Consolidated parking strategy – structures, etc.
- Overall strategy for bike lanes
- Expanded transit service for nearby areas
- Trolley is great
- Managed growth is ok – maybe essential
- Never had an issue with downtown parking – always something within a short walk
- Reduce property taxes!
- Concern about new public docks and lack of adjacent parking
- Want bike lanes downtown!
 - Connect to Cushman trail
- Non-motorized transportation should be focus in CoLIs (x2)

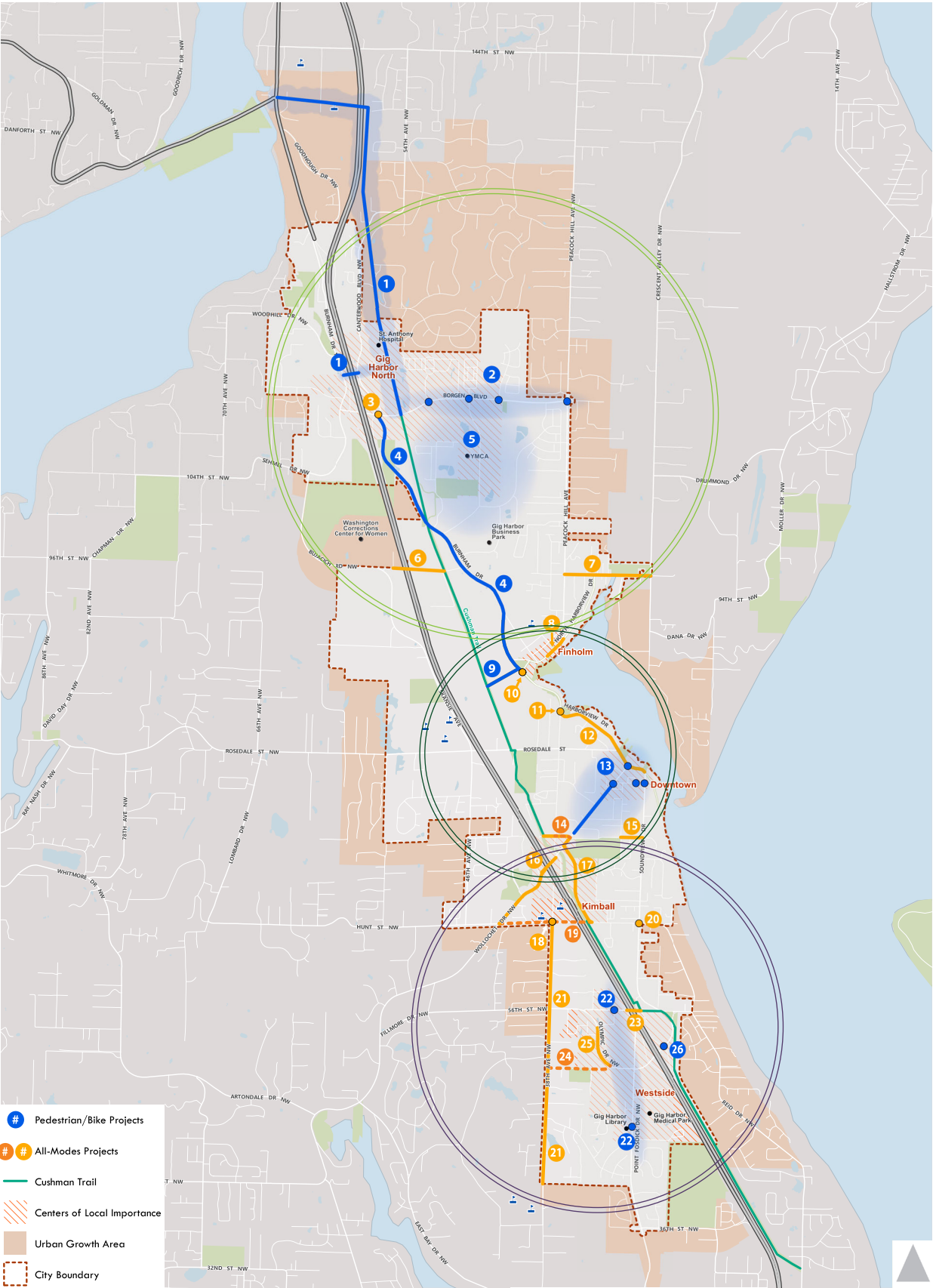
- Access to Fox Island – Transit
- Come to Gig to walk
- Boats as a transportation mode too!
- Find easy opportunities to improve sidewalks downtown – Finholm
- SR 16 bypass causes
- Concentrate growth rather than a ¼ -acre sprawl
- Feels safe – all hours
- Regular transit services
- One-way street at Harborview downtown? – Peds and waterfront views
- Peacock Hill traffic?
- Options for commuters – Inappropriate traffic routing
- Pedestrian density downtown
- Dual purpose parking – marinas and dual use
- Harborview and bike safety
- Bike trails away from traffic
- More boat slips for yacht club visitors
- Rosedale neighborhood = good sidewalk coverage
 - Doesn't like locations where sidewalk ends and you have to cross the street to get on another sidewalk
- Husband takes SR16 to job in Tacoma – it works great!
- Sidewalks are too narrow along Harborview, ok on Soundharbor
- Need to find ways for cars to get around downtown without taking Harborview
- Biking is not “friendly” in town – due to lacking amenities, topography
 - Cars are watchful for bikes, but not obvious where bike should be
- Have to drive to get anywhere in Gig Harbor
- Good things to do for transportation:
 - ID bottleneck and address- cars idle only during peak
 - Police enforcement when SR16 has issues since City streets are overwhelmed
 - Like roundabouts
- Need new overpass of SR16 s/o Wollochet
- Peacock Hill resurfacing made it un-bikeable
 - City specs should require overlays to be bike-friendly – maintain shoulder width and use smooth materials. No hard edges
- Harborview – one way? – would provide space for wide sidewalk, bike land, parking (Stinson to Pioneer)
- Rosedale, Stinson, Harborview triangle
- Harborview and Stinson Roundabout? – model to be sure it operates better than a traffic signal
- Cushman trail needs more signage; Kimball intersection was a missed opportunity to provide bike treatments
- Bridge for peds in Harbor!
- Trolley must go to Target!
- Golf carts should be legal!

- Shrubs and trees intruding into sidewalks
- More crosswalks on Pioneer and Soundview
- Speeding on Skansie nearby Boys and Girls club
 - More enforcement?
 - Engineering solutions
 - One-way Pioneer east of Judson
 - Big roundabout at Judson/ Harborview/ Pioneer
- Focus on public realm maintenance
- Desire for shovel ready projects!

October 7 Open House - Summary of Prioritization Results

Project #	Description	Green Dots (Top project)	Blue Dots (Other prioritized projects)	Total Dots Received	Written Comments on Activity Sheets
Projects Ideas Generated Before Open House					
1	Extend the Cushman Trail north of Borgen Boulevard to Purdy		4	4	<ul style="list-style-type: none"> ● Crossing must be elevated above Borgen Blvd
2	Borgen Boulevard roundabout crosswalks		1	1	<ul style="list-style-type: none"> ● Relocate crosswalks away from roundabouts on busy roads ● Traffic circle pedestrian warnings need to flash on all car entrances before cars enter the roundabout
3	Metering at SR 16/Burnham Drive	1	1	2	<ul style="list-style-type: none"> ● Number one priority ● Meter in traffic circle is NOT WORKING
4	Sidewalks on Burnham	2	4	6	<ul style="list-style-type: none"> ● Request to include bike lanes as well from 96th to N Harborview
5	Harbor Hill trail connections			0	
6	All-Modes Bridge over SR 16 at 96th Street		3	3	
7	Improvements on Vernhardson Street		1	1	<ul style="list-style-type: none"> ● 4-Stop or better crossing ● Cannot be done because when the bridge(sp) is out, there is no way to get from East Gig to civilization unless you go to 144th. Do Not Do This. Wayne Miller WRMgig@comcast.net ● Bridge Crescent Creek culvert or daylight?
8	Finholm District bike/ped improvements (2 options)		2	2	<ul style="list-style-type: none"> ● Option 1, small roundabout ● Option 2 ● None of the ideas, except lighted crosswalk ● Option 2 ● Excellent idea
9	Twawelkax Trail			0	
10	Pedestrian Improvements near Donkey Creek Park		2	2	
11	Roundabout at Stinson Avenue/Harborview Drive	5	2	7	<ul style="list-style-type: none"> ● Traffic circle pedestrian warnings need to flash on all car entrances before cars enter the roundabout ● Need bigger roundabout not small ● Group prioritized this roundabout but <u>not</u> other 2 ● Ped safety - Crosslight and/or raised crosswalk ● Roundabouts Stinson/Harborview, Stinson/Rosedale ● Make Rosedale Village help pay for roundabout
12	Traffic Calming on Harborview Drive			0	
13	Pedestrian Improvements Downtown (various crosswalks, raised intersection at Harborview & Pioneer, and sidewalk on east side of Pioneer Way)		4	4	<ul style="list-style-type: none"> ● Combine 13 and 15 if post office is built there
14	Reconstruct Grandview Street between Stinson and Pioneer		1	1	<ul style="list-style-type: none"> ● Post office provides improvements as part of relocation
15	Reconstruct Grandview Street between Soundview and McDonald			0	
16	Wollochet Drive interchange redesign	3	4	7	<ul style="list-style-type: none"> ● Exit needs right turn lane - 1 car that's stopped holds up traffic
17	Kimball Street Improvements		2	2	
18	Roundabout at Hunt Street & 38th Avenue		1	1	<ul style="list-style-type: none"> ● Yes, if SR16 and Hunt bridge is built ● Traffic circle pedestrian warnings need to flash on all car entrances before cars enter the roundabout
19	Hunt Street All-Modes Bridge	6		6	<ul style="list-style-type: none"> ● 18-21 tied together ● If 16 and 19 are done, traffic circle needed at Hunt and Wollochet ● If 19 built, 18 and 20 must be included. Judy 253-222-7602 ● Need additional projects on Soundview and Kimball - should be a group of projects
20	Intersection improvements at Soundview Drive & Hunt Street		1	1	
21	38th Avenue Redesign, including sidewalks and bike lanes		2	2	
22	Westside crosswalks	1	1	2	
23	All-Modes Bridge over SR 16 at 56th Street	2		2	<ul style="list-style-type: none"> ● NO, make this part of 17+19
24	Reconstruct 50th Street Court from Olympic Drive to 38th Avenue			0	<ul style="list-style-type: none"> ● Re-engineer this
25	Olympic Drive crosswalk and landscaped medians		3	3	<ul style="list-style-type: none"> ● No left at Harbor Greens
26	Pedestrian Improvements at westbound SR16 onramp		2	2	

Project #	Description	Green Dots (Top project)	Blue Dots (Other prioritized projects)	Total Dots Received	Written Comments on Activity Sheets
Projects Ideas Generated at the Open House					
27	More Traffic Calming Measures			0	● Speeding contributes to many of these problems
28	Make a downtown one way loop: Harborview -> left up Pioneer -> left onto Judson			0	
29	Transit to schools and Senior Center		1	1	
30	Regional Rural Connect Consideration			0	
31	Widen SR 16 in Both Directions			0	
32	Olympic Dr Overpass + Wollochet Dr Overpass			0	● Make HUGE - as big/many lanes as possible ● Expand bus/transit hours + pickup/dropoff areas + parking network to Seattle/Tacoma/Olympia
33	Bus Transit Improvement			0	
34	Extend Borgen Blvd to go to Crescent Valley		2	2	
35	Rosedale/Stinson Roundabout or Traffic Light		1	1	
36	Commuter Alternatives	1		1	● To Harborview & N Harborview ● Hwy 16 Ingres/Egress overpass near 96R to NE Bides(sp) Rd ● East/West alternative - Peacock, Crescent Valley, etc
37	On/Off ramp on SR 16 at 144th St		1	1	
38	Roundabout at Hwy 302/Purdy Dr			0	
39	On/Off ramps onto Rosedale from Hwy 16		1	1	
40	Parking in Finholm			0	● Make Finholm a more usable area. Needs parking! ● Priority number 3 ● Priority number 2 ● Bring back exit ramp to pro built to relief Fred Meyer
41	Overpass from Hunt to Kimball	1		1	
42	Bring back exit ramp near Project 19	1		1	
43	Widen the sidewalk on Rosedale from the Cushman Trail to the High School	1		1	
45	Provide two lanes existing the proposed Village at Harbor Hill onto Borgen			0	
46	SR 16 SB off-ramp onto 56th WB only. No left turn onto SB Point Fosdick			0	



Small Group Activity 2

Prioritization of Potential Projects



Results Summary

Transportation Plan Survey

Vision Questionnaire, December 4-31, 2017



Introduction

From Monday, December 4 through Sunday, December 31 2017, the City of Gig Harbor hosted an online questionnaire to help inform the creation of a vision statement and policy framework for the "Connect the Gig" active transportation plan.

The questionnaire was promoted in a variety of ways, including a post on the City's Facebook feed, direct email to the project list serve, and on the project-specific website www.connectthegig.com. Notice also included details regarding a prize drawing, specifically, a City-donated FitBit™ activity tracker awarded to one lucky winner.

In all, 264 respondents provided input. Participants were self-selected, i.e., not screened according to place of residence or other criteria. Based on results from one question providing approximate location of residence, an estimated 90 percent of respondents live within the City of Gig Harbor.

The questionnaire included three basic types of questions designed to advise plan policy:

1. Two "Word Cloud" questions requesting three words participants would use to describe current and desired future walking and biking conditions in the City. (Q.1, Q.2)
2. A ratings-scale question seeking levels of agreement with five statements concerning non-motorized transportation. (Q.3)
3. An open-ended question seeking approximate location of residence via identification of the street and nearest cross-street (referenced above).

Participants were asked to provide typewritten comments regarding their choices on Q.3. Between 130 and 145 comments were provided for each ratings statement. A database including all results and open-ended replies has been provided to the City as part of the project record and to facilitate further analysis, should it be desired.

Survey Results

Word Cloud

Current (Q.1) - Words used by participants to describe "walking and biking in Gig Harbor today" generally recognize the beauty and topography typical of Gig Harbor ("Beautiful" "Pleasant" "Scenic" "Hilly"), but indicate dissatisfaction in terms of perceived safety, scope and organization ("Dangerous" "Disjointed" "Limited" "Unsafe" "Scary").

Future (Q.2) - Words used by participants to describe "what you'd like walking and biking in Gig Harbor to be like in the coming years" express a desire for improved safety, accessibility, connectivity, and range of features ("Safe" "Accessible" "Connected" "Expanded" "Sidewalks" "Convenient" "Crosswalks").

Q.1 and Q.2 results are provided below as generated by two online programs.¹

¹ Survey generation, hosting and results tabulation by www.surveymonkey.com. Word clouds generated by <https://www.jasondavies.com/wordcloud/>

Q.1: Based on your impressions, please provide three words that best describe walking and biking in Gig Harbor today.



Q.2: Please provide three words that best describe what you'd like walking and biking in Gig Harbor to be like in the coming years.



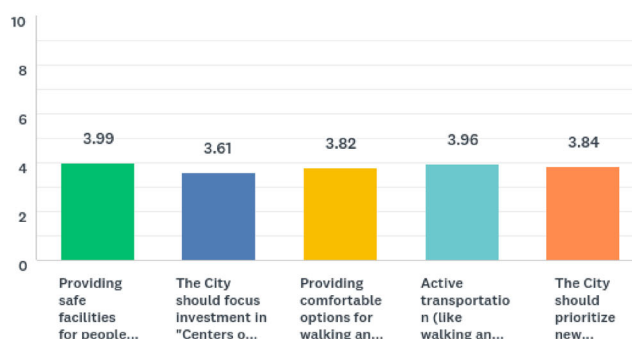
Concept Rating

Q.3 presented five statements concerning non-motorized mobility in Gig Harbor, asking respondents to rate each on a scale of five, where 1 = "Strongly Disagree" and 5 = "Strongly Agree." Scoring from all five statements is presented below, but may be summarized as follows:

- All five statements received solid support, with weighted averages (mean) ranging from a low of 3.61 to a high of 3.99
- Standard deviation (spread from average scoring) was relatively constant, ranging from a low of 1.24 (*"Providing comfortable options for walking and biking is critical to providing an equitable transportation system"*) to a high of 1.32 (tied between *"The City should focus investment in 'Centers of Local Importance' for things like sidewalks, trails, and bike lanes"* and *"The City should prioritize new connections (like new streets, trails and the Hunt Overpass) to improve access to key destinations on foot or by bike."*)

In short, respondents expressed substantial support for concepts that: prioritize walk/bike infrastructure; provide additional focus for designated Centers of Local Importance (Gig Harbor North, Finholm, Downtown, Kimball, and Westside); are comfortable to use; are tied to City public health goals; and provide new connections to key destinations.

Q3 Based on your level of agreement, score each of the statements below along a scale from "Strongly Disagree" to "Strongly Agree."



Statements are copied below as they appeared online; the collection was presented to participants in random order:

Providing safe facilities for people walking and biking should be a top priority.

The City should focus investment in "Centers of Local Importance" (Gig Harbor North, Finholm, Downtown, Kimball and Westside) for things like sidewalks, trails, and bike lanes.

Providing comfortable options for walking and biking is critical to providing an equitable transportation system.

Active transportation (like walking and biking) will help achieve the community's goal of improving public health.

The City should prioritize new connections (like new streets, trails and the Hunt Overpass) to improve access to key destinations on foot or by bike.

Active Transportation Plan Vision Statement (draft)

Based on questionnaire results, City-established goals, and input by participants at workshops and other project events, the following is presented as the Vision Statement for the Active Transportation Plan:

Gig Harbor residents greatly value their City, including its small-town feel, its waterfront setting, varied topography, and proximity to diverse urban and natural features. Today and in the future, residents want access to all areas of Gig Harbor to be easy, safe, and enjoyable, including for those that choose not to drive. To achieve this, residents support ongoing efforts to create and enhance active transportation infrastructure and to improve connections Citywide. These improvements should fit within each neighborhood's character and express Gig Harbor's unique beauty and character.

APPENDIX E

2024 SURVEY DOCUMENTATION



Survey Documentation

A survey was conducted to determine community interest in long-term projects identified by City of Gig Harbor staff and public feedback from the 2018 Transportation Element. The survey was open for three weeks and received a total of 180 contributions. Respondents rated each of the nine projects on a scale of 1 to 5 stars. Additionally, respondents were asked to identify which two projects should be given top priority and explain why they did or did not support the proposed list of projects. Finally, there was an option to offer any projects of personal importance that were not listed in the survey.

- 85% of respondents supported the list of potential long-term projects.
- 13% of respondents opposed the list of potential long-term projects.
- 2% of respondents were neutral.
- The two projects with the highest support were the Wollochet Drive Interchange Improvements (43%) and the Hunt Street Overcrossing (32%).
 - Many respondents commented about traffic concerns at the SR 16 interchanges in Gig Harbor, so projects that improved existing interchanges, or the new Hunt Street Crossing over SR 16 ranked highly.
- The two projects with the lowest support were the Olympic Drive/56th Street Roundabout (5%) and Rosedale Street/Stinson Avenue Roundabout Improvements (9%).
 - The write-in responses reflected conflicting opinions about roundabouts in general.
- The remaining projects with the most support were centered around sidewalk, intersection, corridor, and bicycle lane improvements.

Summary of Themes

Feedback from respondents who supported the list of potential long-term projects (either 'strongly' or 'somewhat') acknowledged that most projects will be necessary to support the population growth that Gig Harbor is currently experiencing. Overall, there was broad support for infrastructure upgrades that help keep pace with expansion, improve safety, and enhance quality of life. Many commentors stressed the urgency of addressing congestion through improved traffic flow, particularly at key interchanges like Wollochet and Olympic, as well as enhancing sidewalks and bike lanes near schools and busy streets. While some felt bicycle infrastructure was less critical due to limited usage, there was significant support for safe, protected bicycle infrastructure across the city to improve livability and multimodal transportation options.

Feedback from respondents who opposed the list of potential long-term projects (either 'strongly' or 'somewhat') was heavily focused on optimizing traffic flows, implementing traffic calming solutions, improving safety, and promoting sustainability goals. Some commentors expressed frustration that the

project list does not prioritize multimodal investments enough and focuses too heavily on vehicle efficiency improvements. Other feedback emphasized concerns about congestion both along and accessing Highway 16. Specifically, comments focused on improving existing Highway 16 interchanges, and/or construction of new crossings or interchanges. Further criticism is heavily aimed at the numerous roundabouts, which are seen as ineffective and poorly designed, especially at locations like Stinson and Rosedale. The feedback argues that these roundabouts fail to slow down traffic, waste taxpayer money, and are unnecessary in many areas.

Analysis of Long-Term Project Ratings

The top two projects that respondents selected, which also had the highest star-ratings, were the Wollochet Drive Interchange Improvements (*Figure 1*) and the City Sidewalk Network (*Figure 2*), with 43% and 38% of the total votes respectively. These projects embody emergent themes from the survey that highlight community interest in infrastructure that improves the flow of traffic through Gig Harbor and helps create a safer environment for pedestrians and bicyclists.

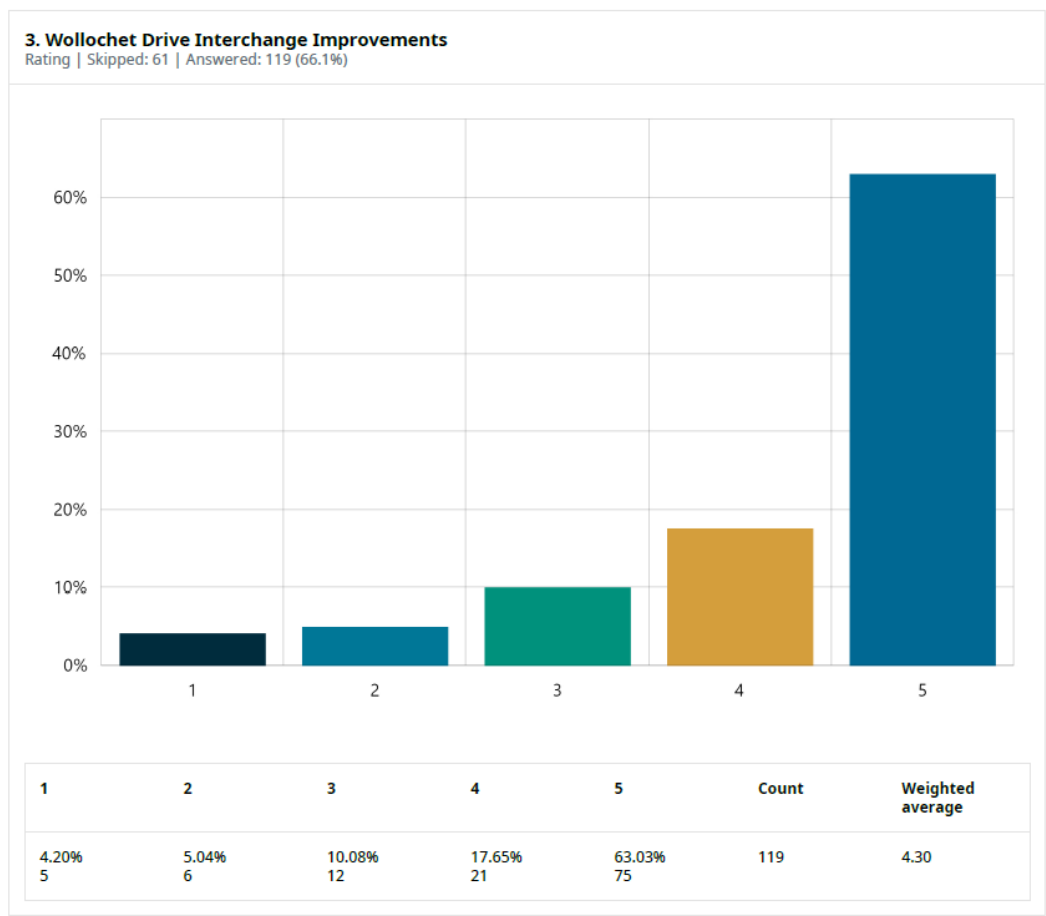
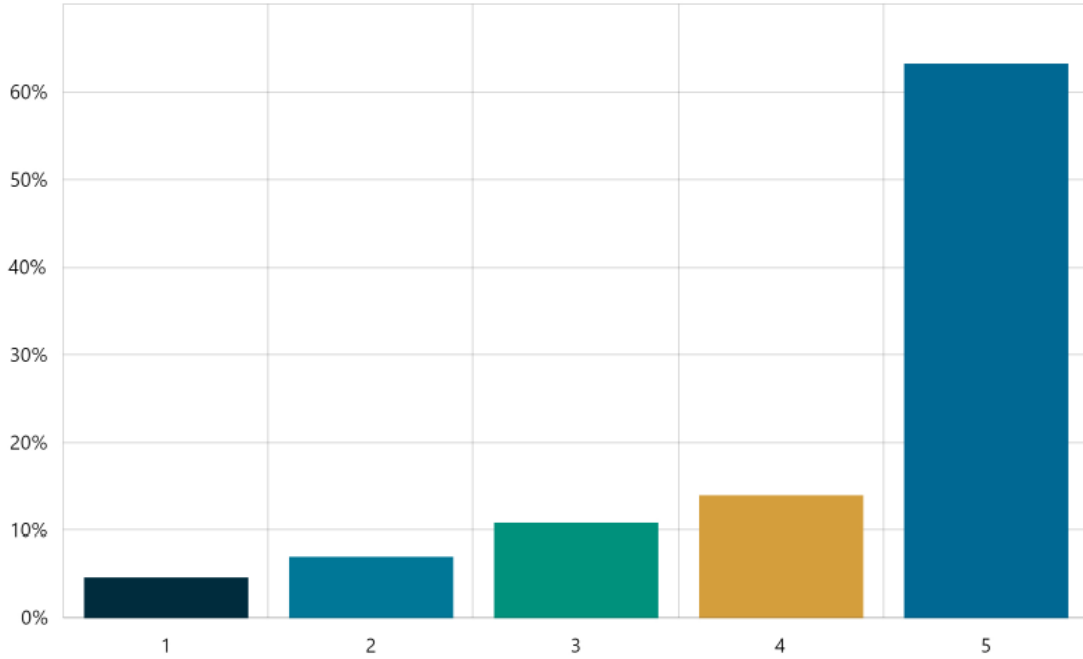


Figure 1: Wollochet Drive Improvements

8. Citywide Sidewalk Network

Rating | Skipped: 52 | Answered: 128 (71.1%)



1	2	3	4	5	Count	Weighted average
4.69% 6	7.03% 9	10.94% 14	14.06% 18	63.28% 81	128	4.24

Figure 2: Citywide Sidewalk Network

The Hunt Street Overcrossing (*Figure 3*) and Olympic Drive/SR-16 Intersection Improvement (*Figure 4*) projects also ranked quite high, at 32% and 30% respectively. All remaining projects had <17% of the total votes (*Figure 5*).

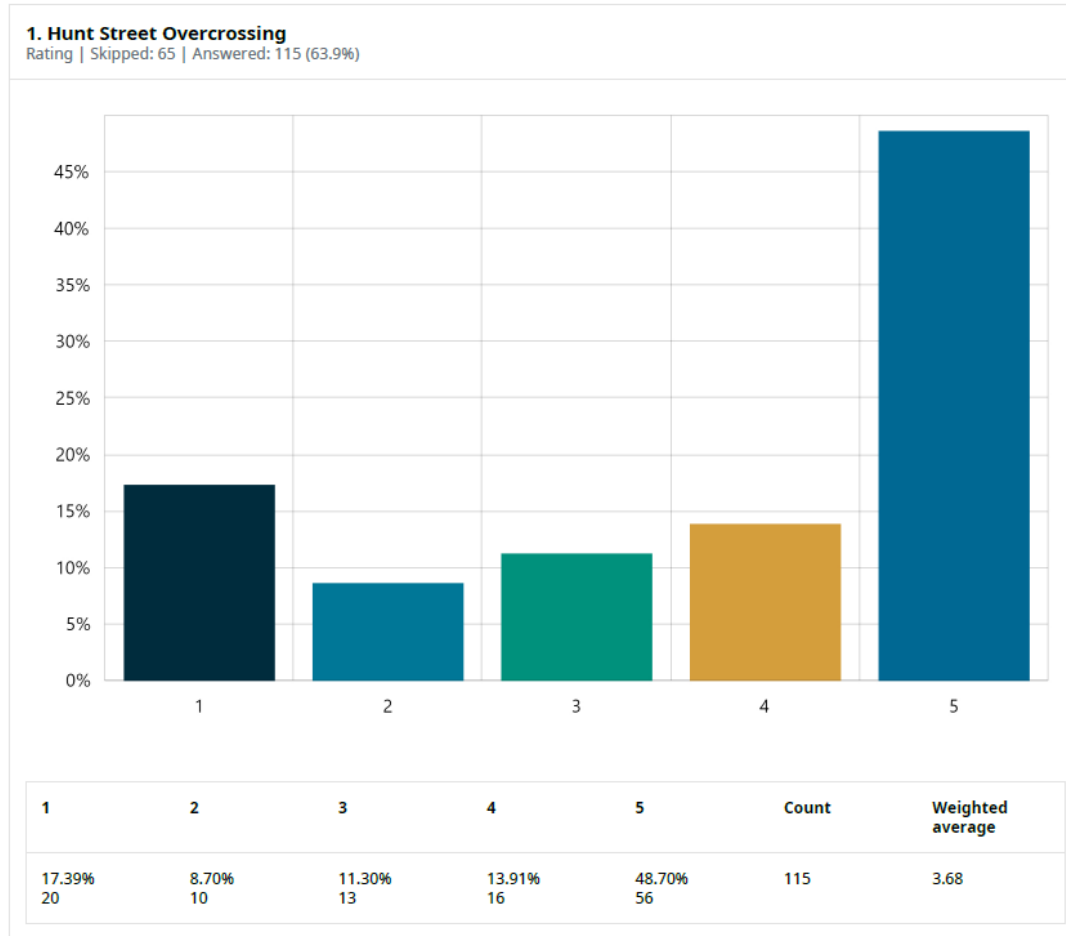
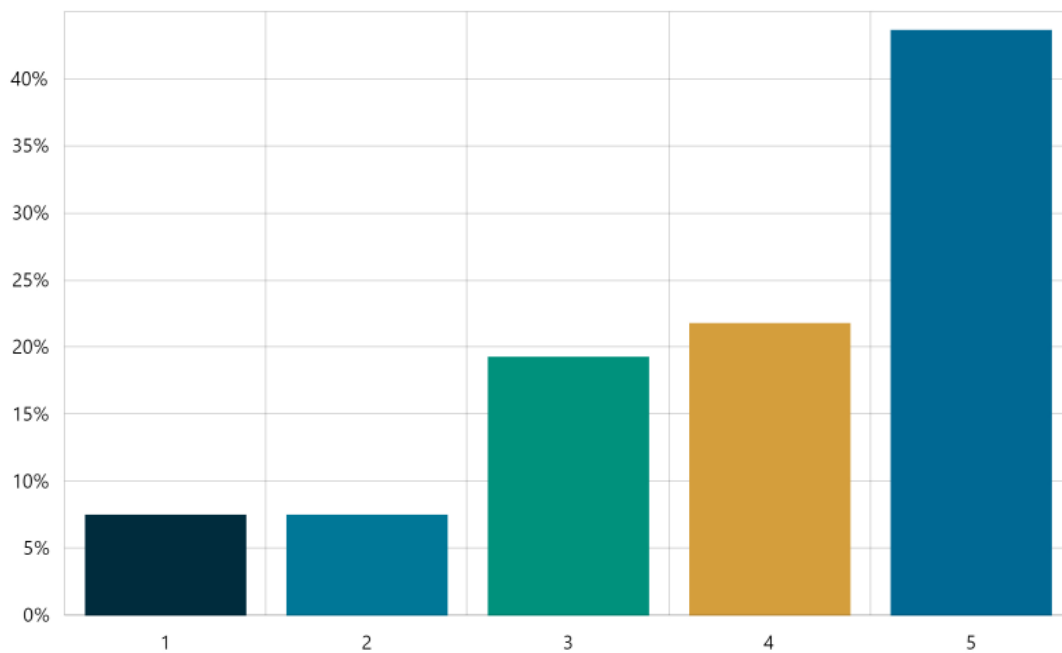


Figure 3: Hunt Street Crossing

4. Olympic Drive/SR-16 Intersection Improvements

Rating | Skipped: 61 | Answered: 119 (66.1%)

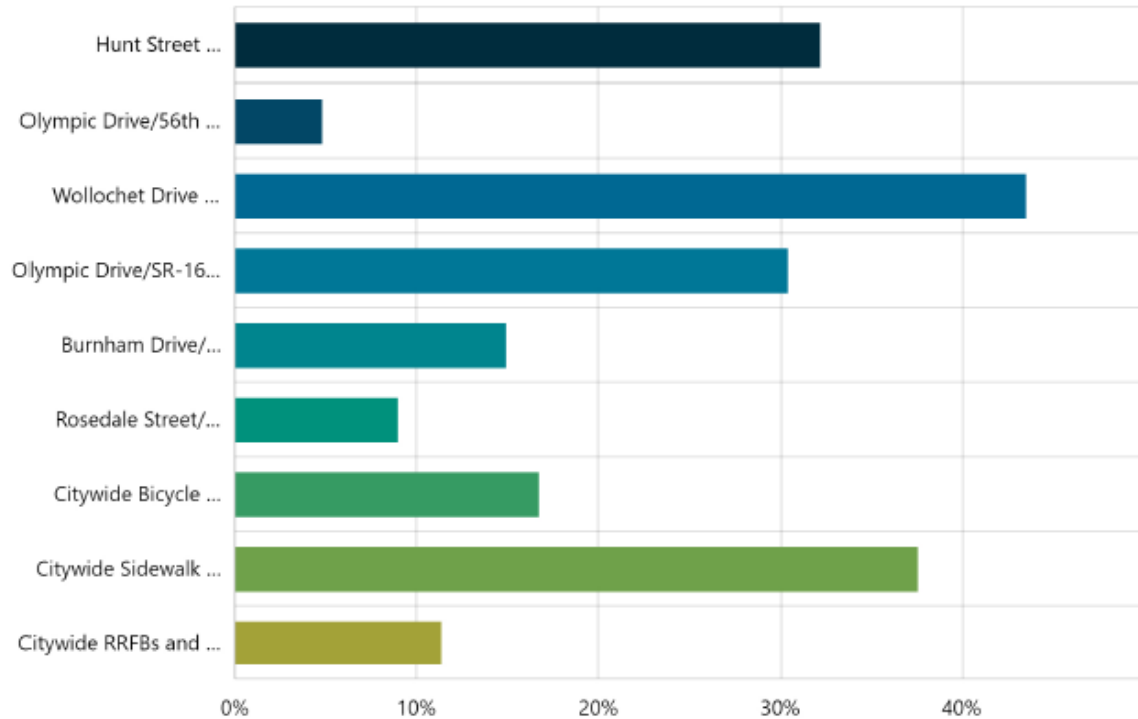


1	2	3	4	5	Count	Weighted average
7.56% 9	7.56% 9	19.33% 23	21.85% 26	43.70% 52	119	3.87

Figure 4: Olympic Drive/SR 16 Improvements

10. Please pick your top two projects from the list.

Multi Choice | Skipped: 12 | Answered: 168 (93.3%)



Answer choices	Percent	Count
Hunt Street Overcrossing	32.14%	54
Olympic Drive/56th Street Roundabout	4.76%	8
Wollochet Drive Interchange Improvements	43.45%	73
Olympic Drive/SR-16 Intersection Improvements	30.36%	51
Burnham Drive/Borgen Boulevard Corridor Improvements	14.88%	25
Rosedale Street/Stinson Avenue Roundabout Improvements	8.93%	15
Citywide Bicycle Lane Network	16.67%	28
Citywide Sidewalk Network	37.50%	63
Citywide RRFBs and Midblock Crossings	11.31%	19

Figure 5: Long-Term Project Rankings

Overall, ratings for the proposed list of projects were skewed heavily in favor of or against each of the projects. The most notable exceptions to this were the Olympic Drive/56th Street Roundabout (*Figure 6*), the Rosedale Street/Stinson Avenue Roundabout (*Figure 6*) and Burnham Drive/Borgen Boulevard Corridor Improvements (*Figure 7*), which had a much more even distribution of votes compared to other projects. Additionally, these projects received the lowest ratings, garnering 9% and 5% of votes respectively for respondents' top two projects. The polarizing nature of these projects was reflected in the qualitative section of the survey, where respondents expressed frustration over roundabouts as a traffic calming solution. Many felt that roundabouts do not effectively mitigate speeding or provide enough safety for pedestrians or drivers.

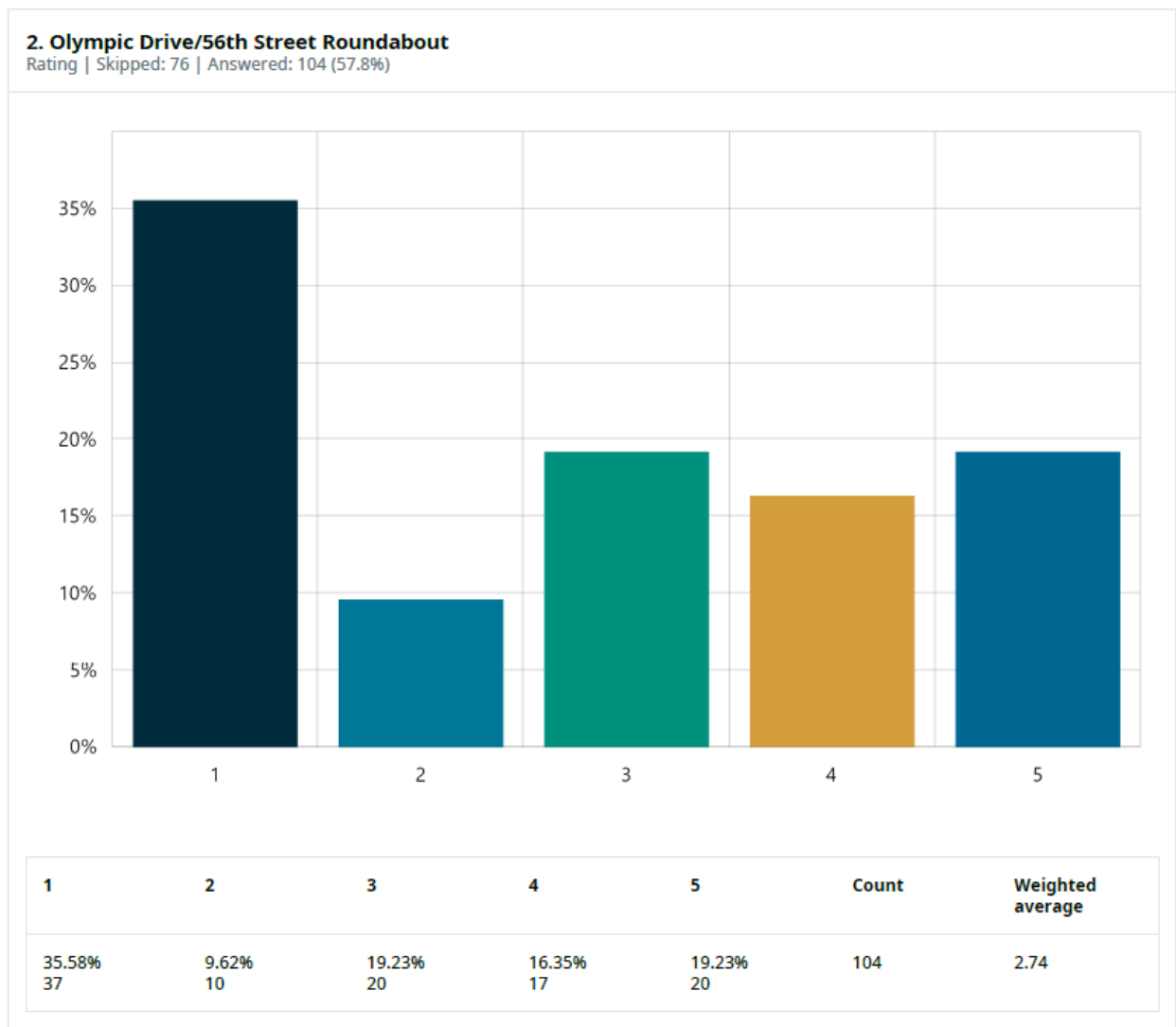
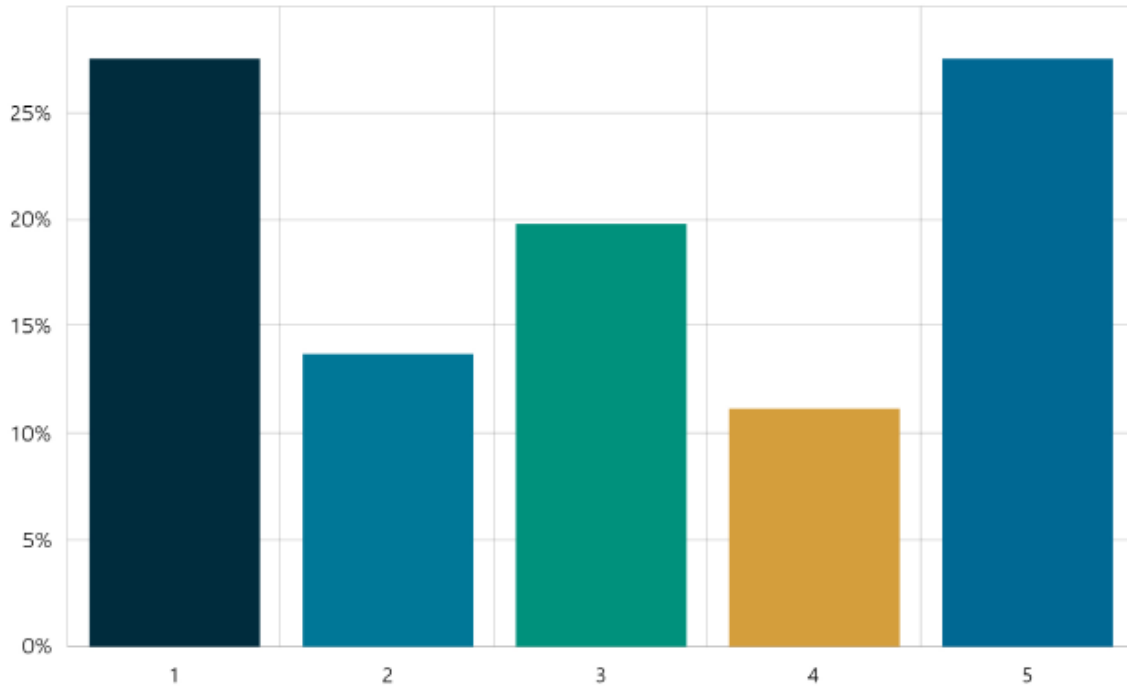


Figure 6: Olympic Drive/56th Street Roundabout

6. Rosedale Street/Stinson Avenue Roundabout Improvements

Rating | Skipped: 64 | Answered: 116 (64.4%)

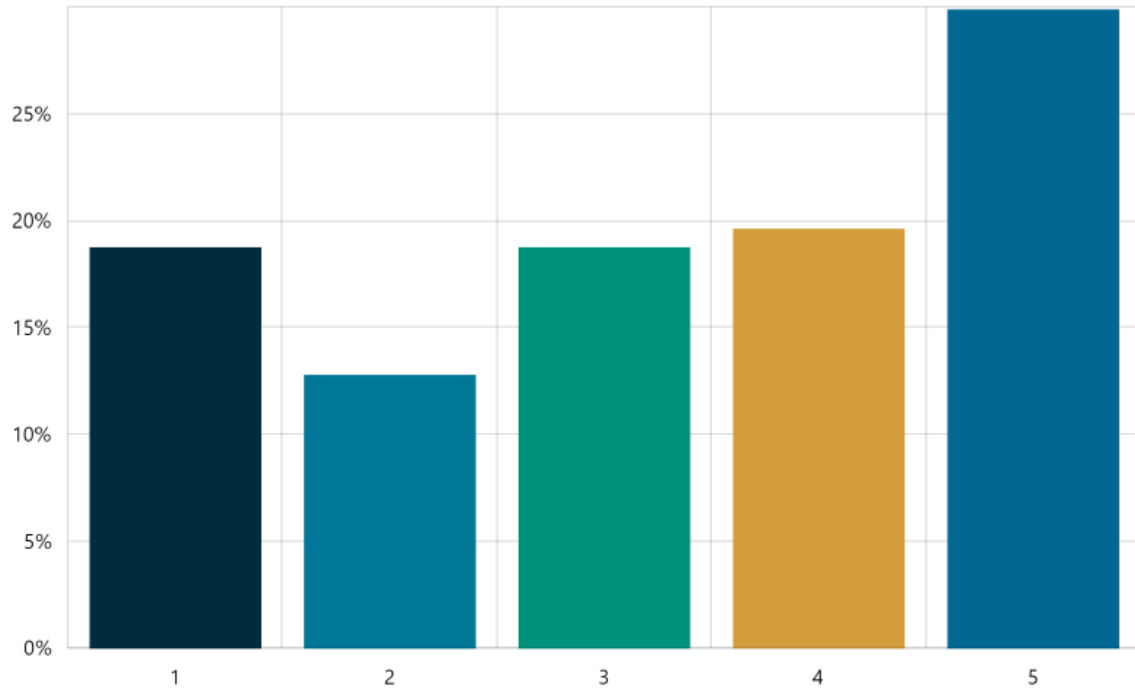


1	2	3	4	5	Count	Weighted average
27.59% 32	13.79% 16	19.83% 23	11.21% 13	27.59% 32	116	2.97

Figure 7: Rosedale Street/Stinson Avenue Roundabout Improvements

5. Burnham Drive/Borgen Boulevard Corridor Improvements

Rating | Skipped: 63 | Answered: 117 (65%)



1	2	3	4	5	Count	Weighted average
18.80% 22	12.82% 15	18.80% 22	19.66% 23	29.91% 35	117	3.29

Figure 8: Burnham Drive/Borgen Boulevard Corridor Improvements

Several respondents expressed strong support for improving bicycle infrastructure (Figure 9), emphasizing the importance of dedicated bike lanes and safe multi-use paths. They believe that enhancing bikeability is crucial for accommodating the growing population and promoting alternative transportation options. There were also mentions of the need for more midblock crossings (Figure 10), particularly in areas with heavy pedestrian traffic. This would improve safety for pedestrians crossing busy streets and encourage walking within the community.

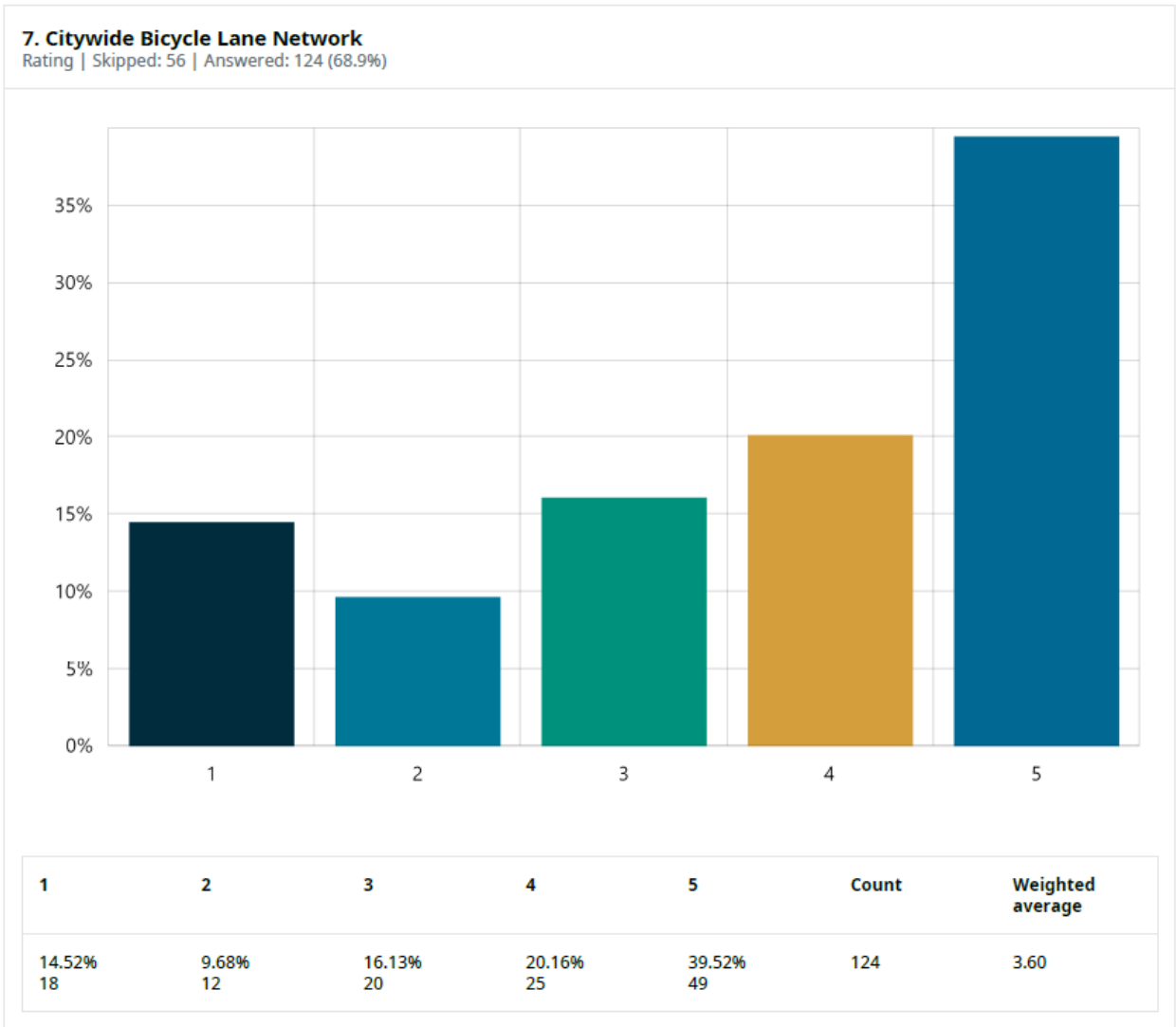
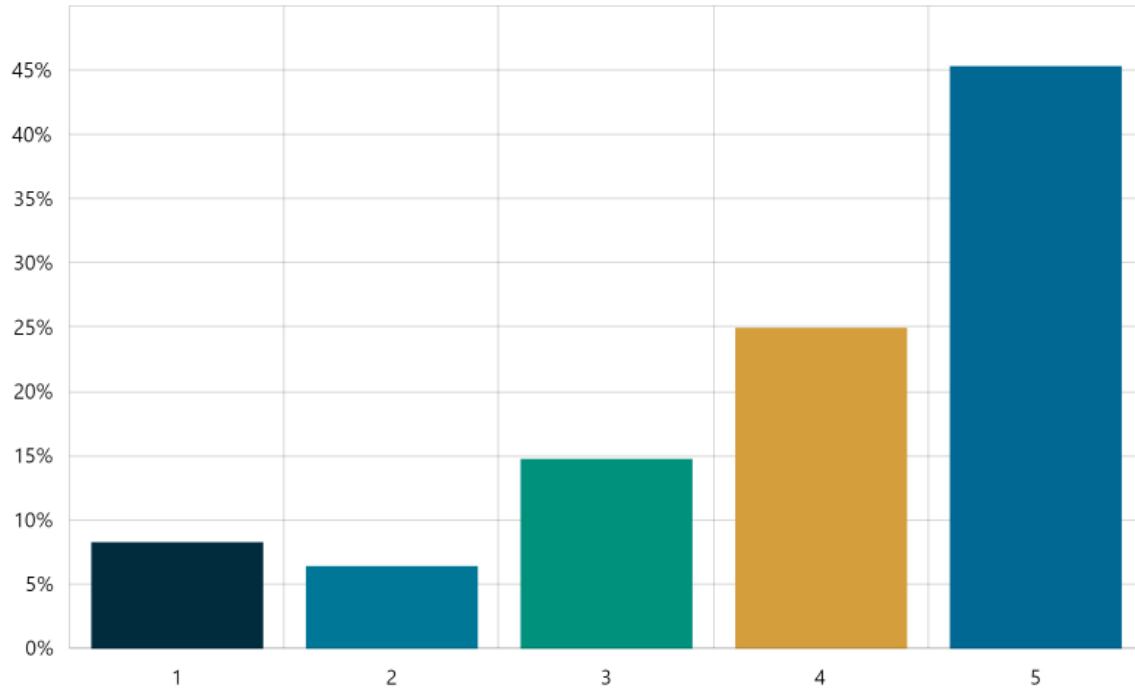


Figure 9: Citywide Bicycle Network

9. Citywide RRFBs and Midblock Crossings

Rating | Skipped: 72 | Answered: 108 (60%)



1	2	3	4	5	Count	Weighted average
8.33% 9	6.48% 7	14.81% 16	25.00% 27	45.37% 49	108	3.93

Figure 10: Midblock Crossings

Additional Projects

The final survey question asked respondents to identify additional projects not covered within the scope of the survey. The feedback is summarized by general location (*Table 1*) and highlights the frequency of how often a project was mentioned.

Table 1: Suggested Projects

Location	Feedback	Frequency
Borgen Blvd	Speed enforcement	
Borgen Blvd/Peacock Hill Ave NW	Pedestrian crossing on east side of roundabout	
Borgen Blvd/Crescent Valley Dr NW	Connect	2
Borgen Blvd/Burnham Dr	RRFB	
Briarwood Ln	More sidewalks	
Burnham Dr	More sidewalks	2
Burnham Dr	Traffic calming	
Burnham Dr/Bujacich Rd	Pedestrian facilities	
Cushman Trail	Connect to waterfront	2
Cushman Trail	Connect to Scott Pierson Trail	
Cushman Trail	Connect to Donkey Creek Park	
Cushman Trail	Extend past Borgen Blvd	
Downtown	Increase parking	4
Downtown	Pedestrian facilities	
Downtown	Remove parking	
Franklin Ave	Traffic calming	
Franklin Ave	Improved pedestrian infrastructure	
Grandview St	Traffic calming	
Harborview Dr	Change to one-way street	
Harborview Dr	Traffic calming	2
Harborview Dr	More sidewalks	
Harborview Dr	Speed enforcement	
Harborview Dr/Peacock Hill Ave	Roundabout	
Harborview Dr/Peacock Hill Ave	RRFB	

Harborview Dr/Pioneer Wy	Traffic light	
Hollycroft St/56th St	Bridge across SR-16	
Kimball Dr	Improved bicycle infrastructure	
Peacock Hill Ave NW	More sidewalks	
Peacock Hill Ave NW/Vernhardson St	Redesign connection	
Prentice Ave	Traffic calming	
Randall Dr	More sidewalks	
Randall Dr	More lighting	
Randall Dr/Crescent Creek Park	Pedestrian bridge	
Rosedale St NW/Stinson Ave	Interchange	
Rosedale St NW/72nd St NW	Speed bumps	
Skansie Ave	Speed bumps	
Soundview Dr	Traffic calming	3
Soundview Dr	Speed enforcement	
Soundview Dr/Hunt St NW	Four-way stop	
SR-16	Widen to 3 lanes	8
SR-16/north of Wollochet Dr	Additional interchange	
Vernhardson St	More sidewalks	
Wollochet	pedestrian bridge	
Wollochet Dr/38th Ave NW	Connect	
General	Access-on-demand service	
General	Elevated crosswalks/speed bumps	
General	More roundabouts	
General	More pedestrian facilities	2
General	Unique pavement for pedestrian crossings	1
General	More public transportation	
General	Larger, more visible street signs	
General	Rounded curb design for sidewalks	
General	Improved lighting for pedestrians	2
General	Separate protected lanes for bicycles	

Source: Fehr & Peers, 2024.

APPENDIX F

ROSEDALE ST & SCHOOLHOUSE AVE ROUNDABOUT IMPROVEMENT CONCEPTUAL DESIGN



APPENDIX G

ROSEDALE ST & SKANSIE AVE SIGNAL IMPROVEMENT CONCEPTUAL DESIGN





Rosedale Street NW & Skansie Avenue Signal Improvement

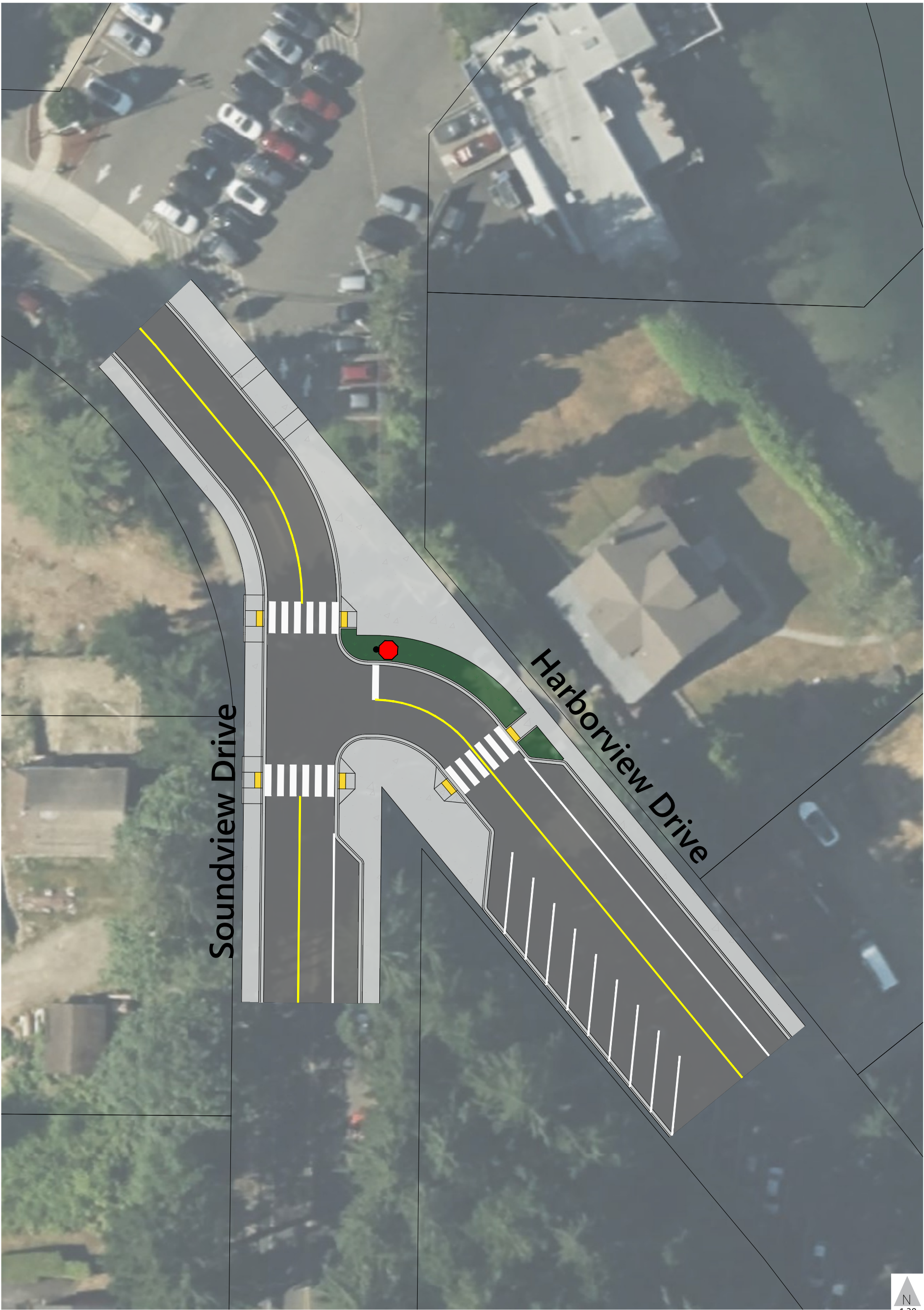


CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

APPENDIX H

HARBORVIEW DR & SOUNDVIEW DR INTERSECTION IMPROVEMENT CONCEPTUAL DESIGN





CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Harborview Drive & Soundview Drive
Intersection Improvement

APPENDIX I

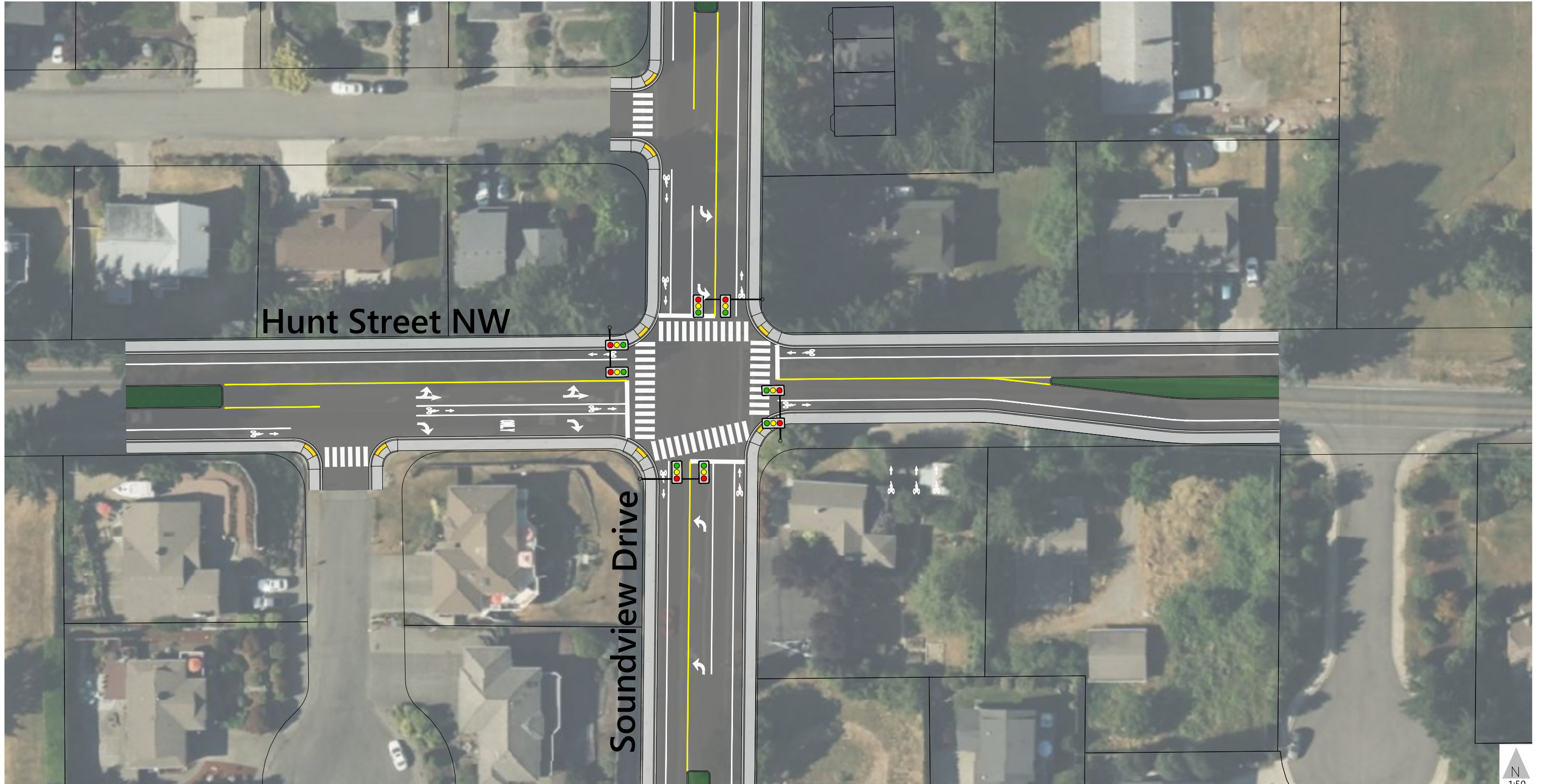
HUNT ST & SKANSIE AVE ROUNDABOUT IMPROVEMENT CONCEPTUAL DESIGN



APPENDIX J

HUNT ST & SOUNDVIEW DR SIGNAL IMPROVEMENT CONCEPTUAL DESIGN





CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Hunt Street NW & Soundview Drive
Signal Improvement

APPENDIX K

56TH ST & OLYMPIC DR ROUNDABOUT CONCEPTUAL DESIGN





CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

56th St & Olympic Dr

ATTACHMENT D
CAPITAL FACILITIES ELEMENT

ATTACHMENT D

13 Capital Facilities

13.1 Introduction

The Capital Facilities Element of the Comprehensive Plan ensures that adequate facilities and services are available to serve both current residents and businesses, as well as future growth as outlined in the Land Use Element. Capital facilities typically have a long lifespan and include systems owned by the City, other public agencies, or private entities. This element outlines policies for managing, financing, and coordinating capital improvements for facilities and utilities the City operates and describes Gig Harbor's relationship with external urban service providers.

Additionally, the Capital Facilities Element ensures that these essential services—including water, sewer, stormwater, transportation, schools, parks, and emergency services—are available to meet the city's evolving needs efficiently, effectively, and equitably. These policies guide public agencies, including the City, and inform private development decisions to support anticipated growth while complying with the Growth Management Act.

Note that this element has significant crossover with other elements in the Plan, primarily:

- Essential Public Facilities (Chapter 8);
- Utilities (Chapter 9);
- Parks, Recreation, and Open Space (Chapter 11); and
- Transportation (Chapter 12);

However, note that other components of the Comprehensive Plan will also be impacted by this topic. Land use and housing may be affected by considerations of concurrency to ensure public facilities and services (primarily transportation) are available to serve new developments or have funding secured for completion.

13.2 Requirements

13.2.1 GMA Requirements

Capital planning is required by the GMA and must be coordinated with the City's larger land use planning process. Per [WAC 365-196-415](#), at a minimum, those capital facilities to be included in an inventory and analysis are:

- Transportation,
- Water systems,
- Sewer systems,
- Stormwater systems,

- Reclaimed water facilities,
- Schools,
- Parks and recreation facilities, and
- Police and fire protection facilities.

The GMA establishes five requirements for this element, which are to:

- Provide an inventory of facilities;
- List a forecast of needs;
- Show proposed locations and capacity of planned facilities;
- Provide a financing plan for needed facilities; and
- Reassess planned facilities if they cannot be provided and paid for.

13.2.2 VISION 2050

The VISION 2050 Regional Growth Strategy provided by the PSRC includes broad policies for capital facilities, primarily under transportation (MPP-T) and public services (MPP-PS). These include considerations of the following:

- **Environmental Protection and Resource Efficiency:** Investments in capital facilities will need to promote environmental conservation, public health, and resource efficiency in the provision of services. Communities should encourage renewable energy, water conservation, recycling, waste reduction, and demand-side measures to reduce the need for new investment.
- **Equitable Access and Affordability:** Planning efforts should ensure public services are affordable and accessible, particularly for underserved communities. Communities should prioritize investments that address disparities and improve service coordination.
- **Growth Management:** Urban growth should be guided by cities through the timing and phasing of services to support development, while limiting urban services in rural areas to prevent sprawling development patterns.
- **Resilience:** Communities should invest in resilient infrastructure, renewable energy, and disaster-preparedness as they relate to maintaining services in cases of severe disruption and long-term challenges with providing regular services. Note that these disruptions would include the expected effects of climate change on the community.

For more details, refer to the VISION 2050 Regional Growth Strategy and associated policies.

13.2.3 Countywide Planning Policies

Under the Pierce County Countywide Planning Policies, there are several considerations which must be incorporated in the development of the Capital Facilities Element:

- Capital facilities planning by the city must be coordinated with local education service providers and associated planning for facilities. (ED-3, ED-4, and ED-5)

- The city shall coordinate with other jurisdictions on capital investments to improve environmental quality that can achieve economic, human health, and natural benefits, especially as related to environmentally sensitive lands. (ENV-5 and ENV-10)
- Watersheds should be considered as part of capital facilities planning. (ENV-23)
- The siting of essential public facilities must be consistent with capital facilities planning and budgeting. (EPF-5).
- Needs for schools, sewer, water, parks, and roads within Urban Growth Areas must be incorporated through level of service (LOS) and concurrency standards in capital facilities plans. (UGA-12)
- The city must adopt measures to ensure that growth and development are supported by adequate public facilities and services through timing and phasing of capital investments. Special purpose districts shall conform to the element. (UGA-13)

In addition to these requirements, there are several additional requirements for investment transportation and parks that are examined in those respective sections.

13.3 System Conditions

13.3.1 Levels of Service (LOS)

Standards

The Capital Facilities Element identifies LOS standards 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.

Current level of service standards for capital facilities in Gig Harbor are summarized in Exhibit 13-1 below.

Concurrency

Concurrency is a key principle under the GMA. Requirements for concurrency ensure that public facilities and services are available to serve new developments. Under this policy framework, necessary improvements, particularly in transportation, are in place at the time of development or have funding secured for completion within six years of a development.




Local jurisdictions evaluate current LOS for public services and infrastructure versus standards to determine if existing systems can accommodate new development impacts or if additional facilities are needed. Transportation facilities are the only type of system where a drop below identified thresholds can result in development being denied according to statute, but note that the Pierce County Countywide Planning Policies also require that these standards be established for schools, sewer, potable water, and parks.

Exhibit 13-1. Gig Harbor Level of Service Standards

Capital Facility	LOS Standard	Provider	Reference
Parks	Per 1,000 residents: 5.0 acres of neighborhood and community parks, 1.0 acres of waterfront parks, 5.25 acres of natural areas, and 1.17 miles of trails.	City of Gig Harbor	2022 Parks, Recreation, and Open Space Plan
Potable Water	ERU targets by type. 30 psi throughout the distributions system during PHD.	City of Gig Harbor; individual water providers	2018 Comprehensive Water System Plan Update, Update April 2022
Sanitary Sewer	ERU targets by type. WWTP - limited capacity to treat wastewater. Water CRC process. Phase II WWP improvements.	City of Gig Harbor	Comprehensive Plan Utilities Element
Stormwater	On-site infiltration expected. Treatment as required by DOE Stormwater manual.	City of Gig Harbor	Comprehensive Plan Utilities Element

Capital Facility	LOS Standard	Provider	Reference
Fire Protection	<p>Classification A: 1,000 gallons per minute (gpm) for two hours for single-family detached and duplex dwellings in residential zones.</p> <p>Classification B: Commercial and multi-family fire protection: 3,000 gallons per minute (gpm) for three hours for industrial, multi-family and commercial zones.</p>	Gig Harbor Fire & Medic One Building and Fire Safety Department, City of Gig Harbor	2018 Comprehensive Water System Plan Update, Update April 2022
Library Services	0.62 sq. ft. per capita	Pierce County Library District	Pierce County Library 2030 Facilities Master Plan

Exhibit 13-2. Transportation Level of Service Standards – Pedestrian Priority Network

LOS Standards	Principal and Minor Arterials; Collectors (within CoLIs or 0.5 mile of a school)
 (green)	Pedestrian facilities* available on both sides of the street
 (yellow)	Pedestrian facilities available on one side of the street
 (red)	No pedestrian facilities available

*Pedestrian facility includes sidewalks and shoulders protected by a raised curb.

Exhibit 13-3. Transportation Level of Service Standards - Bicycle Priority Network






LOS Standards	Arterials	Collectors
 (green)	Shared use path or a buffered bike lane on both sides of street.	Conventional bike lanes on either sides of street or a shared use path.
 (yellow)	Conventional bike lanes on both sides of the street, or a shared use path or buffered bike lanes within 700 feet.	Fog lines on both sides of the street.
 (red)	None of the above facilities are provided, or facilities are on one side.	None of the above facilities are provided, or facilities are on one side.

Exhibit 13-4. Transportation Level of Service Standards - Stop Amenities and Pedestrian Access

LOS Standards	Transit Stop Amenities	Pedestrian Access
 (green)	Provides high quality stop amenities (benches, shelters, garbage cans, lighting)	Sidewalks and marked crosswalks serving all stops
 (yellow)	Provides transit stop amenities where feasible	Sidewalks and marked crosswalks serving stops where feasible


LOS Standards	Transit Stop Amenities	Pedestrian Access
 (red)	No amenities	General lack of sidewalks and marked crosswalks

Exhibit 13-5. Transportation Level of Service Standards – Auto LOS

Level of Service	Description	CONTROL DELAY (SECONDS/VEHICLE)	
		For signalized and roundabout controlled intersections	For unsignalized intersections
A	Free-flowing conditions	≤ 10	≤ 10
B	Stable operating conditions	10-20	10-15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists	20-35	15-25
D	High density of motorists, but stable flow	35-55	25-35
E	Near-capacity	55-80	35-50
F	Over capacity, with delays	≥ 80	≥ 50

Source: Highway Capacity Manual, 6th Edition

For additional information on the Transportation Level of Service Standards, refer to Transportation Element Technical Appendix.

13.3.2 Water Systems

Existing Capital Facilities

The City of Gig Harbor is a provider to about two-thirds of the area within its retail water service area (RWSA) within city limits, with the remaining water services provided through other water purveyors. Exhibit 13-6 indicates multiple water management agencies serving the city and its UGA.

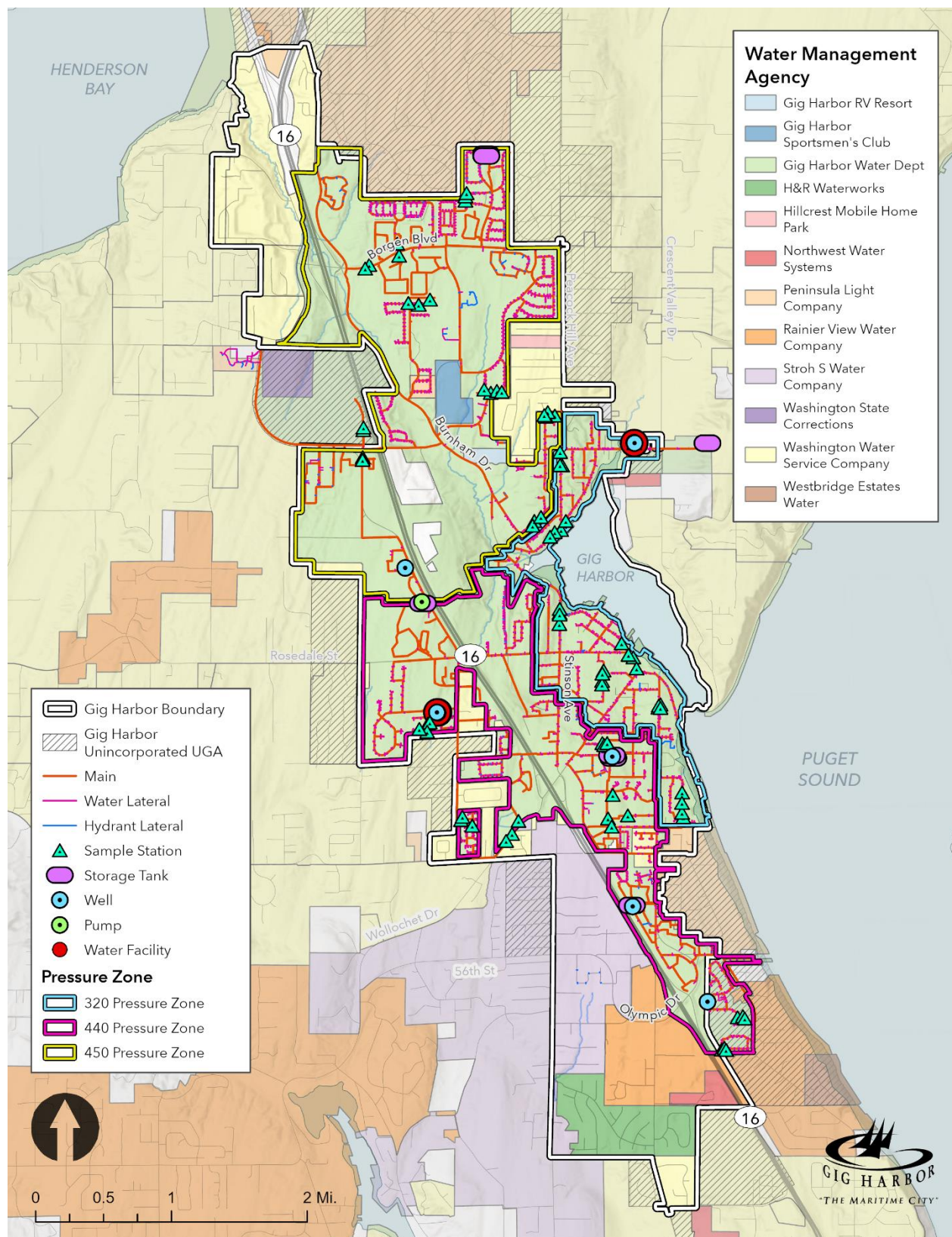
The City of Gig Harbor Water System was originally built in the late 1940's. Today, the City's RWSA encompasses approximately 4.45 square miles with 2,583 service connections at the end of 2017 serving approximately 9,632 people.

The city's water system is divided into three pressure zones. The City's water system contains six reservoirs, with a total capacity of 4.6 million gallons (MG). The city operates eight 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. The City of Gig Harbor's water system boundary and adjacent purveyors are shown in Exhibit 13-6. Summaries of the City's well source supply and storage facilities are provided in Exhibit 13-7 and Exhibit 13-8, respectively, below. The City provides wholesale water service to multiple customers outside the City's RWSA and has an emergency intertie with one purveyor. The City also holds seven additive municipal purpose certificated water rights and one non-additive water permit.

The Water System Plan forecasts water demand within the RWSA to evaluate the system's ability to meet future water needs over the next ten to twenty years and identify priorities for system infrastructure projects. The City's current average day demand (ADD) is approximately 1.1 million gallons per day (mgd) and is expected to rise to 1.4-1.5 mgd by 2037. The current maximum daily demand (MDD) is approximately 2.5 mgd and is expected to rise to 3.1-3.6 mgd by 2037. With its current supply and water rights, the City has sufficient water rights to meet projected demand over the next twenty years. However, the City is exploring development of Well 9 to add redundancy to the water system.

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.

Exhibit 13-6. Gig Harbor Water System and Adjacent Purveyors.



Source: City of Gig Harbor, 2024.

Exhibit 13-7. Inventory of Gig Harbor Wells

Well Number	Pressure Zone Served	Date Well Drilled	Maximum Instantaneous Flow Rate (gpm)	Well Pumping Capacity (gpm)
1 ¹	320	1951	400	0
2	320	1963	330	272
3	440	1978	625	626
4	320	1988	230	159
5	440	1990	500	524
6	440	1991	1,000	1,019
8	440	1965	30	12
10 ²	320	--	330 ²	0 ²
11	450	2013	-- ³	1,000
Total Gallons per Minute (gpm)			3,115	3,612

¹ Well 1 and Well 10 are inactive.

² Well 10 is a test well and supplemental to Well 2.

³ Well 11 is supplemental to system wells.

Sources: Gig Harbor Comprehensive Water System Plan Update, 2018-2022; BERK, 2024.

Exhibit 13-8. Water System Storage Facilities

Name	Zone Served	Year Constructed	Nominal Volume (MG)
East Tank	320	1963	0.23
Twin Harbor Heights Tank No. 1	320	1962	0.25
Twin Harbor Heights Tank No. 2	320	1973	0.23
Shurgard Tank	440	1979	0.53
Skansie Tank	440	1989	1.13
North Gig Harbor Tank	450	2006	2.23
Total Storage (MG)			4.60

Sources: Gig Harbor Comprehensive Water System Plan Update, 2018-2022; BERK 2024.

Washington Water Service

A subsidiary of California Water Service Group, Washington Water Service (WWS) provides water utility services to 38,000 customers in the region and is the largest investor-owned water utility in the State. WWS operates the NW Regional Office in Gig Harbor, with numerous system connections that serve the Gig Harbor community and Kitsap Peninsula region. See Exhibit 13-9.

The WWS water service in Gig Harbor is divided into three service areas – East Pierce (formerly Rainier View Water), Gig Harbor, and Stroh's. In 2020, WWS acquired Rainier View Water Company, which provided water services adjacent to WWS East Gig Harbor operations. In 2023, WWS acquired Stroh's Water Company, which provided water service in the central and southwest Gig Harbor area to approximately 900 customers.

Peninsula Light Water

Along with electricity, Peninsula Light Company provides water services to Gig Harbor and the Key Peninsula to consolidate the independent water systems in the area. It has more than 3,000 water service members in its 112-square mile region.

The Shore Acres Water Company, a nonprofit which contracts services from Peninsula Light, provides water services to 235 customers over 140 acres as of 2023. Most customers are primarily of the city's UGA in the Reid Road area, with about 10% of its customers inside the city limits. Water is purchased wholesale from the City of Gig Harbor.

Thurston PUD

Thurston PUD provides water services to parts of Gig Harbor through the Qual Run 667 connection. The connection consists of two groundwater wells that produce over 16.7 million gallons of water and have 136,000 gallons of storage capacity. It serves approximately 200 water connections, with each household using an average of 226 gallons per day. Annual consumption is approximately 16.3 million gallons of water.

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). Because the City has limited capacity to withdraw water, the City identifies—by way of the water CRC process—projects to which 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.

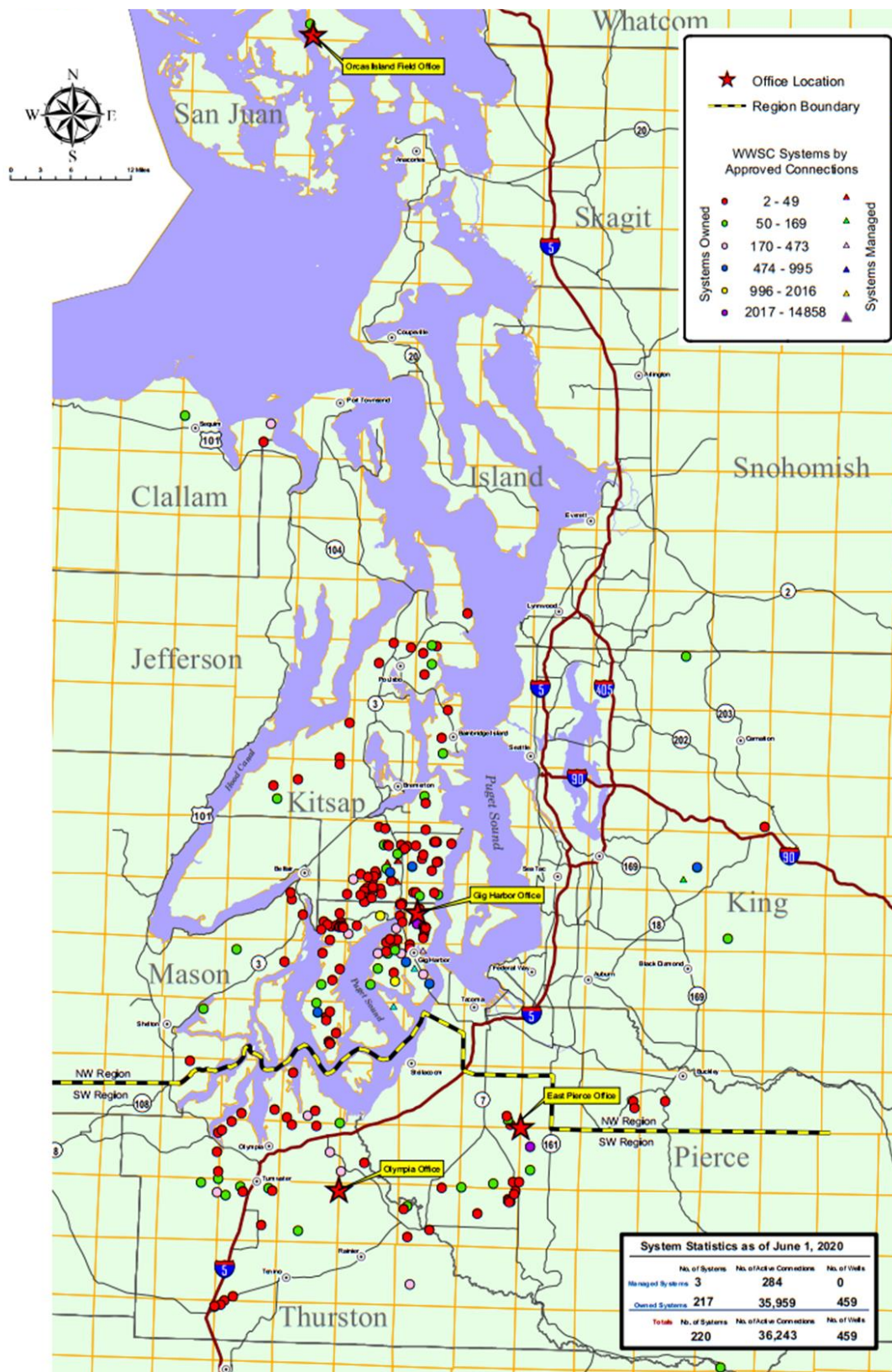
Analysis of the existing storage facilities in the City of Gig Harbor Water System Plan indicates that the City can meet all of its storage needs through the 20-year planning horizon with existing facilities by nesting

standby storage and fireflow storage. Consequently, the City is not currently planning for additional storage facilities in the 20-year planning horizon.

Future Needs

The City's water system plan forecasts future needs based on future population growth. As discussed in the previous section, the City has sufficient water rights to meet projected demand over the next twenty years. However, systemwide, the City aims to meet the maximum daily water demand. 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 will add redundancy to make the water distribution more reliable. The City has also replaced undersized pipes and the older asbestos cement (AC) water mains with either ductile iron pipe or polyvinyl chloride (PVC) pipe. Overall, these have resulted in a robust water system for the City.

Exhibit 13-9. Washington Water Service System Locations, 2020



Source: Washington Water Service, 2020.

13.3.3 Wastewater Systems

Existing Capital Facilities

Sanitary sewer service in the City of Gig Harbor is owned, operated, and maintained by the city. The wastewater division is in the Public Works Department of the City.

The City of Gig Harbor developed its first Wastewater Comprehensive Plan (WWCP) more than 30 years ago and has regularly updated the WWCP since. The Washington State Department of Ecology requires the city to have a “general sewer plan” per WAC 173-240. Further, RCW 35.67.030 directs the city to update the plan based on capital improvements. The WWCP is not an element of the City Comprehensive Plan but is instead adopted by reference.

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.

With a service area of 1,800 acres, the system provides sewer services within the city limits and to select developments in the UGA, such as Canterwood Estates and the Washington Corrections Center for Women. Outside of the UGA, the city owns, operates, and maintains an on-site septic system for the 24-unit Shorecrest Development, located on Ray Nash Drive NW. The city also treats septic effluent from a 68-unit housing development on Wollochet Bay in unincorporated Pierce County. Within the city’s UGA, there are individual residential on-site septic systems on select parcels; the city hopes to connect these parcels to the City sewer system by 2050.

The wastewater system includes 57 miles of sanitary sewer lines. Its collection system includes 213,000 lineal feet of gravity and force main pipe sewers and 18 lift stations. See Exhibit 13-10 for a map of the major sewer system lines. The City of Gig Harbor Wastewater Treatment Plant (WWTP), located on five acres west of the intersection of Harborview Drive and North Harborview Drive, treats millions of gallons of wastewater each year. Built in 1975 with major upgrades in 2009 and 2016, the WWTP has increased capacity and improved reliability to adequately serve the City’s current residents and future growth. Its current daily average flow is approximately 1.1 MGD (million gallons per day). Future improvements are anticipated to increase the WWTP’s loading limit to 2.4 MGD, which exceeds the 20-year flow and waste load planning projections.

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 to increase capacity and improve reliability. The final upgrade added ultraviolet 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. See Exhibit 13-10 for the sewer system map.

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 12-unit development with an on-site septic system and pressurized community drainfield and is located outside the City's UGA.

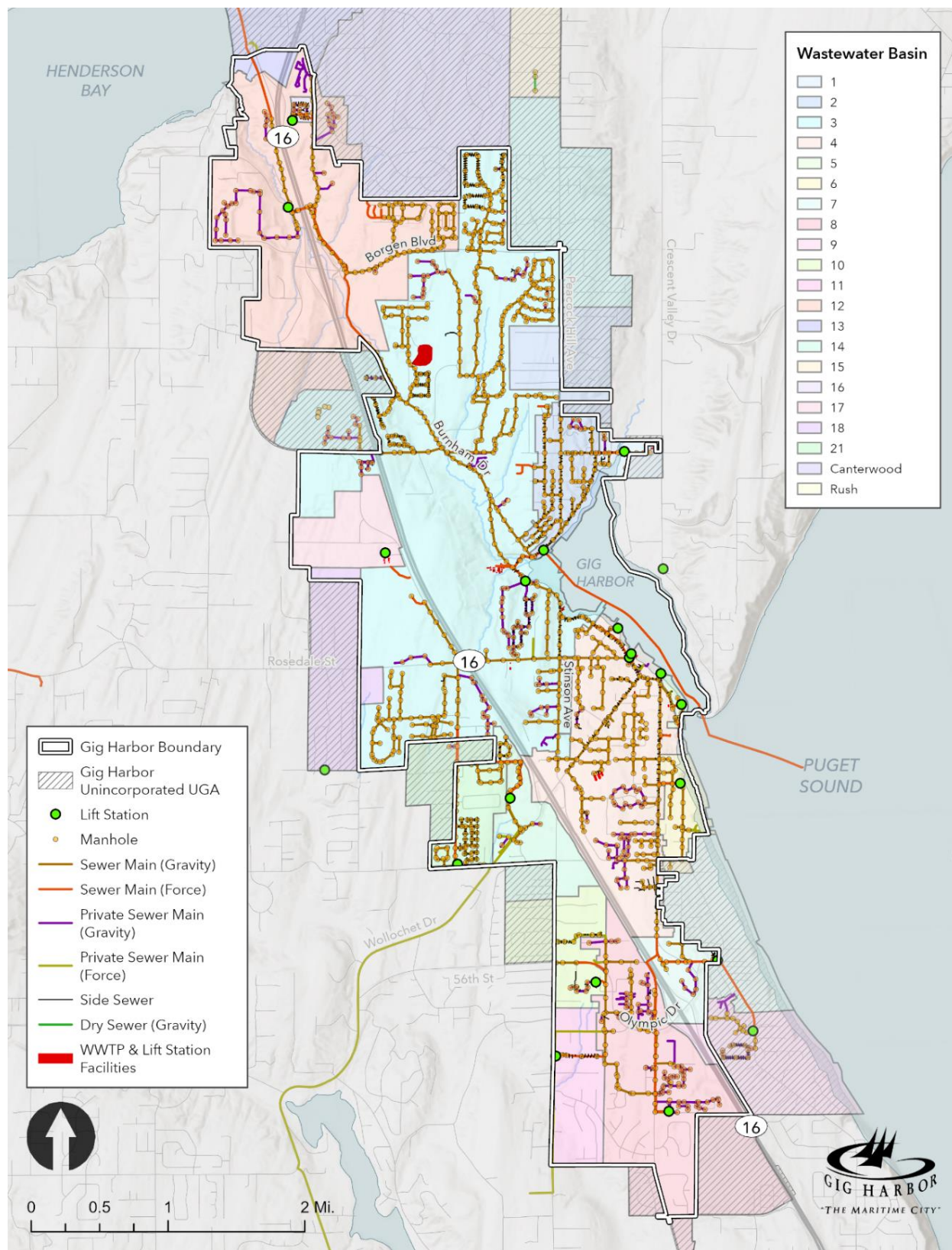
The City of Gig Harbor has entered a contract with the Wollochet Harbor Sewer District to provide wastewater treatment for septic tank effluent produced in the District. The contract allows for the District to discharge an average annual flow of 16,400 gallons per day. The point of discharge is the Wagner Way lift station.

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 can collect and treat the design flow of 2.4 MGD.

Exhibit 13-10. City of Gig Harbor Sewer System Map



Source: City of Gig Harbor, 2024.

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.

The City regularly updates its Wastewater Comprehensive Plan to assess existing and future capacity of the sewer system, identify specific wastewater utility infrastructure improvements and determine how best to provide wastewater services to the Gig Harbor community over a 20-year growth period. It analyzes potential strategies to promote water resource management and environmental sustainability, such as a reclaimed water program, and identifies improvements to the wastewater system needed over the next 20-year planning period.

Future needs identified by the Wastewater Comprehensive Plan focus on the full build-out of its sewer services to the limits of the UGA. By 2050, it assumes that all unsewered developed parcels and new developments are sewerred. See Exhibit 13-11 for the demographic forecast allocation model WWTP used to estimate its sewerred and non-sewerred build-out. Exhibit 13-12 shows the anticipated wastewater flow projections. See the Capital Facilities Element for further details on future capital improvement projects related to the wastewater utility, costs, funding, and approximate schedule to address these projections.

Exhibit 13-11. Gig Harbor UGA Demographics Based on Adjusted Growth Rates by Sewer Connection

Year	Single-Family Households		Multifamily Households		Employment		Prison Inmates	School Enrollment
	Sewered Units	Non-Sewered	Sewered	Non-Sewered	Sewered	Non-Sewered		
2017	2,035	2,889	1,580	1,225	18,929	9,635	738	5,970
2037	5,674	1,184	2,446	739	30,859	9,492	894	8,949
Build-Out	7,608	0	3,466	0	45,517	0	996	10,356

Sources: Gig Harbor Wastewater Comprehensive Plan Update, 2018; BERK, 2024.

Exhibit 13-12. Average Sanitary and Peak Flow Estimates, 2017 – Build-Out

Category	Unit Wastewater Flows	2017		2037		Build-out	
		Sewered	ADWF (GPD)	Sewered	ADWF (GPD)	Sewered	ADWF (GPD)
Single-Family Residential	134 gpd per unit	2,035	272,659	5,674	760,337	7,608	1,019,481
Multi-Family Residential	134 gpd per unit	1,580	211,720	2,446	327,783	3,466	464,385
Employment	18 gpd per person	18,929	340,720	30,859	555,459	45,517	819,298
Prison	100 gpd per person	738	73,800	894	89,436	996	99,600
School	20 gpd per person	5,970	119,400	8,949	178,972	10,356	207,120
Wollochet Harbor	---	---	11,000	---	11,000	---	11,000
Average Dry Weather Flow			1,018,299		1,911,988		2,609,884
Sanitary Peak Flow			1,527,449		2,867,982		3,914,826

Source: Gig Harbor Wastewater Comprehensive Plan Update, 2018.

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 can have sewer flows conveyed using 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 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 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 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 funded by utility general facility charges and utility rates.

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 four years with planning for future capital improvements in the timeframe of 2028 and beyond.

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.

13.3.4 Stormwater Systems

Existing Capital 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 North 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 publicly owned), 4,583 catch basins, 16 miles of drainage ditch, seven bioretention swales, two miles of stormwater detention system pipe, two rain gardens, 49 stormwater vaults and 72 miles of storm drainage pipe. This inventory has grown 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.

As a permittee under a Western Washington Phase II Municipal Stormwater Permit, 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.

Level of Service

The level of service for the City's stormwater infrastructure was evaluated while 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 torn 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 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 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.

13.3.5 Schools

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.

Exhibit 13-13 details school enrollment counts by grade level, for 2021 through 2024. Exhibit 13-14 details school district staff counts for 2021 through 2024.

Exhibit 13-13. K-12 Peninsula School District Enrollment, 2021-2024

FTE Enrollment Counts	Average 2021-2022	Budget 2022-2023	Budget 2023-2024
Kindergarten	565.47	696.00	634.00
Grade 1	563.73	573.00	626.00
Grade 2	657.84	594.00	612.00
Grade 3	613.82	691.00	620.00
Grade 4	617.89	641.00	717.00
Grade 5	656.00	644.00	673.00
Grade 6	596.75	672.00	676.00
Grade 7	622.78	602.00	722.00
Grade 8	642.03	686.00	628.00
Grade 9	703.27	661.00	685.00
Grade 10	724.43	709.00	719.00
Grade 11 (excluding Running Start)	586.49	582.00	731.00
Grade 12 (excluding running start)	490.41	601.00	606.00
Subtotal	8,040.91	8,352.00	8,649.00
Running Start	356.68	360.00	344.00
Dropout Reengagement Enrollment	14.43	20.00	19.00
ALE Enrollment	167.85	123.00	0.00
Total K-12	8,579.87	8,855.00	9,012.00

Sources: Peninsula School District F195 [Budget](#), 2023-2024; BERK, 2024.

Exhibit 13-14. K-12 Peninsula School District Staff Counts

Staff Counts	Average 2021-2022	Budget 2022-2023	Budget 2023-2024
General Fund FTE Certificated Employees	673.43	646.26	648.619
General Fund FTE Classified Employees	346.17	370.98	339.812

Sources: Peninsula School District F195 [Budget](#), 2023-2024; BERK, 2024.

13.3.6 Park and Recreation Facilities

Existing Capital Facilities

The City of Gig Harbor owns 37 park properties ranging in size from 0.06 of an acre to over 50 acres. Included in that total are four designated trails that range from 0.2 of a mile to 6 miles in length. Exhibit 13-15 documents the City's existing park facilities. Detailed park profiles on each city park facility are included in the 2022 Park Recreation and Open Space Plan as Appendix A to that plan.

The Gig Harbor park classification system includes the following classifications:

Waterfront Parks are located on the shoreline and 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.

Community Parks are larger parks, typically between 15 and 30 acres, that provide a wide variety of recreation opportunities that appeal to the entire community. Typically, these sites are designed for active recreation and can accommodate large numbers of people and offer a wider variety of facilities than neighborhood parks. These parks also may serve as a destination for access to water and large community events, and they may include significant natural areas and trails as well as more support 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.

Mini-Parks serve to address limited, isolated or unique recreational needs. Generally, these parks range from 2,500 square feet to one acre in size and are optimally located within ¼-mile of a residential setting.

Special Use Facilities include single-purpose recreational areas or stand-alone sites designed to support a specific, specialized use. Special facilities include sport complexes, community centers and/or historic areas. Support facilities such as parking and restrooms are often included.

Natural Areas 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 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 Sites 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 moved to the appropriate classification as they are developed.

Other properties managed by the City may include lands which do not presently provide park, recreation or open space amenities but are in City ownership and could be redeveloped for such uses in the future.

Exhibit 13-15. Existing Park Facilities

Park Name	Classification	Acreage
Parks		
Anchich Waterfront Park	Waterfront Park	0.78
Austin Park	Waterfront Park	1.38
Bogue Viewing Platform	Waterfront Mini-Park	0.15
Civic Center Green (incl. Stake Park)	Community Park	6.55
Crescent Creek Park (incl. BMX & volleyball courts)	Community Park	10.89
Eddon Boat Park	Waterfront Park	3.88
Gig Harbor Sand Spit	Waterfront Mini-Park	1.21
Gig Harbor Sports Complex	Community Park	22.14
Jerisich Dock (at Skansie Brothers Park)	Waterfront Mini-Park	0.56
Kenneth Leo Marvin (KLM) Veterans Memorial Park	Neighborhood Park	5.58
Maritime Pier	Waterfront Mini-Park	0.72
Old Ferry Landing Park	Waterfront Mini-Park	0.31
Peninsula Light Fields	Special Use Facility	9.11
Shaw Park	Neighborhood Park	1.76
Skansie Brothers Park	Waterfront Park	2.59
Subtotal Parks		67.61
Natural Areas and Trails		
Adam Tallman Park	Natural Area	11.84
Austin Park – Tidelands: tx ^w aalqəł Estuary	Natural Area	7.07
Donkey Creek Park	Natural Area	1.04
Grandview Forest Park	Natural Area	8.58
Harbor Hill Open Space (south of Shaw Park)	Natural Area	20.14
Old Burnham Properties	TBD (counted as Natural Area)	20.31
Soundview Forest	Natural Area	1.54
tx ^w aalqəł Conservation Area	Natural Area	51.95
Wilkinson Farm Park	Natural Area	17.74

Park Name	Classification	Acreage
Cushman Trailhead – 96 th Street	Trail	0.28
Cushman Trailhead - Borgen	Trail	0.18
Cushman Trailhead - Grandview	Trail	0.45
Cushman Trailhead - Hollycroft	Trail	0.60
Finholm View Climb	Trail	0.35
Subtotal Natural Areas & Trails		142.07
Total Acreage		209.68

Sources: City of Gig Harbor PROS Plan 2022; City of Gig Harbor, 2024; BERK, 2024.

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. Based on County data, more than 900 acres of park, recreation and open space lands exist in public ownership on the Gig Harbor Peninsula.

Level of Service and Future Needs

The City established levels of service for the park system in the 2022 Park, Recreation and Open Space (PROS) Plan to maintain and improve upon existing levels of service. Planned levels of service (PLOS) were established to ensure 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 1,000 residents, with a combined target of 5 acres per 1,000 residents for neighborhood and community parks.

Error! Reference source not found. documents levels of service based on a population of 13,090 as of April 2024, and an assumed population target of 13,720 for 2044 based on the Pierce County Countywide Planning Policies. Note that this includes five categories of parks for measurement:

- Neighborhood Parks
- Community Parks
- Waterfront Parks and Mini-Parks
- Natural Areas
- Trails

Special Use Facilities (Peninsula Light Fields) are not included in this LOS assessment, as the need for these facilities is specialized and potentially regional in nature.

Exhibit 13-16. 2024 Parks Levels of Services and Measure of Needs

Park Type*	Current Inventory	Planned LOS (ac/1,000)	2024 Existing LOS (ac/1,000)	2024 Surplus / Deficit	2044 Surplus / Deficit (proj.)
Neighborhood Park	7.3 acres	5.0 acres /1,000	3.6 acres/1,000	(18.5 acres)	(21.7 acres)
Community Park	39.6 acres				
Waterfront Park / Mini-Park	11.6 acres	1.0 acres /1,000	0.88 acres/1,000	(1.5 acres)	(2.1 acres)
Natural Areas	140.2 acres	5.25 acres/1,000	10.7 acres/1,000	71.5 acres	68.2 acres
Trails	10.2 miles	1.17 miles/1,000	0.78 miles/1,000	(5.1 miles)	(5.9 acres)

* Note that this excludes Special Use Facilities.

Sources: City of Gig Harbor PROS Plan 2022; BERK, 2024.

As noted in this evaluation, there is a current shortfall of almost 19 acres of park space that will need to be addressed, which is expected to increase slightly over the coming years. Note, however, that future needs for park, recreation, and open spaces will also be linked to achieving the expressed desires of this community and building connected spaces. In the PROS Plan update process, several key themes emerged to be considered in acquisition and development, including broader needs for accessibility, programming, services, and linkages. Park expansion is limited given the availability of land for recreation in the city, and as a result, coordination of future park site acquisition with development planning will be a priority.

13.3.7 Police, Fire Protection, and Emergency Medical Services Facilities

Police

Police services are provided by the Gig Harbor Police Department, which serves the citizens of Gig Harbor and other community members within the jurisdiction. This includes a Police Chief, Lieutenant, four Patrol Sergeants, one Detective Sergeant, two Detectives, and 16 Patrol Officers. Additional staff includes two Police Services Specialists and one Property/Evidence Technician.

The City utilizes three contract jails. Dispatch service is provided by South Sound 911. Additional opportunities include participation in our Bicycle Unit, Marine Services Unit, and a variety of multi-jurisdictional teams.

Fire and EMS

Fire protection and emergency medical services are provided by Gig Harbor Fire & Medic One, with Station 51 located within the city as a 24-hour staffed station (typically 6–7 officers and one battalion chief), as well as nine other stations (both 24-hour and non-staffed), a district maintenance shop located in Purdy, and the Swede Hill training campus at Station 50. District headquarters is located at 10222 Bujacich Road NW outside of the city. The total service area for the district includes unincorporated Pierce County on the peninsula as well as Fox Island, covering an area of 54 square miles.

The current 2021 Gig Harbor Fire & Medic One Capital Facilities Plan is adopted by reference under this element. According to this Plan, future capital investments are primarily focused on upgrading existing facilities and reusing existing sites for new facilities, as opposed to identifying new sites for purchase and development. While the current stations are in good locations and have been maintained well over time, all the current fire stations do not meet Immediate Occupancy seismic standards (indicating that they will experience damage during earthquakes and may not be functional afterwards). There are also concerns with operational deficiencies related to fire protection, electrical, and HVAC systems, as well as the need for compliance with ADA accessibility requirements.

Proposed improvements under the Capital Facilities Plan include:

- Additional facilities and improvements at the existing Swede Hill Training Campus, including a new five-story training tower, a support building with classrooms and offices, an expansion to the auto extrication area, and additional parking;
- Renovations/major additions to support eight existing fire stations;
- A replacement of one existing fire station with a new facility at the same location; and
- An addition to the existing district maintenance shop building.

For Gig Harbor, the Plan notes that Station 51 is not appropriately sized given the call volume and levels of staffing needed to support emergency response at this location. Given that the cost of improving the existing facilities are not cost-effective, the Plan proposes the development of a new station and logistics building on the site for an estimated cost of \$40.6 million (2020 dollars), with an anticipated start of construction in late 2026.

13.4 Capital Facilities Planning

13.4.1 Overview

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 CFP is intended to support the land-use element by providing the facilities necessary to achieve the community's vision as established in the plan. Note that any changes in land use or housing density can significantly impact related plan elements, especially the capital facilities plan. This interconnection necessitates a cohesive and consistent approach across all elements, ensuring checks and balances for the successful execution of the Comprehensive Plan.

Under RCW [36.70A.070\(3\)](#), the Element must identify the proposed locations and capacities of expanded or new capital facilities. It is expected that the city will fund the identified capital projects through a combination of grants and other funding sources. These grants typically cover about 80–90% percent of project costs, and the city has been successful in securing such funding over the years.

Gig Harbor's 2023-2024 budget document includes 6-year capital improvement programs (CIPs) for each project over the City's main capital funds. CIP supports the city's Comprehensive Plan. Each 6-year CIP is based on the specific capital planning document described in each fund. This section describes capital facilities improvements for water, wastewater, and parks system as identified in the City's budget. Capital funds related to transportation improvements are separately discussed under the Transportation Element and Transportation Improvement Plan.

13.4.2 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:

- The City will maintain its current fund accounting system to handle its financial affairs.
- The cost of running local government will continue to increase due to inflation and other growth factors while revenues will also increase.
- New revenue sources, including new taxes, may be necessary to maintain and improve city services and facilities.
- 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.
- Public investment in capital facilities is the primary tool of local government to support and encourage economic growth.
- A consistent and reliable revenue source to fund necessary capital expenditures is desirable.
- 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

13.4.3 Revenues

State statutes set out the powers local governments have for funding capital and other projects. There are four generic types of local government project funding: taxes, fees, grants, and dedicated funds from State revenues. The following is a description of funding sources.

Tax Base and Fees

The City's tax base has shown an increased growth from 2020 to 2024 and 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. Although this is important to the overall fiscal health of the city, capital improvements are funded primarily through non-tax resources. Taxes include property tax, retail sales and use tax, real estate excise tax, lodging excise tax, leasehold excise tax, commercial parking tax, business and occupation tax, gambling tax, admission tax, local option sales tax, utility tax, emergency medical services tax, fire districts tax, parks and recreation services tax, flood control special purpose district tax, storm drainage payment in lieu of assessment tax, utility revenue bonds and property tax excess levy. Fees include various user fees and impact fees.

Revenue by Fund

The City's capital projects are funded through several options as follows:

- General Fund
- Capital Improvement and Capital Development Funds
- Street and Street Capital Funds
- Enterprise Funds

13.4.4 Capital Improvements

The six-year CIP list includes proposed project funding allocation across the next six years as of the adoption of the budget and does not include projects that have already been completed. The following tables include current projects provided under city planning for the following systems:

- Streets/Transportation (Exhibit 13-17).
- Water (Exhibit 13-18)
- Wastewater (Exhibit 13-19)
- Stormwater (Exhibit 13-20)
- Parks and open space (Exhibit 13-21)

Exhibit 13-17. Transportation System Improvements – Short-Term Project List (2024-2030)

Project List ID	Project Name	Project Type	Total Cost	2025 TIP ID
1	Cushman Trail Extension Phase 5A	Active Transportation Projects	\$6,100,000*	20
2	Burnham Drive/Borgen Boulevard Corridor Study	Multimodal Projects	\$250,000^	-
3	Burnham Drive Complete Street Improvements Phase 2	Multimodal Projects	\$5,400,000*	18
4	Peacock Hill Avenue Complete Street Improvements	Multimodal Projects	\$3,230,000*	8
5	Vernhardson Street Complete Street Improvements	Multimodal Projects	\$700,000*	26
6	Burnham Drive Improvements Phase 1A	Multimodal Projects	\$5,395,000*	1
7	Burnham Drive Complete Street Improvements Phase 1B	Active Transportation Projects	\$2,900,000*	16
8	Austin Street/Harborview Drive Roundabout	Multimodal Projects	\$3,100,000^	-
9	Rosedale Street/Schoolhouse Road Intersection Improvements	Multimodal Projects	\$3,800,000^	-
10	Rosedale Street/Skansie Avenue Intersection Improvements	Concurrency-Related Projects	\$2,200,000*	22
11	Rosedale Street/Stinson Avenue Roundabout	Multimodal Projects	\$75,000^	-
12	Harborview Drive/Pioneer Way Intersection Improvements	Multimodal Projects	\$140,000*	11
13	Harborview/Soundview Intersection Improvements	Multimodal Projects	\$1,200,000^	-
14	Skansie Avenue Complete Street Improvements	Multimodal Projects	\$800,000*	24
15	Grandview Street Improvements (McDonald Avenue to Stinson Avenue)	Multimodal Projects	\$2,100,000^	-
16	Grandview Street Improvements (Soundview Drive to McDonald Avenue)	Multimodal Projects	\$2,600,000*	23
17	Wollochet Drive/SR-16 Westbound Right Turn Lane	Concurrency-Related Projects	\$1,106,000*	5
18	Wollochet Drive/SR-16 Eastbound Right Turn Lane	Concurrency-Related Projects	\$1,590,000*	6
19	Wollochet Drive/Wagner Way Intersection Improvements	Concurrency-Related Projects	\$1,227,000*	2

Project List ID	Project Name	Project Type	Total Cost	2025 TIP ID
20	Hunt Street/Skansie Avenue Intersection Improvements	Concurrency-Related Projects	\$1,930,000*	12
21	Hunt Street/38th Avenue Intersection Improvements (Potential Future Roundabout)	Multimodal Projects	\$2,000,000*	13
22	Soundview Drive/Hunt Street Intersection Improvements	Concurrency-Related Projects	\$1,500,000^	15
23	38 th Avenue Complete Street Improvements Phase 2	Multimodal Projects	\$7,188,000*	4
24	38th Avenue/56th Street Roundabout	Multimodal Projects	\$2,000,000^	-
25	Olympic Drive/Hollycroft Street Intersection Improvements	Multimodal Projects	\$75,000*	27
26	38th Avenue Complete Street Improvements Phase 1C	Multimodal Projects	\$2,800,000*	10
27	50th Street Court Complete Street Improvements	Multimodal Projects	\$2,000,000*	14
28	Olympic Drive/Point Fosdick Right Turn Lane Extension	Concurrency-Related Projects	\$510,000*	7
29	38th Avenue Complete Street Improvements Phase 1B	Multimodal Projects	\$2,500,000*	9

* Cost estimate from the Gig Harbor 2025-2030 TIP.

^ Cost estimate based on similar projects and need for right-of-way acquisition.

Source: City of Gig Harbor, 2025.

For a list of potential transportation investments over the next 20 years, reference the long-term project list in Appendix B – Transportation Element Technical Appendix.

Exhibit 13-18. Water System Improvements

#	Project Name / Description	Project Costs (2025 dollars)						Total
		2025	2026	2027	2028	2029	2030	
1	Shurgard Water Tank Recoating	\$600,000	-	-	-	-	-	\$600,000
2	Soundview Drive Asbestos-Cement Watermain Replacement	\$600,000	-	-	-	-	-	\$600,000
3	Canterwood Drive Water Main Redundancy - Design, Permitting, and Construction	\$200,000	\$800,000	-	-	-	-	\$1,000,000
4	Well House 5 and 6 Well Site Re-development	\$250,000	\$250,000	\$2,000,000	-	-	-	\$2,500,000
5	Well #9 (11944 Olympus Way) Development and Water Rights Processing.	\$305,500	\$250,000	\$1,755,000	-	-	-	\$2,310,500
6	Peacock Hill Avenue Watermain Loop - Design and Permitting	\$50,000	\$50,000	\$500,000	-	-	-	\$600,000
7	Manganese Treatment - Feasibility Study, Design, and Permitting	\$200,000	\$150,000	-	-	-	-	\$350,000
8	Civic Center Fire and Intrusion Upgrades (Storm Capital Share)	\$17,500	-	-	-	-	-	
9	Public Works Decant Facility (Water Capital Share)	\$20,000	\$80,000	-	-	-	-	\$100,000
10	Operations Center Fueling Station (Water Capital Share)	\$96,000	-	-	-	-	-	\$96,000
11	Civic Center Backup Generator (Water Capital Portion)	-	-	\$9,000	\$10,000	\$60,000	-	\$79,000
12	Pavement Maintenance and ADA Improvements - Soundview Dr. (Hollycroft to Magnolia)	-	-	\$100,000	\$900,000	-	-	\$1,000,000
13	Skansie Tank Modifications and Repainting	-	-		\$700,000	-	-	\$700,000
14	Asbestos Cement Water Main Replacement Program (In-House Project)	-	-	\$210,000	-	-	-	
15	Manganese Treatment - Phase 1 Construction	-	-	\$2,500,000	-	-	-	\$2,500,000
16	Asbestos Cement Water Main Replacement Program	-	-	\$500,000	\$2,240,000	-	-	\$2,740,000
17	Conjunctive Supply Strategy	-	-	\$280,000		-	-	\$280,000

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#	Project Name / Description	Project Costs (2025 dollars)						Total
		2025	2026	2027	2028	2029	2030	
18	Water System Plan Update	-	-	\$250,000	\$350,000	-	-	\$600,000
19	Sehmel Dr NW and Burnham Dr NW Water Main Redundancy	-	-	\$400,000	\$1,901,000	-	-	\$2,301,000
20	Deer Creek Lane Water Main Improvements	-	-	-	\$90,000	-	-	\$90,000
21	Reid Drive NW between 56th Street NW and 55th Street NW	-	-	-	\$150,000	\$400,000	-	\$550,000
22	Gig Harbor North Tank Repainting	-	-	-	-	-	\$1,109,000	\$1,109,000
23	Satellite Wastewater Reuse Plant (Water Capital Share)	-	-	-	-	-	\$984,000	\$984,000
24	Well House 3 Reconstruction	-	-	-	-	-	\$450,000	\$450,000
Annual Total =		\$2,339,000	\$1,580,000	\$8,504,000	\$6,341,000	\$460,000	\$2,543,000	\$21,539,500

Source: City of Gig Harbor, 2025.

Exhibit 13-19. Wastewater System Improvements

#	Project Name / Description	Project Costs (2025 dollars)						Total
		2025	2026	2027	2028	2029	2030	
1	Wastewater Treatment Plant Digester Upgrades/Centrifuge Ammonia Control	\$500,000	\$3,000,000	-	-	-	-	\$3,500,000
2	Lift Station 5 (Harborview Dr. Ferry Landing Area) Basin Improvements	\$380,000	\$2,600,000	-	-	-	-	\$2,980,000
3	Lift Station 1A (Crescent Creek Park) Rehabilitation	\$1,150,000	\$2,200,000	-	-	-	-	\$3,350,000
4	Lift Stations 13 & 16 Pump Control Upgrades	\$55,000	\$250,000	-	-	-	-	\$305,000
5	Centrifuge VFD and Control Component Replacement	\$40,000	-	-	-	-	-	\$40,000
6	Lift Station 14 (Wagner Way) Improvements	-	\$750,000	\$2,600,000	-	-	-	\$3,350,000
7	38 th Ave Dry Sewer - Design and Construction	\$610,000	\$700,000	-	-	-	-	\$1,310,000
8	Civic Center Fire and Intrusion Upgrades (Wastewater Capital Share)	\$17,500	-	-	-	-	-	\$17,500
9	Operations Center Fueling Station (Wastewater Capital Share)	\$96,000	-	-	-	-	-	\$96,000
10	Civic Center Security Upgrades at Reception Areas (Wastewater Capital Share)	\$6,000	-	-	-	-	-	\$6,000
11	Civic Center Backup Generator (Wastewater Capital Share)	-	-	\$80,000	-	-	-	\$80,000
12	City Staff Wide Area Network - Feasibility Study and Design (Wastewater Capital Share)	-	-	\$250,000	-	-	-	\$250,000
13	Lift Station 8 Upgrades	-	-	\$750,000	\$3,000,000	-	-	\$3,750,000
14	Stinson Slip Lining Sewer Main	-	-	\$40,000	-	-	-	\$40,000
15	I&I Repairs of Manholes & Pipelines	-	-	\$150,000	\$200,000	-	-	\$350,000
16	Upsize Gravity Pipe on Burnham Dr	-	-	\$300,000	\$3,500,000	-	-	\$3,800,000
17	Wastewater Treatment Plant Ultraviolet Disinfection System Upgrades	-	-	\$869,000	-	-	-	\$869,000
18	Lift Station 10A (56th St./36th Ave.) Improvements (LID)	-	-	\$250,000	\$1,000,000	-	-	\$1,250,000

13 Capital Facilities // Gig Harbor Comprehensive Plan

#	Project Name / Description	Project Costs (2025 dollars)						Total
		2025	2026	2027	2028	2029	2030	
19	Harborview Dr Gravity Main Improvements (Stinson to Westshore Marina)	-	-	-	\$500,000	\$1,422,000	-	\$1,922,000
20	Lift Station 11 (38th Ave./48th St.) Improvements	-	-	-	\$250,000	\$1,000,000	-	\$1,250,000
21	Lift Station 2A (Harborview Dr at Beach Baskset) Control Upgrades	-	-	-	\$300,000	-	-	\$300,000
22	N. Harborview Dr Gravity Main Improvements	-	-	-	-	\$300,000	\$1,700,000	\$2,000,000
23	Lift Station 17 (Skansie Ave/89th St) Design (LID)	-	-	-	-	-	\$500,000	\$500,000
24	Burnham Dr/Harborview Dr Gravity Main Bypass	-	-	-	-	-	\$190,000	\$190,000
25	Lift Station 16A (McCormick Ridge Condos) Improvements	-	-	-	-	\$300,000	\$2,200,000	\$2,500,000
Annual Total =		\$2,354,500	\$6,500,000	\$5,289,000	\$8,750,000	\$3,022,000	\$4,590,000	\$34,005,500

Source: City of Gig Harbor, 2025.

Exhibit 13-20. Stormwater System Improvements

#	Project Name / Description	Project Costs (2025 dollars)						Total
		2025	2026	2027	2028	2029	2030	
1	Burnham Dr. Culvert Replacement at 96 th Street	\$1,250,000	-	-	-	-	-	\$1,250,000
2	Storm Pipe Slip Lining	\$50,000	\$300,000	-	-	-	-	\$350,000
3	Improvements at Soundview Dr Stormwater Outfall	\$100,000	\$150,000	-	-	-	-	\$250,000
4	North Creek Culvert Replacement – Design and Permitting	\$400,000	\$150,000	\$9,050,000	-	-	-	\$9,600,000
5	Stormwater Prioritization and Permitting - Outfalls to Marine Waters – Upgrades	\$150,000	\$150,000	-	-	-	-	\$300,000
6	Civic Center Fire and Intrusion Upgrades (Storm Capital Share)	\$17,500	-	-	-	-	-	\$17,500
7	Operations Center Decant Facility (Storm Capital Share)	\$20,000	\$80,000	-	-	-	-	\$100,000
8	Operations Center Fueling Station (Storm Capital Share)	\$96,000	-	-	-	-	-	\$96,000
9	Civic Center Security Upgrades at Reception Areas (Storm Capital Share)	\$6,000	-	-	-	-	-	\$6,000
10	Operations Shop Re-siding and Expansion (Storm Capital Share)	-	-	\$20,000	-	-	-	\$20,000
11	Civic Center Backup Generator (Storm Capital Share)	-	-	\$80,000	-	-	-	\$80,000
12	City Staff Wide Area Network - Feasibility Study and Design	-	-	\$250,000	-	-	-	\$250,000
13	Culvert Replacement Feasibility Study at the 4300 block of 38th Ave	-	-	\$50,000	\$400,000	\$600,000	-	\$1,050,000
14	50th St Culvert Replacement	-	-	-	-	\$350,000	\$400,000	\$750,000
15	Crescent Creek Culvert Replacement	-	-	-	-	\$700,000	\$700,000	\$1,400,000
16	Stinson Ave Replacement and Extension	-	-	-	-	\$500,000	-	\$500,000
Annual Total =		\$2,089,500	\$830,000	\$9,450,000	\$400,000	\$2,150,000	\$1,100,000	\$15,769,500

Source: City of Gig Harbor, 2025.

Exhibit 13-21. Parks and Open Space System Improvements

#	Project Name / Description	Project Costs (2025 dollars)						
		2025	2026	2027	2028	2029	2030	Total
1	Gig Harbor Sports Complex Phase 1B - Construction	\$1,000,000	-	-	-	-	-	\$1,000,000
2	Crescent Creek Restroom Remodel - Design, Permitting, and Construction	\$50,000	\$140,000	-	-	-	-	\$190,000
3	Crescent Creek Play Area Resurfacing and Sand Pit Modifications	-	\$40,000	\$185,000	-	-	-	\$225,000
4	Soundview Forest Tree Maintenance	\$125,000	-	-	-	-	-	\$125,000
5	Crescent Creek Park - Master Plan	\$110,000	-	-	-	-	-	\$110,000
6	Jerisich Dock Re-decking - Design, Permitting, and Construction	\$66,000	-	-	-	-	-	\$66,000
7	Finholm View Climb - Structural Analysis, Design and Permitting	\$30,000	-	-	-	-	-	\$30,000
8	Adam Tallman Park - Wetland Review and Trail Improvements	\$50,000	-	-	-	-	-	\$50,000
9	Loop Trail Construction and Signage at tx'aaalqəł Conservation Area (Phase 2)	\$10,000	\$30,000	-	-	-	-	\$40,000
10	Splash Pad Replumbing and Rewiring - Design and Construction	\$250,000	-	-	-	-	-	\$250,000
11	Basketball Court at Civic Center Skate Park – Design and Permitting	-	\$45,000	\$110,000	-	-	-	\$155,000
12	Commercial Fishing Homeport - Design, Permitting, and Construction	\$2,480,000	\$1,000,000	-	-	-	-	\$3,480,000
13	Gig Harbor Sports Complex Phase 1A	\$2,319,820	-	-	-	-	-	\$2,319,820
*	Civic Center Fire and Intrusion Upgrades (Parks Capital Share)	\$17,500	-	-	-	-	-	\$17,500
*	Operations Center Fueling Station (Parks Capital Share)	\$96,000	-	-	-	-	-	\$96,000
*	Civic Center Security Upgrades at Reception Areas (Parks Capital Share)	\$6,000	-	-	-	-	-	\$6,000

13 Capital Facilities // Gig Harbor Comprehensive Plan

#	Project Name / Description	Project Costs (2025 dollars)						
		2025	2026	2027	2028	2029	2030	Total
14	Grandview Forest/Skate Park Restroom Remodel - Construction	-	-	\$40,000	\$190,000	-	-	\$230,000
15	Cushman Trail Connection to Harborview Drive (tx'aaalqəł Phase 1)	-	-	\$180,000	\$30,000	-	-	\$210,000
16	Crescent Creek Park Phase 1A - Design, Permitting and Construction	-	-	-	\$35,000	-	-	\$35,000
17	Gig Harbor Sports Complex Phase 2 & 3 - Design and Permitting	-	-	\$30,000	\$250,000	\$250,000	-	\$530,000
18	Masonic Lodge Remodel Design and Engineering	-	-	-	\$250,000	-	-	\$250,000
19	Veteran’s Memorial Phase 2 Improvements	-	-	-	-	\$240,000	-	\$240,000
20	Wilkinson Farm Park Master Plan	-	-	-	-	\$175,000	-	\$175,000
21	Shaw Park Analysis and Remediation	-	-	-	-	\$90,000	-	\$90,000
22	Cushman Trail Phase 5A Pedestrian Crossing – Value Engineering Study	-	-	-	-	-	\$90,000	\$90,000
23	Old Ferry Landing Park - Master Planning	-	-	-	-	-	\$35,000	\$35,000
24	Love Lock Art Project - Design and Installation	-	-	\$38,000	-	-	-	\$38,000
25	7601 Soundview Residence - Visioning and Master Plan	-	-	\$45,000	-	-	-	\$45,000
* See Building Capital Fund for more information.								
Annual Total =		\$6,610,320	\$1,255,000	\$628,000	\$755,000	\$755,000	\$125,000	\$10,128,320

Source: City of Gig Harbor, 2025.

13.4.5 Implementation and Monitoring

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

Monitoring and evaluation 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 to determine their continued appropriateness:

- 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;
- The Capital Facilities Element's continued consistency with the other element of the plan and its support of the land use element;
- The priority assignment of existing public facility deficiencies;
- The City's progress in meeting needs determined to be existing deficiencies;
- The criteria used to evaluate capital improvement projects to ensure that projects are being ranked in their appropriate order or level of priority;
- The City's effectiveness in maintaining the adopted LOS standard and objectives achieved;
- The City's effectiveness in reviewing the impacts of plans of other state agencies that provide public facilities within the City's jurisdiction;
- The effectiveness of impact fees or fees assessed new development for improvement costs;
- Efforts made to secure grants or private funds, as available, to finance new capital improvements;
- The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment;
- Capital improvements needed for the latter part of the planning period for updating the six-year schedule of improvements; and
- Concurrency status.

13.5 Goals and Policies

► **CF-1 Plan for effective, cost-efficient services for city residents and businesses.**

- CF-1.1 Provide a six-year schedule under the Capital Improvement Program for the planning and costing of all major capital improvement projects.
- CF-1.2 Prioritize capital improvements based on the following criteria:
 - a) The investment is needed to correct existing deficiencies, replace needed facilities or to provide facilities required for future growth;
 - b) The investment contributes to lessening or eliminating a public hazard;
 - c) The investment contributes to minimizing or eliminating any existing condition of public facility capacity deficits;
 - d) The investment is financially feasible;
 - e) The investment conforms with future land uses and needs based upon projected growth;
 - f) The investment will not generate public facility demands that exceed capacity increases under the six-year Capital Improvement Program; and
 - g) The investment will not have a detrimental impact on the local budget.
- CF-1.3 Recognize the urban growth area as the sanitary sewer service area.

► **CF-2 Ensure that the development of new capital facilities is fiscally sustainable.**

- CF-2.1 Coordinate capital investments to minimize life-cycle costs to the city and the public.
- CF-2.2 Allocate sewer and water connection fee revenues to capital improvements related to expansion of these facilities.
- CF-2.3 Consider funding measures that require developers to provide a fair-share contribution to public facility improvements commensurate with the impacts of the development.
- CF-2.4 Adopt annual capital budgets as part of the annual budgeting process that consider the six-year capital improvement program.
- CF-2.5 Secure external funding, including public grants and private funds as available, to help finance capital improvements.
- CF-2.6 Ensure that fiscal policies to direct expenditures for capital improvements are consistent with other Comprehensive Plan elements.

CF-2.7 Review and update this element and the Land Use Element as required if probable funding falls short of meeting the identified needs of this plan, including a reassessment of improvement needs, priorities, level of service standards, and revenue sources.

► **CF-3 Provide city infrastructure and facilities that are efficient and safe and enhance local quality of life and human and environmental health.**

CF-3.1 Ensure that public services are available from the city, property developers, private providers, and others to support demands derived from new development at adopted level of service standards.

CF-3.2 Encourage the joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.

CF-3.3 Promote the conservation, preservation or revitalization of commercial and residential areas within the downtown business area and along the shoreline area of Gig Harbor

CF-3.4 Coordinate land use decisions and financial resources with capital improvement planning to maintain and improve adopted level of service standards, and support future facility needs.

CF-3.5 Plan for the provision and extension of capital facilities in Shoreline Management Areas consistent with the goals, policies and objectives of the city's Shoreline Master Program.

CF-3.6 Ensure that benefits of capital investments to overburdened communities and historically disadvantaged populations are prioritized.

14 Arts + Culture

14.1 Introduction

The arts and cultural activities are essential for accomplishing larger community goals, including economic vitality, quality education, and community design. Investment in the arts is an investment in making Gig Harbor a better place to live, work, and visit.

This element also recognizes the role of the arts, as well as creative cultural, historical, and educational engagement in creating and preserving the quality of life that has drawn people to Gig Harbor. Within the context of the City of Gig Harbor's Comprehensive Plan; culture, alongside the arts, refers to the shared values, beliefs, customs, traditions, and creative expressions of the city while also promoting diversity and inclusivity. Culture encompasses the unique character and identity of Gig Harbor, as shaped by its history, its demographics and community spirit.

The Arts and Culture element includes supporting all aspects of community that contribute to a rich and vibrant quality of life:

- the visual arts (e.g., paintings, sculptures, photography)
- the performing arts (e.g., music, dance, theater)
- the literary arts (e.g., poetry, fiction, journalism)
- ancestral and folk craft traditions
- cultural heritage and history
- community events and festivals
- community spirit (building connections, social cohesion, and a sense of belonging among residents)
- recognizing the importance of preserving and celebrating local culinary traditions, supporting local food systems, and fostering a vibrant food culture that contributes to the community's character and quality of life
- preserving any element of language and dialect unique to Gig Harbor.

Of particular interest is to incorporate a recognition of the history of the city and area into local arts and culture. The city's maritime history, which continues even today, is important to acknowledge and celebrate as a basis for the development of the historical downtown.

We also acknowledge that we are located on the traditional homelands of the Puyallup Tribe, who have lived on and cared for these lands since time immemorial and continue to do so today. Local arts and culture in Gig Harbor must appropriately and respectfully elevate these stories to assist in whatever way possible to support this community.

This Arts & Culture Element identifies ways in which the city's goals and aspirations can be realized through inclusion of the arts and culture in comprehensive planning. The vision for the city's arts and cultural future is expressed here, identifying relationships with other city policies, and presenting specific policies and strategies the city may pursue to realize desired outcomes.

14.2 Using this Element

The City of Gig Harbor hopes to explore the expansive potential of local arts and culture, addressing the community's needs for artistic involvement and expression and recognizing how powerful the arts can be in achieving multiple community aspirations. This element serves multiple roles and audiences, seeking to:

- Clarify city policy related to the arts and culture;
- Guide decision-making and future investments by other city departments, the Gig Harbor Arts Commission, and other local groups and organizations;
- Identify complementary policies and community initiatives, including land use, community design, transportation, economic development, parks and recreation, and capital facilities.

Arts and culture are more than just enjoyable activities - they are vital elements of what makes Gig Harbor special. This element of Gig Harbor's Comprehensive Plan focuses on how we can use the arts and culture to make our city a better place for everyone:

- **Creativity + Economic Vitality:** Support creative businesses, individuals and initiatives that bring jobs, innovation, and vibrancy to our city. Arts and culture are not just nice to have - they can be a big part of what makes Gig Harbor unique and economically strong.
- **Public Art + Community Design:** Sponsor public art, art that speaks to Gig Harbor's identity – with sculptures, murals, and installations. Great design and art in public spaces help build pride and a sense of belonging among residents and it helps to have Gig Harbor stand out. It is like a friendly nod from our town, saying, "This is Gig Harbor!"
- **Education + Engagement:** We believe in lifelong learning and want to support opportunities for everyone to engage with the arts and other cultural endeavors. Whether it is through classes in public schools, workshops, or community events, we want to foster a culture where learning and participation in the arts and culture are valued.
- **Spaces + Places:** Support the formation and maintenance of welcoming spaces for cultural and artistic activities, events, and connections that bring us together. Spaces and places that would help our cultural scene thrive, from maker spaces to performance venues to art galleries.
- **Culture + Heritage:** Our past shapes our future. We will work to preserve and share our city's history, traditions, and cultural legacy; while integrating it into our development plans. These activities help to ensure a strong sense of roots and community.
- **Inclusivity:** Ensure that the arts and cultural initiatives are accessible, representative, and inclusive of diverse peoples, perspectives, ages, and abilities.

14.3 History

The arts and cultural activities have long played an important role in establishing Gig Harbor's visual identity and pride of place. In 1999, the idea for a memorial celebrating Gig Harbor's maritime history spurred the formation of a group that championed the installation of such a feature and later became the city's first Gig Harbor Arts Commission (GHAC) in 2001. Since then, the GHAC has helped lead and support a wide range of arts and cultural activities, including art fairs, festivals, concerts, theatrical and dance performances, workshops, and lectures – all helping to draw tourists to Gig Harbor and boosting local revenues. In addition, the GHAC has led to the commission of numerous artworks in the city, including several important installations at City Hall and sculptures at the Bogue Viewing Platform, Maritime Pier, and in Ancich Park.

Gig Harbor incorporated arts-related policy in its 2012 comprehensive plan's parks and recreation element. In February 2018, the City Council approved a work plan including the goal to create a separate and distinct arts and culture element for the Gig Harbor Comprehensive Plan.

The 2018 work plan also has led to the creation of a Citizens Advisory Committee (CAC), which reviewed numerous other regional and state arts and culture plans, reports, and economic studies. The CAC's research identified the following goals and potential outcomes applicable to Gig Harbor including:

- Arts, culture, and creativity contribute to the physical, mental, social, and economic well-being of communities;
- Arts and culture nurture creative thought and expression and encourage an exchange of ideas among residents;
- The arts provide tools for accomplishing larger community goals, such as economic vitality, quality education, and community planning and design;
- The arts help strengthen the cultural fabric of communities and enrich the lives and spirits of residents;
- Arts and cultural activities contribute to local prosperity by providing employment, attracting out of town visitors, and boosting sales tax revenues;
- Arts and cultural programs can enhance the image of a community, thereby attracting new businesses and workers;

The CAC, with the help of the city's Tourism & Marketing Department, also created a widely distributed and successful survey regarding arts and culture values in Gig Harbor. Findings from this questionnaire show strong support for the idea that arts and culture are essential in creating a healthy, vibrant, and prosperous city.

These and other findings show that Gig Harbor residents understand and support the value of arts and culture as a means of strengthening the community and fostering economic growth.

14.4 The Gig Harbor Arts Commission

The Gig Harbor Arts Commission (GHAC) plays a pivotal role in local culture by supporting and promoting the arts and arts organizations. The commission, established under GHMC [2.49.030](#), oversees the acquisition and placement of public art, fosters arts and cultural programs for the enrichment of residents 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 continued 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 residents.
- 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 residents and visitors alike can be engaged and inspired.

14.5 Goals and Policies

► **AC-1 Create an environment for artistic and cultural activities to flourish to benefit local quality of life.**

- AC-1.1 Provide leadership in the arts and culture by advocating for the development of various arts and cultural activities that benefit residents.
- AC-1.2 Collaborate with the city's Direct Marketing Organization and Pierce County Tourism to enhance local artistic, historic, and cultural tourism.
- AC-1.3 Partner with local Tribal Nations in the promotion of traditional and contemporary Indigenous arts, ensuring that these cultural expressions are both visible and celebrated throughout our public spaces.
- AC-1.4 Establish a city arts fund to provide grants for artists, writers, performers, and nonprofit organizations offering creative and cultural experiences in the community.
- AC-1.5 Monitor needs and trends in community arts and culture to keep policies and programs relevant and up to date.

► **AC-2 Maintain and enhance the city's public art program to create visible landmarks and cultural points of reference that reinforce local identities, cultures, and character.**

- AC-2.1 Advocate for creative public spaces such as display areas, performance spaces, and other public venues to serve residents and visitors.
- AC-2.2 Create a cohesive wayfinding and interpretive signage strategy and incorporate unique city landmarks into this system.
- AC-2.3 Explore expanding the Public Art Fund to acquire and manage public art such as commissioned works, temporary installations, direct purchases, and community projects.
- AC-2.4 Encourage the integration of high-quality public art into new development projects.
- AC-2.5 Provide oversight and support for community resources dedicated to arts and culture.
- AC-2.6 Develop selection criteria for public art that addresses the physical context and provides opportunities for local artists to participate.

► **AC-3 Foster an arts and cultural environment that sparks curiosity and invites exploration by residents and visitors.**

- AC-3.1 Support quality arts education, including schools and the community college, as well and foster life-long learning to integrate the arts into the community.

AC-3.2 Foster partnerships between the city, the business community, and arts and culture organizations to support arts and cultural programming.

AC-3.3 Pursue opportunities for public engagement with artists, conservators, and historic preservationists to allow the community to observe and learn from their work.

► **AC-4 Encourage adequate, affordable, and appropriate spaces for artistic and cultural activities for all.**

AC-4.1 Identify short- and long-term arts and cultural facility needs and priorities to address these needs.

AC-4.2 Encourage new venues for different cultural and artistic activities, such as visual and performing arts centers, marketplaces, performance and exhibition spaces, and maker spaces.

AC-4.3 Advocate for and incubate, where possible, current and future arts-related businesses and support facilities such as open studio spaces, maker spaces, and live-work housing.

► **AC-5 Identify, preserve, and advance cultural heritage and history.**

AC-5.1 Preserve and reuse historic and cultural sites in partnership with local entities devoted to preservation.

AC-5.2 Encourage historical interpretation to be integrated with adaptive reuse of historical and cultural sites.

AC-5.3 Promote tourism through geographical, cultural, and historic themes that complement other strategies.

AC-5.4 Support cultural interpretation and learning through art.

15 Implementation

15.1 Introduction

Gig Harbor's Comprehensive Plan is implemented through numerous actions, including day-to-day operations, capital investments, review of new development projects, and related system plans. Planning is an ongoing process, and the Comprehensive Plan is a living document that responds to changing laws, local circumstances, and evolving community values.

The success of the comprehensive planning effort is determined by how the Plan is implemented. Successful implementation requires necessary mechanisms to support monitoring, amendments, and ongoing administration, which are established through the Implementation Element. The purposes of these implementation approaches include ensuring:

- The effective, fair, and impartial administration and enforcement of the Comprehensive Plan and its implementing ordinances and programs;
- Regular reviews and amendments of the Comprehensive Plan are provided that are consistent with state law; and
- The Comprehensive Plan continues to reflect the needs and desires of the Gig Harbor community.

15.2 Purpose and Use of the Comprehensive Plan

The Comprehensive Plan provides a guide and general framework for development in Gig Harbor that reflects community desires. The goals and policies contained in the Plan will encourage and inform public and private investments in development but, by themselves, will not ensure that Gig Harbor becomes the community it wants to be. The City of Gig Harbor will use the Plan to help focus, design, and interpret needed ordinances, incentives, regulations, policies, and programs adopted to implement it.

The Comprehensive Plan will not be relied upon in reviewing applications for specific development projects, except when reference to the Comprehensive Plan is expressly required by an applicable development regulation.

15.3 Goals and Policies

Consistency

- ▶ **IM-1 Ensure that the Gig Harbor Comprehensive Plan complies with state, regional, and county requirements.**
 - IM-1.1 Ensure the Comprehensive Plan is consistent with the provisions of the GMA.
 - IM-1.2 Ensure consistency of the Comprehensive Plan with the PSRC MPPs and Pierce County CPPs.
 - IM-1.3 Maintain clear documentation and references with regards to how the Comprehensive Plan integrates and fulfills these requirements.

- ▶ **IM-2 Ensure consistency and coordination between the Gig Harbor Comprehensive Plan and the Comprehensive Plans of Pierce County and Tacoma.**
 - IM-2.1 Consider aligning policies that apply to common areas or issues with neighboring communities.
 - IM-2.2 Rely on consistent population projections, planning horizons, and other relevant data that are consistent with practices in Pierce County and Tacoma.
 - IM-2.3 Circulate Plan updates and amendments to Pierce County, Tacoma, and other jurisdictions as needed.

- ▶ **IM-3 Ensure that the Gig Harbor Comprehensive Plan is an internally consistent document with clear steps for implementation.**
 - IM-3.1 Develop an implementation strategy for the Comprehensive Plan that includes regulatory and non-regulatory measures needed.
 - IM-3.2 Ensure the implementation strategy for the Comprehensive Plan considers necessary changes to the Gig Harbor Municipal Code.
 - IM-3.3 Include a schedule for the adoption or amendment of the development regulations identified in the implementation strategy.
 - IM-3.4 Ensure that the implementation strategy is a public document available for review.

Public Engagement

- ▶ **IM-4 Promote active engagement by residents and stakeholders in an open and transparent planning process, especially vulnerable populations and members of overburdened communities.**
 - IM-4.1 Implement procedures for accessible public participation with the Comprehensive Plan and associated documents, including:

- a) Widespread distribution of proposals,
- b) Opportunities for submitting written comments,
- c) Public meetings with effective notice,
- d) Ensuring environments for open discussion,
- e) Maintaining communication programs,
- f) Coordinating information services, and
- g) Responding thoughtfully to public feedback.

IM-4.2 Use diverse and accessible methods to communicate effectively with all members of the public throughout the planning process.

IM-4.3 Strive for inclusive community engagement, drawing in groups previously underrepresented in planning discussions.

IM-4.4 Demonstrate how public comments have been incorporated into the Comprehensive Plan and development regulation legislative actions.

IM-4.5 Record all public meetings held for outreach for planning.

IM-4.6 Clearly reference the sources of data used in the Comprehensive Plan and development regulations.

► **IM-5 Coordinate updates and amendments to the Comprehensive Plan based on a regular schedule.**

IM-5.1 Revise the Gig Harbor Comprehensive Plans and development regulations for compliance with GMA requirements by December 31, 2024, with subsequent reviews conducted on or before June 30, 2034 and every 10 years thereafter.

IM-5.2 Coordinate a five-year periodic review of the Comprehensive Plan by December 31, 2029, and provide the Department of Commerce a progress report detailing implementation conducted for the Comprehensive Plan to that date.

IM-5.3 Create a Climate Change and Resiliency Element as part of the initial implementation progress report due by December 31, 2029, pending availability of funding.

IM-5.4 Limit amendments and revisions to the Comprehensive Plan to no more than once annually.

IM-5.5 Permit emergency amendments to the Comprehensive Plan more frequently than once per year when necessary to address immediate concerns vital to the community's health, safety, and welfare.

Tribal Coordination

- ▶ **IM-6 Foster collaborative and respectful coordination with federally recognized Indian Tribes whose reservations or ceded lands are within Pierce County.**
 - IM-6.1 Engage in good faith negotiations to develop a memorandum of agreement with any federally recognized Indian Tribe about collaboration and participation in the planning process upon receiving a Tribal resolution indicating their interests within Pierce County and intent for collaboration.
 - IM-6.2 Coordinate and collaborate on planning efforts with Tribes in areas of mutual interest, based on the guidelines and commitments established in the memorandum of agreement.
 - IM-6.3 Provide options for communication and engagement for Tribes which are not subject to a memorandum of agreement but have reservations or ceded lands in the city.

15.4 Implementation Strategies

The purpose of this element is to identify specific strategies the City may implement to achieve goals and policies identified in each element of the Comprehensive Plan.

Implementation strategies are listed for each element:

- Land Use (15.4.1)
- The Harbor (15.4.2)
- Community Development (15.4.3)
- Environment (15.4.4)
- Housing (15.4.5)
- Economic Development (15.4.6)
- Essential Public Facilities (15.4.7)
- Utilities (15.4.8)
- Shoreline Management (15.4.9)
- Parks, Recreation, and Open Space (15.4.10)
- Transportation (15.4.11)
- Capital Facilities (15.4.12)
- Arts and Culture (15.4.13)

Strategies may relate to multiple elements but are listed under the primary element which they support with related elements noted.

These strategies include the following descriptions:

- A description of the strategy itself.
- The identification of **related elements** that would also need to be considered as part of actions.
- The **expected leads and major partners** associated with carrying out the action itself that would need to be engaged as part of implementation.
- The **anticipated timeline** for the action, which outlines both when the action should occur and whether it would be an ongoing action. Note that short-term would be 0–5 years, medium-term 5–10 years, and long-term 10+ years.
- **Potential funding sources** to support the action, both internal sources to the city and funding from government, nonprofit, and private sources.

15.4.1 Land Use

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies				
LU-A	Identify properties inconsistently zoned for their land use designations and develop a strategy for rezoning these properties consistent with the Comprehensive Plan.		Community Development	Short-Term
LU-B	Establish methodology for tracking status of implementing activities to support the required 5-year monitoring report.	All	Community Development	Short-Term
LU-C	Establish minimum density standards of four dwelling units per acre in residential areas to discourage underdevelopment of land resulting in reduced capacity for housing	Housing	Community Development	Short-Term
LU-D	Monitor development to determine whether assumptions made in the Comprehensive Plan regarding development remain valid. Report to the Council the results of monitoring, and highlight thresholds at which departures from projected population, dwelling unit, and employment growth warrant consideration of amendments to land use designations.	Housing; Economic Development	Community Development	Short-Term / ongoing; Medium-Term
LU-E	Require Health Impact Assessments and similar equity-focused tools to guide the land use process and identify how development and infrastructure may impact overburdened or historically disadvantaged community members.	All	Community Development	Short-Term / Ongoing
LU-F	Develop a process to ensure that neighborhood amenities and public benefits provided for increased residential development address the needs of the community, particularly for low-income and disadvantaged residents	Housing	Community Development	Short-Term / Ongoing
LU-G	Conduct outreach to overburdened communities through accessible public meetings, virtual platforms, multilingual materials, and community partnerships to involve them in land use decision making and work to mitigate the negative impacts of public and private development.		Community Development	Short-Term / Ongoing
Additional Strategies				
LU-H	Coordinate with Peninsula School District and Public Works on location of new schools based on growth, available land, and essential public services.	Public Services; Essential Public Facilities; Capital Facilities	Public Works; Peninsula School District	Medium-Term / Ongoing

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
LU-I	Update the Comprehensive Plan on a regular basis to ensure it continues to reflect community values and desires as they change over time	All	Community Development	Medium-Term; Minor Revisions annually
LU-J	Monitor the provision of public services in areas of increased residential development density	Housing, Public Services, Essential Public Facilities, Capital Facilities	Public Works	Medium-Term
LU-K	Monitor and update the Urban Forest Management Plan to designate suitable open space and preservation areas.	Environment; Parks, Recreation, and Open Space; Public Works;	Parks, Community Development, Public Works, Puyallup Tribe	Short-Term; ongoing
LU-L	Revise urban plans and policies to incorporate strategies that support public health (e.g., non-motorized connections and infrastructure improvements, higher-density housing, etc.)	Parks; Transportation; Housing	Community Development; Parks; Transportation	Medium-Term

Note: Short-term = 0–5 years; Medium-term = 5–10 years; Long-term = 10+ years. Anticipated leads, major partners, timeline, and funding sources subject to change.

Sources: City of Gig Harbor, 2024; BERK, 2024.

15.4.2 The Harbor

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies				
HB-A	Coordinate with Pierce Transit and relevant public transit agencies to identify specific Harbor needs that can contribute to a multimodal transportation plan that meets the diverse mobility needs of its community members and contribute to equitable non-motorized travel through The Harbor, including the establishment and maintaining of paratransit and microtransit.	Transportation	Public Works; Pierce Transit	Short-Term / Ongoing
HB-B	Update the transportation plan with specific project investments within The Harbor that balances vehicular mobility with safe, accessible, and integrated non-motorized transportation to ensure equitable service levels for all users.	Transportation	Public Works	Short-Term / Ongoing
HB-C	Identify opportunities for traffic calming, improved pedestrian crossing projects, streetscapes, and sidewalk widening	Transportation	Public Works	Short-Term / Ongoing
HB-D	Update development regulations for waterfront developments to include amenities that support inclusive, accessible public space. Amenities include docks, paths, walkways, and picnic and seating areas	Land Use; Shoreline Management	Community Development	Short-Term
HB-E	Coordinate with downtown businesses, property owners, and community groups to define specific economic development goals in relation to The Harbor and provide support for local small businesses and inclusive spaces.	Economic Development	Community Development; Gig Harbor Chamber of Commerce	Short- to Medium-Term
HB-F	Develop a plan in collaboration with local Tribal partners to support and enhance the Indigenous and commercial maritime cultural heritage of The Harbor. Engage with local Tribal partners on cultural heritage projects that center Indigenous voices and include educational initiatives that raise awareness, with integration in community events.	Arts & Culture	Community Development; Local Tribal Partners	Short-Term
Additional Strategies				
HB-G	Update development standards to encourage sustainable low-impact land development and building practices, as well as landscape standards that support views of the bay and usage of native vegetation	Land Use; Community Design	Community Development	Short-Term

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
HB-H	Identify the existing publicly owned shoreline properties in The Harbor. Develop a plan to establish a system of public properties along the waterfront of The Harbor	Shoreline Management; Land Use	Community Development	Short- to Medium-Term
HB-I	Update design standards and development regulations that define the character of historic neighborhoods within The Harbor and create vibrant community spaces.	Community Design	Community Development	Short- to Medium-Term
HB-J	Develop an innovative parking strategy for The Harbor that supports economic development with adequate visitor and commercial parking.	Transportation; Economic Development	Public Works; Community Development	Short- to Medium-Term
HB-K	Develop a plan that identifies local organizations to collaborate with to enhance The Harbor community.	Economic Development	Community Development; Local Tribal Partners	Short-Term
HB-L	Install distinctive physical features, such as artwork, lighting, landmark building and monument forms, and others to produce a gateway effect in The Harbor neighborhood. Consider ways to incorporate public art and signage to celebrate its history and the community.	Community Design; Arts and Culture; Transportation	Community Development; Public Works; Gig Harbor Arts Commission	Long-Term
HB-M	Update development regulations to encourage street-level commercial and retail uses	Land Use; Community Design; Transportation	Community Development; Public Works	Short-Term
HB-N	Identify key improvements and features that support commercial and recreational boating and water activities at The Harbor	Community Design	Community Development	Medium-Term
HB-O	Identify trail opportunities for pedestrian links to the public park system.	Parks, Recreation, and Open Space	<u>PenMet</u> ; Public Works; Community Development; Gig Harbor Chamber of Commerce	Short- to Medium-Term
HB-P	Identify and implement local business attraction, retention, and expansion strategies targeted to economic sectors that could support additional local employment.	Economic Development	Community Development; Gig Harbor Chamber of Commerce	Short- to Medium-Term

Note: Short-term = 0–5 years; Medium-term = 5–10 years; Long-term = 10+ years. Anticipated leads, major partners, timeline, and funding sources subject to change.

Sources: City of Gig Harbor, 2024; BERK, 2024.

15.4.3 Community Design

Implementation Strategies	Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies			
CD-A Apply and enforce design standards that prioritize people-oriented architectural, site, and street design that allows all community members to enjoy the space, especially marginalized groups such as low-income community members, older adults, and people with disabilities.	Land Use; Housing; Economic Development; Transportation; The Harbor	Community Development	Short-Term; Ongoing
CD-B Coordinate with Pierce Transit and relevant agencies on identifying investments that promote pedestrian and non-motorized transportation connections and user-friendly bus stops and addressing barriers.	Transportation	Public Works; Pierce Transit	Short-Term
CD-C Prioritize infrastructure access in neighborhoods that have underserved or low-income populations to work towards equitable access to transportation options for all community members.			
CD-D Update commercial development regulations to incorporate outdoor common space that is accessible and welcoming to all, including those with mobility challenges.	Land Use	Community Development	Short-Term
Additional Strategies			
CD-E Identify a list of significant vistas, view corridors and visually sensitive areas as possible designation sites for increased landscaping, including waterfront views	The Harbor; Land Use	Community Development	Short- to Medium-Term
CD-F Identify and develop a project list and schedule to support city gateway development with formal landscaping, information kiosks, public art, or civic structures	The Harbor; Arts and Culture; Transportation	Community Development; Public Works; Gig Harbor Arts Commission	Long-Term
CD-G Revise and update development code in areas with increasing density including changes in lot and building orientation, yard size, and setbacks, with consideration of historic development patterns.	Land Use	Community Development	Short-Term

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
CD-H	Establish a Historic Conservation Area to encourage local preservation and maintain the character of historical areas of the city.	The Harbor; Arts and Culture; Economic Development	Community Development; Historic Preservation	Medium-Term
CD-I	Consider adoption of a unifying design theme for street facilities, buildings, and public spaces to help foster a sense of neighborhood or community identity. Ensure any adopted design themes respect and reflect the history of Gig Harbor's communities and foster a welcoming and inclusive environment	Land Use; Arts and Culture; Transportation	Community Development; Public Works	Long-Term
CD-J	Identify desirable through-block linkages to increase connectivity and encourage development in partnership with private development projects or by securing access through purchase or easements.	Transportation	Community Development; Public Works	Long-Term
CD-K	Continue to monitor and refine tree retention regulations and landscaping stands to foster local natural conditions in design and the human experience, and to mitigate the impacts of climate change (e.g., urban heat)	Land Use; Parks, Recreation, and Open Space; Environment; Climate	Community Development; PenMet	Ongoing
CD-L	Define and establish development and design standards for the waterfront, including the preservation of historical structures. Include standards that activate the public realm of the waterfront and develop it as a center for outdoor activities.	Land Use; The Harbor; Arts & Culture; Economic Development	Community Development	Short-Term
CD-M	Identify a list of financial incentives such as low-interest loans, tax credits or grants to contribute to the preservation of structures that have historic, architectural, and/or cultural significance.	Arts & Culture; The Harbor; Economic Development	Community Development	Medium-Term
CD-N	Develop a façade and streetscape improvement program.	Arts and Culture; Transportation	Arts Commission; Public Works; Community Development	Medium-Term

Note: Short-term = 0–5 years; Medium-term = 5–10 years; Long-term = 10+ years. Anticipated leads, major partners, timeline, and funding sources subject to change.

Sources: City of Gig Harbor, 2024; BERK, 2024.

15.4.4 Environment

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies				
EN-A	Develop performance and development standards for critical areas or areas that are subject to moderate and severe environmental hazards. Develop a program to enforce these standards.	Land Use; Shoreline Management	Community Development	Medium- to Long-Term
EN-B	Update development regulations to promote clustered development patterns to preserve the development and conservation of natural open space areas.	Land Use; Parks	Community Development	Short-Term / Ongoing
EN-C	Participate in State and regional greenhouse gas emissions inventory and measurement frameworks to measure progress toward achieving greenhouse gas emission reductions.	Transportation; Land Use	Community Development; Public Works	Short-Term / Ongoing
EN-D	Implement and develop a process to periodically monitor the adopted Climate Action Plan for its alignment with community goals, progress in reducing greenhouse gas emissions, and how it is enhancing climate resilience	Capital Facilities; Parks, Recreation, and Open Space; Transportation	Community Development; Public Works	Short-Term / Ongoing
EN-E	Develop a process to ensure infrastructure investments account for climate change impacts, particularly for overburdened communities and vulnerable populations. Develop strategies within the Climate Action Plan that help address these impacts and the equity and social justice implications of climate change.	Capital Facilities; Utilities	Public Works	Short-Term; Ongoing
Additional Strategies				
EN-F	Participate in interjurisdictional efforts which may be implemented from time to time concerning the natural environment. This includes consideration of environmentally sensitive areas, fish and wildlife habitat areas, fish and wildlife corridors, aquifer recharge lands, critical forestlands, unique or important open space areas, and other lands worthy of preservation within the Gig Harbor Planning Area which are deserving of public reclamation, restoration, acquisition, preservation, and inclusion within the City's open space system.	Transportation; Parks, Recreation, and Open Space	Public Works; Community Development	Short- to Medium-Term
EN-G	Update development regulations for performance standards and control zones around retention pond dams and tidal beaches.	Shoreline Management	Community Development	Medium-Term

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
EN-H	Identify and maintain wetland preservation, protection, and restoration program associated with shorelines.	Shoreline Management	Community Development; Public Works	Short-Term / Ongoing
EN-I	Adopt updated regulations for acceptable noise levels in residential developments.	Land Use	Community Development	Medium-Term
EN-J	Update commercial and residential building development regulation standards to encourage energy-efficiency improvements	Land Use	Community Development	Short- to Medium-Term
EN-K	Develop a robust outreach campaign to promote education of the causes and impacts of climate change, which would include printed and online materials and informational workshops. These materials should be accessible and available in multiple languages.	Land Use; Shoreline; Parks, Recreation, and Open Space; Transportation	Community Development	Short-Term
EN-L	Maintain and update maps and inventories of aspects that pertain to the natural environment, including (but not limited to) critical areas	Land Use; Parks, Recreation, and Open Space; Shoreline	Community Development; GIS	Medium-Term

Note: Short-term = 0–5 years; Medium-term = 5–10 years; Long-term = 10+ years. Anticipated leads, major partners, timeline, and funding sources subject to change.

Sources: City of Gig Harbor, 2024; BERK, 2024.

15.4.5 Housing

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies				
HO-A	Explore infill development incentives to facilitate investment in existing neighborhoods with vacant or under-utilized land and to promote the construction of diverse housing types at a variety of income bands.	Land Use	Community Development	Short-Term; Ongoing;
HO-B	Review production trends (permitted and constructed) in relation to adopted housing targets and consider revising land use regulations if production trends are below the pace needed to meet adopted housing targets, particularly in meeting the housing needs of extremely-low, very-low, and low-income community members. Submit data to Pierce County annually for preparation of annual growth monitoring reports	Land Use	Community Development	Short-Term; Ongoing;
HO-C	Annually review and reassess strategies the City can implement to address affordable housing funding gaps.		Community Development	Annually
HO-D	Update regulations to offer density bonuses or other incentives for developers to incorporate affordable housing. Ensure these affordable units are in areas with access to essential services, transit, and employment opportunities, promoting housing equity by preventing the concentration of affordable units in low-amenity areas.	Land Use	Community Development	Short-Term; Ongoing
HO-E	Apply the findings from the Displacement Risk Analysis to identify strategies that help mitigate displacement risks, particularly in areas with higher displacement risk. Create an anti-displacement plan that establishes key strategies and regular evaluation and monitoring of its effectiveness.		Community Development	Short-Term; Ongoing
HO-F	Identify and build a database of available surplus city property and in support of affordable housing development. Determine public service investment to increase the amount of city surplus property adequate for affordable housing Collaborate with other government agencies and local institutions to identify their surplus land.	Land Use; Essential Public Facilities; Utilities; Capital Facilities	Community Development; Public Works	Short-Term; Ongoing

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
HO-G	Provide clear and accessible information on the ADU permitting process, financing options, and design considerations to empower homeowners to explore ADU development opportunities.		Community Development	Short-Term
HO-H	Consider adopting a pre-approved set of ADU plans.		Community Development	Short-Term
HO-I	Explore and evaluate potential programs that incentivize market-rate and affordable housing, such as the Multifamily Housing Property Tax Exemption program		Community Development	Short- to Medium-Term
HO-J	Review development and zoning standards and amend to encourage more flexibility and innovative housing production to support the development of affordable housing	Land Use; Community Design	Community Development	Medium-Term
Additional Strategies				
HO-K	Explore, identify, and promote development and financial incentives related to renovation of historical structures	The Harbor; Community Design; Land Use	Community Development	Medium-Term
HO-L	Work with the Fire Department to streamline site and subdivision standards, allowing, for example, narrower roads and turn-arounds, and reduced parking requirements, to facilitate more efficient land usage and reduce land and building development costs, keeping in mind the need to maintain minimum life safety standards.	Capital Facilities	Community Development; Gig Harbor Fire; Public Works	Short- to Medium-Term
HO-M	Periodically survey housing conditions and promote housing rehabilitation in targeted areas or across the city. Develop marketing materials for interested community members that promote home upkeep, renovation, and rehabilitation to preserve naturally occurring affordable housing		Community Development; Housing, Health, and Human Services Program	Ongoing
HO-N	Program regular infrastructure maintenance for the City's residential neighborhoods	Capital Facilities	Community Development; Public Works	Ongoing
HO-O	Review small lot single family zoned areas to determine if sufficient land is available to meet a variety of household types at various income bands.	Land Use; Community Design	Community Development	Medium-Term
HO-P	Actively participate in regional efforts, such as SSHA3P, that assist in the provision of affordable housing in Gig Harbor and the South Sound region		Community Development	Ongoing

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
HO-Q	Explore, identify, and pursue external funding sources and support housing preservation and affordable housing development programs.		Community Development	Short-Term / Ongoing

Note: Short-term = 0–5 years; Medium-term = 5–10 years; Long-term = 10+ years. Anticipated leads, major partners, timeline, and funding sources subject to change.
Sources: City of Gig Harbor, 2024; BERK, 2024.

15.4.6 Economic Development

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies				
EC-A	Develop an Economic Development and Marketing strategy to guide local actions that impact business attraction, retention, and expansion. Incorporate an equity focus to ensure vulnerable and marginalized populations have access to employment opportunities in local industries.	Land Use; The Harbor; Community Development Transportation; Utilities	Community Development; Gig Harbor Chamber of Commerce	Short-Term
EC-B	Develop a commercial and industrial site inventory that identifies major sites that could accommodate local employment opportunities	Land Use	Community Development; Gig Harbor Chamber of Commerce	Short-Term / Ongoing
EC-C	Coordinate with Pierce County, public agencies, and local businesses on marketing projects to attract new businesses to Gig Harbor.	Community Design; The Harbor; Arts and Culture	Community Development; Gig Harbor Chamber of Commerce; Pierce County	Short-Term / Ongoing
EC-D	Develop a plan that encourages and supports local business development. This would include strategies that support small business flexible financing and management assistance, identify incubator facilities or affordable commercial spaces, and streamline permitting and licensing processes		Community Development; Gig Harbor Chamber of Commerce	Short-Term / Ongoing
EC-E	Partner with Pierce County, local educational institutions, and other organizations to further develop workforce development programs tailored for underrepresented groups, such as low-income individuals. Prioritize skill development for industries that offer living wage jobs.		Community Development; Pierce County; Tacoma Community College; Gig Harbor Chamber of Commerce	Medium-Term / Long-Term
Additional Strategies				
EC-F	Maintain site-selection resources and engage with local economic development organizations on marketing efforts to help match available commercial and industrial spaces with specific needs of businesses looking to relocate or expand.	Land Use	Community Development; Gig Harbor Chamber of Commerce	Short-Term / ongoing

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
EC-G	Promote small business financing and management assistance and training programs		Community Development; Gig Harbor Chamber of Commerce	Medium-Term
EC-H	Coordinate efforts with Public Works to identify sites with significant public benefits and identify necessary supporting infrastructure to accommodate additional employment	Essential Public Facilities; Capital Facilities; Utilities; Transportation	Public Works	Medium-Term / Long-Term

Note: Short-term = 0–5 years; Medium-term = 5–10 years; Long-term = 10+ years. Anticipated leads, major partners, timeline, and funding sources subject to change.
Sources: City of Gig Harbor, 2024; BERK, 2024.

15.4.7 Essential Public Facilities

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies				
EF-A	Create and maintain an inventory of current and planned “essential public facilities” that is aligned with the standards and project lists from the Washington State OFM.	Transportation; Capital Facilities; Utilities; Public Services	Public Works	Short-Term / Ongoing
EF-B	Coordinate with Pierce County and neighboring jurisdictions to identify countywide essential public facilities	Transportation; Capital Facilities; Utilities; Public Services	Public Works	Short-Term
EF-C	Conduct periodic assessments to ensure all city services and utilities comply with the Comprehensive Plan and effectively meet community needs.	Capital Facilities; Utilities; Public Services	Public Works	Short-Term / Ongoing
EF-D	Create a site-suitability evaluation tool to support the siting of future essential facilities	Transportation; Capital Facilities; Utilities; Public Services	Public Works	Short-Term
EF-E	Create and introduce a review process to regularly analyze the impacts of essential public facilities. This process should incorporate an equity lens to assess distribution of these facilities in underserved neighborhoods to ensure that marginalized communities are not overburdened by the placement of these facilities	Capital Facilities; Utilities; Public Services	Public Works	Short-term
Additional Strategies				
EF-F	Regularly review the need for demand management strategies and conservation measures to address increases in service demand.	Transportation; Capital Facilities; Utilities; Public Services	Public Works	Long-Term
EF-G	Periodically review the provision of urban services and utilities to the city’s Urban Growth Area (UGA) to determine if service delivery is optimal.	Capital Facilities; Utilities; Public Services	Public Works	Medium-Term
EF-H	Maintain a transparent and efficient process for siting essential public facilities that considers environmental and community impacts.	Transportation; Capital Facilities; Utilities; Public Services	Public Works	

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
EF-I	Maintain and regularly revise the city’s Capital Improvement Program.	Transportation; Capital Facilities; Utilities; Public Services	Public Works	Short-Term / Ongoing
EF-J	Describe site, building, and design standards for essential public facilities to ensure compatibility with surroundings. Include an engagement process to confirm that siting does not create additional harm, particularly on overburdened communities.	Capital Facilities; Utilities; Public Services	Public Works	Medium-Term

Note: Short-term = 0–5 years; Medium-term = 5–10 years; Long-term = 10+ years. Anticipated leads, major partners, timeline, and funding sources subject to change.
Sources: City of Gig Harbor, 2024; BERK, 2024.

15.4.8 Utilities

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies				
UT-A	Maintain an inventory of utility facilities in GIs in coordination with private utility providers.	Essential Public Facilities; Public Services; Capital Facilities	Public Works; Long-Range Planning; private utility providers	Short-Term / Ongoing
UT-B	Maintain a comprehensive schedule to manage and update data on utility corridors and facilities with private utility providers.	Essential Public Facilities; Public Services; Capital Facilities	Public Works; Long-Range Planning; private utility providers	Short-Term / Ongoing
UT-C	<p>Develop materials and engage with utility providers to ensure that the siting, placement, and planning of all utility facilities align with the goals and objectives of the Comprehensive Plan.</p> <p>Incorporate an equity lens to ensure utility providers understand and consider the needs of low-income and historically marginalized community members, as well as the potential siting impacts for these communities.</p>	Essential Public Facilities; Public Services; Capital Facilities	Public Works; private utility providers	Short-Term / Ongoing
UT-D	Maintain an integrated stormwater management program and system in compliance with national, state, and county standards.		Public Works	Short-Term; Ongoing
UT-E	Coordinate a Water System Plan for the City Water Service Area.	Public Services; Capital Facilities	Public Works	Short-Term; Ongoing
UT-F	Maintain a Sewer Comprehensive Plan to identify needed wastewater infrastructure over the next 20 years. Identify infrastructure investment that ensures underserved neighborhoods receive necessary upgrades and that there is equitable investment in sewer services.	Essential Public Facilities; Public Services; Capital Facilities	Public Works	Short-Term; Ongoing

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
UT-G	Engage the local community, particularly those who are low-income or historically marginalized, in the siting process to ensure these facilities are fairly distributed.			
Additional Strategies				
UT-H	Coordinate with Peninsula Light Company on the undergrounding of utility feeder and distribution lines to minimize community impact and ensure that is consistent with protection of public's health, safety, and wellness.	Essential Public Facilities; Public Services; Capital Facilities	Public Works	Moderate-Term
UT-I	Update siting guidelines to improve flexible and allow for maximum solar access where practical.	Essential Public Facilities; Public Services; Capital Facilities	Public Works	Long-Term
UT-J	Develop a utility conservation plan in partnership with private utility providers to reduce future needs for additional infrastructure and minimize demand for nonrenewable resources	Public Services; Capital Facilities; private utility providers	Public Works; private utility providers	Moderate Term
UT-K	Update road standards to minimize impervious surfaces, surface water quality impacts, and the use of pavement construction materials	Transportation; Public Facilities	Public Works; Transportation	Moderate Term
UT-L	Conduct a cost-benefit analysis on the use of Local Improvement Districts (LIDs) to support needed upgrades to local stormwater facilities	Public Services; Capital Facilities	Public Works	Moderate-Term
UT-M	Update stormwater management design standards to provide environmental protection, promote efficiency, and maintain adequate storage levels	Public Services; Capital Facilities	Public Works	Moderate-Term
UT-N	Develop a schedule plan to upgrade substandard water systems and provide sufficient fire water flows, with consideration of prioritizing access for communities with historical underinvestment.	Public Services; Capital Facilities	Public Works	Long-Term
UT-O	Conduct an analysis on the use of reclaimed water in the City.	Public Services; Capital Facilities	Public Works	Moderate-Term
UT-P	Update landscaping standards for development regulations to encourage landscaping design and irrigation systems with lower water demands.	Public Services; Capital Facilities; Land Use	Public Works;	Moderate-Term

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
UT-Q	Develop a schedule and identify funding to plan for the capacity expansion of the wastewater treatment plant	Public Services; Capital Facilities;	Public Works	Moderate Term

Note: Short-term = 0–5 years; Medium-term = 5–10 years; Long-term = 10+ years. Anticipated leads, major partners, timeline, and funding sources subject to change.

Sources: City of Gig Harbor, 2024; BERK, 2024.

15.4.9 Shoreline Management

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies				
SM-A	Regularly update the Shoreline Master Program consistent with state requirements and any changes to best available science	All	Community Development	Medium-Term
SM-B	Update development regulations in waterfront areas to require private developments to provide clear access and visibility for tenants, water users, and community members. Encourage public amenities that are consistent with a development, inclusive and accessible by all community members, and reflective of the needs and desires of community members.	Land Use; The Harbor; Community Design	Community Development	Short-Term
SM-C	Review and monitor design standards to control scale, construction methods and materials, drainage patterns, site coverage and other features that impact shoreline and waterfront use. Maintain stringent standards governing the development of associated improvements (e.g., parking areas, sidewalks, stormwater facilities).	Land Use; The Harbor; Community Design; Capital Facilities; Transportation; Environment	Public Works; Transportation; Community Development	Short-Term
Additional Strategies				
SM-D	Continue to develop and enhance recreation and tourism uses along Gig Harbor Bay to encourage public access and enjoyment of this resource and provide economic opportunities.	Land Use; The Harbor; Community Design; Economic Development	Community Development	Medium-Term

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
SM-E	Review and update zoning code to support a mixed-use waterfront on Gig Harbor Bay that includes commercial uses such as commercial fishing, boating, marine shops and services, restaurants, and retail shops, as well as residential uses that are uniquely able to capitalize on the bay's appeal and associated ecosystems.	Land Use; The Harbor; Community Design; Economic Development	Community Development	Medium-Term

Note: Short-term = 0–5 years; Medium-term = 5–10 years; Long-term = 10+ years. Anticipated leads, major partners, timeline, and funding sources subject to change.
Sources: City of Gig Harbor, 2024; BERK, 2024.

15.4.10 Parks, Recreation, and Open Space

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies				
PR-A	Regularly update the Parks, Recreation, and Open Space (PROS) Plan, and revise the Parks, Recreation, & Open Space Element and related implementation strategies as needed for consistency with the plan.	All	Parks	Short-Term; Ongoing
PR-B	Acquire and develop additional parkland to serve the city's growing population and improve equitable access to facilities and recreational programming citywide. Coordinate with other agencies and non-profit recreational providers on meeting recreational needs of residents. Prioritize investment in geographically underserved areas and in historically marginalized communities.	Capital Facilities	Parks; Peninsula School District; PenMet; Pierce County	Ongoing
PR-C	Ensure recreational services are response to the community's demographics (e.g., child or senior specific programs, culturally competent programs).	Arts and Culture	Parks	Ongoing
PR-D	Develop a high-quality system of park trails and corridors to increase connectivity of the City's trail network. Include acquisition of new trails and maintenance of current trails.	Transportation	Parks	Short-Term
Additional Strategies				
PR-E	Improve existing parks to conform to ADA standards and ensure universal accessibility.		Parks	Medium-Term; Ongoing
PR-F	Clearly identify areas of programmatic responsibility between the City and other agencies that provide recreational programming to ensure there is no overlap in resource allocation or that gaps in services are not present.		Parks; Peninsula School District; PenMet; Pierce County	Ongoing
PR-G	Explore other funding mechanisms, including local funding options and federal and state grants, to support implementation of parks and recreation projects and programs		Parks; PenMet	Ongoing

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
PR-H	Explore other acquisition tools and methods, including direct purchase methods, landowner incentive measures, and other land protection options, to acquire parkland and protect open space.		Parks; PenMet	Short-Term; Ongoing
PR-I	Regularly review and update Park Impact Fee rates and methodologies to support the expansion of the parks system to meet growth in demand.		Parks; PenMet	Medium-Term
PR-J	Identify parks, structures, and spaces eligible for designation as historic places to ensure they are preserved for the future and planned for long-term preservation and maintenance by the city.	Arts & Culture	Parks; PenMet	Medium-Term; Ongoing
PR-K	Provide sufficient financial and staff resources to maintain and improve park maintenance standards, with an increase in per acre spending.		Parks; PenMet	Short- to Medium-Term; Ongoing
PR-L	Perform an annual park audit and inventory updates using GIS data as a starting point		Parks; PenMet	Short-Term; Ongoing
PR-M	Update the LOS standard for Parks to encompass four community-desired recreational components outlined in the PROS plan		PenMet; Parks	Short- to Medium-Term

Note: Short-term = 0–5 years; Medium-term = 5–10 years; Long-term = 10+ years. Anticipated leads, major partners, timeline, and funding sources subject to change.

Sources: City of Gig Harbor, 2024; BERK, 2024.

15.4.11 Transportation

Refer to Chapter 6 of Appendix B.

15.4.12 Capital Facilities

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies				
CF-A	Maintain an updated inventory of existing capital facilities owned by public entities, including the locations and capacities of such facilities.	Essential Public Facilities; Utilities; Parks, Recreation, and Open Space;	Public Works; Community Development; PenMet	Short-Term; Ongoing
CF-B	Monitor capital facilities for adherence to adopted LOS guidelines. Regularly update the needs projections and finance plan based on LOS standards and guidelines, forecasted growth in the Comprehensive Plan, and other relevant considerations.	Essential Public Facilities; Utilities; Parks, Recreation, and Open Space;	Public Works; Community Development; PenMet	Short-Term; Ongoing
CF-C	Formalize a consistent process to review and prioritize capital projects so investments are equitable across the city. Prioritize underserved areas and historically marginalized populations to avoid amassing insufficient capital facilities in vulnerable communities.	Essential Public Facilities; Utilities; Parks, Recreation, and Open Space;	Public Works; Community Development; PenMet	Short-Term;
Additional Strategies				
CF-D	Develop a plan and schedule to explore, identify, and pursue external funding sources, including public grants and private funds, to finance capital improvements	All	Public Works; Community Development; PenMet	Short-Term; Ongoing
CF-E	Coordinate with other jurisdictions and community organizations on the use of cultural and community facilities		Public Works	Medium-Term
CF-F	Coordinate to ensure public facilities are available or planned in connection with and in support of affordable housing development sites	Housing	Public Works; Community Development	Short-Term; Ongoing

Note: Short-term = 0–5 years; Medium-term = 5–10 years; Long-term = 10+ years. Anticipated leads, major partners, timeline, and funding sources subject to change.

Sources: City of Gig Harbor, 2024; BERK, 2024.

15.4.13 Arts and Culture

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies				
AC-A	Collaborate with the city's Direct Marketing Organization and Pierce County Tourism to determine arts and cultural priorities in the city and tourism promotion.	Economic Development	Gig Harbor Arts Commission; Pierce County Tourism; Gig Harbor Tourism and Marketing Department	Short- to Medium-Term
AC-B	Develop a plan to engage the community on arts and culture priorities. Actively involve local community organizations that represent or serve marginalized groups to ensure these priorities are reflected in the plan.	Economic Development; The Harbor; Community Design	Gig Harbor Arts Commission; Gig Harbor Tourism and Marketing Department; Community Development	Short-Term / Ongoing
AC-C	Identify current and future arts and cultural facility needs and priorities to inform new venues and spaces that are equitably located and are inviting, accessible, and accommodate all community members, especially those with mobility needs.	Land Use; Economic Development; The Harbor; Community Design	Gig Harbor Arts Commission; Community Development	Short- to Medium-Term
Additional Strategies				
AC-D	Establish a city arts fund to provide grants to local artists, ensuring funding criteria prioritizes support for artists from underrepresented communities.	Economic Development	Gig Harbor Arts Commission	Medium-Term
AC-E	Create a cohesive wayfinding and interpretive signage strategy and incorporate unique city landmarks into this system.	Community Design; The Harbor	Community Development; Gig Harbor Arts Commission; Tourism and Marketing Department	Medium-Term
AC-F	Develop selection criteria for public art that addresses the physical context, represents various cultural narratives and communities, and provides opportunities for local artists to participate, particularly for local and underrepresented artists.	The Harbor; Community Design; Economic Development	Gig Harbor Arts Commission; Community Development	Short-Term

Implementation Strategies	Related Elements	Leads / Major Partners	Anticipated Timeline
AC-G Foster partnerships with the city, business community, arts and culture organizations, public schools and community college and develop a plan with initiatives to support arts and culture programming and education. Prioritize collaboration with organizations that serve marginalized populations and ensure the initiatives respond to those needs.	Community Design	Community Development; Gig Harbor Arts Commission; Tourism and Marketing Department; Peninsula School District; Tacoma Community College	Medium- to Long-Term
AC-H In partnership with local entities, identify historic and cultural sites for preservation and reuse. Engage with community organizations and members that have been historically marginalized to understand which sites are significant to them.	Land Use; Community Design; The Harbor Economic Development;	Community Development; Gig Harbor Arts Commission; Tourism and Marketing Department	Medium-Term

Note: Short-term = 0–5 years; Medium-term = 5–10 years; Long-term = 10+ years. Anticipated leads, major partners, timeline, and funding sources subject to change.
 Sources: City of Gig Harbor, 2024; BERK, 2024.

16 Glossary

Accessory Dwelling Unit (ADU). A dwelling unit located on the same lot as a single-family housing unit, or duplex, triplex, fourplex, townhome, or other permitted housing unit. These can be “attached” which is located within or attached to the primary unit, or “detached” which consists partly or entirely of a building that is separate from the primary unit and is on the same lot.

Affordable Housing. Residential housing for households where monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of the household. Affordable housing is typically defined with respect to different income levels based on area median income, with 80% of median income (considered “low income”) typically used as the threshold for affordable rental housing.

Americans with Disabilities Act (ADA). The Act is a 1990 federal law designed to prohibit discrimination against people with disabilities in everyday activities and guarantee equal access to jobs, transportation, public facilities, and services.

Area Median Income (AMI). The household income that is assumed to be the median for a household within an area. For the purposes of housing, this is projected by the US Department of Housing and Urban Development and is assumed to represent the median income for a family household of four people. With respect to these calculations, Gig Harbor is assumed to be part of the Tacoma, WA HUD Metro Fair Market Rent Area.

Best Available Science (BAS). The most up-to-date information available for planning and development decision-making, which is defined and required by the Growth Management Act as per RCW [36.70A.172](#).

Buffer. An area contiguous with a critical area that is required for the integrity, maintenance, function, and stability of that critical area.

Capital Facilities. Capital facilities are tangible assets that have a long useful life and include city and non-city operated infrastructure, buildings, and equipment. Under WAC [365-196-415](#), at a minimum, those capital facilities to be included in an inventory and analysis are transportation, water systems, sewer systems, stormwater systems, reclaimed water facilities, schools, parks and recreation facilities, and police and fire protection facilities.

Center of Local Importance (CoLI). A Center of Local Importance is designated to identify a local center or activity node that is consistent with regional and local planning. Such an area is intended to promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or are otherwise located in an established industrial area.

Climate Adaptation. Actions taken to adapt to unavoidable impacts because of climate change.

Climate Change. The change in global and regional climate patterns apparent from the mid- to late-twentieth century onward and attributed to increased levels of atmospheric carbon dioxide from the use of fossil fuels.

Climate Resilience. The ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities.

Comprehensive Land Use Plan, Comprehensive Plan, or Plan. A generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to Chapter [36.70A](#) RCW.

Concurrency. A state planning requirement to ensure that needed services and facilities are in place by the time development is completed and to be occupied, or that funding has been committed to provide such services within 6 years, as per RCW [36.70A.070](#)(6)(b) and WAC [365-196-840](#).

Consistency. A measure of whether any feature of the Comprehensive Plan or a regulation is incompatible with any other feature or a plan or a regulation. The Growth Management Act addresses consistency in three ways: (1) internal consistency of comprehensive plans, (2) consistency of zoning and regulations with the comprehensive plan, and (3) consistency with other jurisdictions.

Cost Burden. A measure of the percent of household income spent on housing and housing-related expenditures. Households that spend more than 30% of their gross income on housing, including utilities, are considered “cost-burdened”, while households spending more than 50% of their gross income are considered “severely cost-burdened”.

Cottage Housing. Detached residential units on a lot with a common open space that either: (a) is owned in common; or (b) has units owned as condominium units with property owned in common and a minimum of 20% of the lot size as open space.

Cottage. A detached, primary dwelling unit with a footprint of 1,000 square feet or less.

Countywide Planning Policies (CPPs). Under the Growth Management Act, counties and cities are required to collaboratively develop countywide planning policies to set the general framework for coordinated land use and population planning under RCW [36.70A.210](#).

Courtyard Housing. Up to eight attached dwelling units arranged on two or three sides of a yard or a court.

Covered Employment. Employment covered under state unemployment insurance which is identified as part of labor statistics in the state. Covered employment does not typically include self-employed workers, proprietors, and other non-insured workers.

Critical Areas Ordinance (CAO). An ordinance provided under city code to protect the functions and values of ecologically sensitive areas while allowing for reasonable use of private property, through the application of best available science; implement the GMA and the natural environment goals of the Comprehensive Plan; and protect the public from injury and loss due to slope failures, erosion, seismic events, volcanic eruptions, or flooding.

Critical Areas. Areas and ecosystems that require protection of resources important to the natural environment, wildlife habitats, and sources of fresh drinking water. Under RCW [36.70A.030](#)(6), there are five

types of critical areas: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Density. A measure of the intensity of residential development, usually expressed as the number of people, jobs, or housing units per acre.

Development Regulation. Controls placed on the development or land use activities including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, subdivision ordinances, and binding site plan ordinances.

Displacement. The relocation of current residents or businesses from their current location due to external factors. Displacement can be physical (e.g., the demolition or removal of a housing unit), economic (e.g., relocation due to rising rents), and/or cultural (e.g., ongoing displacement in a local cultural community hastened due to fewer social connections).

Duplex. Two primary attached dwelling units on a lot in any configuration intended for two separate households. Note that a single-family dwelling unit with an attached or detached accessory dwelling unit is not a duplex.

Dwelling Unit. One or more rooms located within a structure, designed, arranged, occupied, or intended to be occupied by one or more persons as living accommodations.

Easement. A grant by the property owner to the public, a corporation, or persons, of the use of land for a specific purpose and on or over which the owner will not erect any permanent improvements which serve to interfere with the free exercise of that right.

Environmental Impact Statement (EIS). A document that identifies potential environmental impacts of a proposed project or action, as required under the State Environmental Protection Act. This can include potential impacts on earth, water resources, plants and animals, land use patterns and environmental justice, plans and policies, population and employment, housing, aesthetics, cultural and historic resources, transportation, public services, and utilities.

Essential Public Facility. Capital facilities of a countywide or statewide nature which have characteristics that make them extremely difficult to site. Essential public facilities include, but are not limited to, sewage treatment plants, reservoirs, electrical substations and transmission lines, local airport and port facilities, landfills and solid waste transfer stations, senior high schools, community colleges, four-year colleges and universities, correctional institutions, special population diagnostic or treatment facilities, opioid treatment programs (including both mobile and fixed-site medication units), recovery residences, harm reduction programs (excluding safe injection sites), and inpatient facilities (including substance use disorder treatment facilities, mental health facilities, group homes, community facilities, and secure community transition facilities), stormwater retention or detention facilities serving large drainage basins, and major transit facilities.

Floor Area Ratio (FAR). A measure of development intensity calculated as the gross building area of qualifying improvements on a site divided by the net area of a parcel of property. This is typically expressed as a decimal (not as a percentage).

Fourplex. A building consisting of four primary attached dwelling units intended for four separate households on a lot in any configuration.

Frequently Flooded Areas. Lands in the floodplain subject to a 1% or greater chance of flooding in any given year. These areas could include, but are not limited to, streams, lakes, wetlands and their associated floodplains, flood fringes or the Federal Emergency Management Agency (FEMA) floodway. A flood hazard area consists of the floodplain, flood fringe, and FEMA floodway.

Future Land Use. Policy designations in the Comprehensive Plan that describe use types, densities, and intensities allowed in different areas of the city.

Future Land Use Map (FLUM). A required component of the Comprehensive Plan that shows the proposed physical distribution and location of the various land uses during the planning period.

Geologically Hazardous Areas. Areas that may not be suited to development consistent with public health, safety, or environmental standards, because of their susceptibility to erosion, sliding, earthquake, or other geological events. Types of geologically hazardous areas include erosion, landslides, and seismic hazards.

Goal. A broad, general statement of the community's desired long-term future state. Goals indicate what ought to exist in the community or what is desired to be achieved in the future.

Growth Management Act (GMA). The 1990 State Growth Management Act (Chapter [36.70A](#) RCW), as amended. This statute provides the basis for much of the urban planning in the state of Washington and includes requirements for comprehensive planning for communities.

Habitat. The place or type of site where a plant or animal naturally or normally lives and grows.

High-Occupancy Vehicle (HOV). A motor vehicle with two or more people traveling in it. This may include carpools, vanpools, and transit.

Household. A group of people, related or unrelated, living within the same housing unit. This can include a person living alone, a family, or roommates.

Housing Cost Burden. A household is considered cost burdened when they spend more than 30% of their household income on housing, and severely cost burdened when that share increases to greater than 50%.

Impervious Surface. A surface that cannot be easily penetrated by water, such as buildings or concrete paving.

Income-Restricted Housing or Rent-Restricted Housing. Housing units subject to a regulatory agreement, covenant, or other legal document on the property title requiring them to be available to households that can document their incomes as being at or below a set income limit and are offered for rent or sale at below-market rates.

Infill Development. Projects that build new structures on vacant or underutilized land in areas that were previously developed, typically without demolishing existing structures.

Infrastructure. Public and private physical assets that provide services necessary to support existing and future development, such as roads, public buildings, schools, parks, transportation, water, sewer, surface water and communication systems.

Level of Service (LOS). A measure of the performance of a public facility in providing necessary functions to meet public needs and expectations.

Location Quotient. The ratio of the proportion of local employment in a sector to the proportion of regional employment in the sector.

Major Transit Stop. A stop on a high-capacity transportation system such as commuter rail stops, stops on rail or fixed guideway systems, and stops on bus rapid transit routes.

Maker Space. A collaborative work space inside a school, library, civic center, or public / private facility for artists and crafts folk to make, learn, explore, and share tools.

Manufactured Home. A structure designed and constructed to be transportable in one or more sections and built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities that include plumbing, heating, and electrical systems contained therein.

Manufactured Housing Community. A site divided into two or more manufactured home lots for sale or lease and intended for permanent residential use.

Market-Rate Housing. Housing which is bought, sold, and/or rented in the open market with no restrictions on the purchase price or rent charged.

Middle Housing. Buildings that are compatible in scale and, form, and character with single-family detached houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, townhouses, courtyard apartments, and cottage housing.

Mixed Use Development. A project that combines more than one general category use on a site, such as residential, office, or retail. This can include “vertical” mixed-use where these uses are found in the same structure, or “horizontal” mixed-use where different uses are found in adjacent buildings on the same site.

Mode Split. The proportion of trips that use different modes of transportation.

Mode. A particular category of travel, such as walking, bicycling, driving alone, carpool/vanpool, bus/transit, ferry, or airplane.

Municipal Code or the **Gig Harbor Municipal Code (GHMC).** The local law of the municipal corporation of Gig Harbor, duly enacted by the proper authorities, prescribing general, uniform, and permanent rules of conduct relating to the corporate affairs of the municipality.

Multicounty Planning Policy (MPP). An official statement adopted in VISION 2050 to provide guidance for regional decision-making, as well as a common framework for countywide planning policies and local comprehensive plans.

Multifamily Housing or **Apartment.** A structure containing five or more attached dwelling units located on a lot.

Multimodal. Issues or activities which involve or affect more than one mode of transportation, such as transportation connections, choices, cooperation, and coordination of various modes.

National Pollutant Discharge Elimination System (NPDES). A federal permit program created in 1972 by the Clean Water Act which addresses water pollution by regulating point sources that discharge pollutants to waters of the US.

Nonconforming Use. The use of a land or structure which was lawful when established but no longer conforms to current regulations. Typically, nonconforming uses are permitted to continue, subject to certain restrictions.

Nonmotorized Transportation. Any mode of transportation that utilizes a power source other than a motor, such as bicycling or walking.

Nonpoint Source Pollution. Pollution that enters water from dispersed and uncontrolled sources (such as surface runoff) rather than through pipes.

On-Street Parking. Parking provided within the public right-of-way of a street.

Open Space. A parcel or area of land that is unimproved and devoted to the preservation of natural resources, the managed production of resources, and/or passive or low-impact recreation.

Permanent Supportive Housing (PSH). Subsidized, leased housing with no limit on length of stay intended for people who need comprehensive support services to retain tenancy and admissions practices that can lower barriers to entry related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with off-site voluntary services for behavioral health and physical health conditions intended to help residents retain their housing and be a successful tenant in a housing arrangement, improve their health status, and connect them with community-based health care, treatment, or employment services.

Planned Action. A planned action is a development project whose impacts have been addressed by an Environmental Impact Statement associated with a plan for a specific geographic area before individual projects are proposed. Such up-front analysis of impacts and mitigation measures then facilitates environmental review of subsequent individual development projects.

Planning Period. The 20-year period following the adoption of a comprehensive plan, or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Plex. A building that consists of two to six primary attached dwelling units intended for separate households on a lot in any configuration.

Point Source Pollution. A source of pollutants from a single, identifiable point of conveyance such as a pipe. For example, the discharge pipe from a sewage treatment plant is a point source.

Policy. A principle, protocol, or proposal for action that supports a related goal. Policies are decision-oriented statements that guide the legislative or administrative body while evaluating a new project or proposed change in ordinance.

Public Facilities and Services. Facilities, infrastructure, and services that provide a specific public benefit, including sanitary and storm sewer systems, water supply, energy, public safety, and emergency services, schools, libraries, and other facilities. These facilities and services are provided by governments, contracted for or by governments, or provided by private entities subject to public service obligation.

Puget Sound Regional Council (PSRC). The PSRC is a regional planning and decision-making body for growth and transportation issues in King, Kitsap, Pierce, and Snohomish counties. Under federal transportation law, the Council is the Metropolitan Planning Organization (MPO) responsible for regional transportation planning and programming of federal transportation funds in the four counties. It is also the designated Regional Transportation Planning Organization for the four counties. PSRC manages the adopted regional growth strategy, VISION 2050 (see below).

Redevelopable Land. Non-vacant parcels currently in use with structures and improvements on the site, but not considered to be at their “highest and best use”. These sites are potential locations for new projects where existing improvements on the site are demolished and new buildings and improvements can be constructed.

Regional Growth Strategy. The approach for distributing population and employment growth within the four-county central Puget Sound region included as part of VISION 2050.

Regulation. A rule or directive found in city ordinances or the municipal code that meets the public interest and need and supports the community’s framework vision, guiding principles, and goals and policies.

Right-of-Way. The right-of-way is the right to pass over the property of another. It refers to a strip of land legally established for the use of pedestrians, vehicles, or utilities.

Shoreline Master Program (SMP). Local land use policies and regulations that guide the public and private use of Washington shorelines under the State Shoreline Management Act (Chapter [90.58](#) RCW).

Single-Occupancy Vehicle (SOV). A motor vehicle occupied only by a driver.

Single-Family Attached Housing. A primary dwelling unit designed for occupancy by one household located on a lot and sharing at least one wall with another attached dwelling unit.

Single-Family Detached Housing. A primary dwelling unit designed for occupancy by one household located on a lot and not sharing any walls with other primary dwelling units.

Special Needs Housing. Housing that is provided for persons, and their dependents who, by virtue of disability or other personal factors, face serious impediments to independent living and who require special assistance and services in their residence. Special needs housing may be permanent, long term or transitional basis.

Species of Local Importance. Those species of local concern due to their population status or their sensitivity to habitat manipulation, or that are game species.

State Environmental Policy Act (SEPA). The State Environmental Policy Act, or Chapter [43.21C](#) RCW, is the state law passed in 1971 requiring State and local agencies to consider environmental impacts in the decision-making process.

Stormwater. Water that falls as rain and flows across the ground, which is typically directed to drains in an urban area to collect the water and eventually direct it to streams, lakes, or other large water bodies.

Streetscape. The physical and aesthetic characteristics of a street, including elements such as structures, access, greenery, open space, view, lighting, etc.

Townhouse. One of multiple attached primary dwelling units that extend from foundation to roof and that have a yard or public way on not less than two sides.

Transit. Motorized public transportation, including public bus, bus rapid transit, and commuter rail.

Tree Canopy. The layer of leaves, branches, and stems that provide tree coverage of the ground when viewed from above. See also urban forest.

Transitional Housing (TH). A facility that provides housing and supportive services for up to two years to individuals or families experiencing homelessness to enable them to move into independent living and permanent housing.

Transition Plan. A plan under the ADA that is required under [28 CFR 35.150](#) to outline the steps necessary to make city facilities more accessible and provide a schedule for compliance under the ADA.

Transportation Analysis Zone (TAZ). A unit of geography that is typically used for transportation and utility modeling.

Transportation Demand Management (TDM). A program used to maximize travel choices for people and encourage a more efficient use of transportation systems. These strategies are meant to reduce congestion, ease traffic, and improve the range of transportation options available by encouraging carpooling, biking, public transit, or telecommuting.

Trip Generation. The number of trips made to and from each type of land use by day. Trip generation provides the linkage between land use and travel.

Trip. A one-direction movement which begins at an origin and ends at a destination, which is the typical unit of transportation planning.

Triplex. A building consisting of three primary attached dwelling units on a lot in any configuration intended for three separate households.

U.S. Department of Housing and Urban Development (HUD). The federal agency responsible for housing programs. HUD sets income limits for metropolitan areas and counties across the country that determine eligibility for income-restricted housing units.

Understory. The underlying plant layer in a forest or wooded area, especially the trees and shrubs that grow under a forest canopy.

Undevelopable Land. Land unsuitable for development due to site conditions and not considered as part of the inventory of development capacity in the city.

Urban Growth Area (UGA). An unincorporated area designated under the Growth Management Act to accommodate projected growth over the next 20 years. A UGA may include areas that are provided urban services, such as sanitary sewer and water.

Urban Growth. Growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources, rural uses, rural development, and natural resource lands designated pursuant to RCW [36.70A.170](#). When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Forest. The trees and associated understory plants existing in the city, extending across public property, private property, and the right of way including parks and natural areas, as well as the trees along streets and in yards.

Vehicle Miles Traveled (VMT). A measurement of the total miles traveled by all vehicles for a specified period. For transit, the number of vehicle miles operated on a given route, line, or network during a specified period.

VISION 2050. The long-range growth management, environmental, economic, and transportation strategy for King, Pierce, Snohomish, and Kitsap counties. It was adopted by the Puget Sound Regional Council in October 2020 and is endorsed by more than 100 member cities, counties, ports, state and local transportation agencies, and Tribal governments within the region.

Watershed. All the land and water that drains toward a particular river, stream, or other body of water. A watershed includes hills, lowlands, and the body of water into which the land drains.

Wetlands. Areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate the conversion of wetlands if permitted by the city.

Zoning Overlay. Areas that are subject both to underlying regulations from a zoning district and additional requirements imposed by an overlay district. The overlay district provisions apply if they conflict with the provisions of the underlying zone.

Zoning. A category of land use regulations that manage the use and development of land for distinct, identified areas.

ATTACHMENT E
HOUSING TECHNICAL APPENDIX

Gig Harbor Comprehensive Plan: Housing Calculations Appendix A

March 2025

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Introduction

The following appendix to the Gig Harbor Comprehensive Plan details the approaches used to evaluate the compliance of the Plan with housing targets under state and regional growth mandates. This includes the methods for aligning housing capacity with targets identified under Pierce County Ordinances [2022-46s](#) and [2023-22s](#) and ensuring consistency with the relevant provisions of the Growth Management Act (GMA) for these housing targets.¹

This analysis considers available data on current housing stock, permitting pipelines, and available capacity data to assess readiness to meet the city's housing needs through 2044. This is focused on four main areas for compliance:

- Overall housing targets implemented under Pierce County Ordinance [2022-46s](#).
- Income-based housing targets by type according to Pierce County Ordinance [2023-22s](#).
- Emergency housing targets included in Pierce County Ordinance [2023-22s](#).

The assessment of general and income-based housing targets is based on an evaluation using information and modeling from the [2021 Pierce County Buildable Lands Report](#) (BLR). This includes both the primary report and the supplementary spreadsheets used to calculate land capacity figures included within the report.²

Additionally, this Appendix provides additional details on the City's work to evaluate housing equity and displacement risks as per the requirements under the *Growth Management Act*.³ Under recent changes, Housing Elements needs to:

- Identify and implement policies and regulations to address racially disparate impacts, displacement, and exclusion in housing.
- Identify areas that may be at higher risk of displacement.
- Establish anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as additional factors.

¹ See RCW [36.70A.070](#)(2)(c)

² See [Data Spreadsheets](#), 2021 Pierce County Buildable Lands Report.

³ See RCW [36.70A.070](#)(2)(e) through (h)

Housing Targets and Capacity

Growth Targets

Targets for growth between 2020 and 2044 have been identified by Pierce County through Ordinances [2022-46s](#) and [2023-22s](#). These growth targets have been informed by two major policy considerations:

- Compliance with the [PSRC VISION 2050 Regional Growth Strategy](#), which specifies both broad targets for growth at the County level and specified targets by community type.
- Fulfillment of state requirements under RCW [36.70A.070\(2\)\(c\)](#) to provide sufficient capacity to meet housing needs for moderate, low, very low, and extremely low-income households.

Under these requirements, Pierce County has provided the housing growth allocations shown in Exhibit 1 for Gig Harbor for the 2020–2044 period. These allocations are based on “area median income” for Pierce County, which is the projected median income assumed for a family of four that is typically used in housing affordability measures.

In addition to these targets on housing, the city is also committed to accommodating an additional **2,200 residents** and **2,747 jobs** in the city from 2020 to 2024 based on the targets provided under Ordinance [2023-22s](#).

Exhibit 1. Gig Harbor 2020–2044 Housing Growth Targets.

Target Category	Target Units
Extremely low-income (0–30% AMI)	
<i>Permanent supportive housing</i>	156
<i>Other housing units</i>	115
Very low-income (30–50% AMI)	165
Low-income (50–80% AMI)	131
Moderate-income (80–100% AMI)	56
Moderate-income (100–120% AMI)	51
Higher income (120% or more)	218
Total Housing Units	892

Source: Pierce County, 2023; WA Department of Commerce, 2023.

These targets include the following categories:

- **Extremely low income**, making 30% or less of Area Median Income (AMI);
- **Very low income**, making 30–50% of AMI;
- **Low income**, making 50–80% of AMI;
- **Moderate income**, making 80–120% of AMI (divided between above and below median; and
- **Higher income** households making above 120% AMI.

The targets for residential development are typically divided according to the housing type, however. Although there is a clear understanding that affordability often requires a broader recognition of subsidies to allow low-income households to access available units, these targets are intended to focus development on types that are much more likely to be affordable.

The following exhibits highlight how these targets can be divided by housing type:

- Exhibit 2 presents the growth targets as shown in Exhibit 1, divided according to the approach provided by the WA Department of Commerce in guidance materials for compliance with these requirements.⁴
- Exhibit 3 provides a comparison between the estimates of existing housing stock by affordability in Gig Harbor in 2020, compared with the identified targets for 2044.

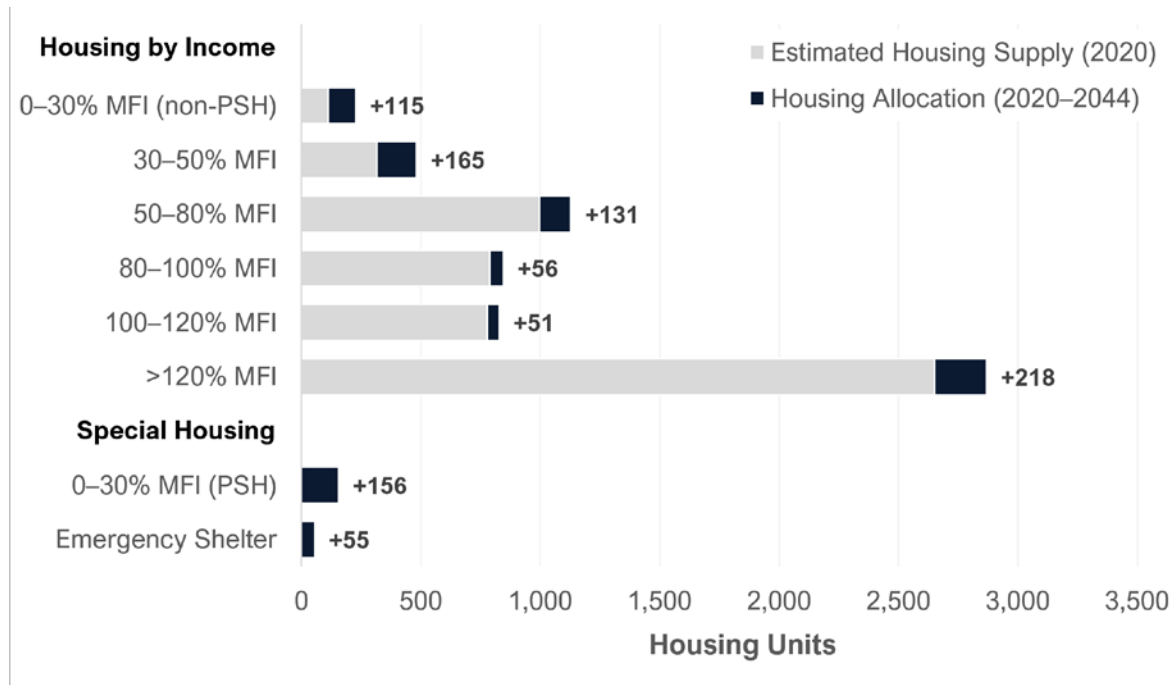
Exhibit 2. Gig Harbor 2020–2044 Housing Growth Targets with Housing Types Needed.

Target Category	Target Increase, 2020–2044	Type of Housing	Increase by Type, 2024–2044
Extremely low-income (0–30% AMI)			
Permanent supportive housing	+156	Low- and mid-rise apartments that include rental assistance and supportive services for residents, often serving as rapid re-housing for chronically homeless individuals.	+567
Other housing units	+115	Low- and mid-rise apartments, potentially with significant public support/subsidies	
Very low-income (30–50% AMI)	+165	Low- and mid-rise apartments and condos, including ADUs.	+107
Low-income (50–80% AMI)	+131		
Moderate-income (80–100% AMI)	+56	Moderate “middle” housing, including plex and townhome development	
Moderate-income (100–120% AMI)	+51		
Higher income (120% or more)	+218	Low-density detached single-unit homes	+218
Total Housing Units	+892		+662

Sources: Pierce County, 2023; WA Department of Commerce, 2023; WA Office of Financial Management, 2024.

⁴ See [Guidance for Updating Your Housing Element](#) (March 2021), WA Department of Commerce.

Exhibit 3. Gig Harbor 2020–2024 Housing Needs by Income Level and Allocation.



Source: Pierce County, 2023.

Although these figures seem attainable, one challenge is with the nature of recent housing development, as shown in Exhibit 4. The 2021 Buildable Lands Report indicates that the city has sufficient capacity to meet broader housing targets, but these targets would largely be fulfilled with single-unit detached housing under those assumptions. According to OFM, development after the 2020 baseline exceeds the growth targets implied for this housing type,⁵ meaning that additional development beyond the baseline target will be necessary to meet targets under Ordinance 2023-22s. Note that this should be resolved through future discussions with the County about appropriate growth targets.

Exhibit 4. Gig Harbor 2020–2044 Housing Targets versus 2020–2024 Housing Development.

Type of Housing	Target, 2020–2044	Net Change, 2020–2024	Remaining, 2024–2044
Low- and mid-rise housing	+567	+2	+565
Middle housing (plex, townhome)	+107	+10	+97
Low-density detached single-unit	+218	+500	-
Total Housing Units	+892	+512	+662

Sources: City of Gig Harbor, 2024; Pierce County, 2023; WA Department of Commerce, 2023; WA Office of Financial Management, 2024.

⁵ Note that targets under RCW [36.70A.070\(2\)\(c\)](#) do not technically include single-unit detached housing for targets.

Housing Capacity

Previous Analysis

The [2021 Pierce County Buildable Lands Report](#) outlines the methodology used to assess the capacity for housing and employment within urban growth areas in Pierce County, including Gig Harbor. This framework has been developed to evaluate whether sufficient land and infrastructure exist to accommodate growth targets through 2044, as required by the GMA.

The methodology applies standardized processes for categorizing land, analyzing development potential, and calculating capacity for residential and non-residential uses. Major steps include:

- Classifying land parcels according to their current level of development (e.g., vacant, underutilized, built-out) and identifying which sites are included in a community's current development pipeline.
- Determining the environmental constraints, zoning restrictions, and infrastructure limitations that would impact whether a site is developable.
- Calculating total housing and employment capacity through assumptions based on previous development patterns and expected growth.
- Determining effective capacity based on deductions for properties unlikely to develop within the planning horizon, and reductions for other uses.
- Comparing effective capacity by city and UGA with projected growth to identify available shortfalls.

Although this method from the 2021 report included provisions for separating single- and multi-unit housing types, the distinction was not sufficient to meet the current requirements under the UGA for compliance with income targets.

Model spreadsheets have been made available to cities by Pierce County to show the process used for the calculations. This includes base assumptions according to each zoning classification, which include:

- The **net acres** available for development from the parcel inventory.
- The estimated **housing units per net acre** assumed for the zone.
- The estimated **jobs per gross acre** assumed for the zone.
- The expected percent of land in each zone to be used for **residential versus non-residential** development.

Exhibit 4 includes these assumptions for the base scenario under the 2021 report, based on zoning classifications and the development pipeline at that time. This report determined that the 2021 housing capacity in the city could accommodate another 1,976 units.

Exhibit 5. Base Assumptions from the 2021 Buildable Lands Report, Gig Harbor.

Zone	Zone Name	Net Acres	Units / Acre	Empl. / Acre	% Res	% Non-Res
B-1	Neighborhood Commercial District	0.6	-	20	-	100%
B-2	General Business District	230.8	6	20	20%	80%
C-1	Commercial District	54.4	-	20	-	100%
DB	Downtown Business District	30.9	8	20	20%	80%
ED	Employment District	232.4	-	9	-	100%
PCD-BP	PCD Business Park District	151.4	-	20	-	100%
PCD-C	PCD Commercial	74.9	-	20	-	100%
PCD-RMD	PCD Medium Density Residential	39.3	-	-	-	-
PI	Public-Institutional District	140.6	-	20	-	100%
PRD	Planned Residential Development	214.2	-	-	-	-
R-1	Single-Family Residential	1,279.3	4	20	100%	-
R-2	Medium-Density Residential	394.6	6	20	100%	-
R-3	Multiple-Family Residential	49.4	8	20	100%	-
RB-1	Residential and Business District	39.1	4	20	30%	70%
RB-2	Residential and Business District	196.3	8	20	30%	70%
WC	Waterfront Commercial	26.1	4	20	20%	80%
WM	Waterfront Millville	13.5	4	20	20%	80%
WR	Waterfront Residential	16.3	4	20	100%	-
WTR	Water (Not Zoned)	10.1	-	-	-	-

Source: Pierce County, 2024.

While these calculations are used in the evaluation of capacity to meet County requirements, note that the densities in the B-2 and RB-2 zones were observed to be substantially higher than these assumptions. According to Table 11-11 in the 2021 BLR:

- Observed multifamily density in the B-2 zone was at 33 units per acre but assumed to be eight in the calculations provided above.
- Similarly, the RB-2 zone had observed densities of about 12 units per acre, with higher densities for single-unit residential plats, but the assumed densities were set to eight units per acre.

What is also important to note when viewing these results is the effect that HB [1110](#) and [1337](#) have had on these assumptions. Under these new requirements, at least two housing units and two accessory dwelling units are allowed (with some restrictions) on all residential-zoned parcels in the city.⁶ Understanding the expected changes in capacity due to these new requirements will be especially difficult, as this new growth will rely on infill development which is not well-understood in this market.

⁶ See RCW [36.70A.635](#)(1)(c) and RCW [36.70A.681](#) for more information.

Revised Analysis for the Comprehensive Plan

In developing a land use strategy for the revised Comprehensive Plan that meets the requirements under Pierce County Ordinance 2023-22s, the choice was made to maintain the current structure of the zoning code but change the development assumptions (and associated development regulations) to meet these targets. This was done for three main reasons:

- Many of the zones do not require any changes for compliance, especially as employment targets have not changed substantially since the 2021 BLR.
- For the residential zones that would require changes, most of these would require changes to underlying assumptions that would be consistent with the designation names and concepts.
- Maintaining the current structure of the zoning code would maintain consistency and reduce confusion.

A revised model based on the 2021 BLR spreadsheet model from Pierce County was created to evaluate new capacity and whether estimated capacity would meet estimated targets. These revisions included:

- Updating the pipeline data in the model to include permit data from 462 parcels up to summer 2024.
- Changing the model parameters to adjust residential density and capacity.
- Identifying the likely development types from Exhibit 2 that would be accommodated within each zoning district.

Exhibit 6 summarizes the changes made to the existing 2021 BLR assumptions, with the first four columns after the zoning districts providing the 2021 assumptions, and the second four providing the revised assumptions for the model. These include the following:

- Increasing densities to **12 units per acre** in the **B-2, DB, R-3, and RB-1** zones.
- Increasing densities to **32 units per acre** in the **RB-2** zone.
- Increasing the **proportion of residential development** in the **RB-1** and **RB-2** zones from **30% to 50%** of available capacity.

For the purposes of affordability calculations, applications of capacity to targets from the 2021 BLR are based on densities and the types currently allowed in these zones, or the type of housing indicated in the pipeline. For the proposed 2024 changes:

- **RB-1 zones** are assumed to allow **middle housing** formats.
- **RB-2 zones** are assumed to allow **low- and mid-rise housing** to meet requirements for low-income households and below (80% AMI and lower)

Note that this model does not explore changes to zoning in the R-1, R-2, and waterfront areas. As discussed above, changes to the zoning code will be necessary to allow duplexes and ADUs for infill development, but the effective yields of these development types are unknown over the longer term and will not contribute units that can fulfill lower-income housing needs.

These changes are intended to address the lack of available development capacity for denser, more affordable housing types. Exhibit 7 compares the expected yields under previous zoning assumptions and the proposed land use concept provided in the Comprehensive Plan.

Exhibit 6. Revisions to BLR Assumptions under the 2024 Gig Harbor Comprehensive Plan Update.

Zone	Zone Name	2021 Buildable Lands Report				2024 Comprehensive Plan			
		Units / Acre	Empl. / Acre	% Res	% Non-Res	Units / Acre	Empl. / Acre	% Res	% Non-Res
B-1	Neighborhood Commercial District	-	20	-	100%	-	20	-	100%
B-2	General Business District	6	20	20%	80%	12	20	20%	80%
C-1	Commercial District	-	20	-	100%	-	20	-	100%
DB	Downtown Business District	8	20	20%	80%	12	20	20%	80%
ED	Employment District	-	9	-	100%	-	9	-	100%
PCD-BP	PCD Business Park District	-	20	-	100%	-	20	-	100%
PCD-C	PCD Commercial	-	20	-	100%	-	20	-	100%
PCD-RMD	PCD Medium Density Residential	-	-	-	-	-	-	-	-
PI	Public-Institutional District	-	20	-	100%	-	20	-	100%
PRD	Planned Residential Development	-	-	-	-	-	-	-	-
R-1	Single-Family Residential	4	20	100%	-	4	20	100%	-
R-2	Medium-Density Residential	6	20	100%	-	6	20	100%	-
R-3	Multiple-Family Residential	8	20	100%	-	12	20	100%	-
RB-1	Residential and Business District	4	20	30%	70%	12	20	50%	50%
RB-2	Residential and Business District	8	20	30%	70%	32	20	50%	50%
WC	Waterfront Commercial	4	20	20%	80%	4	20	20%	80%
WM	Waterfront Millville	4	20	20%	80%	4	20	20%	80%
WR	Waterfront Residential	4	20	100%	-	4	20	100%	-
WTR	Water (Not Zoned)	-	-	-	-	-	-	-	-

Source: City of Gig Harbor, 2024; Pierce County, 2024.

Exhibit 7. Calculated Housing Capacity in Gig Harbor, 2021 BLR / 2024 Comp Plan Assumptions.

Type of Housing	Target, 2020–2044	2021 BLR Capacity	2024 Comp Plan Capacity
Low- and mid-rise housing	+567	-	756
Middle housing (plex, townhome)	+107	144	152
Low-density detached single-unit	+218	1,646	1,675
Total Housing Units	+892	1,790	2,582

Source: City of Gig Harbor, 2024; Pierce County, 2024.

Key observations and notes from this analysis include the following:

- **Changes to zoning are specifically driven by housing targets for lower-income households.** As noted in Exhibit 7, meeting the 2044 target to include 567 units of low- and mid-rise housing targeted to be accessible to lower-income households requires upzoning and changes to development regulations as these housing types are more challenging to accommodate in Gig Harbor under the current code. As meeting this requirement relies on buildable capacity from the RB-2 zone, which includes a majority of the remaining capacity for middle housing, other areas need to be upzoned to make up the difference.
- **There is substantial single-detached residential capacity remaining.** A major challenge for local housing policy in Gig Harbor is that there is a substantive amount of capacity remaining for single-unit detached housing, primarily in the R-1 and R-2 zones. Additionally, as noted in Exhibit 4, recent development since 2020 has completely taken up the growth associated with lower density single-detached housing. This suggests that no net growth of this housing type would be allowed before 2044 under current targets. This should be addressed in future policy, both for revisions to Pierce County policies and the expected five-year review of the Plan in 2029.
- **Additional incentives and subsidies will be necessary to build accessible housing.** Although upzoning the RB-2 zoning district to allow for higher density housing can help with affordability issues, about 436 units will need to be built to accommodate households making less than half of the area median income, and 156 units will need to be built as permanent supportive housing with associated services for residents. This will require a substantial investment of subsidies, both in terms of capital support and ongoing operating costs. As these demands will exceed what the city can give for support, it is essential to coordinate with nonprofits, government agencies, and other housing providers to meet these needs.

Capacity for Emergency Shelters

Overview

Determining the capacity to meet needs for emergency shelters can be more challenging. Emergency shelter spaces are normally not provided by the private real estate market, and there are usually a relatively small number of facilities sited within communities as opposed to other types of housing. Although the capacity of these organizations to build and run these facilities is often a limiting factor in their development, it is essential to ensure that these facilities are supported by land use regulations that support their development and operation in the community.

Recent revisions to state law have provided several requirements that must be considered as part of a city's zoning code. As per RCW [36.70A.070](#)(2)(a)(ii) and (c), cities must identify the needs for and sufficient capacities of land to accommodate:⁷

- **Permanent supportive housing**, defined as subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors.
- **Emergency housing**, defined as temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families.
- **Emergency shelters**, defined as facilities that provide for individuals or families who are currently homeless.

Although each of these requires significant financial support and subsidies to operate, identifying capacity for permanent supportive housing is typically included under the process to understand available space for multi-unit housing as above. However, as emergency housing and emergency shelters specifically do not require leases or occupancy agreements, they are not managed in the same way.

Under Pierce County Ordinance [2023-22s](#), no shelter space is currently identified in the city and under the 20-year targets, there is a need to identify capacity for adding **55 beds of emergency housing**. As per guidance from the WA Department of Commerce under the 2024 [Guidance for Updating Your Housing Element](#), capacity for emergency housing and emergency shelters can be evaluated in two general ways:

- Conversion of existing hotel spaces into emergency housing and shelter space.

⁷ Note that these housing types typically are considered as “STEP” housing (indoor emergency Shelter, Transitional housing, Emergency housing and Permanent supportive housing) together with “transitional housing”, which is defined separately under RCW [59.18.030](#)(38) as “housing units owned, operated, or managed by a nonprofit organization or governmental entity in which supportive services are provided to individuals and families that were formerly homeless, with the intent to stabilize them and move them to permanent housing within a period of not more than 24 months, or longer if the program is limited to tenants within a specified age range or the program is intended for tenants in need of time to complete and transition from educational or training or service programs.” As these units require tenancy agreements, they are typically evaluated as “multi-unit housing” according to growth targets.

- Evaluating capacity of lands available for emergency housing and shelter where current zoning permits these uses (including areas where hotels and motels are allowed, as per RCW [35A.21.430](#)).

The sections below provide an assessment of the potential capacity for achieving targets in both ways. It is important to note that this is only intended to highlight the available capacity for shelter space, and not to indicate that 20-year plans specifically endorse any of these approaches. As part of long-term implementation of the Comprehensive Plan, the City will need to coordinate the best approaches for meeting these needs, which may include a mix of different possible strategies.

Available Hotel/Motel Conversion Capacity

Currently, there are several hotels and motels located within the City, some of which over a 20-year period could be acquired and repurposed for use as shelter space. Excluding bed-and-breakfasts and small-scale accommodations located within the harbor area, two hotels are currently located in the city with sufficient capacity to accommodate these targets, as shown in Exhibit 8:

Exhibit 8. Hotel/Motel Capacity for Emergency Housing Targets, Gig Harbor.

Hotel/Motel Name	Address	Capacity	Property Area	Intensity
Best Western Wesley Inn and Suites	6575 Kimball Drive	82 rooms	2.38 acres	34.4 rooms/acre
The Inn at Gig Harbor	3211 56 th Street	64 rooms	1.62 acres	39.5 rooms/acre

Source: Costar, 2025.

Altogether, a 1:1 conversion of either property would result in sufficient emergency housing capacity to exceed the identified targets. Again, while no plans are currently in place for either of these facilities to be converted, they remain as a potential long-term option for meeting these needs.

Available Development Capacity

An alternate approach to demonstrating capacity is to highlight the potential for new development to meet emergency shelter needs with new facilities. This assumes that this new construction on buildable lands would be able to accommodate demand, but does not include other potential options, such as the development of shelter space associated with existing institutional uses such as places of worship.

According to current use regulations under Chapter [17.04](#) GHMC, lodging as a use is divided into three categories:⁸

- Level 1 is defined as a single-family residence that includes no more than eight guest rooms, comparable to a bed-and-breakfast or comparable short-stay accommodation.
- Level 2 includes accommodations with rooms that have direct access to the outside, comparable to a motel format.

⁸ Note that neither emergency shelters nor emergency housing are included as explicit uses under Chapter [17.14](#) GHMC.

- Level 3 includes accommodations with rooms with shared access through a lobby, comparable to a hotel format.

Although technically level 1 lodging under land use regulations could accommodate emergency housing, the scale and format of these developments would make it unlikely to be the location of larger shelter facilities. As shown in Exhibit 9, the following zones currently allow level 2 or 3 accommodations:

Exhibit 9. Zoning Districts Allowing Lodging Uses, Gig Harbor.

Lodging Type	B-2	C-1	DB	MUD	PCD-BP	PCD-C	RB-2	WC
Level 2	P	P	P	P	-	P	C	C
Level 3	P	P	P	P	P	P	C	C

P = permitted use, C = conditional use

Source: City of Gig Harbor, 2024.

Under the assessment of land capacity described in the Land Use Element, there is an **employment target of 2,747 additional jobs** to be accommodated in Gig Harbor by 2044. Under current estimates, the city has the capacity to accommodate an additional 3,692 jobs through pipeline development after 2019 and additional available capacity. This represents an excess capacity that can support 945 jobs in areas that can accommodate employment. This additional capacity can represent locations where new emergency shelter locations can be sited.

Based on the assumptions for the Future Land Use Map defined in the Land Use Element, Exhibit 10 highlights how available excess employment capacity would be sufficient to meet available needs for emergency housing. This table includes the following:

- **Estimated total employment** capacity calculated according to the land use model.
- **Employees per net acre** by zoning district used as an assumption in the land use model.
- The **effective net acres available** for employment uses, based on capacity and employment density.
- **Estimated emergency housing capacity** based on an assumption of 25 beds/acre.

Estimated emergency housing capacity is calculated based on conservative estimates aligned with the guidance provided by the Department of Commerce. While examples for the intensity of beds per acre for emergency housing and emergency congregate housing in that guide can be as high as 150–200 beds per acre for multistory urban shelters, the lowest end of estimates is about 25 beds/acre. While this is lower than the hotel rooms per acre measure provided for existing hotels in the city provided in Exhibit 8 (which is around 35–40 rooms per acre), this measure is intended to present an extremely conservative evaluation of available capacity.

Exhibit 10. Potential Capacity for Emergency Housing by Zoning District, Gig Harbor.

Zoning District							
Employment Capacity	520	213	88	613	-	451	18
Employees per Net Acre	20	20	20	20	20	20	20
Net Acres Available (empl.)	26.0	10.7	4.4	30.7	-	22.6	0.9
Emergency Housing Capacity	650	266	110	766		563	22

Source: Pierce County, 2021; WA Department of Commerce, 2023.

Although not all of the emergency housing capacity indicated in Exhibit 10 is available as much of this will be required to fulfill the City's goals for employment growth, this highlights that there is more than sufficient capacity to meet the need for 55 emergency shelter beds through new construction. In terms of base capacity, almost every zone could accommodate the entire emergency housing need alone without concerns about meeting the indicated employment targets. Even if separation requirements are considered for shelter space in amendments to the City's zoning code,⁹ this capacity is spread out amongst a large number of zones such that a small number of facilities could meet this target.

Conclusion and Next Steps

Meeting the needs for emergency housing and shelter space as identified in the Comprehensive Plan does not appear to be limited by capacity concerns in Gig Harbor over the next 20 years. Capacity exists both in terms of available space that would otherwise be assigned to employment uses, as well as with existing hotels that could be positioned to be converted into shelter space in the moderate to long term.

It should be noted that while this exercise is intended to demonstrate available capacity, there may be other options that the City may take in the future to accommodate emergency housing options. In particular, development in partnership with institutions and religious organizations may help reach these identified targets.

As part of the zoning code updates coordinated by the City, more details should be provided regarding emergency housing as an allowable use in identified zones. Additionally, the City should engage in long-range planning to refine strategies to expand emergency housing capacity and encourage the development of related support services.

⁹ See RCW [9.94A.030](#)(6), which recommends a buffer of 880 feet from compatible uses.

Equity and Displacement

Introduction

The region is experiencing critical challenges with its housing supply not keeping pace with growth, resulting in significant impacts. These impacts are particularly felt by communities of color that do not have the resources available to respond to these trends. These communities often face higher costs, poorer housing quality, and reduced opportunities for homeownership due to longstanding discriminatory practices.

Displacement in housing is increasingly problematic as rising costs and inadequate housing supply prevent many from securing suitable, affordable homes. Displacement types include:

- **Economic displacement** occurs when households can no longer afford to live in their homes due to rising housing costs, such as rent increases or higher property taxes. For example, a family may have to move because their rent has doubled over the past year, or a homeowner might sell their house because they can't afford the increased property taxes. This type of displacement is driven primarily by economic forces and can disproportionately affect low-income households.
- **Physical displacement** happens when residents are forced to move due to actions like eviction, property acquisition, rehabilitation, or demolition. An example of physical displacement is tenants being evicted because the building is being converted into luxury apartments, or a community being displaced due to the construction of a new highway. This form of displacement is often a direct result of development projects or changes in property ownership and use.
- **Cultural displacement** occurs when residents feel compelled to leave because the cultural or social fabric of their community has changed, making them feel out of place. For instance, long-term residents might move out of a neighborhood that has become gentrified and now caters to a different demographic, or a cultural community might disperse due to the closure of local businesses and institutions that served as cultural hubs. This type of displacement affects the social and cultural dynamics of a community, leading to a loss of cultural identity and support networks.

Displacement has broader implications for community dynamics and regional stability. It leads to longer commutes, fragmented community ties, and increased strain on social services, potentially escalating homelessness. Addressing these issues through local policies can help retain community integrity and support economic and social sustainability in the face of inevitable urban changes.

The updates to the Comprehensive Plan must address these disparities according to requirements under the *Growth Management Act*. As per RCW [36.70A.070](#)(2) Under this approach, requirements indicate that a Housing Element needs to:

- Identify and implement policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions.
- Identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments.
- Establish antidisplacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income

housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

To support these requirements, the South Sound Housing Affordability Partners coordinated the development of a Racial Equity Analysis in June 2023. This assessment provides an evaluation of multiple geographic, demographic, racial and ethnic, housing, income, and displacement metrics to determine:

- Racially disparate impacts in housing due to past and current discriminatory policies.
- Areas that may be at a higher risk of displacement from market forces.

This section provides a summary of this effort supplemented by additional data, with a specific focus on the potential for displacement in the city and the resulting equity concerns to historically disadvantaged populations.

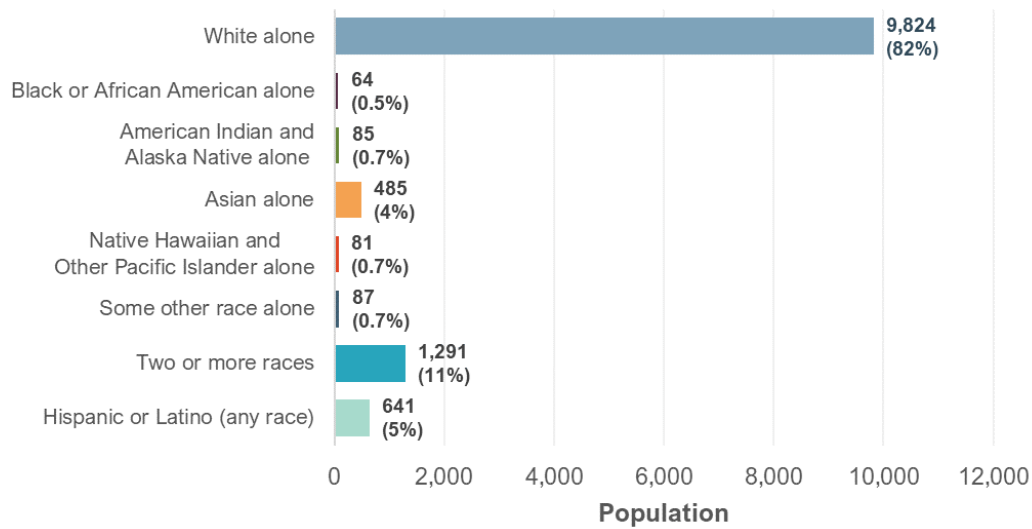
Assessment of Equity and Displacement Risks

Overall Statistics

The following data provides a summary of major considerations with racially disparate impacts, displacement, and other patterns of exclusion:

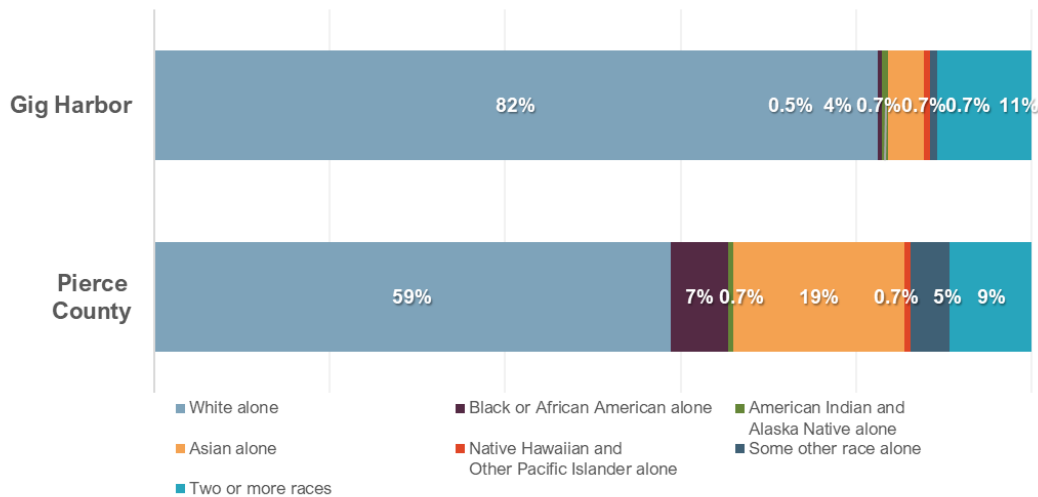
- Exhibit 11 provides a breakdown of the race and ethnicity of individuals in Gig Harbor in 2022.
- Exhibit 12 compares this breakdown by race with Pierce County as a whole.
- Exhibit 13 compares the breakdown of race in Gig Harbor between 2017 and 2022.
- Exhibit 14 presents the breakdown of white households versus households of color by tenure (renter/owner) in 2020.
- Exhibit 15 includes the proportion of white households versus households of color by income category in 2020.
- Exhibit 16 includes the proportion of white renter households versus renting households of color by cost burden in 2020.
- Exhibit 17 provides the median household income for all households and family and non-family households for Gig Harbor and Pierce County in 2022.
- Exhibit 18 presents the distribution of household income by income category for Gig Harbor and Pierce County in 2022.

Exhibit 11. Race/Ethnicity of Individuals in Gig Harbor, 2022.



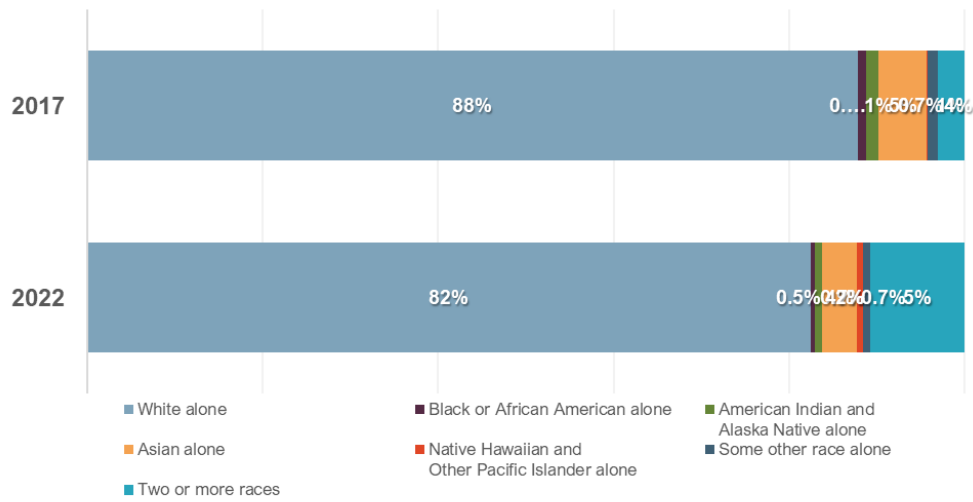
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Exhibit 12. Race of Individuals in Gig Harbor and Pierce County, 2022.



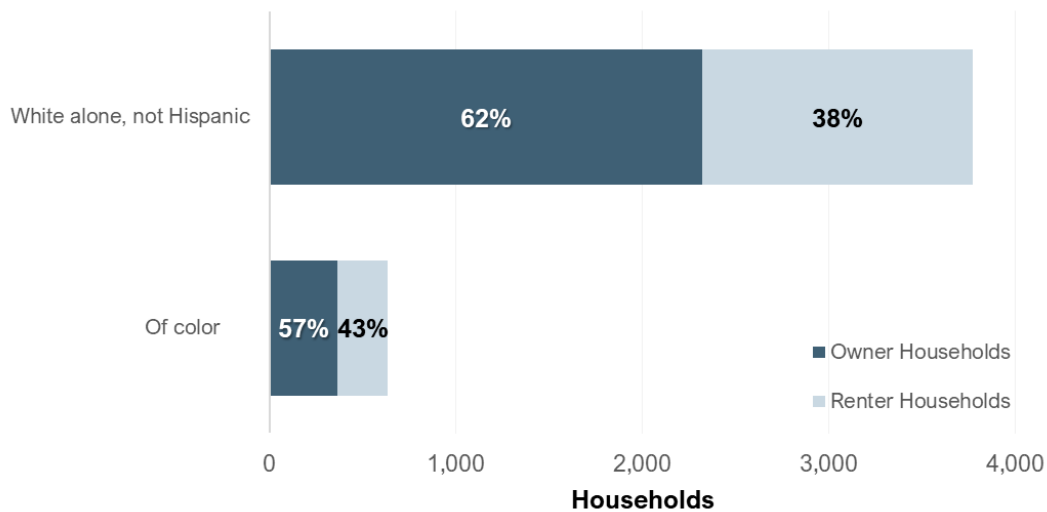
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Exhibit 13. Race of Individuals in Gig Harbor and Pierce County, 2017 and 2022.



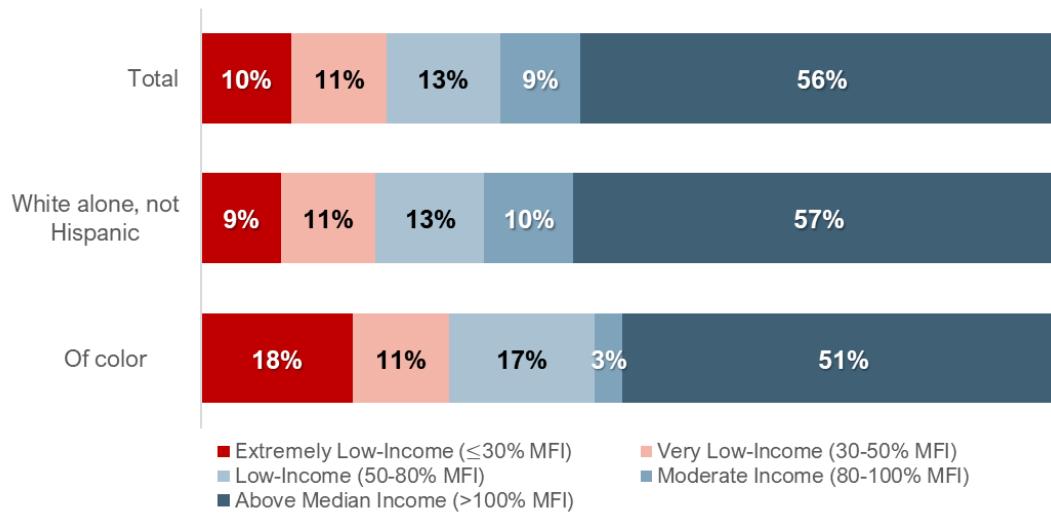
Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Exhibit 14. Households by Tenure and White/POC, 2020.



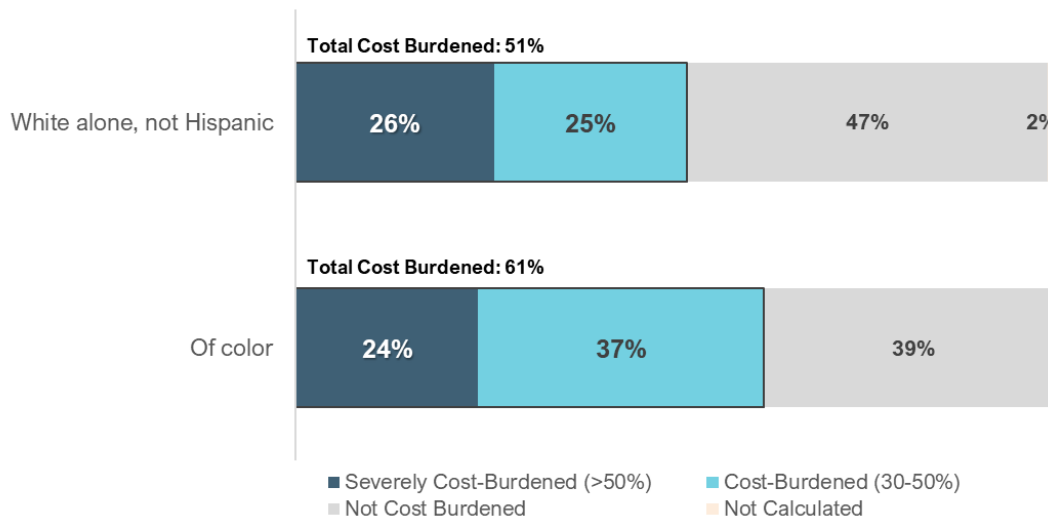
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit 15. Households by Income Category and White/POC, 2020.



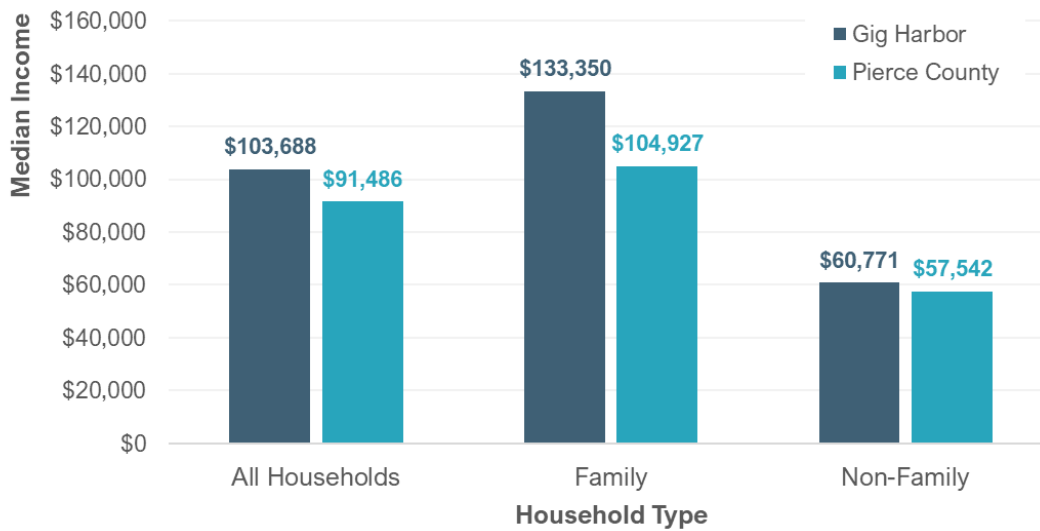
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit 16. Renter Households by Housing Cost Burden and White/POC, 2020.



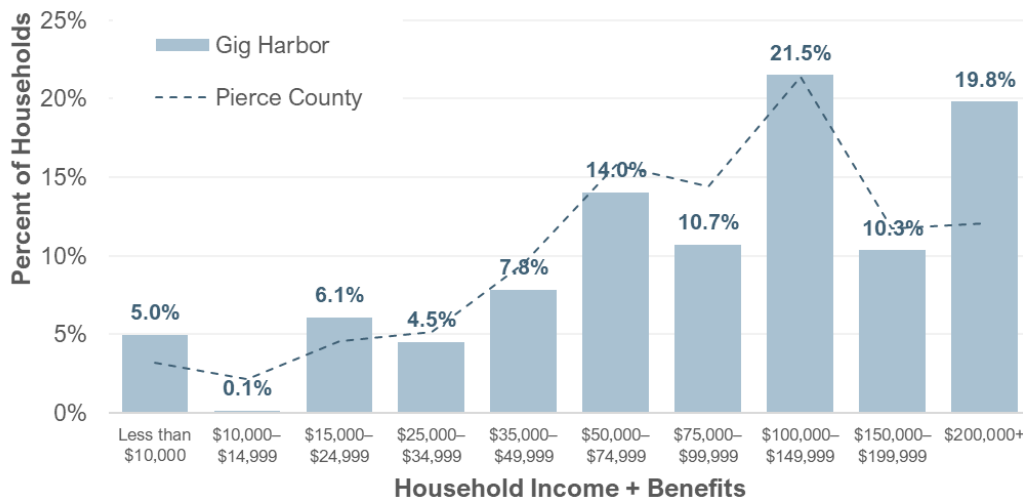
Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit 17. Comparisons of 2022 Median Household Income, Gig Harbor and Pierce County.



Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

Exhibit 18. Comparisons of 2022 Household Income Distribution, Gig Harbor and Pierce County.



Source: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020.

The following conclusions can be drawn from this information:

- **There is a lower proportion of people of color in Gig Harbor than the county overall.** Although only 59% of Pierce County identifies as white, around 82% of the population of Gig Harbor identifies in this way. While there is a much higher proportion of “two or more races” in Gig Harbor than the county (11% versus 5%), these proportions plus the small size of the city mean that identifying trends with exclusion and potential displacement within the city can be challenging.
- **Non-white households tend to be somewhat more likely to be vulnerable to issues of housing instability.** From the data provided below, households of color are somewhat more likely to be renters than white households (43% versus 38%), are more likely to be extremely low-income (18% versus 9%), and are more likely to be paying more than 30% of their income on rent (61% versus 51%). Because of the small number of households of color, this is subject to some uncertainty, but there are signs that some issues in housing may be related to race in the city.
- **High median incomes and high proportions of high-income households suggest that there may be significant gentrification pressures in the city.** Almost 1 in 5 households in 2022 made more than \$200,000 in yearly income, well over the countywide average. Median incomes were also about \$12,000 per year higher across all households, with a larger gap present for family households. While there are a notable proportion of households making substantively less, this income difference suggests that there could be additional pressure on lower-income households in the community.

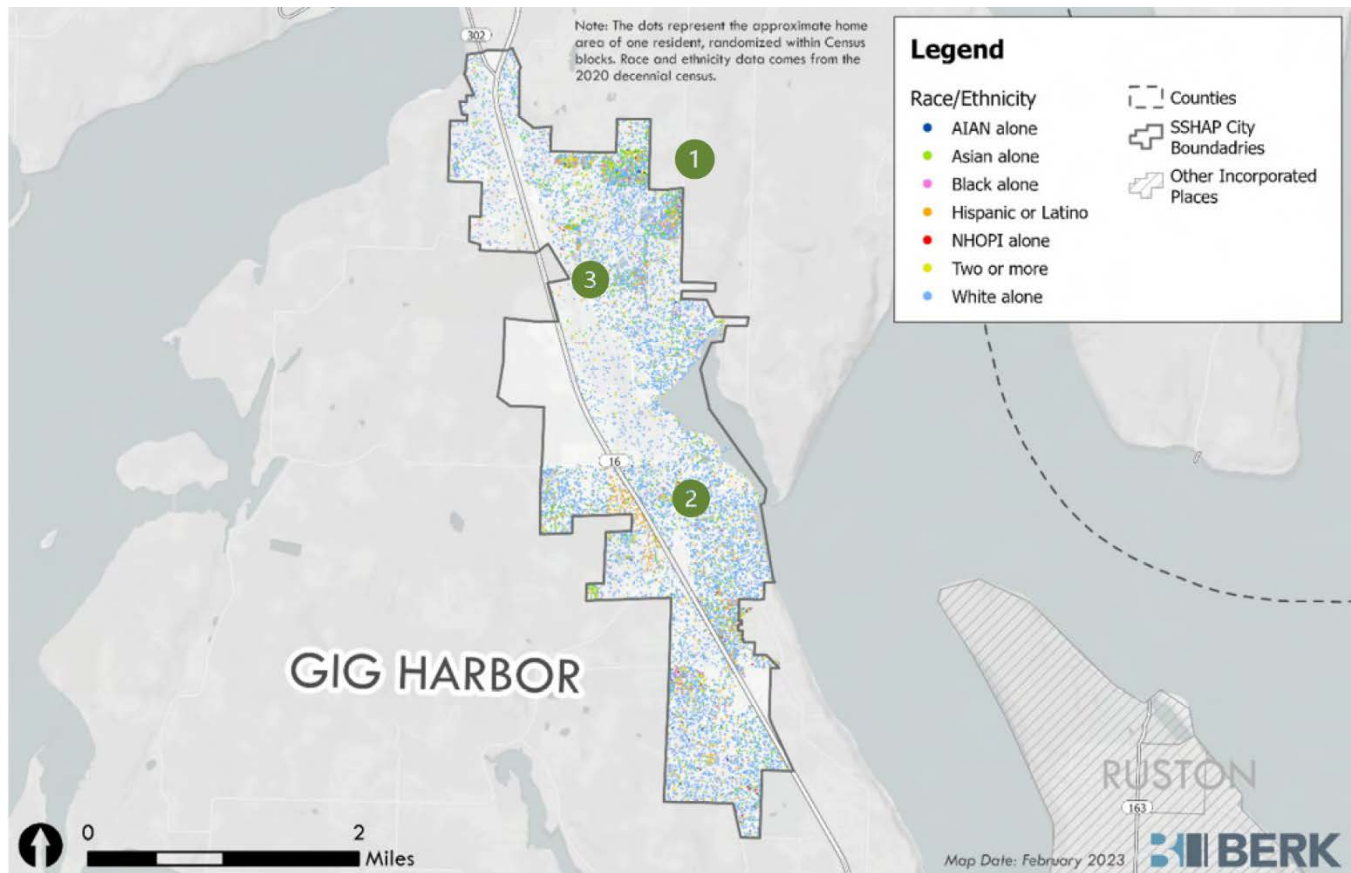
Local Displacement Risks

As part of the analysis conducted on equity and displacement risk, the [2023 SSHAP Racial Equity Analysis Report](#) incorporated several approaches to evaluate specific considerations for locations within Gig Harbor:

- Exhibit 19 provides a density map of population by Census block in Gig Harbor, based on 2020 Census data.
- Exhibit 20 highlights areas where improvement value to land value ratios for vacant and underutilized parcels identified in the 2021 Pierce County Buildable Lands Report suggest that development would be more likely to take place.
- Exhibit 21 presents a summary of major risk factors calculated at the Census tract level, based on demographics, social vulnerability, and market statistics.

Note that the material from this section is drawn from this report.

Exhibit 19. Density Map of Race and Ethnicity, Gig Harbor, 2020.

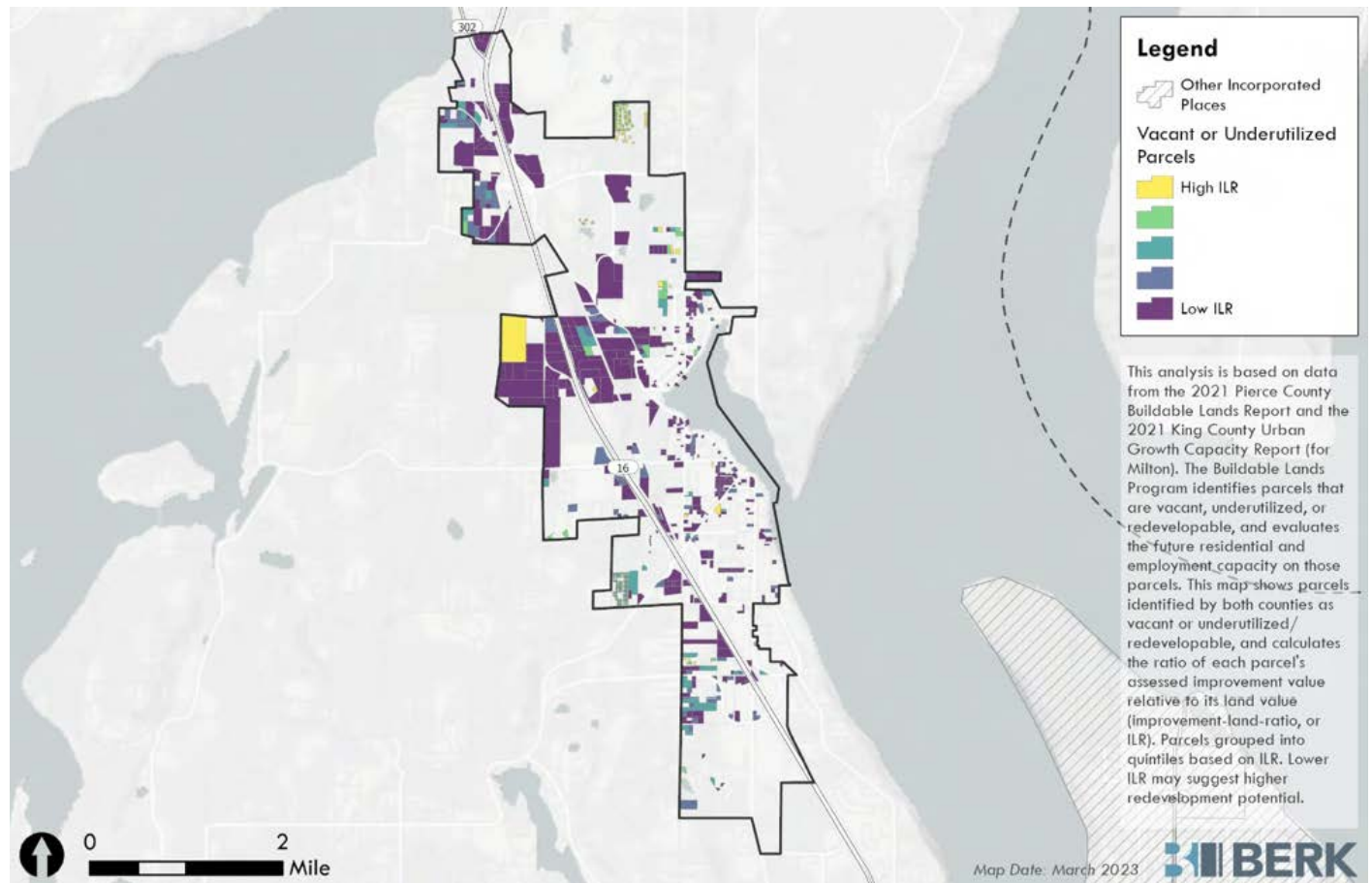


Note:

AIAN = American Indian or Alaskan Native; NHOPI = Native Hawaiian or Other Pacific Islander (Census-defined categories).

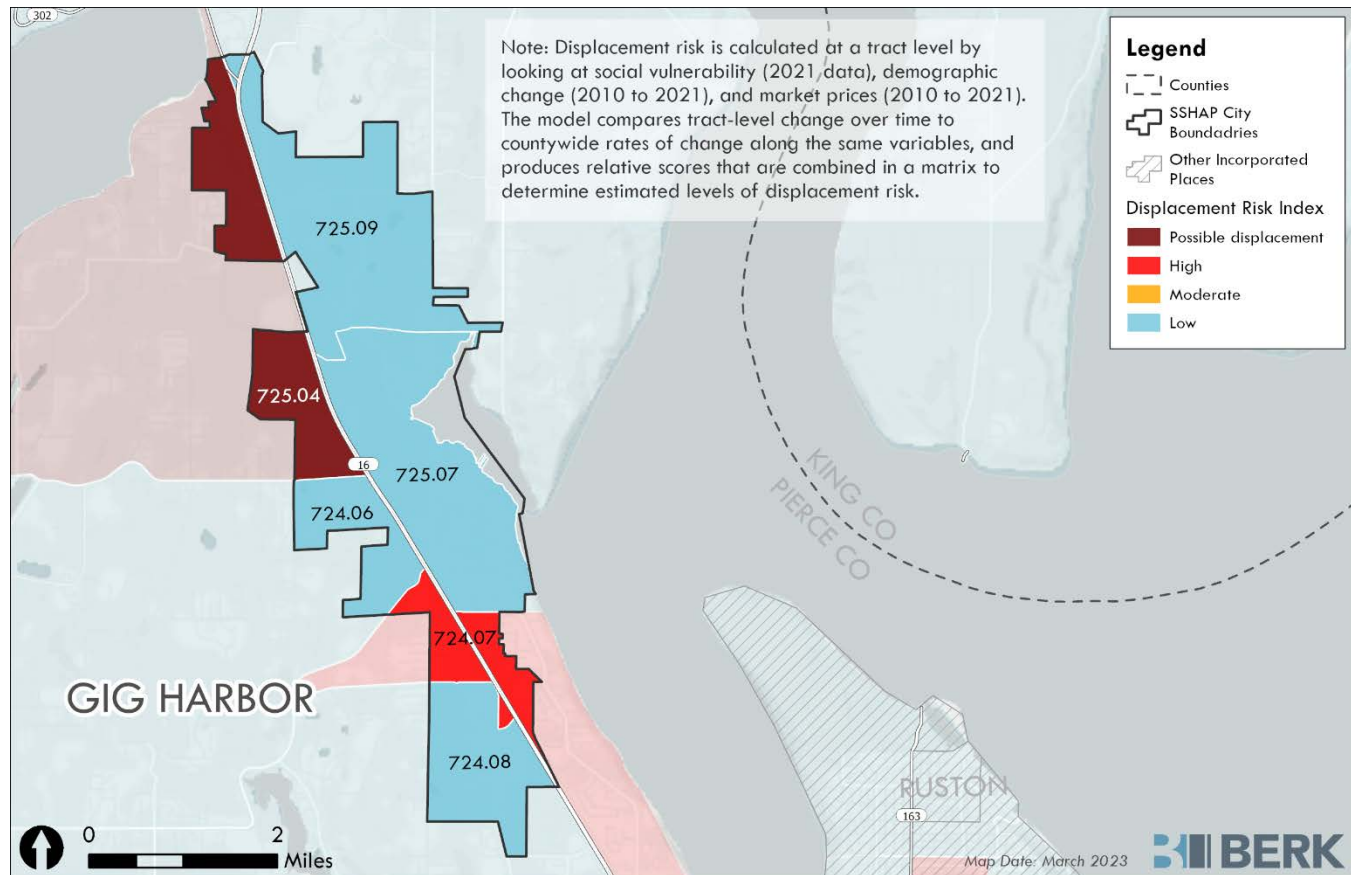
Source: U.S. Decennial Census, 2020; SSHAP Racial Equity Analysis, 2023.

Exhibit 20. Improvement Value to Land Value Ratio of Underutilized Parcels, Gig Harbor, 2021.



Source: Pierce County, 2021; SSHAP Racial Equity Analysis, 2023.

Exhibit 21. Displacement Risk Index, Gig Harbor, 2021.



Gig Harbor Tracts	Social Vulnerability					Demographic Change			Market Prices			Final Displacement Risk
	Percent Overlap	Renter Quintile	BIPOC Quintile	Median Income	Social Vulnerability Score	BIPOC Change	Under 80% AMI Change	Demographic Change Score	High or Low Rent Area - 2015	Appreciation Rate	Market Price Score	
53053072406	18%	1	1	1	3	Increasing BIPOC	Increasing Low Income HHs	Disinvestment	High rent area	High appreciation	Appreciated	Low
53053072407	21%	4	1	2	7	Tracking county change	Decreasing Low Income HHs	Gentrification	Low rent area	High appreciation	Accelerating	High
53053072408	31%	3	1	1	5	Tracking county change	Tracking county change	No	High rent area	Low or mod appreciation	Appreciated	Low
53053072504	8%	2	1	1	4	Tracking county change	Decreasing Low Income HHs	Gentrification	High rent area	High appreciation	Appreciated	Possible displacement
53053072507	100%	4	1	2	7	Increasing BIPOC	Increasing Low Income HHs	Disinvestment	Low rent area	High appreciation	Accelerating	Low
53053072509	64%	2	1	1	4	Increasing BIPOC	Increasing Low Income HHs	Disinvestment	High rent area	High appreciation	Appreciated	Low

Source: SSHAP Racial Equity Analysis, 2023.

The dot-density map in Exhibit 19 highlights several major considerations:

- There is an area of higher population density with a small cluster of “Asian alone” residents in the northeastern area of Gig Harbor (1), representing more than twice the city rate (location quotients of more than 2, see Exhibit 4). This population in Gig Harbor is predominately Filipino, Chinese, and Japanese. The higher population density may be associated with the Bracera Apartments at 11400 Olympus Way. Bracera Apartments has apartments at market rate (\$1,900 for 1 bedroom, \$2,200 for 2 bedrooms, \$2,400 for 3 bedroom); it may be the larger units attracting larger numbers of people.³⁴ This may include populations associated with the military as well as the fishing industry. Bracera Apartments requires that an applicant make three times the rent and will refer lower-income people to other apartments in the area, including Forest Grove.
- There is a slight concentration of Hispanic and Latino residents along Highway 16 (2). There may be some new development in the area and it is unclear if the Hispanic and Latino population recently moved to the area. Another possibility is recent displacement since 2020 from other areas of Gig Harbor as well as cities outside of Gig Harbor has instigated an influx of Hispanic and Latino residents. Additional community engagement can clarify recent population composition and potential shifting. Forest Grove Apartments is in this area and offers apartments at a lower rate than Bracera Apartments. They have 1 bedroom units (\$1,700 or \$1,800), 2 bedroom units (\$1,900–\$2,500), and 3 bedroom apartments (\$2,100–\$2,200).
- There is a slightly higher housing density in the north-central portion of the city (3) which could be associated with the Hillcrest Mobile Home Park. Note that this area may be of interest as a supply of “naturally occurring” affordable housing that could be supported by City programs in the future.

With respect to the mapping presented in Exhibit 20, the improvement-to-land value analysis estimates the relative development potential of parcels based on the ratio of the parcel's assessed value and built structure(s). Parcels with greater improvement to land value ratios have lower redevelopment potential since the redevelopment is less likely to increase the parcel's value enough to return a profit for the developer. For example, a residential lot with a new, larger, more valuable house (higher improvement value) is less likely to be redeveloped than an adjacent lot with an older, smaller home (lower improvement value). Parcels with relatively low improvement values, such as vacant lots or lots with structures that are at the end of their useful lives or no longer meeting current market needs, often provide more profitable opportunities for redevelopment.

The high-level analysis presented in Exhibit 21 indicates where there is evidence of gentrification (a process of neighborhood change characterized by a loss of vulnerable populations and an increase in households with higher incomes). Displacement effects are often local in nature and can impact just a few square blocks. The best policy solutions to displacement risk are tailored to the push and pull factors specific to the experience of community members experiencing displacement.

This analysis provides a neighborhood-scale index of the relative displacement risk within Gig Harbor. A finding of low displacement risk does not mean no one is experiencing displacement. In an area with low displacement risk, some people may still be displaced out of their homes based on circumstances beyond their control. A finding of low displacement risk means that the neighborhood is not exhibiting changes associated with neighborhood-wide gentrification that typically accompanies the displacement of whole communities. These findings should be corroborated with and augmented by community input.

The displacement index used is based on a comparable metric used by the Puget Sound Regional Council (PSRC) on similar displacement assessments. This measure presents an alternative displacement methodology that focuses on three elements:

- **Social vulnerability**, which includes factors that would make it difficult for a household to find new housing in the area if they should be displaced from their current unit. This includes several measures of demographic characteristics that correlate with social vulnerability, including the share of households that rent, the BIPOC share of the population, and median income relative to the countywide median income.
- **Demographic change**, which measures change over time (e.g., 2010 to 2021) in the BIPOC share of the population and proportion of households with household incomes of less than 80% AMI and compares the level of change to the overall countywide change in those same characteristics.
- **Market prices**, specifically the change over time (e.g., 2010 to 2021) in median rents in occupied rental units to identify high and low rent areas along with areas that have high, moderate, or low rental price appreciation. This method assigns a score that describes the market status based on the combined factors of rents in 2015 and the change in rents between 2010 and 2021 (e.g., stable, appreciated, or accelerating).

This method includes many of the measures within PSRC's index but relates them differently to reveal their contribution to displacement risk. More details about the methodology for the assessment can be found in the [2023 SSHAP Racial Equity Analysis Report](#).

Significant findings from this review include the following:

- **A substantial portion of the city is not subject to broad displacement risks, although individual households may still be impacted.** Most of Gig Harbor's residential areas are in census tracts with low displacement risk relative to the county (census tracts 725.07, 725.09, 724.06, and 724.09). Low displacement risk is due to lower rates of social vulnerability and an increasing share of people of color and households with incomes less than 80% of AMI. Market prices suggest rental cost appreciation higher than countywide trends.
- **Previous displacement may have occurred in the northwest portion of the city.** The analysis indicates one area with evidence of possible displacement (census tract 725.04 in the northwest area of the city limits). This census tract is comprised mainly of McCormick Forest Park and McCormick Creek. This area has had more expensive housing that has continued to appreciate. A new subdivision on 61st Ave Ct makes it appear like a proportionally large influx of higher-earning households and a loss of households earning less than 80% of AMI.
- **There is a higher displacement risk in the southern-central portion of the city.** The analysis also indicates an area of higher displacement risk in census tract 724.07, approximately 21% of which falls within Gig Harbor's city limits. Most of this census tract lies south of Gig Harbor between Highway 16 and the shoreline of the Tacoma Narrows. The area has relatively higher rates of renter households than the countywide mean (fourth quintile) and evidence of fewer households in 2020 than 2010 with incomes less than 80% of AMI. Relative to other parts of Pierce County, the area had lower rents in 2015 that have seen high appreciation between 2010 and 2020.

Recommendations and Options for Future Action

As part of the SSHAP reporting, several recommendations were provided to the City to address issues of potential displacement over time. While many of these are programmatic in nature, there are targeted options that should be considered as part of the implementation of the Comprehensive Plan.

These include the following:

Housing Cost Burdens

- **Conduct additional community engagement with communities of color** to reveal specific barriers to housing affordability experienced by these groups. Policy and strategy updates should prioritize the needs and solutions expressed by this disproportionately impacted community for implementation.
- **Relax development regulations and/or waive fees** to incentivize affordable housing development.
- **Dedicate surplus or underutilized land** for affordable housing production.
- **Implement an inclusionary zoning (IZ) ordinance** to require new subdivision plats over a designated number of units to include income-qualified affordable housing.
- **Review and revise SEPA threshold exemptions.** Gig Harbor could reduce housing production costs by taking advantage of flexible thresholds for categorical exemptions beyond what is already in the code.
- **Change short subdivision limits.** Expand the number of lots that can be administratively approved in a new short subdivision to encourage a greater number of units per acre within the urban growth area. Per the GMA, the City can increase to a maximum of nine lots per short subdivision.
- **Add flexibility to design review.** Design guidelines on buffers, in particular, could be revised to make development more feasible.
- **Review impact fees for potential flexibility and/or waive fees for some housing types.** Affordable housing development, for example, could be made exempt from some fees.
- **Support middle housing by connecting property owners with lenders and stock designs.** The City could provide a fact sheet or webpage with resources on lending and designs for homeowners who may wish to develop ADUs or convert existing homes to duplexes or triplexes.
- **Consider adjusting minimum lot sizes for duplexes.** Duplexes would be more feasible if there were one minimum lot size for both single-family units and duplexes instead of requiring larger lots for duplexes. Duplexes would still have to meet other development regulations giving them the same overall buildable envelope as a single-family house on the same lot.
- **Consider removing the parking requirement for ADUs.** Many lots otherwise eligible for ADUs may not have space or budget for a separate parking spot.
- **Consider adjusting existing conditional use requirements** for ADUs, triplexes, and fourplexes (in some zones). The conditional use permit process and associated fees can be prohibitive to housing production.
- **Review permitting processes for potential improvements.** A slow and complex permitting process can be prohibitive to housing development.

- **Review frontage improvement requirements for potential flexibility.** For smaller developments, these requirements can be prohibitively expensive. If not already available, consider adding a fee-in-lieu option.
- **Review height limits in each zone for potential flexibility.** In the region more generally, developers mentioned height limits as a barrier to developing some housing types, including middle housing.

Displacement Risks

- **Require tenant relocation assistance.** The City could pass an ordinance that requires developers, public funds, or a combination of both to provide relocation funds for households displaced by new development. This could be limited to tenants earning below a certain income level.
- **Provide just cause eviction protections.** The City could pass protections that mandate that landlords provide tenants with a legally justifiable reason when asking tenants to vacate a property.
- **Pass a notice of intent to sell ordinance.** This would require owners of multifamily buildings to notify tenants and local housing officials in advance of a sale. The ordinance could be written to apply to buildings with rents below certain income levels.
- **Inform tenants when income-restricted housing becomes at risk of being converted** to market-rate status. Provide information on relocation options available.
- **Provide need-based rehabilitation assistance** or connect residents to state resources. This assistance helps qualifying households (such as senior residents and those with disabilities or low incomes) get favorable financing terms or tax abatements for home repairs and upgrades.
- **Provide information on Pierce County's property tax assistance program.** Residents who own their homes may struggle to afford property tax increases. Pierce County provides some exemptions for senior citizens and people with disabilities. The City could send mailers and/or provide information on the City website to connect residents to resources.

Overall, these recommendations should be explored during the implementation of the Comprehensive Plan to provide additional approaches to achieve affordable housing targets and prevent displacement.