



**Agenda for Gig Harbor Planning Commission
Gig Harbor Civic Center
Thursday, October 17, 2024 at 5:30 P.M.**

This meeting may also be accessed through Zoom at <https://zoom.us/j/95353411299> or by calling (253) 215- 8782 and entering Meeting ID 953 5341 1299. Please see the Public Comment & Decorum section at the end of this agenda for information on options to make public comment.

This meeting may also be viewed live in the Council Chambers at the Civic Center.

Call to Order/Roll Call:

Approval of Minutes: October 3, 2024

Public Comment:

Agenda Items:

Continued Review of the Comprehensive Plan Draft Capital Facilities, Essential Facilities, Implementation Elements, First Four Chapters of the Transportation Element and General Introduction Elements – Staff
Presentation by Robin Bolster-Grant and Commission discussion

Other Business: Next meeting Thursday, October 24, 2024 Continued Review of the Comprehensive Draft

Adjournment:

PUBLIC COMMENT & DECORUM

The city desires to allow a maximum opportunity for public comment. However, the business of the Planning Commission must proceed in an orderly, timely manner. The purpose of a Planning Commission meeting is to advise on subjects prescribed by the City Council; it is not a public forum.

Public comment may be made in-person from the microphone, remotely via Zoom or by phone during designated portions of the meeting. To speak during the meeting via

Zoom, press the Raise Hand button near the bottom of your Zoom window or press *9 on your phone. Please refrain from raising your hand until the Chair has announced that the Commission has opened the public comment portion of the meeting. Your name or the last three digits of your phone number will be called out when it is your turn to speak. When using your phone to call in, you may need to press *6 to unmute yourself. Speakers will be allotted 3 minutes per individual, unless revised by the chair. Comments shall be made, first giving the speaker's name and address. Anyone making "out of order" comments may be subject to removal from the meeting.

Instead of making oral comments, written comments may be submitted to the Planning Commission at MThomas@gjgharborwa.gov.

All remarks shall be addressed to the commission as a body and not to any specific commissioner. All speakers shall be courteous in their language and deportment and shall not engage in or discuss or comment on personalities or indulge in derogatory remarks or insinuations with regard to any commissioner, or any member of the staff or the public.

There will be no demonstrations during or at the conclusion of any public comment. These guidelines are intended to promote an orderly system of holding public meetings, to give every person an opportunity to be heard and to ensure that no individuals are embarrassed by voicing their opinions.

AMERICANS WITH DISABILITIES (ADA) ACCOMMODATIONS

ADA accommodations can be provided upon request. Those requiring special accommodations should contact the city clerk at cityclerk@gjgharborwa.gov or (253) 853-7613 at least 24 hours prior to the meeting.



**Minutes for Gig Harbor Planning Commission
Gig Harbor Civic Center
Thursday, October 3, 2024 at 5:30 P.M.**

Call to Order/Roll Call:

Chair Krawczyk called the meeting to order at 5:34 p.m. Commissioners Nasseh, Jordan, and Tessicini were present.

Staff: Interim Community Development Director, Jeff Wilson (virtually); Principal Planner, Robin Bolster-Grant and Planning Technician, Michelle Thomas

Approval of Minutes:

Motion: Move to approve minutes from September 26, 2024 (Tessicini/Jordan)

Vote: Unanimously approved September 26, 2024

Public Comment:

No Public Comments

Agenda Items:

Welcoming the new Planning Commissioner Bizhan Nasseh

Review of the Comprehensive Plan Draft Housing, Economic Development, and Implementation Element– Staff Presentation by Robin Bolster-Grant and Commission discussion

Other Business:

Next meeting Thursday, October 10, 2024 Continued Review of the Comprehensive Plan Draft Capital Facilities, Essential Facilities and Implementation Elements. Commissioner Martin will not be in attendance.

Adjournment: 8:12

Michelle Thomas

Michelle Thomas
Planning Technician

Introduction

Overview

The Gig Harbor Comprehensive Plan provides a clear and comprehensive framework for managing the city's growth through 2044. Aligned with Washington State's Growth Management Act (GMA), this plan establishes a vision for the city's future while ensuring that Gig Harbor retains its distinct small-town character and natural beauty. As the city continues to evolve, this plan addresses the challenges of growth while embracing opportunities that enhance the quality of life for its residents.

The development of the Comprehensive Plan has been a collaborative effort, with extensive input from residents, local businesses, and stakeholders. Through surveys, workshops, and public hearings, the City of Gig Harbor ensured that the Plan is rooted in the aspirations of the community. The feedback gathered through these engagement efforts shaped the goals, policies, and strategies that guide the city's growth. Public participation remains a cornerstone of this Plan, reflecting a shared vision for the future of Gig Harbor.

Vision and Purpose

Central to the Comprehensive Plan is a vision for a vibrant, livable city that balances sustainable growth with environmental stewardship and community values. The Plan lays out a strategy to manage population increases, housing demands, and economic development, while protecting the local environment and maintaining the unique qualities that make Gig Harbor a desirable place to live and work. It reflects the community's commitment to preserving its maritime heritage and scenic waterfront while planning for future generations.

The recent 2023–2024 Strategic Plan for the city defined this with the following vision statement:

The City of Gig Harbor leads the way in livability, environmental stewardship, economic vitality, and municipal services.

The Plan is also designed to meet the requirements of the Growth Management Act (GMA), which mandates coordinated planning between cities and counties to address key issues such as land use, transportation, housing, and environmental protection. It also aligns with the Puget Sound Regional Council's VISION 2050 and the Pierce County Countywide Planning Policies, ensuring that Gig Harbor contributes to broader regional objectives, including sustainable development, reduced greenhouse gas emissions, and equitable growth. By aligning local and regional planning efforts, Gig Harbor ensures a cohesive approach to managing urban growth.

Implementation and Interpretation

Implementation of the Gig Harbor Comprehensive Plan relies on a range of regulatory tools, including the capital facilities plan, zoning codes, design review guidelines, and environmental

protection policies. These tools guide land use, infrastructure investments, and development standards to ensure that growth is sustainable and consistent with the city's vision. By coordinating these efforts, Gig Harbor can manage new development while preserving its unique character and meeting the needs of residents.

In addition to providing a framework for guiding future action, the Plan highlights the importance of public engagement and intergovernmental coordination. Ongoing input from the community, local businesses, and regional agencies is crucial to refining the plan as conditions evolve. City staff and officials play key roles in interpreting and applying the plan's goals to individual projects, balancing immediate development impacts with long-term community benefits to ensure Gig Harbor's growth remains aligned with broader regional objectives.

Guide to the Document

The Comprehensive Plan is divided into key elements, each addressing a specific topic area for long-term planning in the city over the next 20 years. This includes the following elements:

- **Land Use (LU)** guides the city's future development, balancing urban growth with environmental stewardship, housing needs, and economic goals. It outlines land use categories, growth targets, and policies to ensure that development is sustainable, efficient, and aligned with regional plans while maintaining the city's character and quality of life.
- **The Harbor (HB)** focuses on preserving the historical, cultural, and maritime heritage of the downtown waterfront while promoting a vibrant, mixed-use center. Its policies support economic development through tourism, recreation, and marine industries, and maintain public access, protections of scenic views, and sustainable growth of local businesses and housing.
- **Community Design (CD)** provides policies that support vibrant, pedestrian-friendly spaces that reflect the city's small-town charm, natural beauty, and maritime heritage. It promotes well-designed public and private developments that preserve historical structures, enhance connectivity, and support sustainable growth while maintaining the community's unique character.
- **Environment (EN)** includes policies about protecting natural resources, conserving habitats, and promoting sustainable development practices to ensure long-term ecological health. It emphasizes climate resilience, water quality, and low-impact development to balance urban growth with environmental preservation.
- **Housing (HO)** gives policy direction on meeting future housing needs while preserving the city's small-town character. It emphasizes diverse housing options, affordable housing development, and strategies to prevent displacement, ensuring that residents across all income levels have access to adequate and affordable housing.
- **Economic Development (ED)** describes the city's approach to increasing local employment and entrepreneurial opportunities by supporting business attraction, retention, and expansion, as well as fostering workforce development. It emphasizes sustainable employment growth through the reuse of older buildings, promotion of small businesses, and

coordination of sufficient infrastructure to accommodate commercial and industrial development, all to build a stronger local economy.

- **Essential Public Facilities (EPF)** outlines the City's processes for identifying and siting facilities that provide critical public services, as required by GMA. This element includes policies for managing these difficult-to-site facilities, ensuring that both publicly and privately operated facilities are appropriately located to serve the community while minimizing negative impacts on local land use, environment, and neighborhoods.
- **Utilities (UT)** provides policies to ensure the provision of essential services such as water, wastewater, electricity, natural gas, telecommunications, and solid waste. It emphasizes coordination with regional providers to support sustainable growth, maintain infrastructure, and ensure reliable service delivery as the city expands.
- **Shoreline Management (SM)** focuses on balancing ecological preservation with sustainable development along the city's waterfront. It aims to protect shoreline habitats, promote water-oriented uses, and ensure public access to the waterfront while supporting the city's historical, recreational, and commercial activities.
- **Parks, Recreation, and Open Space (PR)** provides the city's vision for a diverse and accessible park system that meets the recreational needs of all residents. It emphasizes the development of parks, trails, and open spaces that balance active and passive uses, preserve natural habitats, and promote connectivity, while supporting sustainability and enhancing the community's quality of life.
- **Transportation (TR)** presents policies to strive towards a safe, efficient, and multimodal transportation system that supports the city's growth. It emphasizes enhancing connectivity for walking, biking, and driving, while encouraging the development of infrastructure to meet the needs of a growing community.
- **Capital Facilities (CF)** ensures essential infrastructure such as water, sewer, stormwater, and emergency services supports current development and future growth. This element outlines policies for managing and financing improvements aligning with the city's land use goals and GMA requirements.
- **Arts + Culture (AC)** emphasizes the importance of arts and cultural activities in enhancing the city's economic vitality, education, and community design. It promotes investment in the arts to foster creativity, preserve local history and traditions, and support a vibrant, inclusive community. The element outlines goals to integrate public art, support creative businesses, provide cultural spaces, and ensure that arts initiatives are accessible to all residents, reinforcing the unique character and identity of Gig Harbor.

Additionally, there is an **Implementation** element that outlines how the Plan will be put into action over time, including administrative aspects of engagement, amendments, and coordination with Tribal Nations. There is also a **Glossary** of terms included within the Comprehensive Plan for reference.

Each of these elements includes **goals** and **policies**:

- A **goal** is a broad statement about a longer-term aspiration that the city intends to achieve. Goals typically articulate the desired end state or the general policy direction over time, but do not dictate how to achieve the outcomes.
- A **policy** is a specific guideline to direct decision-making to achieve the goals outlined in the Plan. Policies provide the framework for actions and decisions that the city needs to implement and are typically actionable and more precise.

1 Implementation

1.1 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.

1.2 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.

1.3 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:

- Widespread distribution of proposals,
- Opportunities for submitting written comments,
- Public meetings with effective notice,
- Ensuring environments for open discussion,
- Maintaining communication programs,
- Coordinating information services, and
- 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.

1.4 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 (**Error! Reference source not found.**)
- The Harbor (**Error! Reference source not found.**)
- Community Development (**Error! Reference source not found.**)
- Environment (**Error! Reference source not found.**)
- Housing (**Error! Reference source not found.**)
- Economic Development (**Error! Reference source not found.**)
- Essential Public Facilities (**Error! Reference source not found.**)
- Utilities (**Error! Reference source not found.**)
- Shoreline Management (**Error! Reference source not found.**)
- Parks, Recreation, and Open Space (**Error! Reference source not found.**)
- Transportation (**Error! Reference source not found.**)
- Capital Facilities (**Error! Reference source not found.**)
- Arts and Culture (**Error! Reference source not found.**)

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, and 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 possible funding from government, nonprofit, and private sources.

1.4.1 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.

1.4.2 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, 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				

Implementation Strategies	Related Elements	Leads / Major Partners	Anticipated Timeline
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
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-K 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-L Update development regulations to encourage street-level commercial and retail uses	Land Use; Community Design; Transportation	Community Development; Public Works	Short-Term
HB-M Identify key improvements and features that support commercial and recreational boating and water activities at The Harbor	Community Design	Community Development	Medium-Term
HB-N Identify trail opportunities for pedestrian links to the public park system.	Parks, Recreation, and Open Space	PenMet; Public Works; Community Development; Gig Harbor Chamber of Commerce	Short-to-Medium Term
HB-O 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.

1.4.3 Community Design

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies				
CD-A	Apply and enforce design standards to 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.

1.4.4 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 efficiently and effectively 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.

1.4.5 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 related 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 located 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.

1.4.6 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
EC-G	Promote small business financing and management assistance and training programs		Community Development; Gig Harbor Chamber of Commerce	Medium-Term

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
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.

1.4.7 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	
EF-I	Maintain and regularly revise the city’s Capital Improvement Program.	Transportation; Capital Facilities; Utilities; Public Services	Public Works	Short-Term / Ongoing

Implementation Strategies	Related Elements	Leads / Major Partners	Anticipated Timeline
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.

1.4.8 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	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. 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.	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
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				

Implementation Strategies	Related Elements	Leads / Major Partners	Anticipated Timeline
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
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.

1.4.9 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 the development, are inclusive and accessible by all community members, and reflect 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
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.

1.4.10 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
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

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
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.

1.4.11 Transportation

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.

1.4.12 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.

1.4.13 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.

7 Capital Facilities

7.1 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 in particular 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.

7.2 Requirements

7.2.1 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.

7.2.2 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.

7.2.3 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.

7.3 System Conditions

7.3.1 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 0-1 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 0-1. Gig Harbor Level of Service Standards.

Capital Facility	LOS Standard	Provider	Reference
Roadways	(Insert from TE)	(Insert from TE)	(Transportation Element)
Pedestrian/Biking	(Insert from TE)	(Insert from TE)	(Transportation Element)
Transit	(Insert from TE)	(Insert from TE)	(Transportation Element)
Freight	(Insert from TE)	(Insert from TE)	(Transportation Element)
Parks	7.1 gross acres of general open space and 1.5 gross acres of active recreational area per 1,000 residents	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
Fire Protection	Classification A: 1,000 gallons per minute (gpm) for two hours for single-family detached and duplex dwellings in residential zones. Classification B: Commercial and multi-family fire protection: 3,000 gallons per minute (gpm) for three hours for industrial, multi-family and commercial zones.	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

7.3.2 Water Systems

Existing Capital Facilities

The City of Gig Harbor owns a percentage of its water utility. The rest of water services are provided through intergovernmental or interagency agreements. The City of Gig Harbor Water System, limited by its retail water service area (RWSA), is unique in that many residents within the City limits and the City's UGA receive water service from adjacent water purveyors. Approximately 35% of the population is within the City limits and the City's UGA receives water from the City, and the remainder within the City limits and City's UGA receive water from other water purveyors or from private wells. Exhibit 0-2 indicates multiple water management agencies serving the city and its UGA.

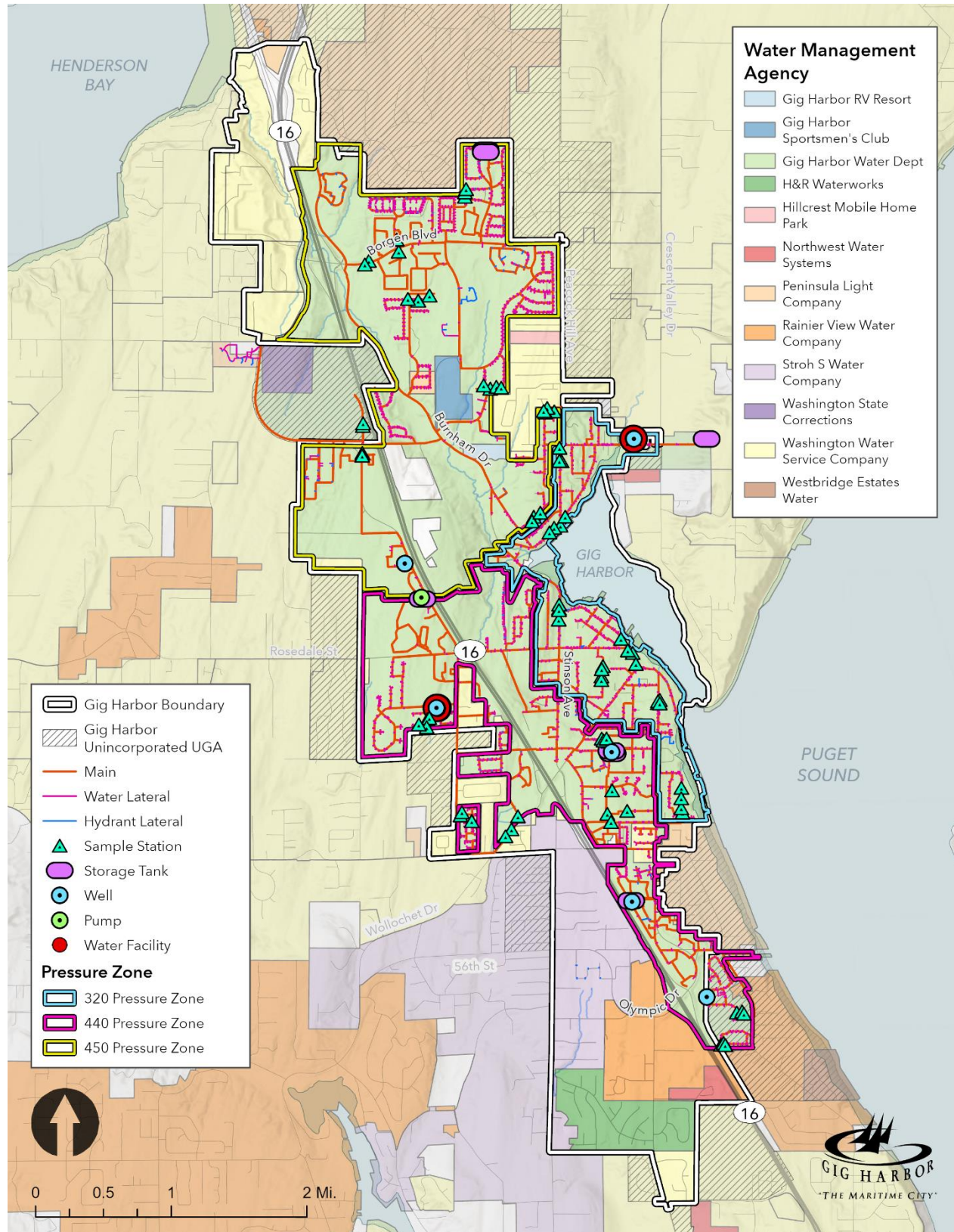
The City of Gig Harbor Water System was originally built in the late 1940's. Today, the City's RWSA encompasses approximately 4.45 square miles with 2,583 service connections end of year 2017 serving approximately 9,632 people. The city's water system is divided into three pressure zones. The City's 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 0-2. Summaries of the City's well source supply and storage facilities are provided in Exhibit 0-3 and Exhibit 0-4, respectively, below. The city also provides wholesale water service to multiple customers outside the City's RWSA, and has an emergency intertie with one purveyor, Shore Acres.

It provides wholesale water service to customers outside the RWSA and has an emergency intertie with the Peacock Hill Water System. See Exhibit 0-2 for its RWSA and its existing water system facilities. 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 0-2. Gig Harbor Water System and Adjacent Purveyors.



Source: City of Gig Harbor, 2024.

Exhibit 0-3. 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 0-4. 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 0-5.

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.

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.

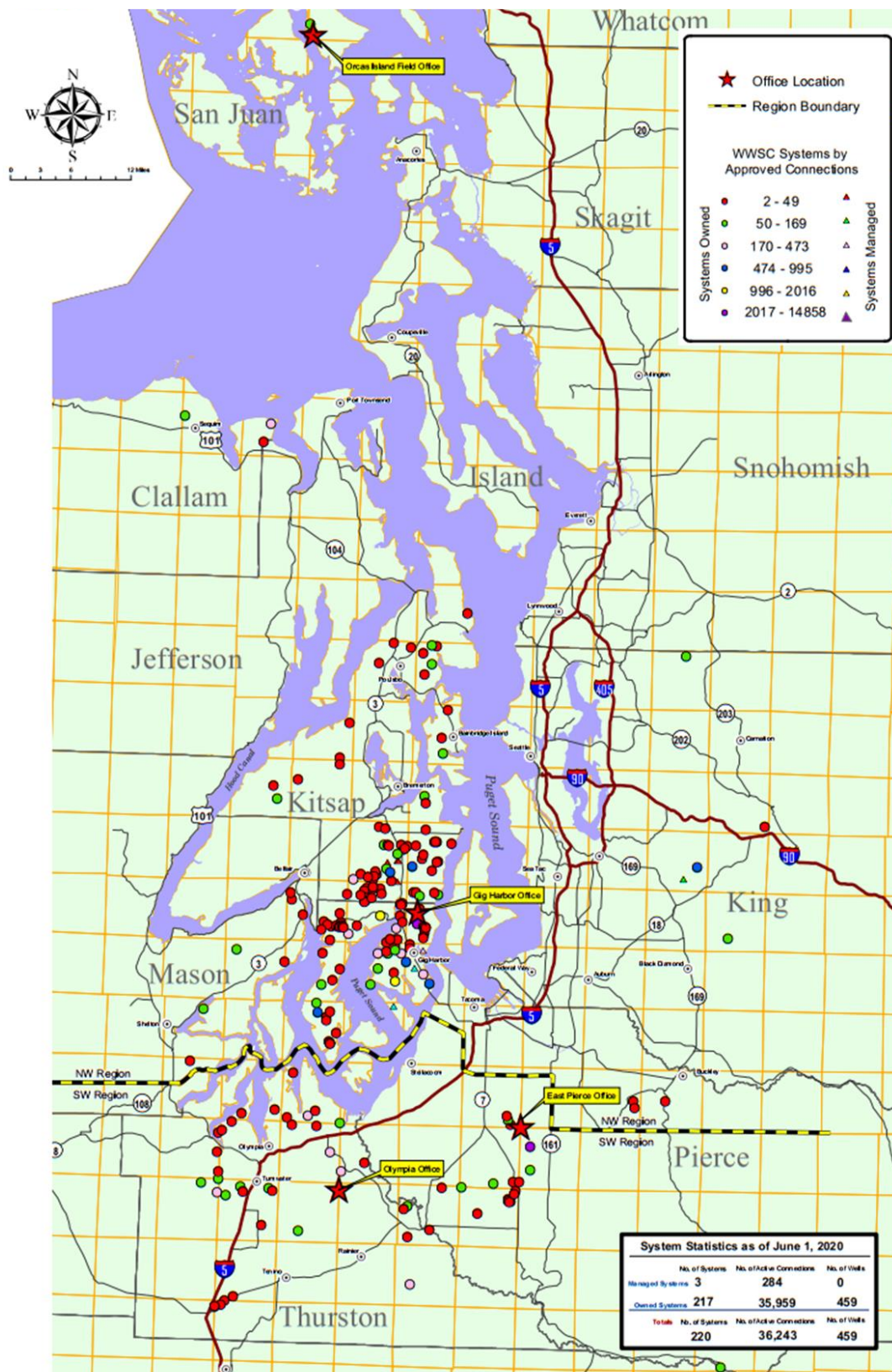
Level of Service

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.

Exhibit 0-5. Washington Water Service System Locations, 2020



Source: Washington Water Service, 2020.

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.

7.3.3 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 0-6 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 0-6 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.

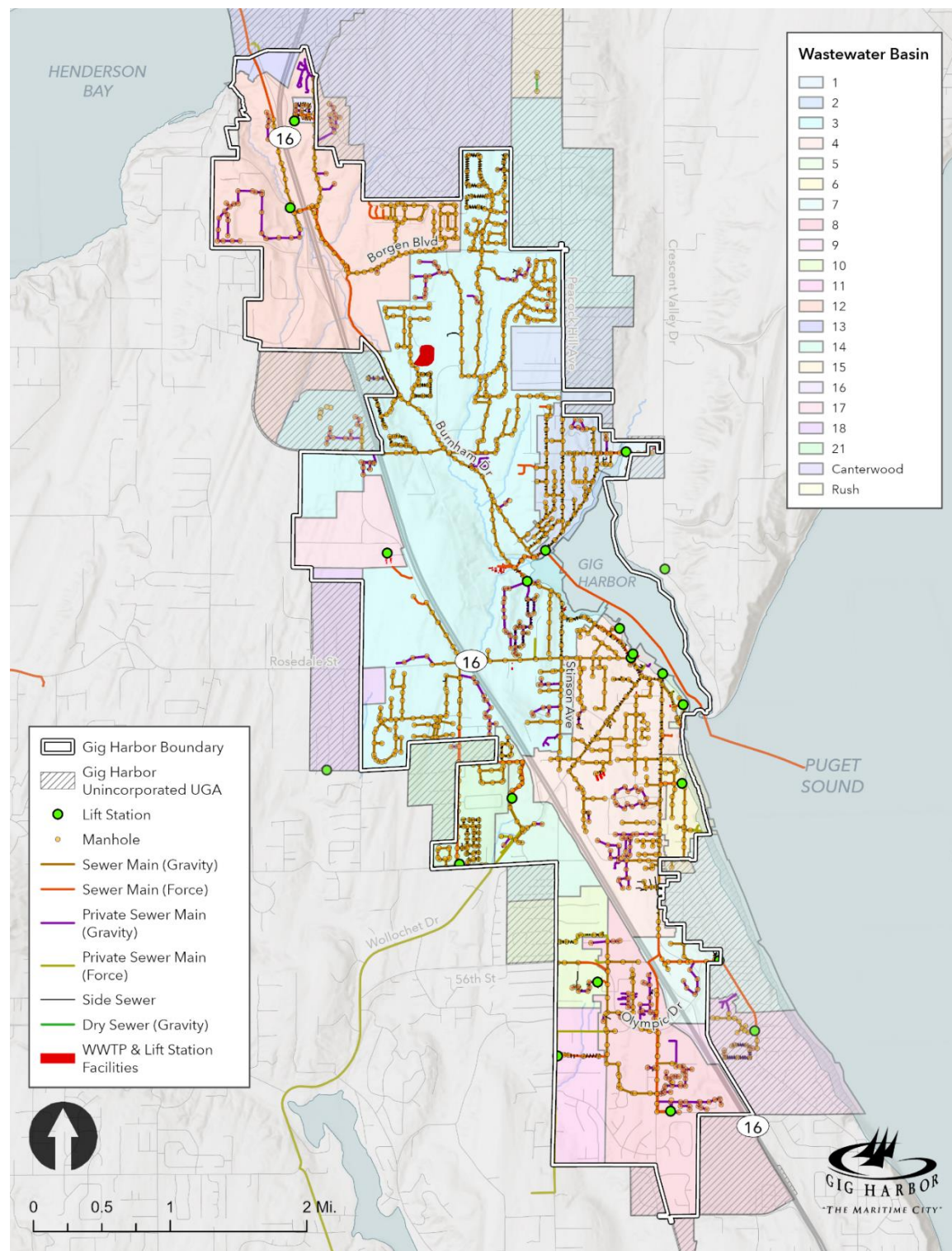
The City of Gig Harbor has entered into a contract with the Wollochet Harbor Sewer District to provide wastewater treatment for septic tank effluent produced in the District. The contract allows for the District to discharge an average annual flow of 16,400 gallons per day. The point of discharge is 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 has the ability to collect and treat the design flow of 2.4 MGD.

Exhibit 0-6. 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 0-7 for the demographic forecast allocation model WWTP used to estimate its sewerred and non-sewerred build-out. Exhibit 0-8 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 0-7. Gig Harbor UGA Demographics Based on Adjusted Growth Rates by Sewer Connection

Year	Single-Family Households		Multifamily Households		Employment		Prison	School
	Sewered Units	Non-Sewered	Sewered	Non-Sewered	Sewered	Non-Sewered	Inmates	Enrollment
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 0-8. 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 are capable of having sewer flows conveyed through the use of gravity to existing sewer lift stations. However, in most areas the future development of the City's sewer collection system will occur in areas beyond the City's core area. These areas have a topographic low point where wastewater must be collected and pumped and may require construction of a new sewer pump station, also known as a lift station. Only one lift station shall be utilized in each sewer basin.

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

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

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

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

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

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.

7.3.4 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 Donkey Creek, Crescent Creek, and McCormick Creek, wetlands, ponds, and stormwater management facilities providing flow control and water quality treatment of storm runoff. The Operations and Maintenance Department is responsible for approximately 49 stormwater ponds (of which 13 are 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 substantially over the past decade with the continuing development and annexations to the City.

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

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 in the course of updating the Comprehensive Stormwater Plan. The level of service analysis encompasses both the hydraulic capacities in storm drains and the effects upon the network of creeks.

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

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

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

Future Needs

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

The scope of improvements identified in the stormwater CIP encompasses capacity improvements, fish passage and habitat improvements, and corrective maintenance and facilities.

7.3.5 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 0-9 details school enrollment counts by grade level, for 2021 through 2024. Exhibit 0-10 details school district staff counts for 2021 through 2024.

Exhibit 0-9. 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 0-10. 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.

7.3.6 Park and Recreation Facilities

Existing Capital Facilities

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

The Gig Harbor park classification system includes: neighborhood parks, waterfront parks, natural parks and trails. Open spaces are designated as open space properties, undeveloped park lands, or other properties. Exhibit 0-11 documents the City's existing park facilities.

Neighborhood Parks are developed for both passive and active recreation, and are accessible by walking, biking, or driving. They have support facilities such as restrooms and parking. These parks may typically include athletic fields, sports courts, trails, playgrounds, open space and picnicking facilities.

Waterfront Parks are located on the shoreline and generally provide a mix of water related uses and forms of access to the shoreline. These parks typically include historic structures or uses that are planned for preservation in keeping with the City's maritime heritage. The City actively works to balance uses within these parks to provide a mix of recreation opportunities, historic preservation, and community gathering spaces.

Natural Parks preserve critical areas, urban forests and historic sites for future generations and include low impact recreational uses. Such sites are often developed with ancillary uses that are compatible with or support the primary preservation of the sites key features, such as the garden program located at Wilkinson Farm Park or the hatchery program located at Donkey Creek Park.

Trails include both linear trails (measured in miles) and trail support facilities (measured in acres). Trails are generally off-street transportation and recreation options either paved or unpaved that connect two points and are often located in a utility or undeveloped road right of way. While many of the City's parks provide access trails that loop through a park site, trails are linear in nature. The City has also designated one on-street trail, Harborview Trail, due to the importance of this corridor for recreational use and as a connector between waterfront parks.

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

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

Other Properties include lands which do not presently provide park, recreation or open space amenities but are in City ownership and possibly could be redeveloped for such uses in the future. These sites are not presently planned for redevelopment.

Exhibit 0-11. Existing Park Facilities

Park Name	Current Classification	Proposed Classification	Acreage
Parks			
Anchich Waterfront Park	Special Use Waterfront	Waterfront Park	0.78
Austin Park	Special Use Waterfront	Waterfront Park	1.38
Bogue Viewing Platform	Special Use Waterfront Mini-Park	Waterfront Mini-Park	0.15
Civic Center Green (incl. Stake Park)	Neighborhood Park	Community Park	6.55
Crescent Creek Park (incl. BMX & volleyball courts)	Neighborhood Park	Community Park	10.89
Eddon Boat Park	Special Use Waterfront	Waterfront Park	3.88
Gig Harbor Sand Spit	Special Use Waterfront Mini-Park	Waterfront Mini-Park	1.21
Gig Harbor Sports Complex	Undeveloped	Community Park	22.14
Jerisich Dock (at Skansie Brothers Park)	Special Use Waterfront Mini-Park	Waterfront Mini-Park	0.56
Kenneth Leo Marvin (KLM) Veterans Memorial Park	Neighborhood Park	Neighborhood Park	5.58
Maritime Pier	Special Use Waterfront Mini-Park	Waterfront Mini-Park	0.72
Old Burnham Properties	Undeveloped	TBD (Counted as Natural Area)	20.31
Old Ferry Landing Park	Special Use Waterfront Mini-Park	Waterfront Mini-Park	0.31
Peninsula Light Fields	Special Use Miscellaneous	Special Use Facility	9.11
Shaw Park	Neighborhood Park	Neighborhood Park	1.76
Skansie Brothers Park	Special Use Waterfront	Waterfront Park	2.59
Subtotal Parks			87.92
Natural Areas and Trails			
Adam Tallman Park	Natural Area	Natural Area	11.84
Austin Park – Tidelands: tx'aaalqəł Estuary	Natural Area	Natural Area	7.07
Donkey Creek Park	Natural Area	Natural Area	1.04
Grandview Forest Park	Natural Area	Natural Area	8.58
Harbor Hill Open Space (south of Shaw Park)	Natural Area	Natural Area	20.14

Park Name	Current Classification	Proposed Classification	Acreage
Soundview Forest	Natural Area	Natural Area	1.54
Wilkinson Farm Park	Natural Area	Natural Area	17.74
Cushman Trailhead – 96 th Street	Trail	Trail	0.28
Cushman Trailhead - Borgen	Trail	Trail	0.18
Cushman Trailhead - Grandview	Trail	Trail	0.45
Cushman Trailhead - Hollycroft	Trail	Trail	0.60
Finholm View Climb	Trail	Trail	0.35
Subtotal Natural Areas & Trails			69.81
Total Acreage			157.74

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

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

Level of Service

The City established levels of service for the park system in the 2016 Park, Recreation and Open Space Plan (2016 Park Plan) to maintain and improve upon existing levels of service (ELOS). Planned levels of service (PLOS) were established for each category of park, and for the system as a whole to assure a variety of recreation opportunities will be available as the City grows. The level of service standards adopted by the City for the park system are expressed as the number of acres (or miles) per 1000 residents for a particular classification of park. Exhibit 0-12 documents existing levels of service (ELOS) and proposed levels of service (PLOS).

Exhibit 0-12. 2018 Parks Levels of Services and Measure of Needs

Park Type	Current Inventory	2018 Standard (ac/1000)	Current LOS (ac/1,000)	Attainment to Standard	2021 Surplus / (Deficit)
Neighborhood Park	7.3 acres	5.0 acres /1,000	4.7 acres/1,000	93.2%	(4.1 acres)
Community Park	48.7 acres				
Special Use Waterfront	11.6 acres	1.0 acres /1,000	1.0 acres/1,000	96.3%	(0.4 acres)
Natural Areas	88.3 acres	5.25 acres/1,000	7.3 acres/1,000	139.8%	25.1 acres
Park & Open Space Totals	155.9 acres	11.25 acres/1,000	13.0 acres/1,000	115.2%	20.5 acres
Trails	10.2 miles	1.17 miles/1,000	0.8 miles/1,000	72.1%	(3.9 miles)

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

Future Needs

The Park Plan utilized levels of service based on the total City population and considered both current and projected levels of service based on anticipated population growth. The population projection, used in this section, reflects the City's most recent population allocation of 10,500 residents in the year 2030. This population projection reflects the slowdown in growth that has occurred since 2008 and reflects a change in regional population allocations designed to locate future housing near employment centers. The 2030 population allocation in combination with the PLOS allows the City to calculate the amount of park land needed to achieve the planned service level, as shown in Exhibit 0-13.

Exhibit 0-13. Existing and Proposed Parks Level of Service Standards

Park Type	2018 Standard (ac/1,000)	Proposed 2022 Standard	2021 Surplus/ (Deficit)	2035 Surplus / (Deficit)*
Neighborhood Park	5.0 acres / 1,000	5 acres / 1,000	(4.1 acres)	(9.6 acres)
Community Park				
Special Use Waterfront	1.0 acres /1,000	-	N/A	N/A
Natural Areas	5.25 acres / 1,000	-	N/A	N/A
Park & Open Space Totals	11.25 acres/1,000	5 acres/1,000	(4.1 acres)	(9.6 acres)

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

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

To meet the future demand the City plans for park improvements include both land acquisitions and development projects within existing parks or undeveloped lands. Specific facility improvements required to accommodate the upcoming six-year planning period are listed in the 2022 Parks Plan.

7.3.7 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 of the current fire stations do not meet Immediate Occupancy seismic standards (indicating that they will likely 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 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.

7.4 Capital Facilities Planning

7.4.1 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.

7.4.2 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

7.4.3 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

7.4.4 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 0-14)
- Water (Exhibit 0-15)
- Wastewater (Exhibit 0-16)
- Stormwater (Exhibit 0-17)
- Parks and open space (Exhibit 0-18)

Exhibit 0-14. Transportation System Improvements

Obj #	Project Name	Project Costs (2025 dollars)					
		2023	2024	2025	2026	2027	2028
Annual Totals =							

Source: City of Gig Harbor, 2024.

Exhibit 0-15. Water System Improvements

Project Name / Description	Project Costs (2025 dollars)						
	2025	2026	2027	2028	2029	2030	2031
N-01 Canterwood Blvd NW and Bering St NW	\$200,000	\$800,000	-	-	-	-	-
N-02 Sehmel Dr NW and Burnham Dr NW	-	-	-	-	-	\$400,000	\$1,901,000
N-03 Vernhardson St and Burnham Dr NW	\$100,000	\$500,000	-	-	-	-	-
U-07 Reid Drive NW between 56th Street NW and 55th Street NW	-	-	-	\$150,000	\$400,000	-	-
U-08 Deer Creek Lane	-	-	-	\$90,000	-	-	-
ST-01 Tank Recoating	\$600,000	-	-	\$700,000	-	\$1,109,000	-
S-01 Well 9 and PRV Station	\$555,000	\$1,755,000	-	-	-	-	-
S-03 Water Treatment System (Well 6)	-	\$200,000	\$2,500,000	-	-	-	-
S-04 Conjunctive Supply Strategy	-	-	\$280,000	-	-	-	-
R-01 Asbestos Cement Water Line Replacement Program	\$600,000	\$1,000,000	-	\$600,000	\$2,350,000	-	-
G-01 Water System Plan Update	-	-	\$250,000	\$350,000	-	-	-
G-02 Reuse and Reclaimed Water Study Phase Two	-	-	-	-	-	-	\$60,000
G-04 Public Works Decant Facility (Water Capital Portion)	\$100,000	-	-	-	-	-	-
G-06 Water Share of Satellite Reuse Plant in WW Basin 12	-	-	-	-	-	\$984,000	\$5,067,000
Wellhouse #5 and #6 Rebuild	\$500,000	\$2,000,000	-	-	-	-	-
Civic Center Backup Generator (Water Capital Portion)	\$67,000	-	-	-	-	-	-
Operations Center Fueling Station (Water Capital Portion)	\$96,000	-	-	-	-	-	-
Wellhouse #3 Rebuild	-	-	-	-	-	\$450,000	\$2,900,000
Total =	\$2,818,000	\$6,255,000	\$3,030,000	\$1,890,000	\$2,750,000	\$2,943,000	\$9,928,000

Source: City of Gig Harbor, 2024.

Exhibit 0-16. Wastewater System Improvements

Project Name / Description	Project Costs (2025 dollars)						
	2025	2026	2027	2028	2029	2030	2031
LS 1 Improvements	\$1,150,000	\$2,200,000	-	-	-	-	-
LS 2 Improvements	-	-	-	\$300,000	-	-	-
LS 3A Jockey Pump Replacement	-	-	-	-	-	-	-
LS 5 Improvements	\$380,000	\$2,600,000	-	-	-	-	-
LS 8 Improvements	-	-	\$400,000	-	-	-	-
LS 10 Improvements	-	-	\$250,000	\$1,700,000	-	-	-
LS 11 Improvements	-	-	\$150,000	\$750,000	-	-	-
LS 13 and 16 Pump and Control Improvements	\$55,000	\$250,000	-	-	-	-	-
LS 13 Improvements	-	-	-	-	\$320,000	\$2,500,000	-
LS 14 Improvements	\$800,000	\$2,600,000	-	-	-	-	-
LS 16 Improvements	-	-	-	-	\$300,000	\$2,200,000	-
Install Flow Meter- LS 1	-	\$27,000	-	-	-	-	-
Install Flow Meter- LS 2	-	-	-	\$29,000	-	-	-
Install Flow Meter- LS 5	-	\$27,000	-	-	-	-	-
Install Flow Meter- LS 6	-	-	-	-	-	-	-
Install Flow Meter- LS 8	-	-	\$25,000	-	-	-	-
Install Flow Meter- LS 10	-	-	\$31,000	-	-	-	-
Install Flow Meter- LS 11	-	-	-	\$30,000	-	-	-
Install Flow Meter- LS 13	-	-	-	-	-	\$30,000	-
Install Flow Meter- LS 14	-	-	-	-	-	-	-
Install Flow Meter- LS 16	-	\$27,000	-	-	-	\$26,000	-
Future LS 17A & Forcemain	-	-	-	-	-	\$500,000	\$2,500,000
WWTP Improvements	\$40,000	-	\$869,000	-	-	-	-
Nutrient Removal General Permit Improvements	\$69,000	\$74,000	\$80,000	\$86,000	\$94,000	\$100,000	\$109,000
Reuse & Reclamation Studies	-	-	-	-	-	-	\$60,000
Remove sag in gravity pipe on N. Harborview	-	-	\$300,000	\$1,700,000	-	-	-
Upsize gravity pipe on Harborview Dr	-	-	-	\$500,000	\$1,422,000	-	-
Bypass at Burnham Dr/Harborview Dr	-	-	-	-	-	-	\$190,000
Upsize gravity pipe on Burnham Dr	-	-	-	\$260,000	\$3,203,000	-	-
I&I Repairs Manholes/ Pipeline	-	-	\$250,000	-	-	-	-
Annual Replacement, Rehabilitation, and Renewal	\$91,000	\$93,000	\$96,000	\$99,000	\$102,000	\$104,000	\$108,000
38th Ave Dry Sewer	\$1,300,000	-	-	-	-	-	-

Project Name / Description	Project Costs (2025 dollars)						
	2025	2026	2027	2028	2029	2030	2031
Operations Shop Re-side & Expansion (Wastewater Capital Share)	-	\$20,000	\$45,000	-	-	-	-
Civic Center Fire System & Intrusion Upgrades (Wastewater Capital Share)	-	\$17,500	-	-	-	-	-
Operations Center Fueling Station (Wastewater Capital Share)	\$96,000	-	-	-	-	-	-
Civic Center Backup Generator (Wastewater Capital Share)	\$67,000	-	-	-	-	-	-
WWTP Digester Upgrades	\$500,000	\$3,000,000	-	-	-	-	-
Total =	\$4,548,000	\$10,935,500	\$2,496,000	\$5,454,000	\$5,441,000	\$5,460,000	\$2,967,000

Source: City of Gig Harbor, 2024.

Exhibit 0-17. Stormwater System Improvements

Project Name / Description	Project Costs (2025 dollars)						
	2025	2026	2027	2028	2029	2030	2031
2018-01 WWTP Cr Reroute to Donkey Cr	5,000,000	4,600,000	-	-	-	-	-
2018-02 Crescent Creek Culvert Replacement	-	-	-	-	700,000	700,000	4,000,000
2018-03 PW Decant Facility (Storm Capital Share)	100,000	-	-	-	-	-	-
2018-04 38th Garr Cr Box Culvert	-	-	-	-	450,000	600,000	700,000
2018-06 50th St Box Culvert	-	-	-	-	350,000	400,000	500,000
2018-07 Annual NPDES Permit Implementation Expenses	32,000	34,000	36,000	38,000	41,000	43,000	46,000
2018-08 Stinson Ave Stormwater Replacement and Extension	-	-	-	-	500,000	-	-
2018-10 Outfall to Marine Waters Study & Permitting	150,000	150,000	-	-	-	681,000	-
2018-12 Pipe Slip Line Mountainview to Peacock	8,200	85,500	-	-	-	-	-
2018-13 Pipe Slip Line Vernhardson	8,300	85,000	-	-	-	-	-
2018-14 Pipeline Upgrade Program	-	-	36,000	37,000	38,000	39,000	40,000
2018-15 Stormwater Comprehensive Plan Update	-	-	200,000	-	-	-	-
Operations Shop Re-side & Expansion (Storm Capital Share)	-	20,000	-	-	-	-	-
Civic Center Fire System & Intrusion Upgrades (Storm Capital Share)	-	17,500	-	-	-	-	-
Operations Center Fueling Station (Storm Capital Share)	96,000	-	-	-	-	-	-
Civic Center Backup Generator (Storm Capital Share)	67,000	-	-	-	-	-	-
Burnhan Dr Culvert Replacement	1,250,000	-	-	-	-	-	-
Total =	6,711,500	4,992,000	272,000	75,000	2,079,000	2,463,000	5,286,000

Source: City of Gig Harbor, 2024.

Exhibit 0-18. Parks and Open Space System Improvements

Obj #	Project Name	Project Funding Allocation					
		2023	2024	2025	2026	2027	2028
PD-1	Gig Harbor North Sports Complex Ph 1B	\$4,250,000	\$1,000,000				
PD-2	Public Works Operations Center - Building Construction	\$1,050,000					
PD-3	Gig Harbor North Trails	\$75,000	\$75,000				
PD-4	Cushman Trail Connection to N. Harborview Dr.	\$100,000	\$100,000	\$550,000			
PD-5	Crescent Creek Park - Master Plan, Phase 1A Conceptual Design/Construction	\$130,000	\$95,000				
PD-6	Shaw Park Analysis and Remediation	\$30,000	\$65,000				
PD-7	Skansie Netshed Improvements	\$330,000					
PD-8	Cushman Trail Phase 5A Study		\$85,000				
PD-9	Gig Harbor Sports Complex Phase 2 and 3 - Feasibility Study	\$60,000	\$60,000				
PD-10	Commercial Fishing Homeport	\$3,200,000					
	KLM Veterans Memorial Park Ph 2 (Trail Development and Roller Slide)			\$80,000	\$280,000		
	Harborview Waterfront Trail / Pioneer Way Streetscape			\$120,000	\$500,000		
	Old Burnham Properties - Master Plan			\$80,000			
	Wheeler Pocket Park Development			\$60,000	\$120,000	\$350,000	
	Jerisich Dock Float Extension				\$150,000	\$500,000	
	Cushman Trail Phase 5A - Design/Construction				\$600,000	\$5,000,000	
	Wilkinson Farm Park - Master Plan/Development				\$90,000	\$250,000	\$2,000,000
	Maritime Pier Development					\$400,000	\$3,500,000
Annual Totals =		\$9,225,000	\$1,480,000	\$890,000	\$1,740,000	\$6,500,000	\$5,500,000

Source: City of Gig Harbor, 2023.

7.4.5 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 in order 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 in order 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;
- Concurrency status.

7.5 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:

- The investment is needed to correct existing deficiencies, replace needed facilities or to provide facilities required for future growth;
- The investment contributes to lessening or eliminating a public hazard;
- The investment contributes to minimizing or eliminating any existing condition of public facility capacity deficits;
- The investment is financially feasible;
- The investment conforms with future land uses and needs based upon projected growth;.
- The investment will not generate public facility demands that exceed capacity increases under the six-year Capital Improvement Program; and
- 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.

Policy Audit Document

Previous Plan Content	Rationale for Change	Recommended Content
13.1 PROVIDE NEEDED PUBLIC FACILITIES TO ALL OF THE CITY RESIDENTS IN A MANNER WHICH PROTECTS INVESTMENTS IN EXISTING FACILITIES, WHICH MAXIMIZES THE USE OF EXISTING FACILITIES AND WHICH PROMOTE ORDERLY AND HIGH QUALITY URBAN GROWTH.	This consideration has been reworked to ensure that there are policies under goals, and to focus the policy goals under this element.	CF-1 Plan for effective, cost-efficient services for city residents and businesses.
13.1.1. Capital improvement projects identified for implementation and costing more than \$25,000 shall be included in the Six Year Schedule of Improvement of this element. Capital improvements costing less than \$25,000 should be reviewed for inclusion in the six-year capital improvement program and the annual capital budget.	Revise for brevity and clarity.	CF-1.1 Provide a six-year schedule under the Capital Improvement Program for the planning and costing of all major capital improvement projects.
13.1.2. Proposed capital improvement projects shall be evaluated and prioritized using the following guidelines as to whether the proposed action would:	Revise for brevity and clarity.	CF-1.2 Prioritize capital improvements based on the following criteria:
a) Be needed to correct existing deficiencies, replace needed facilities or to provide facilities required for future growth;	Revise for brevity and clarity.	The investment is needed to correct existing deficiencies, replace needed facilities or to provide facilities required for future growth;
b) Contribute to lessening or eliminating a public hazard;	Revise for brevity and clarity.	The investment contributes to lessening or eliminating a public hazard;
c) Contribute to minimizing or eliminating any existing condition of public facility capacity deficits;	Revise for brevity and clarity.	The investment contributes to minimizing or eliminating any existing condition of public facility capacity deficits;
d) Be financially feasible;	Revise for brevity and clarity.	The investment is financially feasible;

Previous Plan Content	Rationale for Change	Recommended Content
e) Conform with future land uses and needs based upon projected growth;	Revise for brevity and clarity.	The investment conforms with future land uses and needs based upon projected growth;
f) Generate public facility demands that exceed capacity increase in the six-year schedule of improvements;	Revise for brevity and clarity.	The investment will not generate public facility demands that exceed capacity increases under the six-year Capital Improvement Program; and
g) Have a detrimental impact on the local budget.	Revise for brevity and clarity.	The investment will not have a detrimental impact on the local budget.
[NEW]	- Move up 13.1.4 here. - Revise for brevity and clarity.	CF-1.3 Recognize the urban growth area as the sanitary sewer service area.
[NEW]	Divide the policies to recognize different goals.	CF-2 Ensure that the development of new capital facilities is fiscally sustainable.
[NEW]	Provide an initial policy to reinforce a focus on fiscal sustainability.	CF-2.1 Coordinate capital investments to minimize life-cycle costs to the city and the public.
13.1.3. The City sewer and water connection fee revenues shall be allocated to capital improvements related to expansion of these facilities	Revise for brevity and clarity.	CF-2.2 Allocate sewer and water connection fee revenues to capital improvements related to expansion of these facilities.
13.1.4. The City identifies its sanitary sewer service area to be the same as the urban growth area. Modifications to the urban growth boundary will constitute changes to the sewer service area.	Moved to CF-1.3 above.	[DELETED]
13.1.5. Appropriate funding mechanisms for development's fair-share contribution toward other public facility improvements, such as transportation, parks/recreation, storm drainage, will be considered for implementation as these are developed by the City.	Revise for brevity and clarity.	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.
13.1.6. The City shall continue to adopt annual capital budget and six-year capital improvement program as part of its annual budgeting process.	Revise for brevity and clarity.	CF-2.4 Adopt annual capital budgets as part of the annual budgeting process that consider the six-year capital improvement program.

Previous Plan Content	Rationale for Change	Recommended Content
13.1.7. Every reasonable effort shall be made to secure grants or private funds as available to finance the provision of capital improvements.	Revise for brevity and clarity.	CF-2.5 Secure external funding, including public grants and private funds as available, to help finance capital improvements.
13.1.8. Fiscal policies to direct expenditures for capital improvements will be consistent with other Comprehensive Plan elements.	Revise for clarity.	CF-2.6 Ensure that fiscal policies to direct expenditures for capital improvements are consistent with other Comprehensive Plan elements.
13.1.12. If probable funding falls short of meeting the identified needs of this plan, the City will review and update the plan, as needed. The City will reassess improvement needs, priorities, level of service standards, revenue sources and the Land Use Element.	Revise for brevity and clarity.	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.
[NEW]	Provide a new policy goal to focus identified policies.	CF-3 Provide city infrastructure and facilities that are efficient and safe and enhance local quality of life and human and environmental health.
13.1.9. The City and/ or developers of property within the City shall provide for the availability of public services needed to support development concurrent with the impacts of such development subsequent to the adoption of the Comprehensive Plan. These facilities shall meet the adopted level of service standards.	Revise for brevity and clarity.	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.
13.1.10. The City will support and encourage joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.	Revise for brevity and clarity.	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.
13.1.11. The City will emphasize capital improvement projects which promote the conservation, preservation or revitalization of commercial and residential areas within the downtown business area and along the shoreline area of Gig Harbor, landward of Harborview Drive and North Harborview Drive.	Revise for brevity and clarity.	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

Previous Plan Content	Rationale for Change	Recommended Content
[NEW]	▪ Drawn from Goal 13.5 ▪ Revised for brevity and clarity.	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.
[NEW]	▪ Draw from Goal 13.6. ▪ Revised for brevity and clarity.	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.
[NEW]	▪ Address racially disparate impacts.	CF-3.6 Ensure that benefits of capital investments to overburdened communities and historically disadvantaged populations are prioritized.
13.2. PROVIDE CAPITAL IMPROVEMENT TO CORRECT EXISTING DEFICIENCIES, TO REPLACE WORN OUT OR OBSOLETE FACILITIES AND TO ACCOMMODATE FUTURE GROWTH, AS INDICATED IN THE SIX-YEAR SCHEDULE OF IMPROVEMENTS.	▪ Remove as redundant.	[REMOVED]
13.3. FUTURE DEVELOPMENT SHOULD BEAR ITS FAIR-SHARE OF FACILITY IMPROVEMENT COSTS NECESSITATED BY DEVELOPMENT IN ORDER TO ACHIEVE AND MAINTAIN THE CITY'S ADOPTED LEVEL OF STANDARDS AND MEASURABLE OBJECTIVES.	▪ Consolidate in CF-2.2.	[REMOVED]
13.4. THE CITY SHOULD MANAGE ITS FISCAL RESOURCES TO SUPPORT THE PROVISION OF NEEDED CAPITAL IMPROVEMENTS FOR ALL DEVELOPMENTS.	▪ Remove as redundant.	[REMOVED]
13.5. THE CITY SHOULD COORDINATE LAND USE DECISIONS AND FINANCIAL RESOURCES WITH A SCHEDULE OF CAPITAL IMPROVEMENTS TO MEET ADOPTED LEVEL OF SERVICE STANDARDS, MEASURABLE OBJECTIVES AND PROVIDE EXISTING FUTURE FACILITY NEEDS.	▪ Remove and provide as policy CF-3.4.	[REMOVED]

Previous Plan Content	Rationale for Change	Recommended Content
13.6. THE CITY SHOULD PLAN FOR THE PROVISION OR EXTENSION OF CAPITAL FACILITIES IN SHORELINE MANAGEMENT AREAS, CONSISTENT WITH THE GOALS, POLICIES AND OBJECTIVES OF THE CITY OF GIG HARBOR SHORELINE MASTER PROGRAM.	▪ Remove and provide as policy CF-3.5.	[REMOVED]

8 Essential Public Facilities

8.1 Introduction

The Growth Management Act (GMA) mandates that comprehensive plans include a process for identifying and siting essential public facilities (EPFs), as outlined in RCW [36.70A.200](#)(1). These facilities are often considered difficult to site due to local opposition but are required to provide local or regional services. The GMA prohibits the exclusion of such facilities from comprehensive plans or development regulations, ensuring they are sited to support orderly growth and public service delivery.

This element includes the following:

- A description of relevant requirements and policies to be considered in the Comprehensive Plan,
- The location of current essential public facilities in the City of Gig Harbor, and
- A review of the process to be pursued by the City when siting essential public facilities.

This also contains goals and policies for essential public facilities and the City's relationship to external urban service and utility providers. It directs Gig Harbor's management and financing of capital improvements for the facilities and utilities it owns and operates.

One important note with this section is that the term "essential public facilities" is not exclusively applied to facilities that are publicly owned. While many of these facilities may be managed by government agencies, there are others that may be provided by the private sector as well.

8.2 Background

8.2.1 GMA Requirements

Essential public facilities are those that are challenging to locate due to potential negative impacts such as size, bulk, hazardous characteristics, noise, or concerns related to public health and safety. These facilities are part of a regional or county-wide service system and can be seen as a subset of public purpose lands, though they do not encompass all public, semi-public, and institutional land uses. The importance of the

The city must identify land for essential public facilities that meets the needs of the community. This is defined by RCW [36.70A.200](#) and WAC [365-196-550](#), and includes:

- Local solid waste handling and treatment facilities
- Landfills
- Drop-box sites and sewage treatment facilities
- Airports

- State educational facilities
- Essential state public facilities
- Regional transportation and utility facilities
- State and local correctional facilities; and
- In-patient facilities (including substance abuse facilities, mental health facilities, and group homes);

as well as any other state facility included on the six-year facilities plan maintained by the Washington State Office of Financial Management.

Although these requirements present the facilities that must be included, cities have leeway with respect to other facilities which may be included. However, as per WAC [365-196-030\(2\)](#), cities have significant leeway with respect to what can be included as “essential” under local policy.

8.2.2 Countywide Planning Policies on EPFs

The current Pierce County Countywide Planning Policies have provisions for essential public facilities. These require that cities:

- Adopt a local comprehensive plan policy for siting essential public facilities that serve countywide or statewide needs with a useful life of 10 years or more. (EPF-1)
- Designate lands suitable for public purposes and integrate these designations into local comprehensive plans. (EPF-2)
- Develop a local comprehensive plan policy and process for identifying and siting essential public facilities. This also includes requirements for the state to provide a justifiable need for EPFs and ensure public participation. (EPF-3)
- Maintain policies that consider facility requirements, impacts on land use, environment, health, and urban growth, and ensure site compatibility and community distribution. (EPF-4)
- Ensure that facility siting aligns with County and municipal comprehensive plans, including land use, capital facilities, utilities, transportation, housing, and regional welfare considerations. (EPF-5)
- Align policies related to siting these facilities with broader planning goals like reducing sprawl, fostering economic development, protecting the environment, ensuring fiscal benefits, and supporting affordable housing. (EPF-7)

EPF-6 also allows cities to establish standards for construction timing, property acquisition, impact control, zoning, climate change, health and safety, and sustainable development.

8.2.3 Essential Public Facilities in Gig Harbor

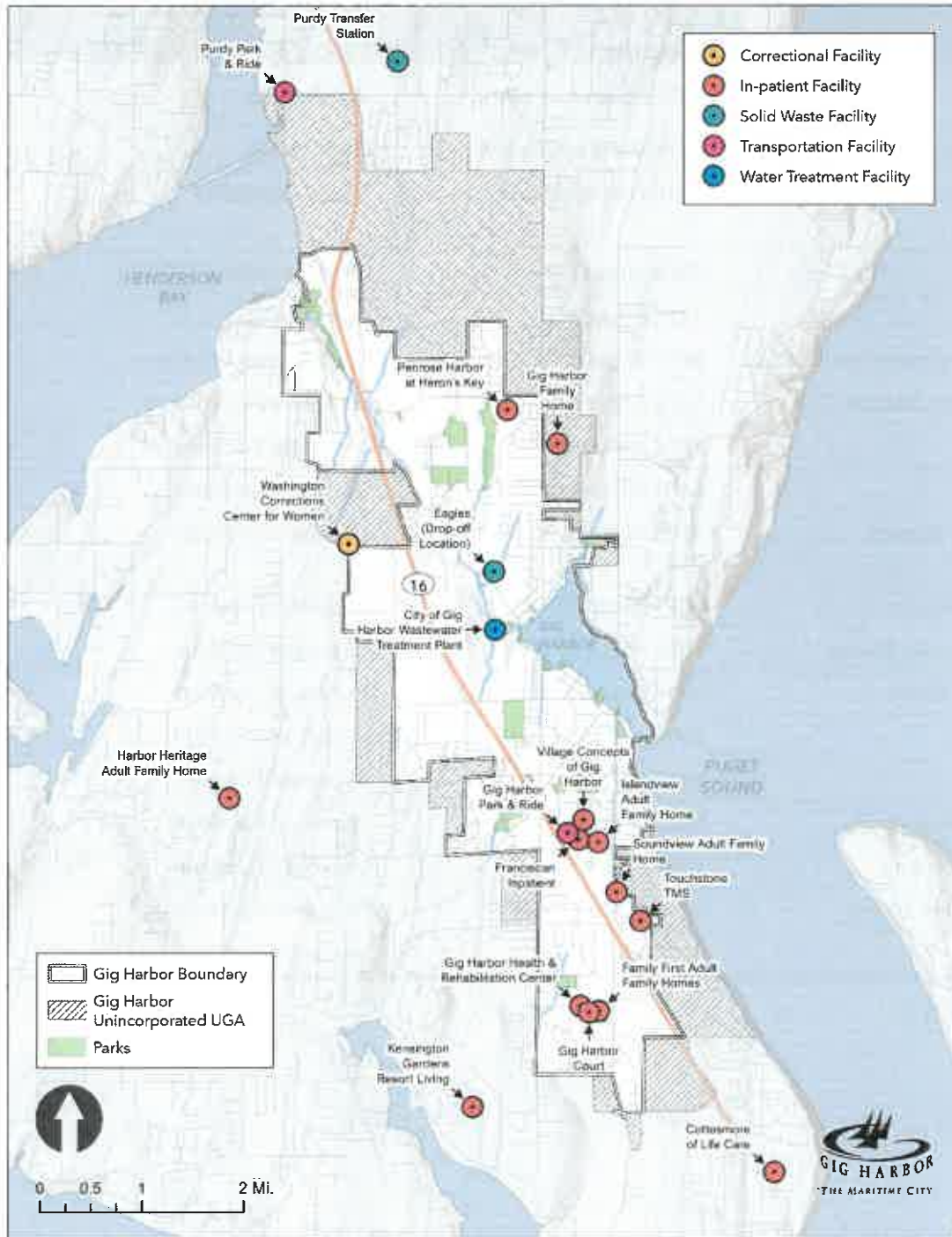
As of the 2023–2029 Six-Year Facilities Plan, no new statewide EPFs are expected to be built in Gig Harbor. The following facilities indicated in Exhibit 8-1 currently within Gig Harbor and its UGA are considered EPFs under the definitions provided above. These facilities are also shown on the map in Exhibit 8-2.

Exhibit 8-1. Essential Public Facilities in Gig Harbor

Facility	Address	Type
Purdy Transfer Station	14525 54th Ave NW	Solid Waste
Eagles (Drop-off Location)	4425 Burnham Dr NW	Solid Waste
City of Gig Harbor Wastewater Treatment Plant	4216 Harborview Dr	Water Treatment
Gig Harbor Park & Ride	6565 Kimball Dr	Transportation
Purdy Park & Ride	14567 Purdy Dr	Transportation
Washington Corrections Center for Women	9801 Bujacich Rd	Correctional Facility
Gig Harbor Health & Rehabilitation Center	3309 45th St Ct	In-patient Facilities
Touchstone TMS	2727 Hollycroft St	In-patient Facilities
Franciscan Inpatient	6401 Kimball Dr	In-patient Facilities
Family First Adult Family Homes	4700 Point Fosdick Dr Suite 312	In-patient Facilities
Islandview Adult Family Home	3011 Islandview Ct	In-patient Facilities
Harbor Heritage Adult Family Home	7006 71st Ave NW	In-patient Facilities
Soundview Adult Family Home	5917 Soundview Dr	In-patient Facilities
Cottesmore of Life Care	2909 14th Ave NW	In-patient Facilities
Gig Harbor Family Home	3615 107th St NW	In-patient Facilities
Village Concepts of Gig Harbor	6633 McDonald Ave	In-patient Facilities
Penrose Harbor at Heron's Key	4340 Borgen Blvd	In-patient Facilities
Kensington Gardens Resort Living	3804 Olson Dr NW	In-patient Facilities
Gig Harbor Court	3213 45th St Ct	In-patient Facilities

Source: City of Gig Harbor, 2024

Exhibit 8-2. Gig Harbor Essential Public Facilities Map



Source: City of Gig Harbor, 2024; BERK, 2024

8.3 Goals and Policies

► **EF-1 Identify current, planned, and expected facilities that provide essential public benefits but may pose impacts to the community.**

EF-1.1 Identify and maintain an inventory of current and planned “essential public facilities”, defined as facilities that have a useful life of 10 or more years with the potential for negative community impacts, including:

- Airports,
- Marine port facilities,
- Large ports,
- State education facilities,
- State or regional transportation facilities,
- Regional transit authority facilities,
- State and local correctional facilities,
- Solid waste handling facilities,
- Inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities,
- Any other facility otherwise identified as necessary and of a statewide nature by the Washington State Office of Financial Management and included on the state 10-year capital plan, and
- Those facilities that are otherwise identified as necessary and of a countywide nature by Pierce County.

EF-1.2 Ensure that the identification of statewide essential public facilities is aligned with the standards and project lists from the Washington State Office of Financial Management.

EF-1.3 Identify countywide essential public facilities in coordination with the county and other relevant jurisdictions.

EF-1.4 Ensure that all essential public facilities are associated with justifiable, documented needs within the city, urban growth area, or broader region informed by 20-year population projections and expected technology advancements, if relevant.

► **EF-2 Minimize overall impacts from essential public facilities on the community while supporting public needs through effective site selection criteria.**

EF-2.1 Manage suitable city sites for future use as essential public facilities.

EF-2.2 Encourage essential public facilities to be sited in areas with:

- Minimal environmental constraints;
- Access to major transportation facilities and corridors;
- Compatible surrounding uses; and

- Sufficient supporting public services.

EF-2.3 Evaluate site suitability based on:

- Specific facility requirements, including the minimum size of the site, availability of supporting services, accessibility, and ability to meet local needs.
- Impacts of the facility, including the compatibility of surrounding uses; potential impacts on natural systems; expected changes related to public health and safety; and the effects on resulting development.
- Impacts on urban growth areas, including the nature and extent of urban growth.

EF-2.4 Ensure that there are sufficient buffers and screening between facilities and surrounding development.

EF-2.5 Ensure that for essential public facilities sited in residential neighborhoods that it is clearly established how the facility is suitable for the area and can minimize impacts to the surrounding residents.

EF-2.6 Involve the public in the site selection process for essential public facilities, especially residents of potentially affected areas.

► **EF-3 Minimize the impacts from the construction and operation of essential public facilities.**

EF-3.1 Require an impact analysis during the site selection process for an essential public facility to review implications of ongoing operations related to:

- Future land use compatibility;
- Existing land use and development in adjacent and surrounding areas;
- Existing zoning of surrounding areas;
- Existing Comprehensive Plan designation for surrounding areas;
- Present and proposed population density of surrounding area;
- Environmental impacts and opportunities to mitigate environmental impacts;
- Physical, social, emotional and mental health impacts and opportunities to mitigate health impacts of those living in the vicinity;
- Effects on agricultural, forest or mineral lands, critical areas and historic, archaeological and cultural sites;
- Effects on areas outside of the city in neighboring jurisdictions;
- Effects on designated open space corridors;
- "Spin-off" (secondary / tertiary) impacts; and
- Effects from associated development induced by the siting of the facility.

EF-3.2 Ensure that essential public facilities are consistent with all required and optional elements of this Comprehensive Plan, as well as the general welfare of the city and region, but that the Comprehensive Plan does not preclude the siting of essential public facilities in the city.

EF-3.3 Provide site, building and design standards that improve the compatibility between essential public facilities and their surroundings.

- EF-3.4 Ensure "fair-share" appropriations or payments that avoid a disproportionate financial burden from the operation of an essential public facility.
- EF-3.5 Provide for a regular review of the ongoing impacts to the community from essential public facilities and coordinate with facility operators to manage these impacts.

Policy Audit Document

Previous Plan Content	Rationale for Change	Recommended Content
8.1: ESSENTIAL PUBLIC FACILITIES NEEDS SHOULD BE ACKNOWLEDGED AND CONDITIONALLY ACCOMMODATED.	This has been revised for clarity.	EF-1 Identify current, planned, and expected facilities that provide essential public benefits but may pose impacts to the community.
8.1.1. Identification of essential public facilities. The City shall recognize those essential public facilities that are identified as necessary and of a state-wide nature by the Washington State Office of Financial Management, those that are identified as necessary and of a county-wide nature by Pierce County, and those that are deemed to be locally necessary and difficult to site by the City.	This has been revised to include the list of EPFs in the County's Countywide Planning Policies. While this does include uses that are not in Gig Harbor, it seemed reasonable to quote from the CPPs as opposed to missing some considerations here.	EF-1.1 Identify and maintain an inventory of current and planned "essential public facilities", defined as facilities that have a useful life of 10 or more years with the potential for negative community impacts, including: - Airports, - Marine port facilities, - Large ports, - State education facilities, - State or regional transportation facilities, - Regional transit authority facilities, - State and local correctional facilities, - Solid waste handling facilities, - Inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities, - Any other facility otherwise identified as necessary and of a statewide nature by the Washington State Office of Financial Management and included on the state 10-year capital plan, and - Those facilities that are otherwise identified as necessary and of a countywide nature by Pierce County.
[NEW]	This has been added to ensure that any other uses identified by the state are included in this list.	EF-1.2 Ensure that the identification of statewide essential public facilities is aligned with the standards and project lists from the Washington State Office of Financial Management.

Previous Plan Content	Rationale for Change	Recommended Content
[NEW]	This has been added to ensure that any other uses identified by the county are included in this list.	EF-1.3 Identify countywide essential public facilities in coordination with the county and other relevant jurisdictions.
[NEW]	- Derived from 8.2.1(a) with revisions for clarity and brevity. - Reflect considerations from 8.4.1(b).	EF-1.4 Ensure that all essential public facilities are associated with justifiable, documented needs within the city, urban growth area, or broader region informed by 20-year population projections and expected technology advancements, if relevant.
8.2: ESSENTIAL PUBLIC FACILITIES SHOULD BE LOCATED IN AREAS WHICH ARE OPTIMALLY SUITABLE FOR SUCH USES AND WHICH ARE SERVED, OR ARE READILY CAPABLE OF BEING SERVED, BY NECESSARY PUBLIC SERVICES.	This goal is refocused and revised, with some considerations split into new goals.	EF-2 Minimize overall impacts from essential public facilities on the community while supporting public needs through effective site selection criteria.
8.1.2. Available lands. The City shall maintain lands suitable for public purposes within framework of the Comprehensive Plan.	Revised for clarity.	EF-2.1 Manage suitable city sites for future use as essential public facilities.
8.2.2. Site Suitability	This top-level policy has been removed to rewrite the elements underneath.	[REMOVED]
a) Essential public facilities should be located in areas which have the least constraints in terms of environmental character or compatibility, access to major transportation facilities and corridors, and availability of supporting public services.	Revised from this description for clarity and brevity, considering (b).	EF-2.2 Encourage essential public facilities to be sited in areas with: - Minimal environmental constraints; - Access to major transportation facilities and corridors; - Compatible surrounding uses; and - Sufficient supporting public services.
b) Site suitability should be based upon:	Rework this top-level policy to meet additional requirements.	EF-2.3 Evaluate site suitability based on: - Specific facility requirements, including the minimum size of the site, availability of supporting services, accessibility, and ability to meet local needs. - Impacts of the facility, including the compatibility of surrounding uses; potential impacts on natural systems; expected changes related to public health and safety; and the effects on resulting development. - Impacts on urban growth areas, including the nature and extent of urban growth.

Previous Plan Content	Rationale for Change	Recommended Content
1) A minimum parcel size, dependent upon the scope and nature of facility to be located. 2) Accessibility of the site in respect to streets and transportation facilities. 3) Availability of public support services which are usual and pertinent to the protection of the general health, safety and welfare of the public potentially impacted by the proposed facility. 4) Ability to adequately buffer and screen the facility from adjacent uses or development.	▪ Consideration of buffering has been retained.	EF-2.4 Ensure that there are sufficient buffers and screening between facilities and surrounding development.
c) Some essential public facilities should be considered for siting in certain residential neighborhoods, based upon:	▪ This has been rewritten to combine the considerations below and align with the goal.	EF-2.5 Ensure that for essential public facilities sited in residential neighborhoods that it is clearly established how the facility is suitable for the area and can minimize impacts to the surrounding residents.
1) Documentable evidence or criteria that such a facility is better suited to a residential neighborhood.	▪ Removed in favor of the shortened, compiled version above.	[REMOVED]
2) The appropriateness of the site respective to the specific facility's impacts on community character and its compatibility with the residential environment and neighborhood.	▪ Removed in favor of the shortened, compiled version above.	[REMOVED]
8.2.1. Site Selection Process	▪ This has been removed to bring up the bullets below as policies. ▪ Additionally, this does not provide a site selection process, which should be defined administratively.	[REMOVED]
a) Prior to selection of a site for an essential public facility, the sponsoring agency or jurisdiction shall provide to the City and Pierce County justifiable need for the facility within the City or its urban area. Such need shall be based upon a documentable forecasted need and the logic of the service area proposed.	▪ Moved to EF-1. ▪ Note that this is defined in more detail below under a distinct goal.	[REMOVED]

Previous Plan Content	Rationale for Change	Recommended Content
b) Prior to the consideration of the siting of an essential public facility within the City or its urban area, the sponsoring jurisdiction or agency shall establish a public involvement process by which the residents of the area potentially affected have the reasonable opportunity to participate in the site selection process.	▪ Edited for brevity and clarity. ▪ Note that this is defined in more detail below under a distinct goal.	EF-2.6 Involve the public in the site selection process for essential public facilities, especially residents of potentially affected areas.
8.3: ESSENTIAL PUBLIC FACILITIES SHOULD POSE A MINIMUM LEVEL OF IMPACT ON A COMMUNITY AND SHOULD BE REQUIRED TO MITIGATE ALL NEGATIVE IMPACTS FROM CONSTRUCTION AND OPERATION.	▪ Edited for brevity and clarity.	EF-3 Minimize the impacts from the construction and operation of essential public facilities.
8.3.1. Impact Analysis. During the site selection process, the sponsoring agency shall perform an impact analysis of the facility through the appropriate environmental review process, which, at a minimum, shall address the following: (a) Land use compatibility (b) Existing and adjacent land use and development in adjacent and surrounding areas (c) Existing comprehensive plan designation and zoning of surrounding areas (d) Present and proposed population density of surrounding area (e) Potential effects on critical areas and historic, archaeological and cultural sites (f) Potential effects on neighboring jurisdictions, including Kitsap County and the municipalities within. (g) Potential secondary and tertiary effects of the facility (h) Effect on the likelihood of associated development being induced by the siting of such a facility	▪ Edited to include the considerations from Pierce County CPPs (EPF-4.2)	EF-3.1 Require an impact analysis during the site selection process for an essential public facility to review implications of ongoing operations related to: ▪ Future land use compatibility; ▪ Existing land use and development in adjacent and surrounding areas; ▪ Existing zoning of surrounding areas; ▪ Existing Comprehensive Plan designation for surrounding areas; ▪ Present and proposed population density of surrounding area; ▪ Environmental impacts and opportunities to mitigate environmental impacts; ▪ Physical, social, emotional and mental health impacts and opportunities to mitigate health impacts of those living in the vicinity; ▪ Effects on agricultural, forest or mineral lands, critical areas and historic, archaeological and cultural sites; ▪ Effects on areas outside of the city in neighboring jurisdictions; ▪ Effects on designated open space corridors; ▪ "Spin-off" (secondary / tertiary) impacts; and ▪ Effects from associated development induced by the siting of the facility.

Previous Plan Content	Rationale for Change	Recommended Content
8.3.2. Siting of essential public facilities must be consistent with: (a) The City of Gig Harbor comprehensive plan land use map and other required or optional plan elements. (b) Lands identified for public purposes in the land use element. (c) The capital facilities element and budget. (d) The utilities elements. (e) The transportation element. (f) The housing element. (g) Regional general welfare considerations.	- Condense this to reference the Plan. - See RCW 36.70A.200(5).	EF-3.2 Ensure that essential public facilities are consistent with all required and optional elements of this Comprehensive Plan, as well as the general welfare of the city and region, but that the Comprehensive Plan does not preclude the siting of essential public facilities in the city.
[NEW]	Provide policy direction from 8.4.1(a).	EF-3.3 Provide site, building and design standards that improve the compatibility between essential public facilities and their surroundings.
[NEW]	Provide policy direction from 8.4.1(e).	EF-3.4 Ensure "fair-share" appropriations or payments that avoid a disproportionate financial burden from the operation of an essential public facility.
[NEW]	Provide policy direction to ensure monitoring of impacts.	EF-3.5 Provide for a regular review of the ongoing impacts to the community from essential public facilities and coordinate with facility operators to manage these impacts.
8.4: SITING CRITERIA FOR ESSENTIAL PUBLIC FACILITIES SHOULD ADDRESS THE OVERALL PUBLIC NEED OF THE STATE BALANCED WITH THE COMMUNITY'S STANDARDS AND GOALS.	Removed and consolidated.	[REMOVED]
8.4.1. Siting criteria must:	Remove high-level category and bring bullets in as individual policies elsewhere.	[REMOVED]
(a) Provide site, building and design standards which assure facilities compatibility with its surroundings.	Remove and add to EF-3.3.	[REMOVED]
(b) Reflect the facility needs in support of 20-year population projections and which include flexibility to consider advanced technologies.	Remove and add to EF-1.4.	[REMOVED]
(c) Acknowledge state or federal siting requirements.	Remove as redundant.	[REMOVED]

Previous Plan Content	Rationale for Change	Recommended Content
(d) Balancing the need for the facility against the external impacts generated by its siting and the availability of alternative sites with lesser impacts.	Remove as redundant.	[REMOVED]
(e) Establish a process to obtain "fair-share" appropriations or payments to the City to avoid a disproportionate financial burden from the operation of a facility	Remove and add to EF-3.4.	[REMOVED]



City of Gig Harbor
2024 Transportation Element



Table of Contents

Executive Summary	1
Chapter 1: Introduction & Vision	3
Purpose.....	3
Regional Coordination	3
Growth Management Act.....	4
Other Plans	5
Plan Organization	5
Chapter 2: Transportation Context	7
City Profile	7
Demographics	7
Population and Job Growth	8
Land Uses and Key Destinations.....	8
Safety	15
Existing and Future Conditions by Mode	18
Street Network	18
Transit Network	38
Pedestrian and Bicycle Network	42
Opportunities and Challenges	45
Chapter 3: Community Outreach	47
Summary of 2018 Outreach	47
Planning Commission and City Council.....	47
Website and Online Survey	47
Survey Results	50
Chapter 4: Transportation Goals & Policies.....	52
Goal 1: Inviting and Accessible, Encouraging Public Health Through Active Transportation	53
Goal 2: Smart, Efficient, And Achievable	53
Goal 3: Effective in Connecting Centers to the Regional Transportation System	56
Goal 4: Sustainable over Time, both Financially and Environmentally	56
Goal 5: Understood by the Community	57
Chapter 5: The Recommended Plan	6059
Introduction to the Layered Network	60 59
The Recommended Plan by Mode.....	61 60



Pedestrian Plan	616
Bicycle Plan	646
Transit Plan	67
Auto and Freight Plan	68
Connectivity	68
Barriers to Mobility	69
Investments	69
Key Components	74
Short-Term Project List (2024 – 2030)	74
Long-Term Project List (20-Year Vision)	77
Programmatic Investments	808
Chapter 6: Implementing The Plan	828
Overview of Costs and Revenues	828

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

STOP: PLEASE READ

Chapters 5 and 6 are still being developed. Much of the content provided is from the 2018 Transportation Element and is included only for reference to illustrate the broader goals of the document. This section is not yet ready for review and is still **actively in progress**.



List of Figures

Figure 1: Regional Map	4
Figure 2: City of Gig Harbor Zoning Map	9
Figure 3: Gig Harbor Centers of Local Importance	11
Figure 4: Key Destinations in Gig Harbor	14
Figure 5: All Modes Collisions (Occurred January 2017-December 2021).....	16
Figure 6: Bicycle/Pedestrian-Involved Collisions (Occurred January 2017-December 2021).....	17
Figure 7: Functional Classification of Roadways in Gig Harbor	21
Figure 8: Traffic Control Devices in Gig Harbor	22
Figure 9: WSDOT Freight Corridors in Gig Harbor	24
Figure 10: Harbor Area	26
Figure 11: 2022 PM Peak Hour LOS	28
Figure 12: Soundview Drive & Hunt St/64th Street NW	29
Figure 13: Intersections Failing LOS Standards.....	31
Figure 14: 2029 PM Peak Hour LOS.....	34
Figure 15: 2044 PM Peak Hour LOS at City Intersections	37
Figure 16: Gig Harbor Transit Service	40
Figure 17: Pierce Transit Route 100 (Gig Harbor Route)	41
Figure 18: Pierce Transit Route 101 (Pierce Transit Trolley)	41
Figure 19: Cushman Trail.....	42
Figure 20: Travel to Work Modes for Gig Harbor	43
Figure 21: Gig Harbor Bicycle and Pedestrian Network.....	44
Figure 22: Promotional Flyer for Website and Online Survey.....	48
Figure 23: Community Outreach Website.....	49
Figure 24: Survey Preview	50
Figure 25: Layered Network Concept	60 59
Figure 26: Existing Pedestrian Level of Service.....	63 62
Figure 27: Existing Bicycle Level of Service.....	66 65
Figure 28: Existing Street Network within Gig Harbor	72 71
Figure 29: Effective Street Network within Gig Harbor.....	73 72
Figure 28: Short-Term Project List (2024 – 2030)	75 74
Figure 29: Long-Term Project List (20-Year Vision)	78 77

List of Tables

Table 1: City of Gig Harbor Functional Classification	19
---	----



Table 2: WSDOT Freight Classifications in Gig Harbor.....	23
Table 3: Level of Service Definitions.....	25
Table 4: Existing Bus Routes within Gig Harbor.....	39
Table 5: Pedestrian Priority Network - LOS Standards	55
Table 6: Bicycle Priority Network - LOS Standards	55
Table 7: Transit Accommodation - Stop Amenities and Pedestrian Access	55 56
Table 8: Pedestrian Priority Network – LOS Standards.....	62 61
Table 9: Bicycle Priority Network - LOS Standards.....	64 63
Table 10: Transit Accommodation - Stop Amenities and Pedestrian Access.....	67 66
Table 11: Level of Service Definitions	68 67
Table 12: Visual and Functional Connection Standards.....	70 69
Table 12: Short-Term Project List (2024 – 2030).....	76 75
Table 13: Long-Term Project List (20-Year Vision).....	79 78
Table 15: Programmatic Investments to Support Implementation of this Plan	80 79
Table 18: Costs of Gig Harbor Transportation Element (12+ years)	82 81



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 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.

Formatted: Table-Figure CrossRef

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.

PLAN ORGANIZATION

This Transportation Element includes six chapters:

- **Chapter 1 – Introduction:**
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.





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.

LANGUAGE

None of the households in Gig Harbor reported speaking a non-English language at home as their primary shared language.

Commented [GU1]: RobinBG: We know this is not accurate, although may be reflected in the Census/ACS. Please delete or re-phrase to reference source.

AGE

In 2022, the median age of Gig Harbor residents was 44.6 years. 39.8% of the population is aged 55 or older.

POPULATION AND JOB GROWTH

Gig Harbor's Comprehensive Plan anticipates adding 1,150 additional households and 2,550 new jobs in the city by 2044. This is a 19% increase in households and a 23% increase in employment relative to 2022.

LAND USES AND KEY DESTINATIONS

Gig Harbor's zoning map, shown in ~~Figure 2~~ **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.

Formatted: Table-Figure CrossRef



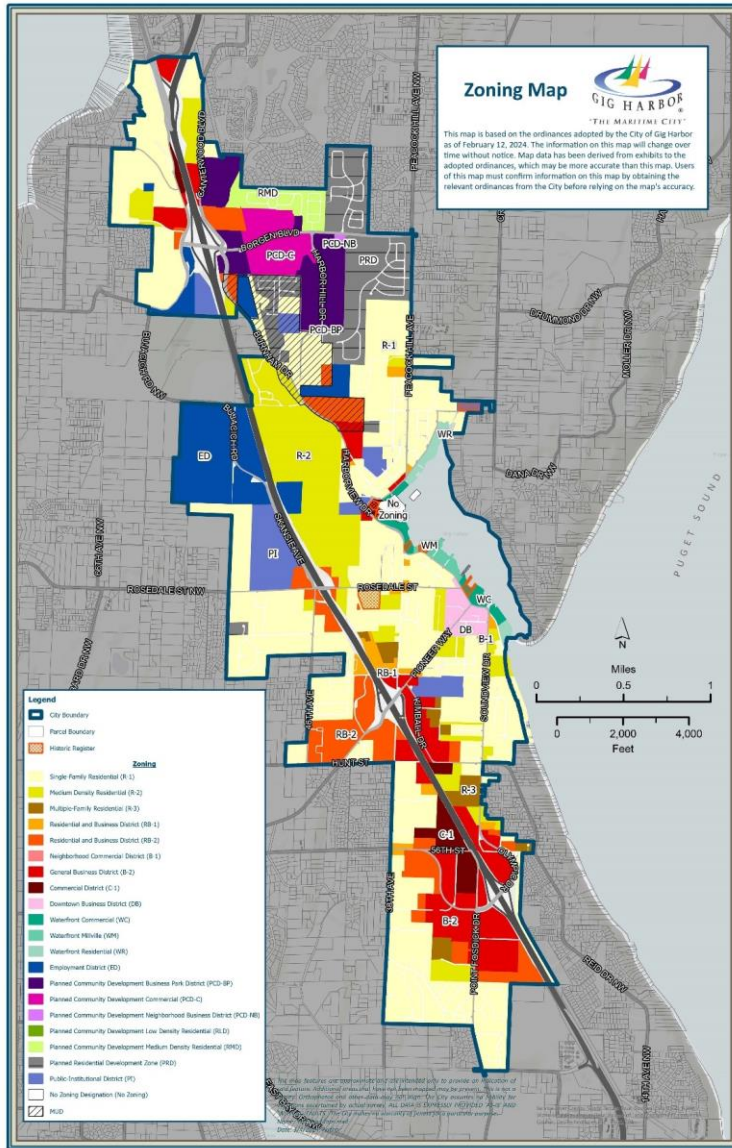


Figure 2: City of Gig Harbor Zoning Map

Source: City of Gig Harbor, 2024





CENTERS OF LOCAL IMPORTANCE

Gig Harbor has five Centers of Local Importance (CoLIs), 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.
- **Finholm** – 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.

Formatted: Table-Figure CrossRef



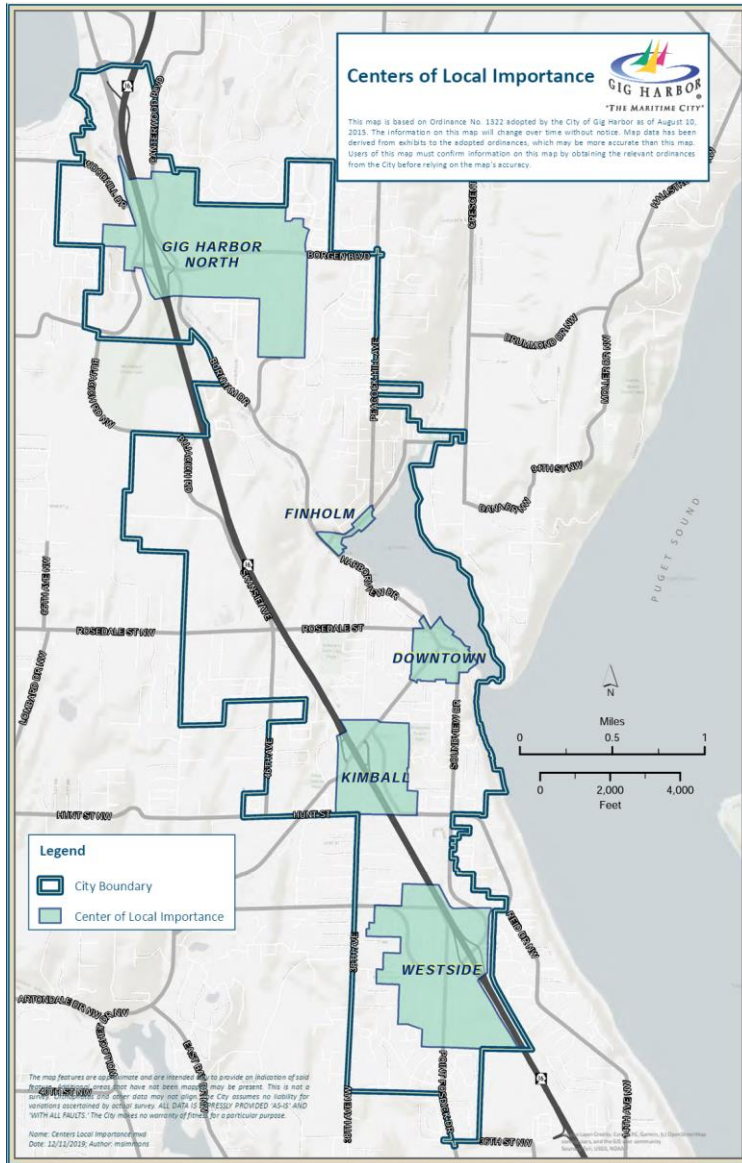


Figure 3: Gig Harbor Centers of Local Importance

Source: 2015 Comprehensive Plan





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's not urban in nature.

Formatted: Table-Figure CrossRef

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 NW, Hunt Street NW, or 38th Avenue NW.

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

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





transportation users such as walkers, bikers, and skateboarders. They also attract users of all ages, so safety of the transportation network surrounding parks is critical.

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 NW 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 NW 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, 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 NW just off Burnham Drive NW, 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 NW, 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>



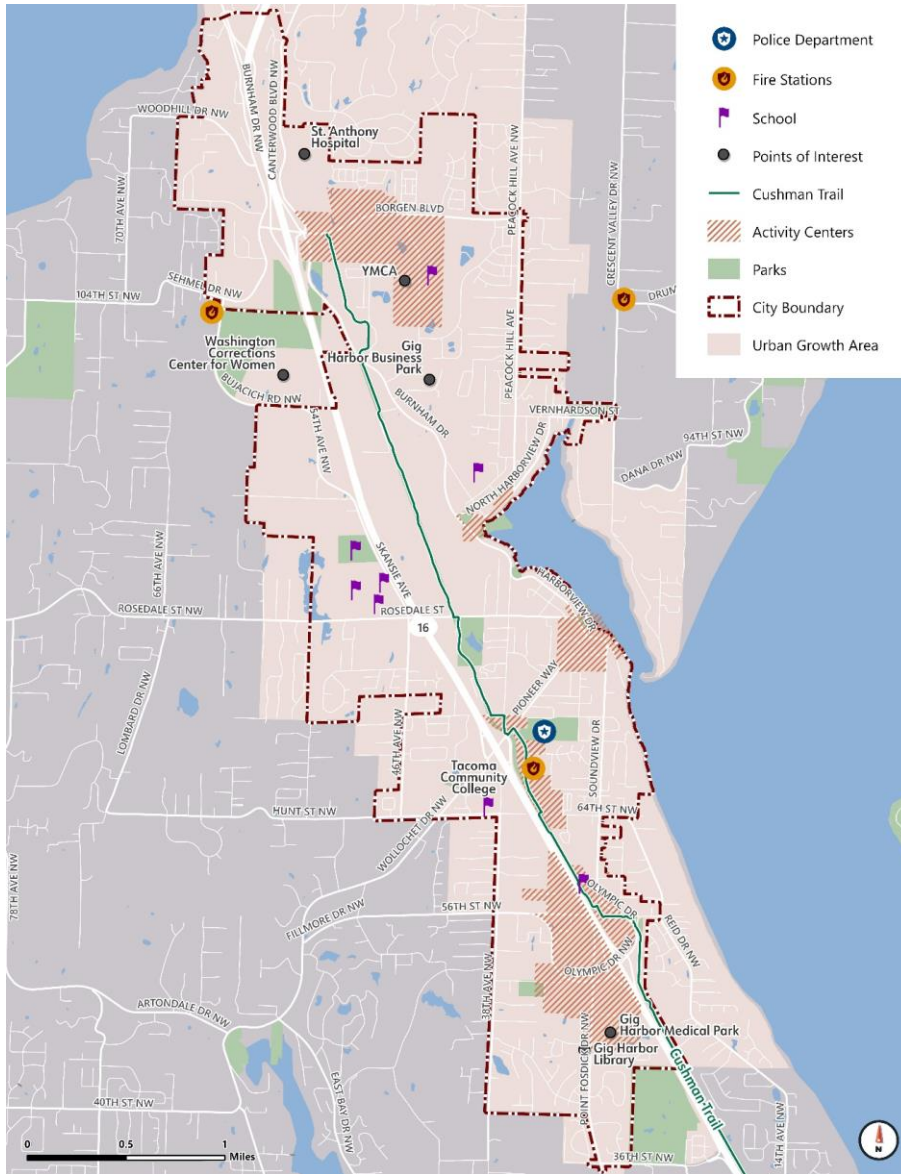


Figure 4: Key Destinations in Gig Harbor

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 rear-end collision. As expected, more collisions occur on higher volume streets, such as Borgen Boulevard, Olympic Drive NW, and Point Fosdick Drive NW. Collisions for all modes are shown in [Figure 5](#)[Figure 5](#), and collisions that involved people walking and rolling are shown in [Figure 6](#)[Figure 6](#).

Formatted: Table-Figure CrossRef

Formatted: Table-Figure CrossRef

³ Does not include collisions on State Routes.



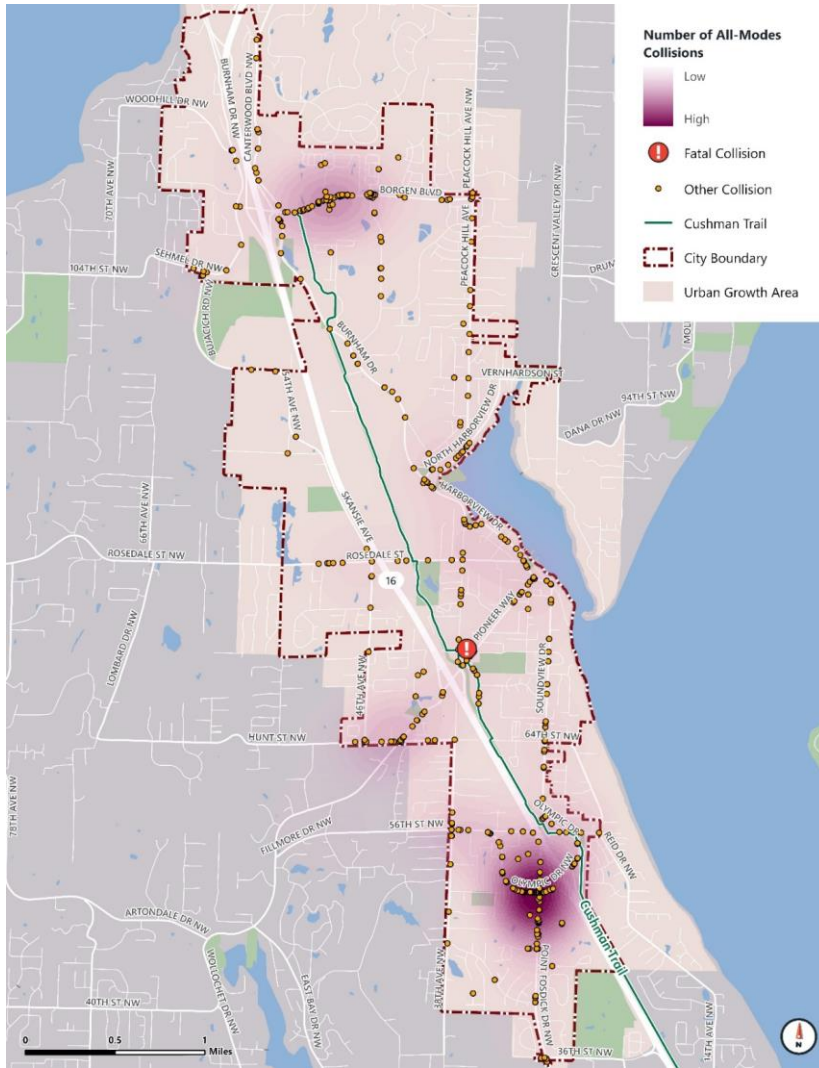


Figure 5: All Modes Collisions (Occurred January 2017-December 2021)

Source: WSDOT, 2021

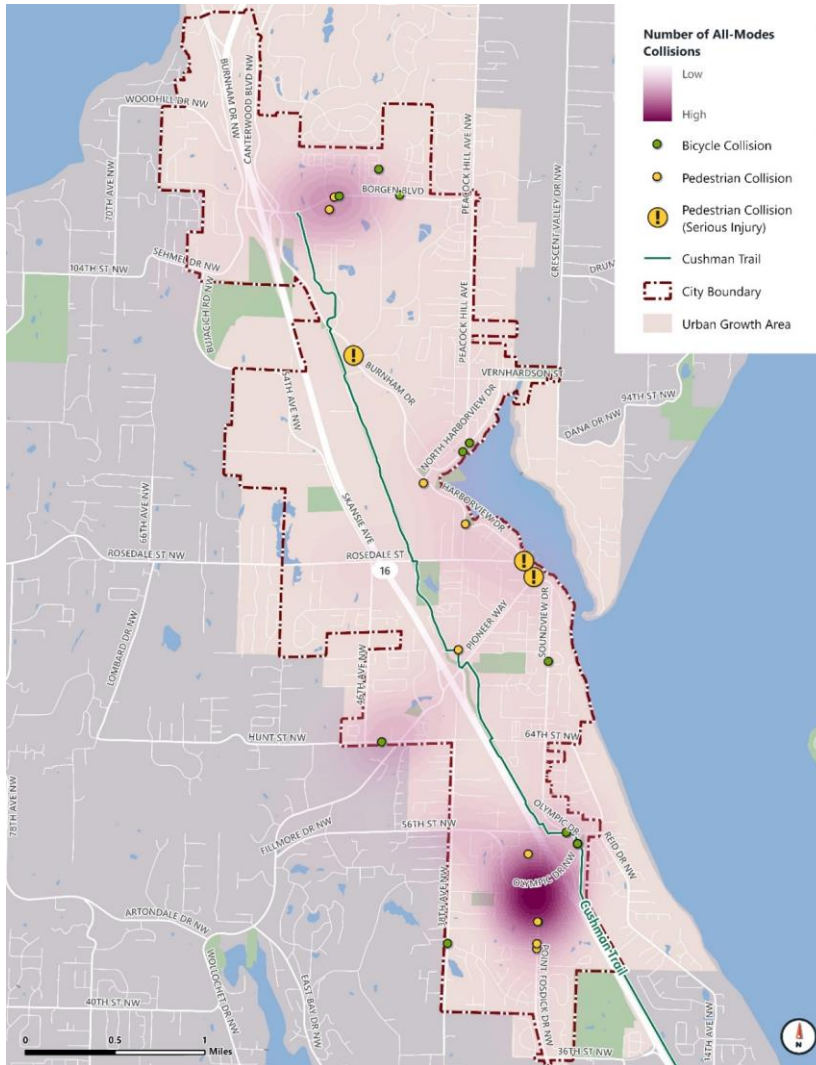


Figure 6: Bicycle/Pedestrian-Involved Collisions (Occurred January 2017-December 2021)

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. Gig Harbor's 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 NW, Wollochet Drive NW/Pioneer Way NW, 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.

Commented [AP2]: RobinBG: we discussed using a different metric (Vehicle/Capacity) to account for driver experiences at intersections such as the Borgen/SR 16 roundabout. Can we include some language that reflects that in this section somewhere?

- Formatted: Table-Figure CrossRef
- Formatted: Table-Figure CrossRef
- Formatted: Table-Figure CrossRef





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 NW Olympic Drive NW Borgen Boulevard Point Fosdick Drive NW	
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 NW Burnham Drive NW Harborview Drive Pioneer Way Canterwood Blvd NW	





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 NW Hunt Street NW Skansie Avenue Canterwood Blvd NW 38th Avenue NW	
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	



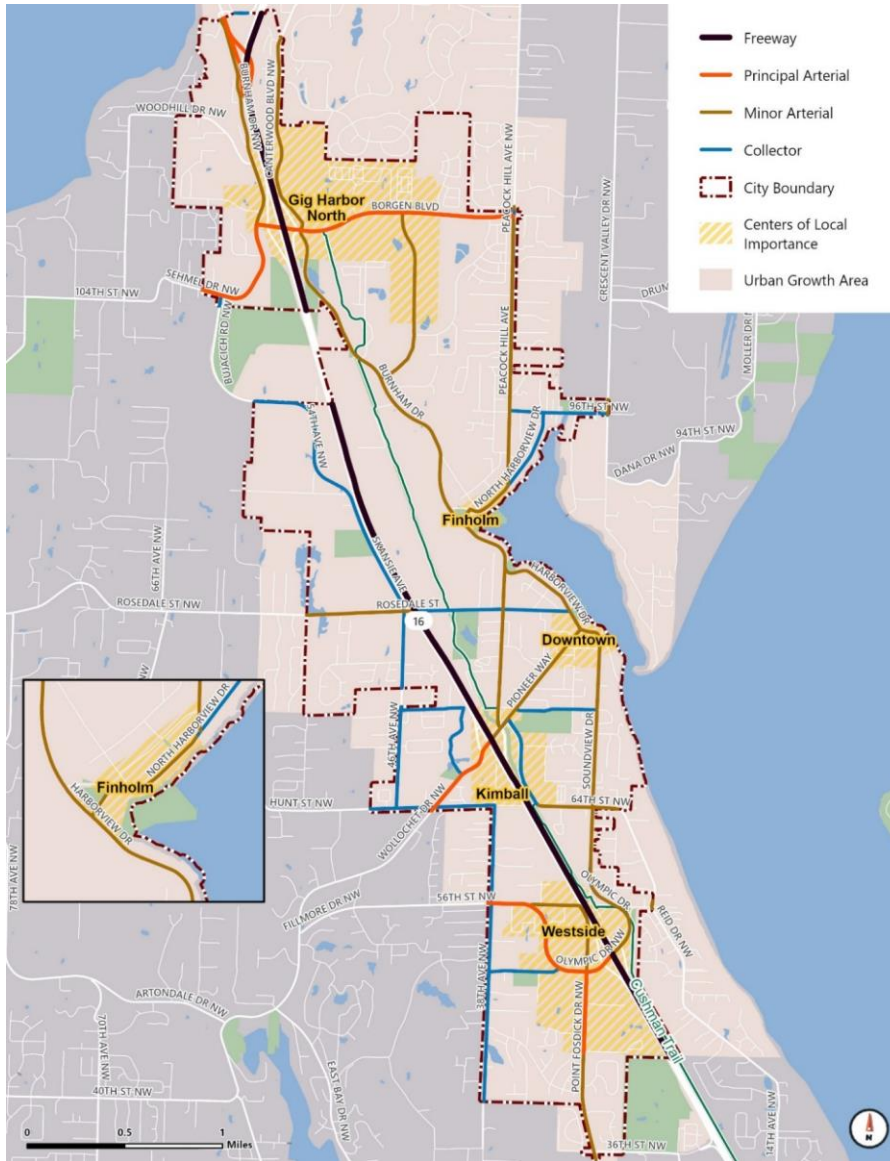


Figure 7: Functional Classification of Roadways in Gig Harbor
 Source: Fehr & Peers, 2024



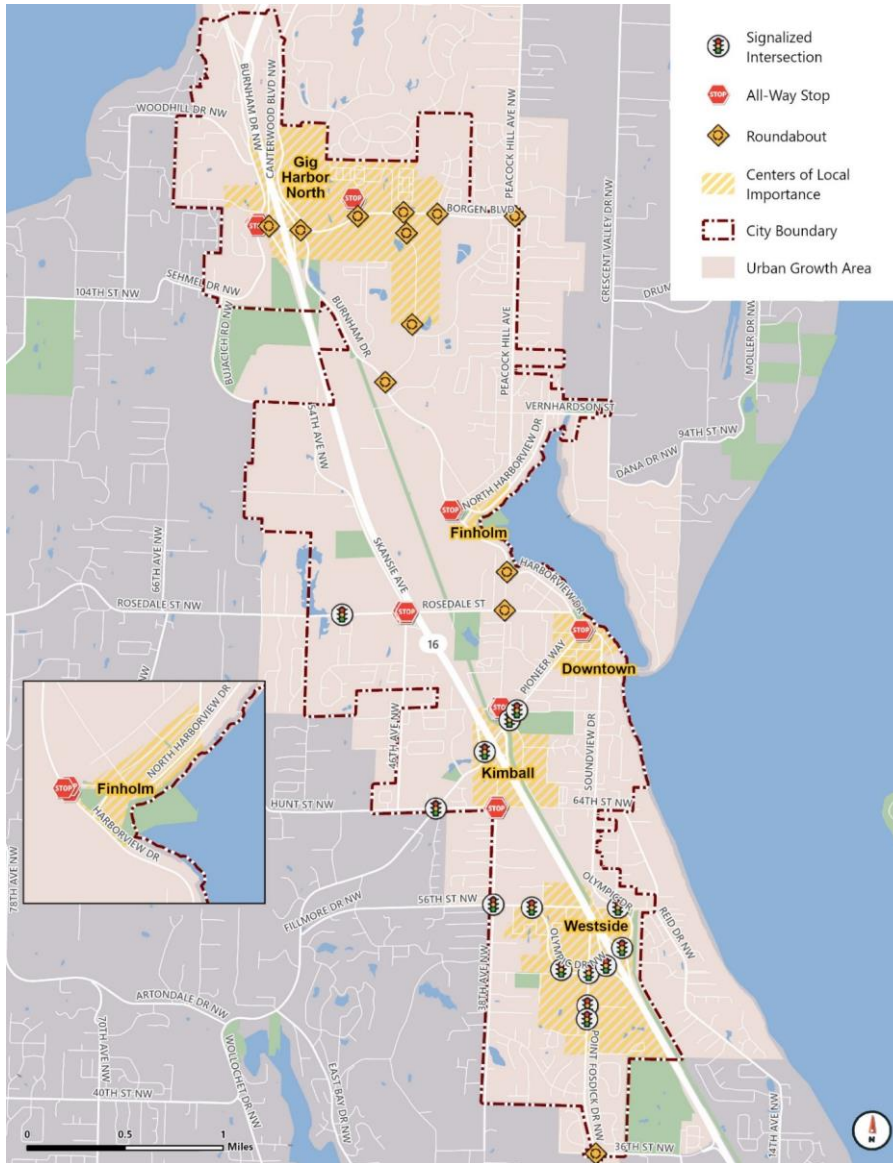


Figure 8: Traffic Control Devices in Gig Harbor

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 NW. Recently, Burnham Drive NW 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](#).

Formatted: Table-Figure CrossRef

Formatted: Table-Figure CrossRef

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 NW
T-3	300,000 to 4 million tons per year	Point Fosdick Drive NW, Olympic Drive NW, 46th Avenue NW, 56th Street NW, Bujacich Road NW, Sehmel Drive NW, Burnham Drive NW, Canterwood Boulevard NW
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>.



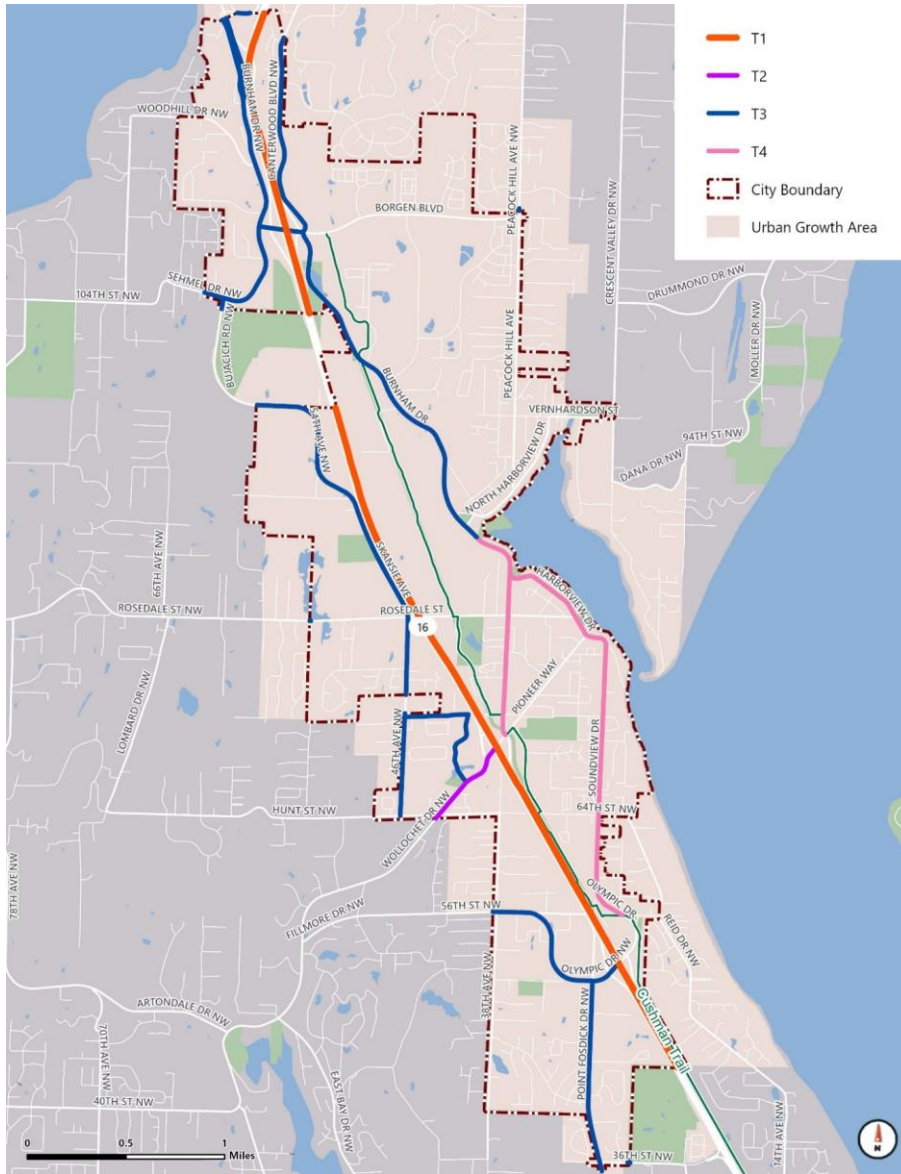


Figure 9: WSDOT Freight Corridors in Gig Harbor
 Source: WSDOT, 2024





EXISTING VEHICLE CONGESTION

Transportation Solutions, Inc. (TSI) 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 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 the 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 requires LOS D operations at all functionally classified intersections except for intersections in the "Harbor Area" shown in **Figure 10**, where LOS F is acceptable.⁴ The Harbor Area intersections with an LOS F standard include:

- Harborview Drive & Austin Street

⁴ Under the 2018 LOS standards, the Burnham/Borgen/Canterwood/SR 16 roundabout was exempt from the LOS D standard, allowing it to operate at LOS E. This update changes the LOS standard at the intersection back to LOS D to remain consistent with all other intersections outside of the Harbor Area.



Commented [GU3]: RobinBG: we discussed using a different metric (Vehicle/Capacity) to account for driver experiences at intersections such as the Borgen/SR 16 roundabout. Can we include some language that reflects that in this section somewhere?

Commented [AP4R3]: See end of existing vehicle congestion section.

Formatted: Table-Figure CrossRef

Formatted: Table-Figure CrossRef



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



Figure 10: Harbor Area

Source: 2018 Comprehensive Plan

The intersections at Harborview Drive & Stinson Avenue and Rosedale Street NW and Stinson Avenue are within the Harbor Area and were previously allowed to operate at LOS F. However, new roundabouts have recently been constructed in these intersections, and therefore these intersections are no longer exempt from the City's LOS D standard.

These exceptions to the LOS D standard are at locations where the City has identified these standards may not be achievable, and a higher level of congestion is acceptable due to the unique characteristics and traffic conditions of the area.





Figure 11 shows existing intersection LOS citywide. Of the intersections analyzed, **seven intersections** do not meet the current LOS standard and **four intersections within the city**, operating at LOS E or F, including:

Formatted: Table-Figure CrossRef

Inside City of Gig Harbor:

- Soundview Drive & Hunt Street NW (shown in **Figure 12**)
- Wollochet Drive NW & SR 16 Eastbound Ramps
- Wollochet Drive NW & Wagner Way
- Hunt Street NW & Skansie Avenue

Formatted: Table-Figure CrossRef

Outside City of Gig Harbor:

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

Appendix A summarizes the existing delay at intersections in the city in greater detail.



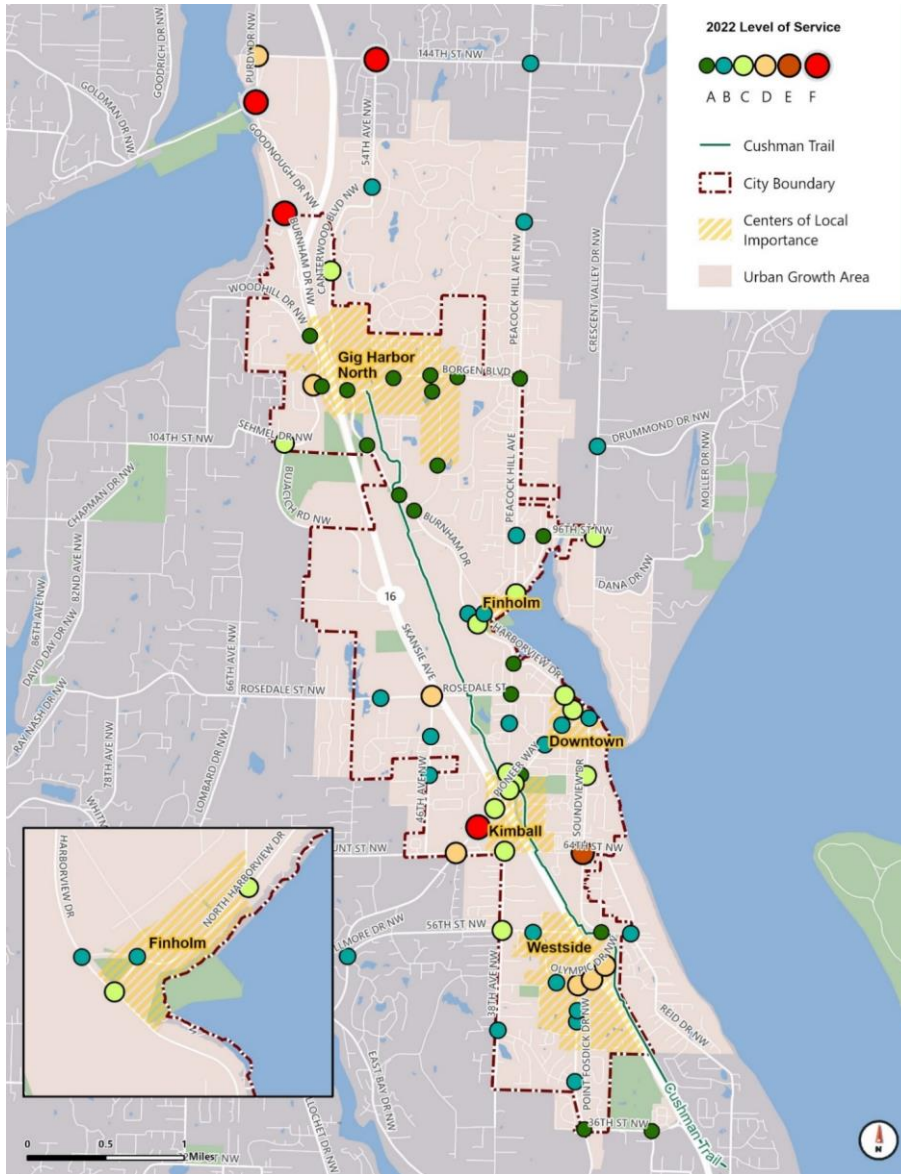


Figure 11: 2022 PM Peak Hour LOS

Source: Fehr & Peers, 2024

Note: LOS at intersections outside city limits are for informational purposes only.





Figure 12: Soundview Drive & Hunt St/64th Street NW

Source: Fehr & Peers, 2024

The intersections currently failing the City's LOS standard are shown in [Figure 13](#). Since these intersections are considered failing, treatments should be considered to alleviate significant delays. Soundview Dr & Hunt St/64th St, 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 Dr NW & Wagner Way is another intersection identified in the TIP, which currently operates at LOS F with a delay of 56 seconds per vehicle in the southbound (Wagner Way) left-turn lane. During the PM peak hour, 63 vehicles on Wagner Way are impacted by this deficiency. 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, capacity improvements should be implemented at these two intersections.

Formatted: Table-Figure CrossRef



WHY DEFINE LOS E/F FOR CERTAIN INTERSECTIONS?

LOS E and F indicate systems which are near to or over capacity. 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 take into account factors such as:

- **Cost:** Maintaining LOS D operations everywhere would require millions in capital investment along the aforementioned LOS E and F permitted streets. This strategy would not only be impractical but could also hinder investments for other modes.
- **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.
- **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, bikeable, transit accessible options. As such, this Element sets a realistic LOS standard at key intersections where the conditions above make the City's LOS D standard that applies elsewhere infeasible.

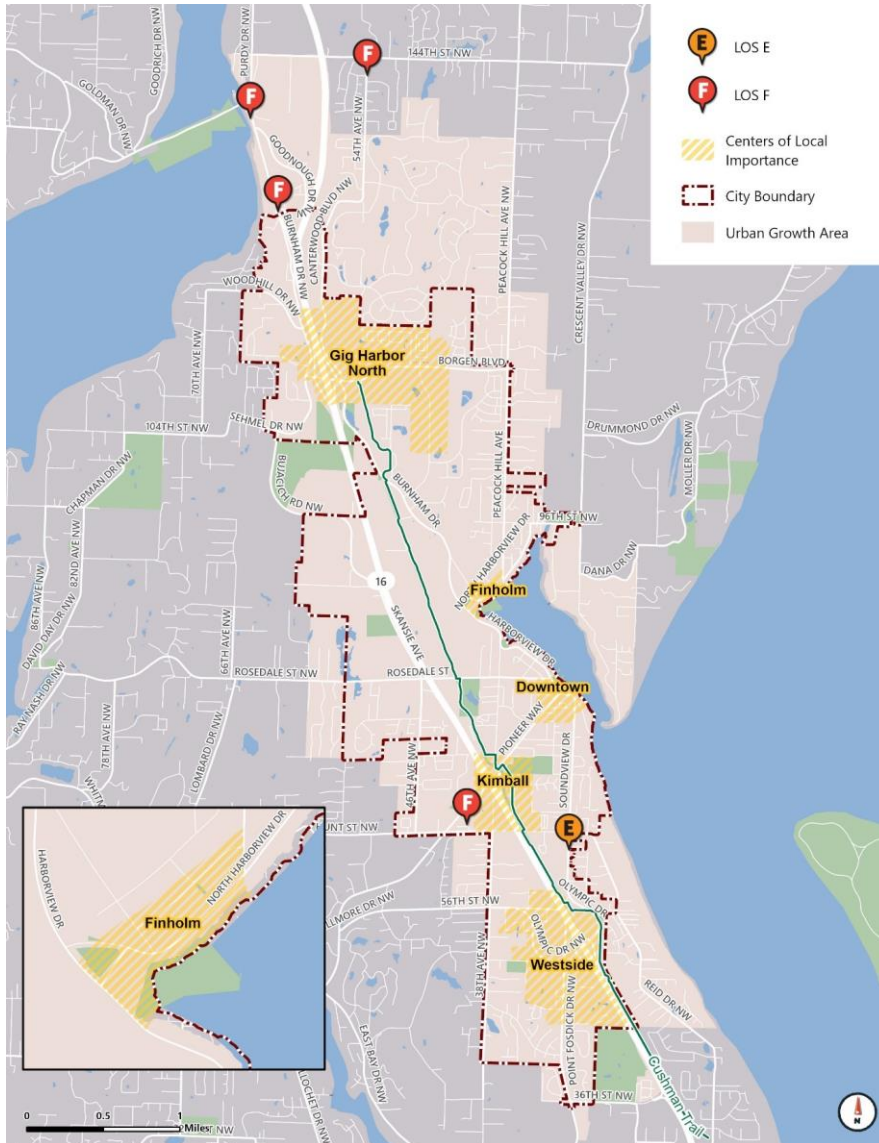


Figure 13: Intersections Failing LOS Standards

Source: Fehr & Peers, 2024

Note: LOS at intersections outside city limits are for informational purposes only.



Outside the city limits, three LOS-deficient intersections on key access routes to Gig Harbor have been identified. These intersections include Purdy Drive NW & SR 302 and SR 302 & Goodnough Drive NW, managed by WSDOT, as well as 144th Street NW & 54th Avenue NW, 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 methods described above represent the standard approach for planning-level intersection operation assessments, one limitation is that they assume vehicles move freely through each intersection, unaffected by congestion in downstream 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 intersections where vehicle demand exceeds the available lane capacity, a condition known as "oversaturation." This method was applied not only to assess current conditions but also to forecast future congestion. The findings were used to inform the project list in Chapter 5.](#)

FUTURE VEHICLE CONGESTION

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 traffic volumes for 2029 and 2044, offering a clearer picture of future vehicle congestion.

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 new development should not cause the LOS to fall below the standards set by local agencies. If a proposed development would reduce LOS below these standards during the review process, it must be changed to lessen its impact or include transportation improvements. These improvements, which may involve securing funding for projects, must be identified and planned for implementation within six years of the development permit. If these requirements are not met, the development proposal cannot be approved. Local agencies must also have a plan to address any existing transportation problems and bring facilities up to the established LOS standards unless the deficiency is planned to be fixed by the City within the six-year period. If it is not possible to meet the adopted LOS standards, local agencies must update those standards through their Comprehensive Plan.

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 exist in order to identify improvements to be constructed in the next 6 years to meet concurrency standards.





Figure 14 presents the citywide intersection LOS for 2029, assuming the construction of 18 development projects currently in the pipeline as of 2022. It also assumes the completion of one transportation improvement project: a new traffic signal at the intersection of Wollochet Drive NW 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 projects 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 by TSI, **eight intersections** are projected to fall below the current LOS standard by 2029, with **four intersections within the city** expected to operate at LOS E or F, including:

Inside City of Gig Harbor:

- Rosedale Street NW & Skansie Avenue
- Soundview Drive & Hunt Street NW
- Wollochet Drive NW & SR 16 Eastbound Ramps
- Hunt Street NW & Skansie Avenue

Outside City of Gig Harbor:

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

Appendix B summarizes 2029 forecast delay at intersections in the city in greater detail.

Formatted: Table-Figure CrossRef



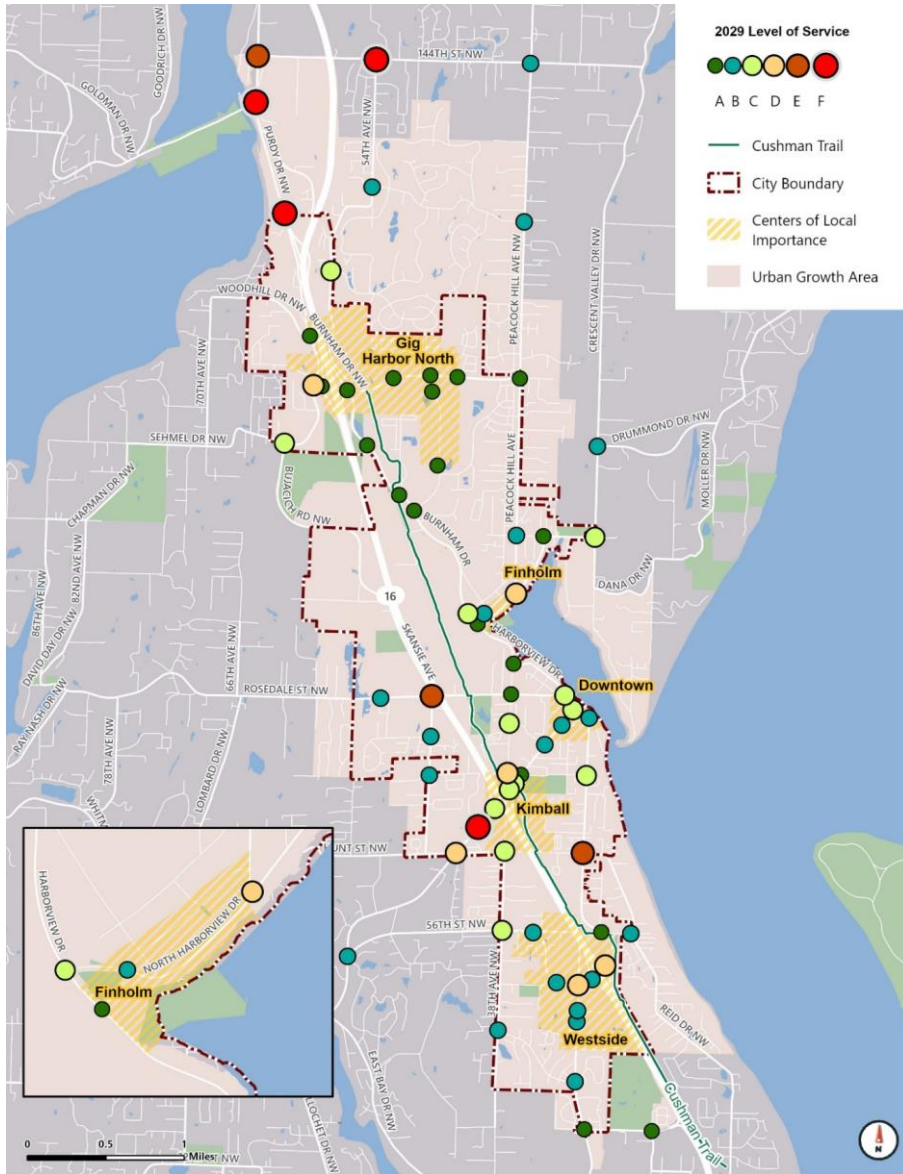


Figure 14: 2029 PM Peak Hour LOS

Source: Fehr & Peers, 2024

Note: LOS at intersections outside city limits are for informational purposes only.





LONG-RANGE SCENARIO (2044)

Figure 15 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:

Formatted: Table-Figure CrossRef

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

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 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 by TSI, **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:

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

Outside City of Gig Harbor:

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

Appendix C summarizes 2044 forecast delay at intersections in the city in greater detail. Furthermore, the long-term project list provided in **Chapter 5** includes future 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 daily traffic volumes to roadway capacities. This practice is most useful for planning roadway segment needs outside of intersections.



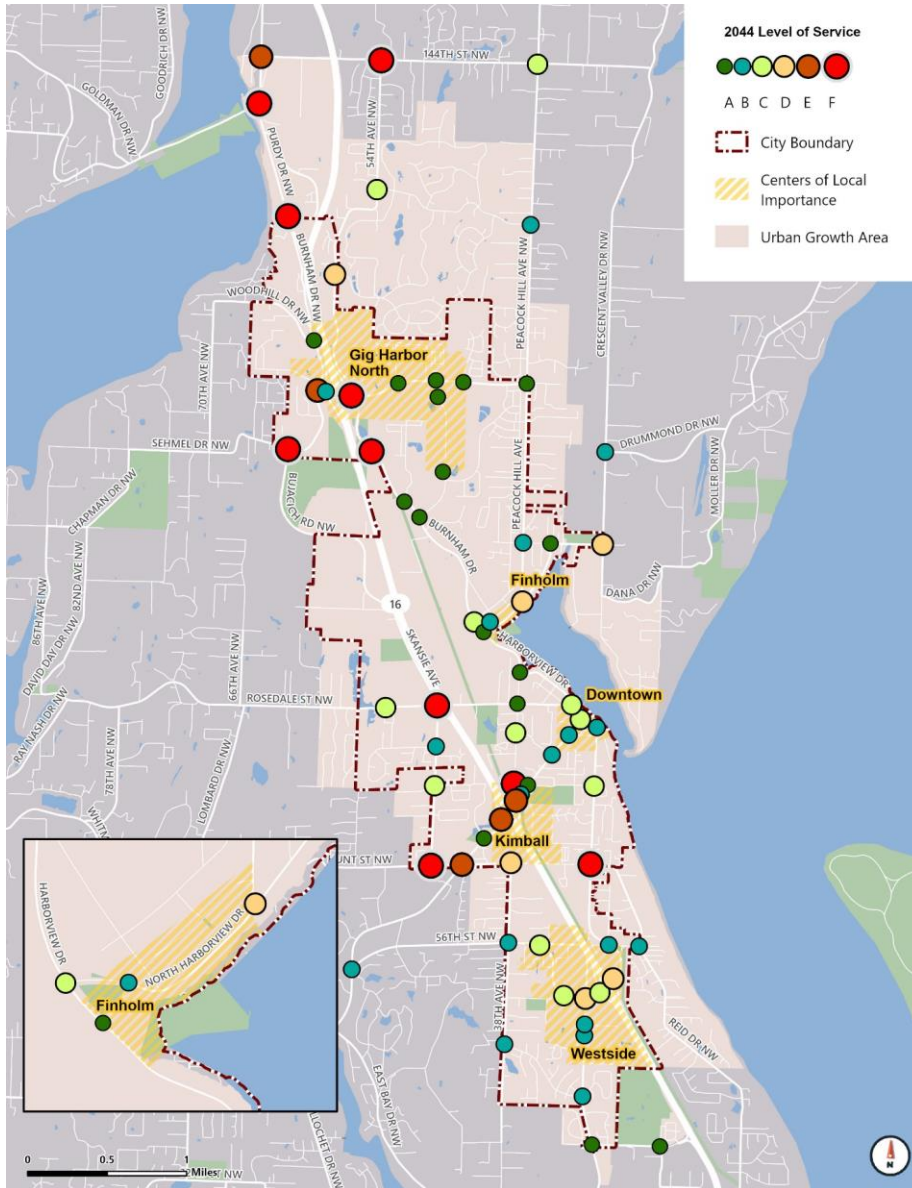


Figure 15: 2044 PM Peak Hour LOS at City Intersections
 Note: LOS at intersections outside city limits are for informational purposes only.





IMPACTS OF CITY GROWTH ON STATE FACILITIES

As Gig Harbor 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. These forecasts are methodologically consistent with the forecasts developed for the SR 16 Tacoma Narrows Bridge to SR 3 Congestion Study, a study currently underway by WSDOT with draft findings anticipated in late 2018.

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

1: https://www.psrc.org/sites/default/files/2024-06/los_hss_pierce.pdf

TRANSIT NETWORK

Pierce Transit and Sound Transit provide bus-based transit service in Gig Harbor. **Figure 16** 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.

Formatted: Table-Figure CrossRef

Formatted: Table-Figure CrossRef





Table 4: Existing Bus Routes within Gig Harbor

Bus Route	Description	Headway	Schedule ⁶
Pierce Transit Route 100 (Figure 17Figure 17)	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 18Figure 18)	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	July 6th through August 31st only 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

Formatted: Table-Figure CrossRef

Formatted: Table-Figure CrossRef

⁶ As of September 2024.



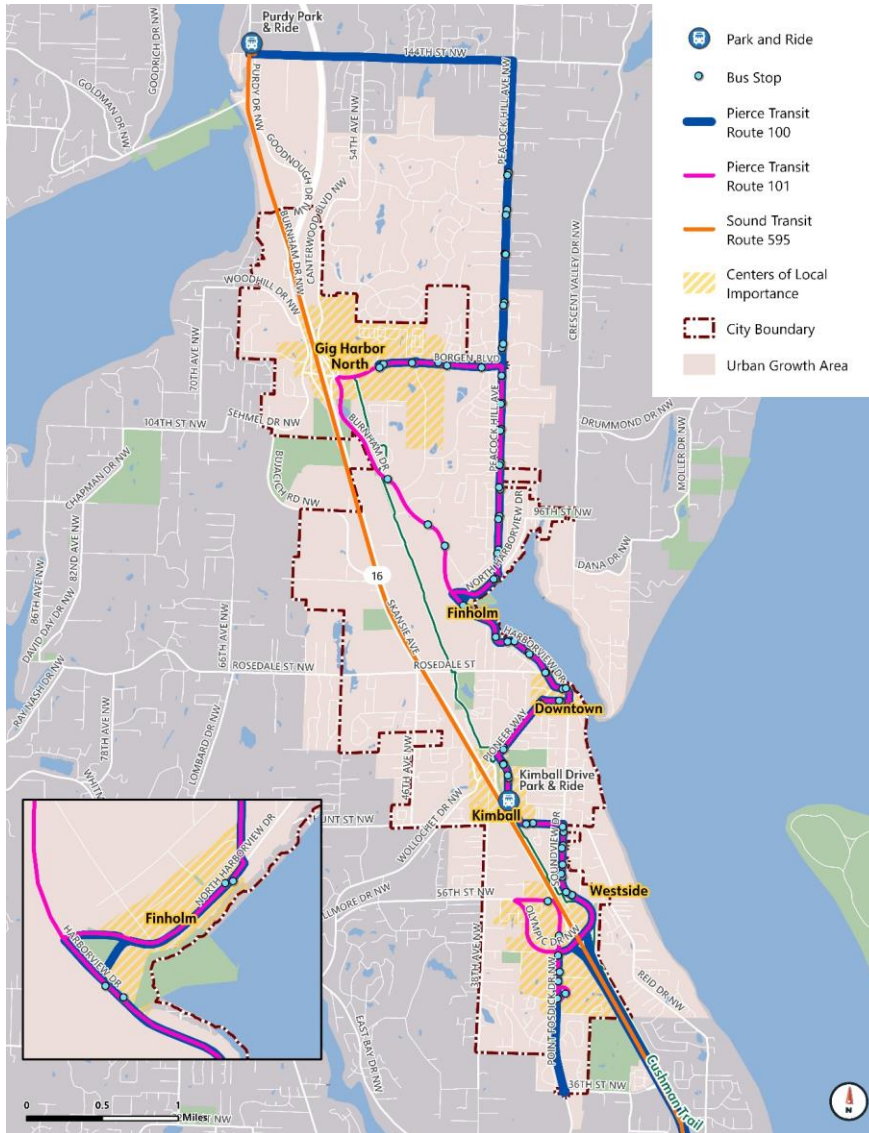


Figure 16: Gig Harbor Transit Service

Source: Fehr & Peers, 2024





Figure 17: Pierce Transit Route 100 (Gig Harbor Route)

Source: Fehr & Peers, 2024



Figure 18: 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 21](#). 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.

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

One notable community asset is the Cushman Trail ([Figure 19](#)), 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.



Figure 19: Cushman Trail

Source: Fehr & Peers, 2024

Additionally, Gig Harbor boasts 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.



Commented [GU5]: RobinBG: I'm not seeing a reference to our ATP. It seems appropriate to include a brief statement and link to the document.

Formatted: Table-Figure CrossRef

Formatted: Table-Figure CrossRef



The American Community Survey estimates commute mode share (Figure 20). 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.

Formatted: Table-Figure CrossRef

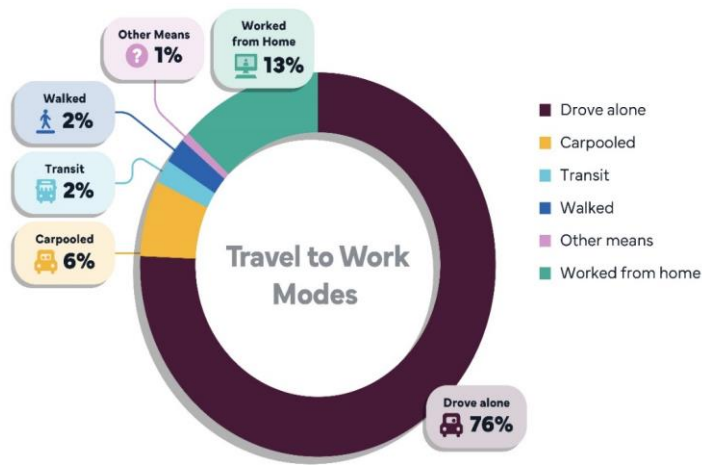


Figure 20: Travel to Work Modes for Gig Harbor

Source: 2021: ACS 5-Year Estimates Detailed Tables

In 2021, Gig Harbor completed a [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 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, Gig Harbor's Active Transportation Plan \(ATP\) Gig on the Go outlines the vision](#)



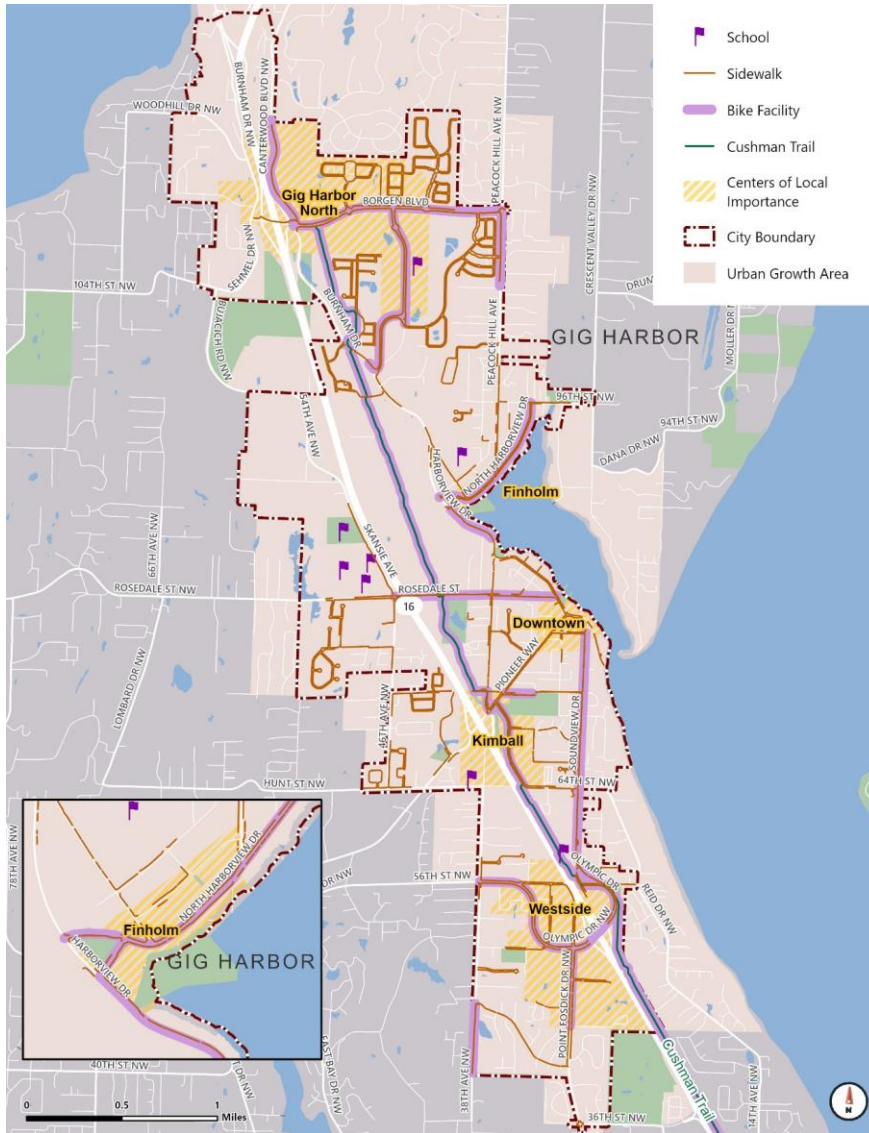


Figure 21: Gig Harbor Bicycle and Pedestrian Network
Source: Fehr & Peers, 2024





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 should aim to 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 CoLIs, 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 should emphasize 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 was integral to the development of this Transportation Element update. Building on the extensive input gathered during the 2018 Transportation Element, the project team prioritized ensuring that this update reflected the community's evolving priorities and interests as of the fall of 2024. Efforts were focused on aligning potential future projects with community preferences to maintain a strong connection between the plan and local needs. The following community engagement activities shaped the direction and content of this document:

[Paragraph about comp plan outreach that was used to inform vision and goals of 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.

Commented [GU6]: RobinBG: while not specific to the TE alone, we held over a dozen outreach event in 2023 and 2024 to discuss the CompPlan (e.g. kickoff meeting in May 2023, 6 focus groups, multiple tabling events throughout the summer of 2023. Adding some additional language to that effect would be helpful.





Figure 22: 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.



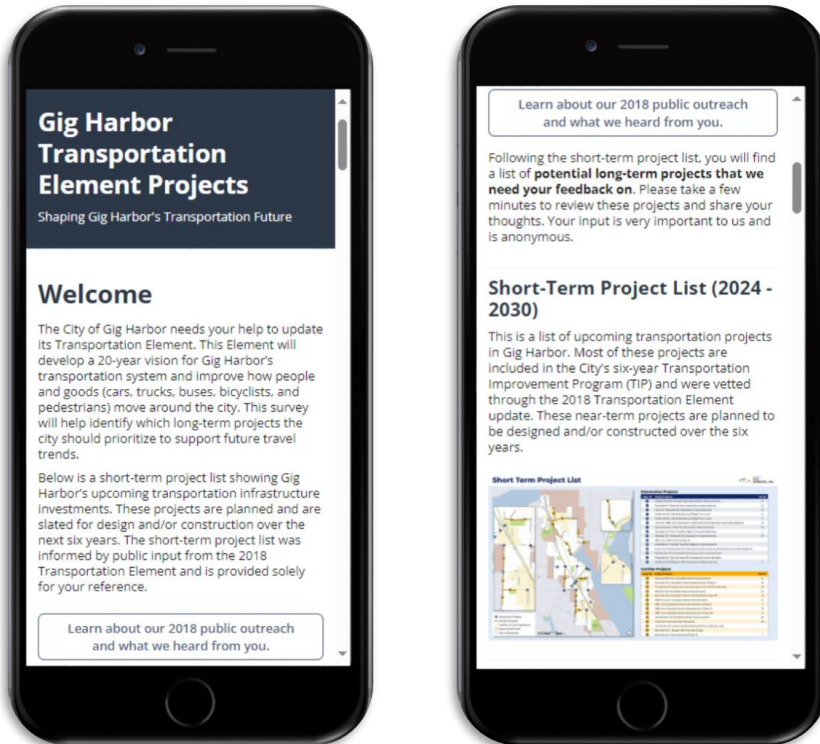


Figure 23: Community Outreach Website

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 24). 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.

Formatted: Table-Figure CrossRef



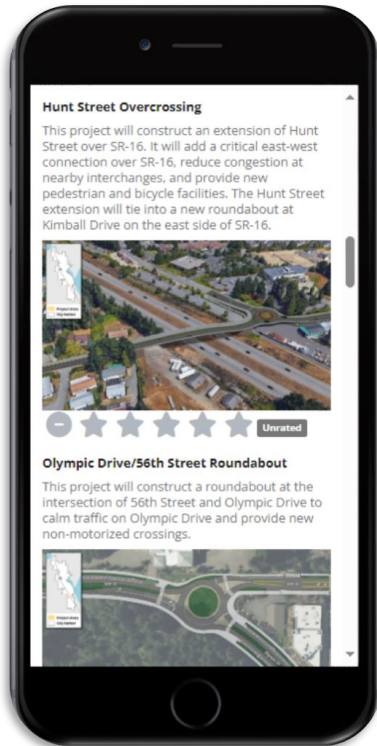


Figure 24: Survey Preview

SURVEY RESULTS

The survey received a total of 180 contributions.

- 85% of respondents **supported** of 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 is included in this chapter.

The City of Gig Harbor seeks to create a transportation system that is:

GOAL 1: INVITING AND ACCESSIBLE, 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: 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: SMART, EFFICIENT, AND ACHIEVABLE



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

GOAL 5: 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: 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: INVITING AND ACCESSIBLE, 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 collector streets 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), and ADA Transition Plan as guides.

GOAL 2: SMART, EFFICIENT, AND ACHIEVABLE

- Policy 2.1 Define a hierarchy of local, collector, and arterial streets which provides methods for connecting and traversing SR 16 and the neighborhoods, districts and other places within the area without overly congesting or depending on the arterial street system or any single intersection.
- 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 Pursue funding and support regional actions to develop an all modes crossing of SR 16 at Hunt Street.
- Policy 2.4 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 NW
Harborview Drive & Rosedale Street NW
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 2.5 Accept LOS E standard at the SR 16 westbound ramp terminal roundabout intersection on Burnham Drive, provided that: (a) the acceptable delay at LOS E shall not exceed 80 seconds per vehicle as calculated per customary traffic engineering methods acceptable to the City Engineer; and (b) this policy shall cease to have effect if a capital improvement project is added to the Transportation Improvement Program and is found by the City to be foreseeably completed within six years and to add sufficient capacity to the interchange and adjacent intersections so as to achieve LOS D or better upon its completion including the impacts of all then-approved developments that will add travel demand to the affected intersections.

Policy 2.6 Require traffic impact mitigation when a proposed development would degrade the LOS below the adopted threshold on a state highway. This traffic impact mitigation shall be based on the recommendation of the City Engineer and consistent with the *Washington State Highway System Plan's Appendix G: Development Impacts Assessment*.

Policy 2.7 Continue to maintain and update a current traffic demand model to facilitate the preparation of annual capacity reports and concurrency reviews.

Policy 2.8 Where practicable, 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 [Table 5Table 5](#).

Bicycle LOS – provide a minimum of LOS Yellow within the Bicycle Priority Network, as defined in [Table 6Table 6](#).

Transit LOS – partner with local and regional agencies to provide a minimum of LOS Yellow, as defined in [Table 7Table 7](#).

Formatted: Table-Figure CrossRef

Formatted: Table-Figure CrossRef

Formatted: Table-Figure CrossRef

Policy 2.9 Adopt and implement a program which increases public awareness to the City's transportation demand management strategies, including non-motorized transportation and increased use of local transit.

Policy 2.10 Establish appropriate 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 Adopt and implement street construction standards, which consider the objectives of Complete Streets and implement 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 Explore the feasibility of parking management programs, shared parking strategies, and/or subsidized ORCA cards programming as new low-income housing units are being developed; addressing the transportation needs as development occurs, not after units are built.

Table 5: Pedestrian Priority Network - LOS Standards

LOS Standards	Principal and Minor Arterials; Collectors (within CoLLs 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: 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 throughout the city while providing connections between COLs and neighborhoods.
- Policy 3.2 Prioritize investments in transportation facilities and services in COLs 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 CoLs, 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, but which do not unnecessarily congest major collectors or arterial roads or SR 16 interchanges.
- 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 and pedestrians, when feasible.
- Policy 3.7 Implement transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.

GOAL 4: 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 impact of the city's transportation system on the environment through expanded zero-emission vehicle use and active transportation options and identify opportunities to increase electric vehicle charging infrastructure when planning and designing transportation projects and facilities, on City rights-of-way or adjacent property(s), or through other transportation policies and programs.

GOAL 5: 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:
- 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.
- 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.





STOP: PLEASE READ

Chapters 5 and 6 are still being developed. Much of the content provided is from the 2018 Transportation Element and is included only for reference to illustrate the broader goals of the document. This section is not yet ready for review and is still **actively in progress**.





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, 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 of the roadway improvements are needed to meet the City’s vehicular LOS standard, many of the future improvements will 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. Generally, this is also not desirable from a user or a planning perspective. 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 25~~ 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.

Formatted: Table-Figure CrossRef

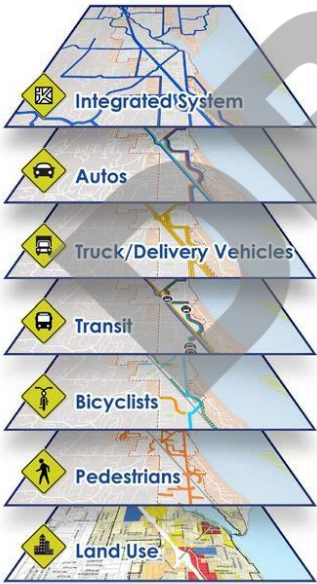




Figure 25: Layered Network Concept

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 taking 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

While some areas of Gig Harbor have nearly full sidewalk coverage, other areas have sidewalk gaps that detract from a contiguous and welcoming walking environment. Typically, sidewalk coverage is most important for arterial streets as local streets tend to have low traffic volumes and speeds, allowing for enhanced pedestrian movement. Moreover, dense areas with commercial land uses and streets that serve schools, parks, and churches are particularly important locations to provide for safe walking due since there may be a larger portion of vulnerable users on those streets.





For the purposes of pedestrian LOS, priority streets —also known as the **Pedestrian Priority Network**— are defined as all principal and minor arterials, and collectors that are either in a CoLI or within a half mile of a school. Prioritizing these roadways for pedestrian accommodations should make walking in and around major destinations easier. In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. Particularly downtown and within a quarter mile of schools, the City should look for opportunities to provide enhanced crossings at regular intervals where practicable.

PEDESTRIAN LOS

Table 8 establishes guidance in terms of the level of accommodation that the City wishes to provide within the Pedestrian Priority Network. Within these areas, pedestrian LOS is based on whether one or both sides of the street offer a pedestrian facility such as a sidewalk or a protected shoulder.

Formatted: Table-Figure CrossRef

Accordingly, the City’s Public Works Standards require all new and improved public roadways to offer sidewalks on both sides of the roadway.

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

For the City to provide the highest level of accommodation for pedestrians, indicated in the green row, all LOS Red and Yellow streets in **Figure 26** would need to be upgraded. To achieve LOS Yellow, which would make strong progress in building out the pedestrian network, all LOS Red streets would need to be improved. The City’s minimum standard for pedestrian accommodation is LOS Yellow within the Pedestrian Priority Network.

Formatted: Table-Figure CrossRef

[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 right of way needs, sensitive habitats, and topography. However, by setting this LOS standard, the City provides a vision for future pedestrian connectivity.



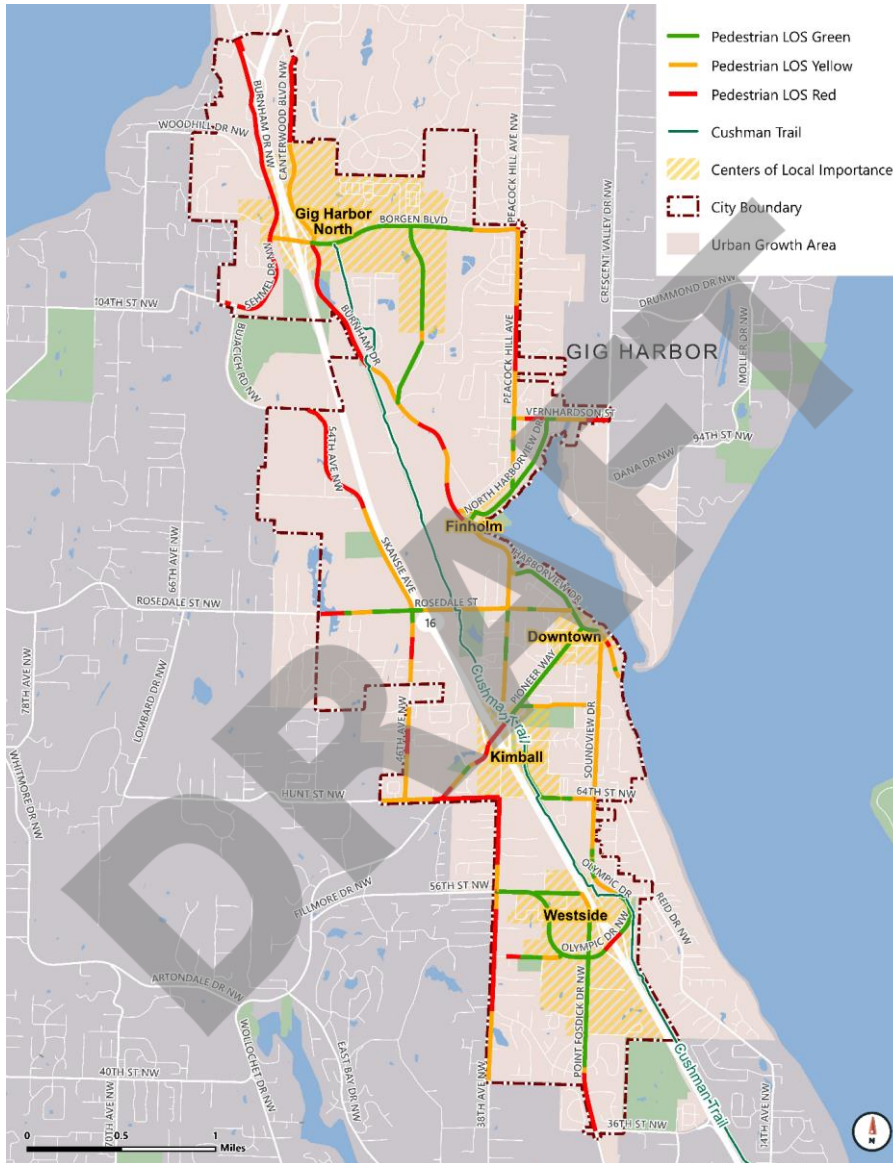


Figure 26: Existing Pedestrian Level of Service

Source: Fehr & Peers, 2024





BICYCLE PLAN

Some areas of Gig Harbor, such as the Cushman Trail, provide excellent protected bicycling environments for all ages and abilities, but other areas are more limited in bicycle facilities. Within the city, priority streets—also known as the **Bicycle Priority Network**—are defined as all arterials and collectors. Prioritizing these roadways will allow people in Gig Harbor to bike between major destinations more comfortably without the need to deviate substantially from the shortest route. The existing bicycle network, as defined by the following LOS standards, is shown in [Figure 27](#).

Formatted: Table-Figure CrossRef

BICYCLE LOS

Bicycle LOS describes bicycle facilities on or near a roadway. Bicycle LOS is defined separately for arterials and collectors due to their unique characteristics (traffic speeds, volumes, and lane widths) and shown in [Table 9](#).

Formatted: Table-Figure CrossRef

Bicycle LOS Yellow and Green require most bicycle facilities on both sides of street since, unlike sidewalks, they cannot be used in both directions. Separated facilities, like a shared use path, can be used in both directions and always have a segment designated as bicycle LOS Green. In addition, the City's Public Works Standards require constructing bike lanes on both sides of the street on new and improved arterials and collectors. The City's minimum standard for bicycle accommodation is LOS Yellow for arterial and collector streets. See the following page for descriptions of bicycle facility types.

[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 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 right of way needs, sensitive habitats, and topography. However, by setting this LOS standard, the City provides a vision for future bicycle connectivity.

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.
	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 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.



Figure 27: Existing Bicycle Level of Service

Source: Fehr & Peers, 2024





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 16](#)[Figure 18](#). To increase transit use, the City can provide the following amenities:

- Street lighting
- Pedestrian and bicycle facilities for connecting to transit stops
- Real time arrival information

TRANSIT LOS

Gig Harbor’s level of transit accommodation is defined based on the amenities in [Table 10](#)[Table 11](#). The City can reach the highest level of accommodation (green) by providing 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 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 and where improvements may be needed. [Table 11](#) [Table 11](#) presents the definitions of each LOS grade.

The city’s roadway network maintains a LOS standard of D for all functionally classified intersections, except for those in the downtown Harbor Area, as outlined in the 2018 Comprehensive Plan. For more details on Gig Harbor’s auto LOS standards, refer to [Chapter 2](#).

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

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, 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



Formatted: Table-Figure CrossRef



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. [Figure 28](#)[Figure 27](#) shows Gig Harbor's full street network. [Figure 29](#)[Figure 28](#) provides a bit more context, by highlighting only those streets with connections at each end, in essence the city's effective network of streets.

Formatted: Table-Figure CrossRef
Formatted: Table-Figure CrossRef

For active transportation users, a robust network of sidewalks, trails, and bicycle lanes improve 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 otherwise 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. Moreover, through WSDOT's SR 16 congestion study, the City has expressed an interest in improving the interchanges at Wollochot Drive NW, Olympic Drive NW, and Borgen Boulevard to include pedestrian and cyclist safety and access improvements. Other projects to connect streets and add pedestrian and cyclist infrastructure can be found in Chapter 6.

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. [Table 12](#)[Table 12](#) is based on the Connections Chapter of the 1996 City of Gig Harbor Design Manual, which provides detailed guidance on building visual and functional links between districts and parcels in order to create a more cohesive character for Gig Harbor. The City also has Public Works Standards that guide connectivity.

Formatted: Table-Figure CrossRef

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.





Table 12: Visual and Functional Connection Standards

Feature	Description	Guidelines for Existing Development	Guidelines for Annexation/Future Development
Activity Centers	Areas of concentrated activity where multiple uses are clustered in such a manner as to facilitate pedestrian movement and be mutually supportive of one another	1. Cluster development around a activity where multiple common outdoor space 2. Provide continuous pedestrian links between each building, site, and common area within activity center and which connect to outlying development 3. Buffer pedestrian areas from moving vehicles 4. Identify locations for common parking lots/garages 5. Incorporate transit stops into activity center design 6. Consider a master sign plan for off-premise directional signs of a unified design in activity centers 7. Coordinate all outdoor fixtures, furnishings, accessories, and right-of-way paving materials in activity centers 8. Incorporate mixed-use building into the activity center which incorporate residential units where practical	1. Identify existing centers in annexation areas 2. Link multiple centers with parkways 3. Confine new commercial development to activity centers 4. Develop master plan for new activity centers which incorporate all activity center standards as reviewed and approved by the Design Review Board
Parkways	Visually distinct roadways which connect activity centers and serve as gateways into defined areas of the city	1. Maintain established parkway setbacks 2. Select front and side yards on corner lots which maintain establish parkway setback 3. Assure similar setback opportunities on newly created lots 4. Reflect mass and scale of adjacent structures 5. Select fencing and wall materials carefully	1. Identify parkways in annexation areas 2. Link multiple activity centers with parkways
Parkways – Parcel development	Applies to all parcels having frontage on designated parkways	1. Maintain established parkway setbacks 2. Select front and side yards on corner lots which maintain establish parkway setback 3. Assure similar setback opportunities on newly created lots 4. Reflect mass and scale of adjacent structures 5. Select fencing and wall materials carefully	
Parkways – Right of way Development	The design of parkway streets so as to compliment the surrounding neighborhood	1. Provide “boulevard-type” landscaping with trees that are regularly-spaced and which preserve views 2. Design parkways for lower speeds by allowing intersecting streets and providing on-street parking 3. Minimize street width at crosswalks by minimizing turning radius at intersections and providing “neck-downs” at crosswalks 4. Provide visual emphasis to pedestrian crossings, i.e. differentiate crosswalk surfaces	





Feature	Description	Guidelines for Existing Development	Guidelines for Annexation/Future Development
Minor Streets	All local streets	1. Provide minor street connections between parkways 2. Incorporate alleys into street layout 3. Limit pavement widths in view basin area	
Harborview Drive Link	A designated parkway linking the downtown and head-of-the-bay activity centers	1. Identify points of interest with directories 2. Provide buffering along sidewalk 3. Provide visual continuity with fixtures and accessories 4. Enhance major intersections 5. Compliance with all other parkway standards	



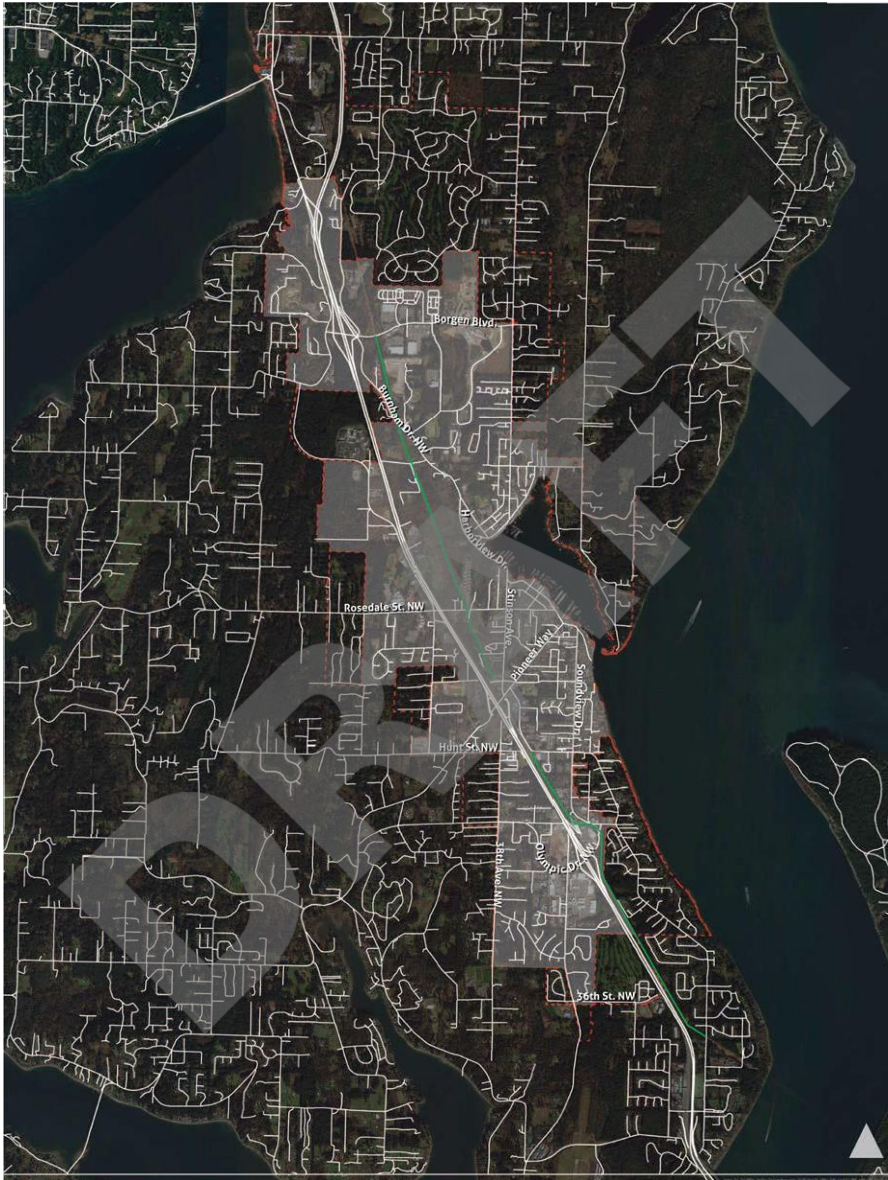


Figure 28: Existing Street Network within Gig Harbor

Source: Fehr & Peers, 2018





Figure 29: Effective Street Network within Gig Harbor

Source: Fehr & Peers, 2018





KEY COMPONENTS

This section presents the key components that form the basis of this Transportation Element. Collectively, this program adds up to \$180-\$224 million in transportation capital investments. Due to the variability of outside funding and the need to fund ongoing system maintenance and operations – which is approximately \$4 million per year, or \$48 million over the life of this plan – this project list may reach beyond a 20-year time horizon.

The capital plans were developed to create a transportation system that realizes Gig Harbor’s vision, as outline by the goals in Chapter 4:

- **Goal 1:** 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 2:** The City will plan a transportation system that efficiently accommodates growth.
- **Goal 3:** The City will prioritize transportation projects that connect and support strong, vibrant centers, as well as investments that connect the City to the region.
- **Goal 4:** 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 5:** 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.

With these goals in mind, the input received from the community, and the layered network concept described in the previous chapter, the following project lists were developed.

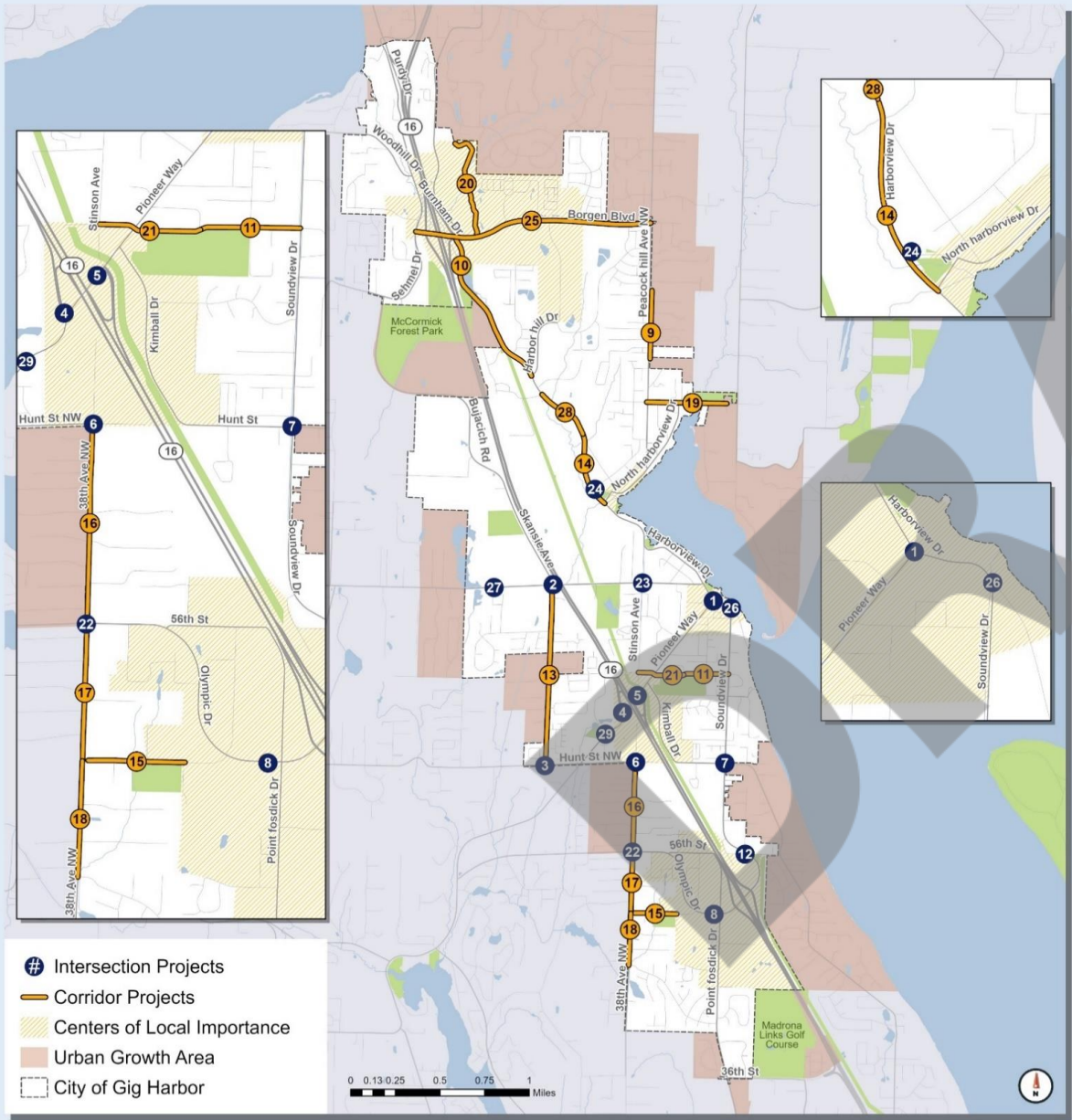
SHORT-TERM PROJECT LIST (2024 – 2030)

Figure 30 **Figure 28** is a map of the short-term project list showing Gig Harbor’s upcoming transportation investments and **Table 13** **Table 12** describes each project in detail. These projects are planned and are slated for design and/or construction over the next 6 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). This list includes concurrency related projects which are necessary to maintain intersection LOS standards.

Formatted: Table-Figure CrossRef
Formatted: Table-Figure CrossRef



Short Term Project List



Intersection Projects

Map ID	Project Name	TIP ID
1	Harborview Dr / Pioneer Way Intersection Improvements	11
2	Rosedale St / Skansie Ave Intersection Improvements	22
3	Hunt St / Skansie Ave Intersection Improvements	12
4	Wollochet Dr / SR-16 Eastbound Right Turn Lane	6
5	Wollochet Dr / SR-16 Westbound Right Turn Lane	5
6	Hunt St / 38th Ave Intersection Improvements (Potential Future Roundabout)	13
7	Soundview Dr / Hunt St Intersection Improvements	15
8	Olympic Dr / Point Fosdick Right Turn Lane Extension	7
12	Olympic Dr / Hollycroft St Intersection Improvements	27
22	38th Ave / 56th St Roundabout	
23	Rosedale St / Stinson Ave Roundabout Improvements	
24	Austin St / Harborview Dr Intersection Improvements (Potential Future Roundabout)	
26	Harborview Dr / Soundview Dr Intersection Improvements	
27	Rosedale St / Schoolhouse Rd Intersection Improvements	
29	Wollochet Dr/Wagner Way Intersection Improvements	2

Corridor Projects

Map ID	Project Name	TIP ID
9	Peacock Hill Ave Complete Street Improvements	8
10	Burnham Dr Complete Street Improvements Phase 2	18
11	Grandview St Improvements (Soundview Dr to McDonald Ave)	23
13	Skansie Ave Complete Street Improvements	24
14	Burnham Dr Complete Street Improvements Phase 1B	16
15	50th St Court Complete Street Improvements	14
16	38th Ave Complete Street Improvements Phase 2	4
17	38th Ave Complete Street Improvements Phase 1C	10
18	38th Ave Complete Street Improvements Phase 1B	9
19	Vernhardson St Complete Street Improvements	26
20	Cushman Trail Extension Phase 5A	20
21	Grandview St Improvements (McDonald Ave to Stinson Ave)	
25	Burnham Dr / Borgen Blvd Corridor Study	
28	Burnham Dr Improvements Phase 1A	1

Figure 3029: Short-Term Project List (2024 – 2030)
Source: Fehr & Peers, 2024





Table 1312: Short-Term Project List (2024 – 2030)

Project List Map ID	Name	Description	Project Type	Total Cost	TIP ID
16	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		4





LONG-TERM PROJECT LIST (20-YEAR VISION)

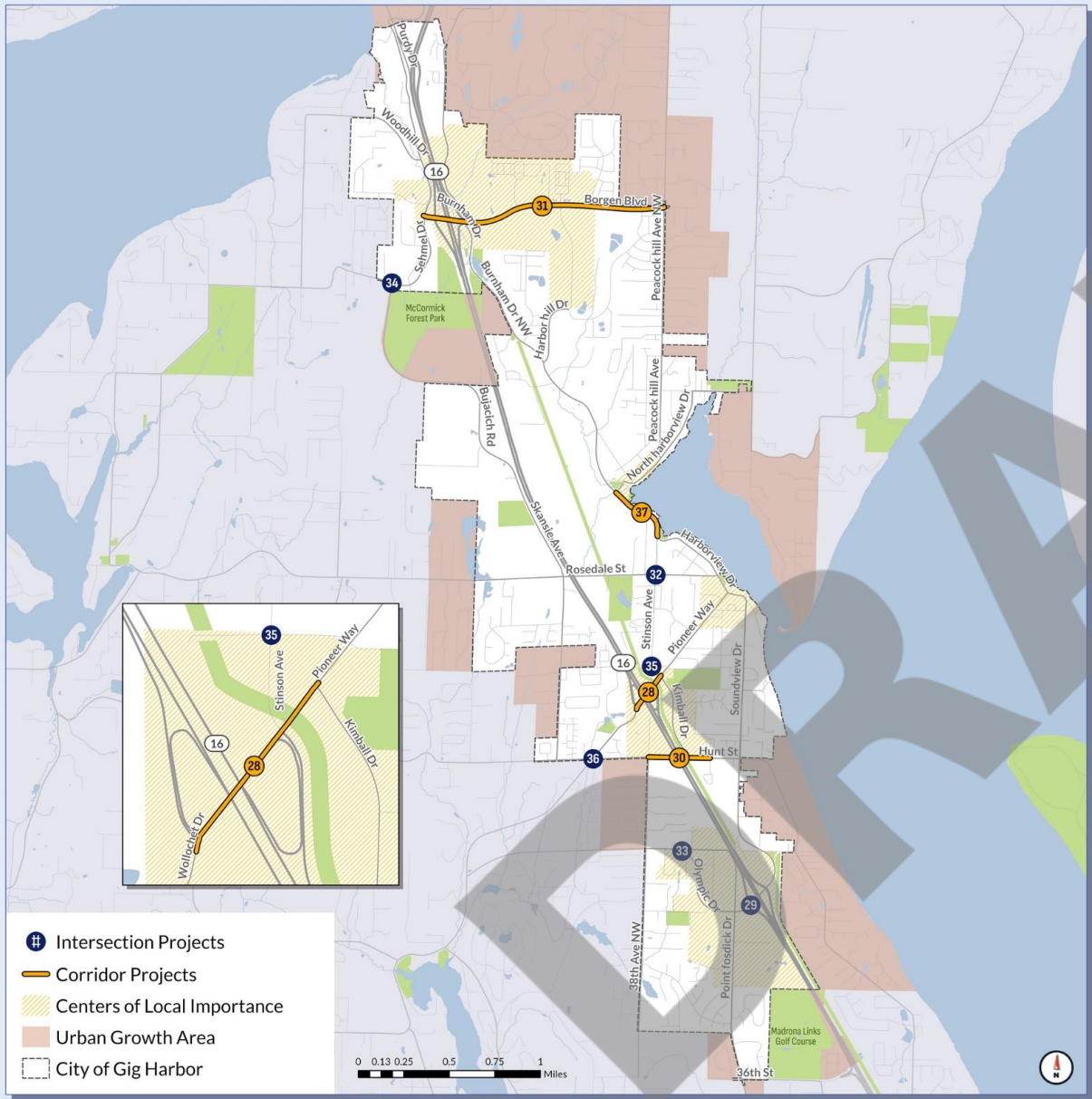
Figure 30 **Figure 28** is a map of Gig Harbor's potential transportation investments over the next 20 years, and **Error! Reference source not found. Table 13** describes each project in detail. This list was created in collaboration with City staff and public feedback from 2018 and refined with public feedback from 2024. Some of these projects are included in the City's six-year Transportation Improvement Program (TIP), and others were created in response to 2044 forecast models. This list includes future 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.

Formatted: Table-Figure CrossRef

DRAFT



Long Term Project List



Intersection Projects

Map ID	Project Name	TIP ID
29	Olympic Drive/SR-16 Intersection Improvements	21
32	Rosedale Street/Stinson Avenue Roundabout Improvements	
33	56th/Olympic Intersection Improvements	
34	Sehmel Drive/Bujacich Road Intersection Improvements	
35	Stinson Avenue/Grandview Street Intersection Improvements	
36	Wollochet Drive/Hunt Street Intersection Improvements	

Corridor Projects

Map ID	Project Name	TIP ID
28	Wollochet Drive Interchange Improvements	25
30	Hunt Street Overcrossing	
31	Burnham Drive/Borgen Boulevard Corridor Improvements	
37	Harborview Drive Nonmotorized Improvements	

Citywide Projects (Not Shown on Map)

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

Figure 3129: Long-Term Project List (20-Year Vision)

Source: Fehr & Peers, 2024





Table 14.13: Long-Term Project List (20-Year Vision)

Project List Map ID	Name	Description	Project Type	Total Cost
33	56th Street/Olympic Drive Intersection Improvements	This project will explore traffic calming and safety improvements on Olympic Drive and 56th Street, and will construct a roundabout at the intersection of 56th Street and Olympic Drive to facilitate lower vehicle speeds and safer crossings.	Multimodal Projects	





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 15](#) below and can support the continued implementation of this Transportation Element over time.

Formatted: Table-Figure CrossRef

Table 15: Programmatic Investments to Support Implementation of this Plan

Program	Description
Parking Study	Conduct 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. <i>Note: This would require coordination with the Downtown Waterfront Alliance.</i>
Citywide Transit Master Plan	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. <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>
Change Default Lane Width on Local Streets	Make 10-foot travel lanes the default lane width on local streets. Use the recovered space to add conventional bike lanes, a buffer to existing bike lanes, sidewalk buffers, or other appropriate features. <i>Note: This would require coordination with the Public Works Department, as this will require a change to the Public Works Standards.</i>
Temporary Street Closures for Festivals	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 awareness of all users.
Tactical Urbanism and Demonstration Projects	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 make adjustments 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.
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.





Program	Description
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.
Complete Streets Ordinance	Consider adopting a Complete Streets ordinance directing City staff to design streets for pedestrians, cyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, including freight.
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, working toward the 2024 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 \$228-272 million worth in transportation investments through 2036, which includes \$180-224 million in capital projects that will complete the layered network plan and accommodate future growth, in addition to \$48 million in ongoing maintenance to ensure that the city’s network is kept in good condition. [Table 16-18](#) summarizes how this overall investment would be broken down by transportation improvement category and the share of the costs that would likely be borne by the City. 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.

Formatted: Table-Figure CrossRef

Table 16-18: Costs of Gig Harbor Transportation Element (12+ years)

Project Needs	Description	Total Cost	Expected City Cost
Concurrency Related Projects	Traffic signals, intersection channelization, roadway extensions	\$70-90 million	\$17-23 million
Multimodal Projects	Complete streets improvements	\$16-17 million	\$4-5 million
Active Transportation Projects	Sidewalks, crossings, bike lanes, trails	\$26-27 million	\$6-7 million
Other Investments	Longer term sidewalk investments outside of COLIs and community generated ideas	\$69-92 million	\$17-23 million
Pavement Maintenance	Overlay and pavement repair	\$48 million	\$48 million
Total		\$219 – 275 million	\$95 – 110 million





It is worthwhile to note that the City of Gig Harbor has spent around \$15 million annually for transportation capital and operations in recent years. Revenues include those from outside sources and grants, general city funds, impact fees, hospital benefit zone, transportation benefit district, and gas tax receipts. If the City were able to maintain the current level of revenue, the City could afford approximately \$120 million over the next 20 years, including roughly \$70 million in transportation capital investments once ongoing maintenance and operations are paid, which is less than is shown in the table above.

The comparison of revenues to costs indicates that the City will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the 12-year period. If this occurs, the City has several options:

- **Increase the amount of revenue from existing sources**, including impact fees, transportation benefit district, or increased general fund revenues.
- **Adopt new sources of revenue** (see text box below).
- **Lower the level of service standard**, and therefore reduce 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 funding the Harbor Hills 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 estimates to approximately \$3 million.

As part of the Connect the Gig effort, the City will be 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

MAYOR KIT KUHN

FORMER MAYOR JILL GUERNSEY

GIG HARBOR CITY COUNCIL

Spencer Abersold
Jim Franich
Bob Himes
Spencer Hutchins
Ken Malich
Michael Perrow
Jeni Woock

GIG HARBOR PLANNING COMMISSION

Craig Baldwin
Bill Coughlin
Reid Ekberg
Rick Gagliano
Meridith Hatch
Greg Hoeksma
Pamela Hope Peterson

STEERING COMMITTEE

Reid Ekberg
Paul Kadzik
Katrina Knutson, AICP
Jeff Langhelm, PE
Rick Offner
Tim Payne

CITY STAFF

Jeff Langhelm, PE, Public Works Director
Katrina Knutson, AICP, Parks Project Administrator and
Interim Planning Director
Aaron Hulst, PE, Senior Engineer
Lindsey Sehmel, AICP, Senior Planner and Project
Manager
Stephen Misiurak, PE, City Engineer
Denise Sharer, Public Works Assistant

FEHR & PEERS

Kendra Breiland, AICP, Project Manager
Sarah Saviskas, AICP
Christina Xie

STUDIO CASCADE

Bill Grimes, AICP
Rick Hastings

BLUE ZONES

Dan Burden
Samantha Thomas



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



From: [Nasseh, Bizhan](#)
To: [Michelle Thomas](#); [Robin Bolster-Grant](#)
Cc: [Nasseh, Bizhan](#)
Subject: Some Minor Suggestions
Date: Monday, October 14, 2024 11:52:51 AM

Hi Robin and Michelle,
Hope both are having a great weekend.
I study the documents, great work and so many needed plans for future of G.H.
I have the following minor suggestions.

In E.P.F. Document at 8.2.1 in line four
There is an incomplete line "The importance of the"

In C.F. Document in Exhibit 0-11 can we change the word
Sport Complex "Undeveloped" to "Under Development"

Implementation Document in IM-2
Can we delete Tacoma when both G.H. And Tacoma are following Pierce County rule/Plan

In C.F. Transportation
Can we add a line "Evaluate additional In/Out (exits) from G.H. To SR-16 to improve
connection, communication, and economic development.

Very Best,
Bizhan Nasseh

From: [Julie Martin](#)
To: [Michelle Thomas](#); [Robin Bolster-Grant](#)
Subject: Comments for 10/17 meeting
Date: Tuesday, October 15, 2024 11:35:00 AM

I appreciate the implementation crosswalk, this is very helpful in understanding which elements the policies impact and timing.

I would like to see a stronger introduction statement regarding the legal requirements of a comprehensive plan please. We do not reference RCW's and I think that is important for those who are not as familiar with the GMA. It is important to note most of the goals we have are required to meet state and county laws and standards.

I would like to clearly articulate what is in the city's authority and what is required.

In the opening statement we state that we have had extensive input from the community - is that true? What is extensive?

LU-I Can we please state that the plan will be reviewed yearly for any needed updates.

HO-B we state adopted targets, I would like to say assigned targets or something similar. The targets were not developed or adopted by our council; they were assigned by Pierce County if I understand correctly.

Regarding utilities, do we have a statement of evaluating the most energy efficient and sustainable methods? This would be an overarching statement to our utility element. I am not suggesting that we purchase/design the most energy efficient since this sometimes can be significantly more cost than can reasonably be expected of a community.

PR-A isn't the PROS plan, a requirement that cities must update every 6 years, if so can we please state this or reference the RCW, thank you.

Has Dave Rodenberg reviewed the financial statements made in section 7.4.2?

Thank you!

Introduction

Overview

The Gig Harbor Comprehensive Plan provides a clear and comprehensive framework for managing the city's growth through 2044. Aligned with Washington State's Growth Management Act (GMA), this plan establishes a vision for the city's future while ensuring that Gig Harbor retains its distinct small-town character and natural beauty. As the city continues to evolve, this plan addresses the challenges of growth while embracing opportunities that enhance the quality of life for its residents.

The development of the Comprehensive Plan has been a collaborative effort, with extensive input from residents, local businesses, and stakeholders. Through surveys, workshops, and public hearings, the City of Gig Harbor ensured that the Plan is rooted in the aspirations of the community. The feedback gathered through these engagement efforts shaped the goals, policies, and strategies that guide the city's growth. Public participation remains a cornerstone of this Plan, reflecting a shared vision for the future of Gig Harbor.

Vision and Purpose

Central to the Comprehensive Plan is a vision for a vibrant, livable city that balances sustainable growth with environmental stewardship and community values. The Plan lays out a strategy to manage population increases, housing demands, and economic development, while protecting the local environment and maintaining the unique qualities that make Gig Harbor a desirable place to live and work. It reflects the community's commitment to preserving its maritime heritage and scenic waterfront while planning for future generations.

The recent 2023–2024 Strategic Plan for the city defined this with the following vision statement:

The City of Gig Harbor leads the way in livability, environmental stewardship, economic vitality, and municipal services.

The Plan is also designed to meet the requirements of the Growth Management Act (GMA), which mandates coordinated planning between cities and counties to address key issues such as land use, transportation, housing, and environmental protection. It also aligns with the Puget Sound Regional Council's VISION 2050 and the Pierce County Countywide Planning Policies, ensuring that Gig Harbor contributes to broader regional objectives, including sustainable development, reduced greenhouse gas emissions, and equitable growth. By aligning local and regional planning efforts, Gig Harbor ensures a cohesive approach to managing urban growth.

Implementation and Interpretation

Implementation of the Gig Harbor Comprehensive Plan relies on a range of regulatory tools, including the capital facilities plan, zoning codes, design review guidelines, and environmental

Commented [L1]: Maybe change to 'The Plan details the policies and goals necessary to implement The City of Gig Harbor's strategy to meet its vision' or something to that effect.

Commented [L2]: Change to Washington State Growth Management Act (GMA) and with a link to (RCW 36.70A)?

Commented [L3]: Add links?

protection policies. These tools guide land use, infrastructure investments, and development standards to ensure that growth is sustainable and consistent with the city's vision. By coordinating these efforts, Gig Harbor can manage new development while preserving its unique character and meeting the needs of residents.

In addition to providing a framework for guiding future action, the Plan highlights the importance of public engagement and intergovernmental coordination. Ongoing input from the community, local businesses, and regional agencies is crucial to refining the plan as conditions evolve. City staff and officials play key roles in interpreting and applying the plan's goals to individual projects, balancing immediate development impacts with long-term community benefits to ensure Gig Harbor's growth remains aligned with broader regional objectives.

Guide to the Document

The Comprehensive Plan is divided into key elements, each addressing a specific topic area for long-term planning in the city over the next 20 years. This includes the following elements:

- **Land Use (LU)** guides the city's future development, balancing urban growth with environmental stewardship, housing needs, and economic goals. It outlines land use categories, growth targets, and policies to ensure that development is sustainable, efficient, and aligned with regional plans while maintaining the city's character and quality of life.
- **The Harbor (HB)** focuses on preserving the historical, cultural, and maritime heritage of the downtown waterfront while promoting a vibrant, mixed-use center. Its policies support economic development through tourism, recreation, and marine industries, and maintain public access, protections of scenic views, and sustainable growth of local businesses and housing.
- **Community Design (CD)** provides policies that support vibrant, pedestrian-friendly spaces that reflect the city's small-town charm, natural beauty, and maritime heritage. It promotes well-designed public and private developments that preserve historical structures, enhance connectivity, and support sustainable growth while maintaining the community's unique character.
- **Environment (EN)** includes policies about protecting natural resources, conserving habitats, and promoting sustainable development practices to ensure long-term ecological health. It emphasizes climate resilience, water quality, and low-impact development to balance urban growth with environmental preservation.
- **Housing (HO)** gives policy direction on meeting future housing needs while preserving the city's small-town character. It emphasizes diverse housing options, affordable housing development, and strategies to prevent displacement, ensuring that residents across all income levels have access to adequate and affordable housing.
- **Economic Development (ED)** describes the city's approach to increasing local employment and entrepreneurial opportunities by supporting business attraction, retention, and expansion, as well as fostering workforce development. It emphasizes sustainable employment growth through the reuse of older buildings, promotion of small businesses, and

Commented [L4]: I think somewhere is needed that there are periodic reviews and updates to the plan during those 20 years.

Commented [L5]: through maintaining OR by maintaining

coordination of sufficient infrastructure to accommodate commercial and industrial development, all to build a stronger local economy.

- **Essential Public Facilities (EPF)** outlines the City's processes for identifying and siting facilities that provide critical public services, as required by GMA. This element includes policies for managing these difficult-to-site facilities, ensuring that both publicly and privately operated facilities are appropriately located to serve the community while minimizing negative impacts on local land use, environment, and neighborhoods.
- **Utilities (UT)** provides policies to ensure the provision of essential services such as water, wastewater, electricity, natural gas, telecommunications, and solid waste. It emphasizes coordination with regional providers to support sustainable growth, maintain infrastructure, and ensure reliable service delivery as the city expands.
- **Shoreline Management (SM)** focuses on balancing ecological preservation with sustainable development along the city's waterfront. It aims to protect shoreline habitats, promote water-oriented uses, and ensure public access to the waterfront while supporting the city's historical, recreational, and commercial activities.
- **Parks, Recreation, and Open Space (PR)** provides the city's vision for a diverse and accessible park system that meets the recreational needs of all residents. It emphasizes the development of parks, trails, and open spaces that balances active and passive uses, preserves natural habitats, and promotes connectivity, while supporting sustainability and enhancing the community's quality of life.
- **Transportation (TR)** presents policies to strive towards a safe, efficient, and multimodal transportation system that supports the city's growth. It emphasizes enhancing connectivity for walking, biking, and driving, while encouraging the development of infrastructure to meet the needs of a growing community.
- **Capital Facilities (CF)** ensures essential infrastructure such as water, sewer, stormwater, and emergency services ~~supports~~support current development and future growth. This element outlines policies for managing and financing improvements aligning with the city's land use goals and GMA requirements.
- **Arts + Culture (AC)** emphasizes the importance of arts and cultural activities in enhancing the city's economic vitality, education, and community design. It promotes investment in the arts to foster creativity, to preserve local history and traditions, and to support a vibrant, inclusive community. The element outlines goals to integrate public art, support creative businesses, provide cultural spaces, and ensure that arts initiatives are accessible to all residents, reinforcing the unique character and identity of Gig Harbor.

Additionally, there is an **Implementation** element that outlines how the Plan will be put into action over time, including administrative aspects of engagement, amendments, and coordination with Tribal Nations. There is also a **Glossary** of terms included within the Comprehensive Plan for reference.

Each of these elements includes **goals** and **policies**:

- A **goal** is a broad statement about a longer-term aspiration that the city intends to achieve. Goals typically articulate the desired end state or the general policy direction over time, but do not dictate how to achieve the outcomes.
- A **policy** is a specific guideline to direct decision-making to achieve the goals outlined in the Plan. Policies provide the framework for actions and decisions that the city needs to implement and are typically actionable and more precise.

Commented [L6]: Wouldn't this be better at the beginning of the section?

8 Essential Public Facilities

8.1 Introduction

The Growth Management Act (GMA) mandates that comprehensive plans include a process for identifying and siting essential public facilities (EPFs), as outlined in RCW [36.70A.200\(1\)](#). These facilities are often considered difficult to site due to local opposition but are required to provide local or regional services. The GMA prohibits the exclusion of such facilities from comprehensive plans or development regulations, ensuring they are sited to support orderly growth and public service delivery.

This element includes the following:

- A description of relevant requirements and policies to be considered in the Comprehensive Plan,
- The location of current essential public facilities in the City of Gig Harbor, and
- A review of the process to be pursued by the City when siting essential public facilities.

This also contains goals and policies for essential public facilities and the City's relationship to external urban service and utility providers. It directs Gig Harbor's management and financing of capital improvements for the facilities and utilities it owns and operates.

One important note with this section is that the term "essential public facilities" is not exclusively applied to facilities that are publicly owned. While many of these ~~facillties~~ facilities may be managed by government agencies, there are others that may be provided by the private sector as well.

8.2 Background

8.2.1 GMA Requirements

Essential public facilities are those that are challenging to locate due to potential negative impacts such as size, bulk, hazardous characteristics, noise, or concerns related to public health and safety. These facilities are part of a regional or county-wide service system and can be seen as a subset of public purpose lands, though they do not encompass all public, semi-public, and institutional land uses. The importance of the

The city must identify land for essential public facilities that meets the needs of the community. This is defined by RCW [36.70A.200](#) and WAC [365-196-550](#), and includes:

- Local solid waste handling and treatment facilities
- Landfills
- Drop-box sites and sewage treatment facilities
- Airports

8 Essential Public Facilities// Gig Harbor Comprehensive Plan

- State educational facilities
- .. Essential state public facilities
- .. Regional transportation and utility facilities
- State and local correctional facilities; and
- In-patient facilities (including substance abuse facilities, mental health facilities, and group homes);

as well as any other state ~~facility~~ facility included on the six-year facilities plan maintained by the Washington State Office of Financial Management.

Although these requirements present the facilities that must be included, cities have leeway with respect to other facilities which may be included. However, as per WAC [365-196-030\(2\)](#), cities have significant leeway with respect to what can be included as "essential" under local policy.

8.2.2 Countywide Planning Policies on EPFs

The current Pierce County Countywide Planning Policies have provisions for essential public facilities. These require that cities:

- Adopt a local comprehensive plan policy for siting essential public facilities that serve countywide or statewide needs with a useful life of 10 years or more. (EPF-1)
- Designate lands suitable for public purposes and integrate these designations into local comprehensive plans. (EPF-2)
- Develop a local comprehensive plan policy and process for identifying and siting essential public facilities. This also includes requirements for the state to provide a justifiable need for EPFs and ensure public participation. (EPF-3)
- ¹¹¹ ■ Maintain policies that consider facility requirements, impacts on land use, environment, health, and urban growth, and ensure site compatibility and community distribution. (EPF-4)
- Ensure that facility siting aligns with County and municipal comprehensive plans, including land use, capital facilities, utilities, transportation, housing, and regional welfare considerations. (EPF-5)
- Align policies related to siting these facilities with broader planning goals like reducing sprawl, fostering economic development, protecting the environment, ensuring fiscal benefits, and supporting affordable housing. (EPF-7)

EPF-6 also allows cities to establish standards for construction timing, property acquisition, impact control, zoning, climate change, health and safety, and sustainable development.

8.2.3 Essential Public Facilities in Gig Harbor

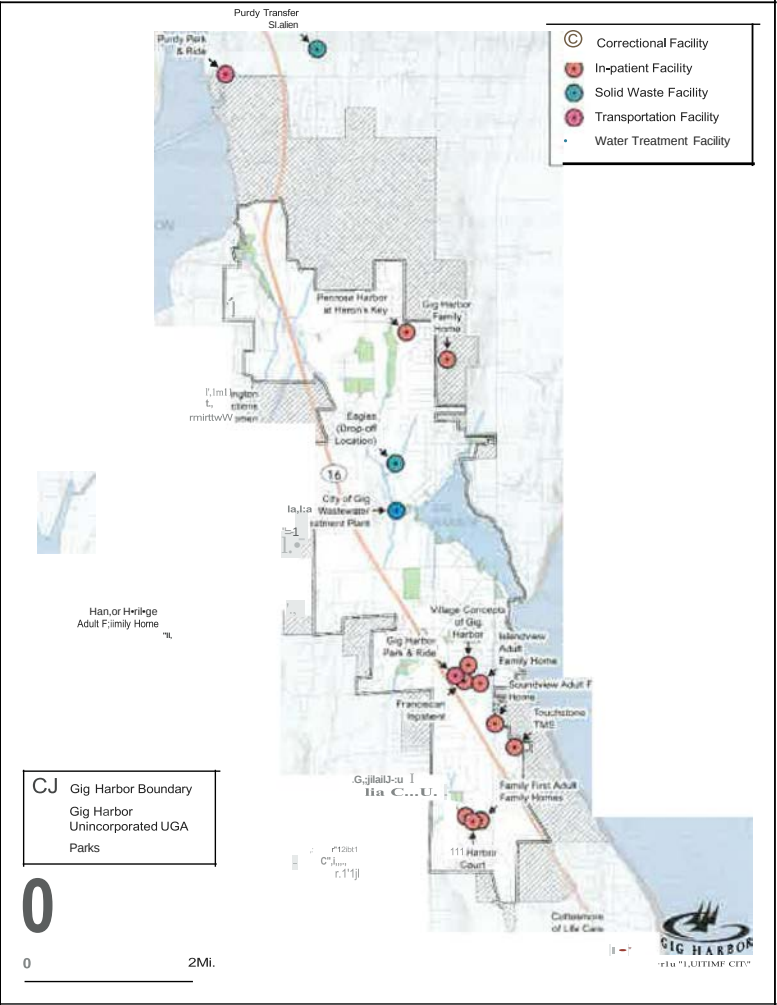
As of the 2023-2029 Six-Year Facilities Plan, no new statewide EPFs are expected to be built in Gig Harbor. The following facilities indicated in Exhibit 8-1 currently within Gig Harbor and its UGA are considered EPFs under the definitions provided above. These facilities are also shown on the map in Exhibit 8-2.

Exhibit 8-1. Essential Public Facilities in Gig Harbor

Facility	Address	Type
Purdy Transfer Station	14525 54th Ave NW	Solid Waste
Eagles (Drop-off Location)	4425 Burnham Dr NW	Solid Waste
City of Gig Harbor Wastewater Treatment Plant	4216 Harborview Dr	Water Treatment
Gig Harbor Park & Ride	6565 Kimball Dr	Transportation
Purdy Park & Ride	14567 Purdy Dr	Transportation
Washington Corrections Center for Women	9801 Bujaich Rd	Correctional Facility
Gig Harbor Health & Rehabilitation Center	3309 45th St Ct	In-patient Facilities
Touchstone TMS	2727 Hollycroft St	In-patient Facilities
Franciscan Inpatient	6401 Kimball Dr	In-patient Facilities
Family First Adult Family Homes	4700 Point Fosdick Dr Suite 312	In-patient Facilities
Islandview Adult Family Home	3011 Islandview Ct	In-patient Facilities
Harbor Heritage Adult Family Home	7006 71st Ave NW	In-patient Facilities
Soundview Adult Family Home	5917 Soundview Dr	In-patient Facilities
Cottesmore of Life Care	2909 14th Ave NW	In-patient Facilities
Gig Harbor Family Home	3615 107th St NW	In-patient Facilities
Village Concepts of Gig Harbor	6633 McDonald Ave	In-patient Facilities
Penrose Harbor at Heron's Key	4340 Borgen Blvd	In-patient Facilities
Kensington Gardens Resort Living	3804 Olson Dr NW	In-patient Facilities
Gig Harbor Court	3213 45th St Ct	In-patient Facilities

Source: City of Gig Harbor, 2024

Exhibit 8-2. Gig Harbor Essential Public Facilities Map



Source: City of Gig Harbor, 2024; BERK, 2024

8.3 Goals and Policies

► **EF-1 Identify current, planned, and expected facilities that provide essential public benefits but may pose impacts to the community.**

EF-1.1 Identify and maintain an inventory of current and planned "essential public facilities", defined as facilities that have a useful life of 10 or more years with the potential for negative community impacts, including:

- Airports,
- Marine port facilities,
- Large ports,
- State education facilities,
- State or regional transportation facilities,
- Regional transit authority facilities,
- State and local correctional facilities,
- Solid waste handling facilities,
- Inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities,
- Any other facility otherwise identified as necessary and of a statewide nature by the Washington State Office of Financial Management and included on the state 10-year capital plan, and
- Those facilities that are otherwise identified as necessary and of a countywide nature by Pierce County.

EF-1.2 Ensure that the identification of statewide essential public facilities is aligned with the standards and project lists from the Washington State Office of Financial Management.

EF-1.3 Identify countywide essential public facilities in coordination with the county and other relevant jurisdictions.

EF-1.4 Ensure that all essential public facilities are associated with justifiable, documented needs within the city, urban growth area, or broader region informed by 20-year population projections and expected technology advancements, if relevant.

► **EF-2 Minimize overall impacts from essential public facilities on the community while supporting public needs through effective site selection criteria.**

EF-2.1 Manage suitable city sites for future use as essential public facilities.

EF-2.2 Encourage essential public facilities to be sited in areas with:

- Minimal environmental constraints;
- Access to major transportation facilities and corridors;
- Compatible surrounding uses; and

- Sufficient supporting public services.

EF-2.3 Evaluate site suitability based on:

- Specific facility requirements, including the minimum size of the site, availability of supporting services, accessibility, and ability to meet local needs.
- Impacts of the facility, including the compatibility of surrounding uses; potential impacts on natural systems; expected changes related to public health and safety; and the effects on resulting development.
- Impacts on urban growth areas, including the nature and extent of urban growth.

EF-2.4 Ensure that there are sufficient buffers and screening between facilities and surrounding development.

EF-2.5 Ensure that for essential public facilities sited in residential neighborhoods that it is clearly established how the facility is suitable for the area and can minimize impacts to the surrounding residents.

EF-2.6 Involve the public in the site selection process for essential public facilities, especially residents of potentially affected areas.

► **EF-3 Minimize the impacts from the construction and operation of essential public facilities.**

EF-3.1 Require an impact analysis during the site selection process for an essential public facility to review implications of ongoing operations related to:

- Future land use compatibility;
- Existing land use and development in adjacent and surrounding areas;
- Existing zoning of surrounding areas;
- Existing Comprehensive Plan designation for surrounding areas;
- Present and proposed population density of surrounding area;
- Environmental impacts and opportunities to mitigate environmental impacts;
- Physical, social, emotional and mental health impacts and opportunities to mitigate health impacts of those living in the vicinity;
- Effects on agricultural, forest or mineral lands, critical areas and historic, archaeological and cultural sites;
- Effects on areas outside of the city in neighboring jurisdictions;
- Effects on designated open space corridors;
- "Spin-off" (secondary/ tertiary) impacts; and
- Effects from associated development induced by the siting of the facility.

EF-3.2 Ensure that essential public facilities are consistent with all required and optional elements of this Comprehensive Plan, as well as the general welfare of the city and region, but that the Comprehensive Plan does not preclude the siting of essential public facilities in the city.

EF-3.3 Provide site, building and design standards that improve the compatibility between essential public facilities and their surroundings.

8 Essential Public Facilities// Gig Harbor Comprehensive Plan

- EF-3.4 Ensure "fair-share" appropriations or payments that avoid a disproportionate financial burden from the operation of an essential public facility.
- EF-3.5 Provide for a regular review of the ongoing impacts to the community from essential public facilities and coordinate with facility operators to manage these impacts.

Commented [L1]: on whom?

Policy Audit Document

Previous Plan Content

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

8.1.1. Identification of essential public facilities.

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

[NEW]

Rationale for Change

- This has been revised for clarity.

This has been revised to include the list of EPFs in the County's Countywide Planning Policies. While this does include uses that are not in Gig Harbor, it seemed reasonable to quote from the CPPs as opposed to missing some considerations here.

- This has been added to ensure that any other uses identified by the state are included in this list.

Recommended Content

EF-1 Identify current, planned, and expected facilities that provide essential public benefits but may pose Impacts to the community,

EF-1.1 Identify and maintain an inventory of current

and planned "essential public facilities", defined as facilities that have a useful life of 10 or more years with the potential for negative community impacts, including:

- 8.1.1. Airports,
- " Marine port facilities, Large ports,
- 8.1.2. State education facilities,
- State or regional transportation facilities,
- Regional transit authority facilities,
- State and local correctional facilities, Solid waste handling facilities, Inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities, Any other facility otherwise identified as necessary and of a statewide nature by the Washington State Office of Financial Management and included on the state 10-year capital plan, and
- 8.1.3. Those facilities that are otherwise identified as necessary and of a countywide nature by Pierce County.

EF-1.2 Ensure that the identification of statewide essential public facilities is aligned with the standards and project lists from the Washington State Office of Financial Management.

Previous Plan Content

[NEW]

[NEW]

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

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

8.2.2. Site Suitability

a) Essential public facilities should be located in areas which have the least constraints in terms of environmental character or compatibility, access to major transportation facilities and corridors, and availability of supporting public services.

b) Site suitability should be based upon:

Rationale for Change

- This has been added to ensure that any other uses identified by the county are included in this list.

- Derived from 8.2.1(a) with revisions for clarity and brevity.
- Reflect considerations from 8.4.1(b).

- This goal is refocused and revised, with some considerations split into new goals.

- Revised for clarity.

- This top-level policy has been removed to rewrite the elements underneath.

- Revised from this description for clarity and brevity, considering (b).

- Rework this top-level policy to meet additional requirements.

Recommended Content

EF-1.3 Identify countywide essential public facilities in coordination with the county and other relevant jurisdictions.

EF-1.4 Ensure that all essential public facilities are associated with justifiable, documented needs within the city, urban growth area, or broader region informed by 20-year population projections and expected technology

EF-2 **Minimize overall impacts from essential public facilities on the community while supporting public needs through effective site selection criteria.**

EF-2.1 Manage suitable city sites for future use as essential public facilities.

[REMOVED]

EF-2.2 Encourage essential public facilities to be sited in areas with:

- Minimal environmental constraints;
- Access to major transportation facilities and corridors;
- Compatible surrounding uses; and
- Sufficient supporting public services.

EF-2.3 Evaluate site suitability based on:

- Specific facility requirements, including the minimum size of the site, availability of supporting services, accessibility, and ability to meet local needs.
- Impacts of the facility, including the compatibility of surrounding uses; potential impacts on natural systems; expected changes related to public health and safety; and the effects on resulting development.
- Impacts on urban growth areas, including the nature and extent of urban growth.

Previous Plan Content

Rationale for Change

Recommended Content

1) A minimum parcel size, dependent upon the scope and nature of facility to be located. 2) Accessibility of the site in respect to streets and transportation facilities. 3) Availability of public support services which are usual and pertinent to the protection of the general health, safety and welfare of the public potentially impacted by the proposed facility. 4) Ability to adequately buffer and screen the facility from adjacent uses or development.	■ Consideration of buffering has been retained.	EF-2.4 Ensure that there are sufficient buffers and screening between facilities and surrounding development.
c) Some essential public facilities should be considered for siting in certain residential neighborhoods, based upon:	■ This has been rewritten to combine the considerations below and align with the goal.	EF-2.5 Ensure that for essential public facilities sited in residential neighborhoods that it is clearly established how the facility is suitable for the area and can minimize impacts to the
1) Documentable evidence or criteria that such a facility is better suited to a	• Removed in favor of the shortened, compiled version above.	[REMOVED]
2) The appropriateness of the site respective to the specific facility's impacts on community character and its compatibility with the residential environment and	• Removed in favor of the shortened, compiled version above.	[REMOVED]
8.2.1. Site Selection Process	■ This has been removed to bring up the bullets below as policies. • Additionally, this does not provide a site selection process, which should be defined administratively.	[REMOVED]
a) Prior to selection of a site for an essential public facility, the sponsoring agency or jurisdiction shall provide to the City and Pierce County justifiable need for the facility within the City or its urban area. Such need shall be based upon a documentable forecasted need and the logic of the service area proposed.	• Moved to EF-1. • Note that this is defined in more detail below under a distinct goal.	[REMOVED]

Previous Plan Content

- b) Prior to the consideration of the siting of an essential public facility within the City or its urban area, the sponsoring jurisdiction or agency shall establish a public involvement process by which the residents of the area potentially affected have the reasonable opportunity to participate in the site selection process.

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

- 8.3.2. Impact Analysis. During the site selection process, the sponsoring agency shall perform an impact analysis of the facility through the appropriate environmental review process, which, at a minimum, shall address the following:
- (a) Land use compatibility
 - (b) Existing and adjacent land use and development in adjacent and surrounding areas
 - (c) Existing comprehensive plan designation and zoning of surrounding areas
 - (d) Present and proposed population density of surrounding area
 - (e) Potential effects on critical areas and historic, archaeological and cultural sites
 - (f) Potential effects on neighboring jurisdictions, including Kitsap County and the municipalities within.
 - (g) Potential secondary and tertiary effects of the facility
 - (h) Effect on the likelihood of associated development being induced by the siting of such a facility

Rationale for Change

- Edited for brevity and clarity.
- Note that this is defined in more detail below under a distinct goal.

- Edited for brevity and clarity.

- Edited to include the considerations from Pierce County CPPs (EPF-4.2)

Recommended Content

- EF-2.6 Involve the public in the site selection process for essential public facilities, especially residents of potentially affected areas.

EF-3 Minimize the impacts from the construction and operation of essential public facilities.

- EF-3.1 Require an impact analysis during the site selection process for an essential public facility to review implications of ongoing operations related to:
- Future land use compatibility;
 - Existing land use and development in adjacent and surrounding areas;
 - Existing zoning of surrounding areas;
 - Existing Comprehensive Plan designation for surrounding areas;
 - Present and proposed population density of surrounding area;
 - Environmental impacts and opportunities to mitigate environmental impacts;
 - Physical, social, emotional and mental health impacts and opportunities to mitigate health impacts of those living in the vicinity;
 - Effects on agricultural, forest or mineral lands, critical areas and historic, archaeological and cultural sites;
 - Effects on areas outside of the city in neighboring jurisdictions;
 - Effects on designated open space corridors;
 - "Spin-off" (secondary/ tertiary) impacts; and
 - Effects from associated development induced by the siting of the facility.

Previous Plan Content

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

[NEW]

[NEW]

[NEW]

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

8.4.1. Siting criteria must:

- (a) Provide site, building and design standards which assure facilities compatibility with its surroundings.
- (b) Reflect the facility needs in support of 20-year population projections and which include compatibility to the community's standards and goals.
- (c) Acknowledge state or federal siting requirements.

Rationale for Change

- Condense this to reference the Plan.
- See [RCW 36.20A.200/51](#)

- Provide policy direction from 8.4.1(a).

- Provide policy direction from 8.4.1(e).

- Provide policy direction to ensure monitoring of impacts.

- Removed and consolidated.

- Remove high-level category and bring bullets in as individual policies elsewhere.

- Remove and add to EF-3.3.

- Remove and add to EF-1.4.

- Remove as redundant.

Recommended Content

EF-3.2 Ensure that essential public facilities are consistent with all required and optional elements of this Comprehensive Plan, as well as the general welfare of the city and region, but that the Comprehensive Plan does not preclude the siting of essential public facilities in the city.

EF-3.3 Provide site, building and design standards that improve the compatibility between essential public facilities and their surroundings.

EF-3.4 Ensure "fair-share" appropriations or payments that avoid a disproportionate financial burden from the operation of an essential public facility.

EF-3.5 Provide for a regular review of the ongoing impacts to the community from essential public facilities and coordinate with facility operators to manage these impacts.

[REMOVED]

[REMOVED]

[REMOVED]

[REMOVED]

[REMOVED]

Previous Plan Content

- (d) Balancing the need for the facility against the external impacts generated by its siting and the availability of alternative sites with lesser
- (e) Establish a process to obtain "fair-share" appropriations or payments to the City to avoid a disproportionate financial burden from the operation of a facility

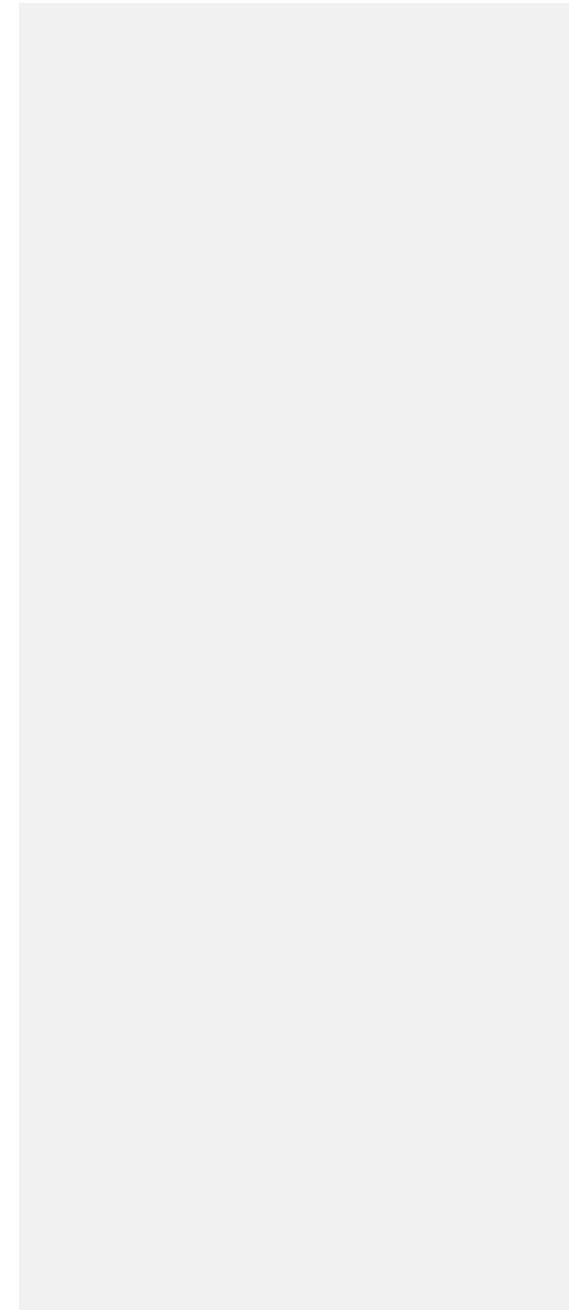
Rationale for Change

- Remove as redundant.
- Remove and add to EF-3.4.

Recommended Content

[REMOVED]

[REMOVED]



9 Utilities

9.1 Introduction

The Utilities Element of the Gig Harbor Comprehensive Plan ensures the provision of essential services necessary for the City's development and the well-being of its residents. Utilities addressed in this element include water, wastewater, electricity, natural gas, telecommunications, and solid waste disposal. The primary goal is to coordinate with regional and independent utility providers to deliver reliable and high-quality services that meet the current and future needs of the community, while adhering to state and federal regulations. The element focuses on integrating utility planning with land use policies to support sustainable growth, minimize service disruptions, and optimize the use of resources across the city.

Per the relevant CPPs and RCW 36.70A.070(4), the Utilities Element maintains internal consistency with other elements of the Comprehensive Plan, such as land use and capital facilities. It highlights the necessity for proactive planning and coordination with regional and independent utility providers to address the challenges of increasing demand, aging infrastructure, and infrastructure resilience. This element also promotes the conservation of energy and resources through efficiencies and economies of scale, the integration of new technologies, and the equitable distribution of services. By ensuring that utility services are planned and developed in a manner that is responsive to the City's growth and environmental conditions, the Utilities Element contributes to the City's long-term resilience and sustainability.

Commented [L1]: Expand acronym?

9.2 Background

9.2.1 Utilities

As discussed in the Capital Facilities Element, the City of Gig Harbor owns its wastewater utility and a percentage of its water utility. All other utilities are provided through intergovernmental or interagency agreements. Exhibit 1 summarizes the utilities, providers, and applicable plans that guide the utilities as they respond to infrastructure maintenance and future growth. Each of these utilities is discussed in further detail in the following sections.

Exhibit 1. Major Utility Providers in Gig Harbor

Service / Utility	Agency	Description	Applicable Plans
Wastewater	City of Gig Harbor	Provides sewer services to the City of Gig Harbor	▪ City of Gig Harbor Wastewater Comprehensive Plan Update, 2018

Service / Utility	Agency	Description	Applicable Plans
Water	City of Gig Harbor Washington Water Service (WWS) Peninsula Light Water Thurston PUD	Provides water to the City of Gig Harbor	2016 Gig Harbor Comprehensive Plan 2018 Gig Harbor Comprehensive Water System Plan Update, 2022 - WWS Water System Plan; WWS Capital Improvement Plan - Peninsula Light Water - Thurston PUD Annual Water System Report – Quail Run 667, 2023
Electricity	Peninsula Light Company	Provides electric power to the City of Gig Harbor	Peninsula Light Company Energy Resource Plan 2022
Natural Gas	Puget Sound Energy (PSE)	Supplies natural gas to the City of Gig Harbor	2023 PSE Community Profile (Pierce County) 2023 PSE Gas Utility Integrated Resource Plan and Appendices
Telecommunications	Various private communications companies	Provide a range of telecommunication services, including telephone, cable, personal wireless communication, and internet	- Pierce County Broadband Connectivity and Access Evaluation, 2019 - The Washington Utilities and Transportation Commission (WUTC) regulates the rates and services of telephone companies operating in Washington per WAC 480-120. The WUTC does not normally regulate cable, internet, wireless phones, and VoIP (Voice over Internet Protocol).
Solid Waste / Garbage	Murrey's Disposal Land Recovery, Inc.	Manage solid waste, recycling, and compost in the City	2021 Tacoma-Pierce County Solid Waste Management Plan

Source: City of Gig Harbor, 2024; BERK, 2024

Major utility services provided include the following:

Wastewater

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.

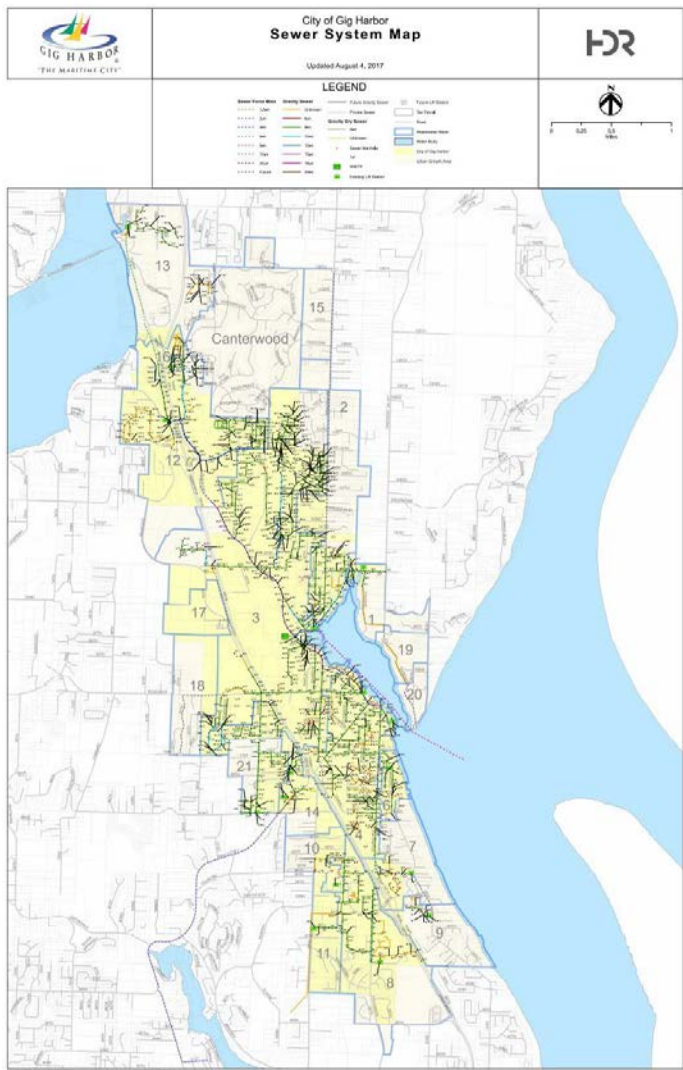
With a service area of 1,800 acres, the system provides sewer services within the city limits and to select developments in the UGA, such as Canterwood Estates and the Washington Corrections Center for Women. Outside of the UGA, the City owns, operates, and maintains an on-site septic system for the 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.

As of 2018, 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 **Error! Reference source not found.** for a map of the major sewer system lines as of 2017. 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.

Commented [L2]: Just a head's up on the missing reference

Exhibit 2. City of Gig Harbor Sewer System Map, 2017



Source: City of Gig Harbor, 2017.

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

Commented [L3]: Link?

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 3 for the demographic forecast allocation model WWTP used to estimate its sewerred and non-sewerred build-out. Exhibit 4 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.

Commented [L4]: Expand UGA?

Exhibit 3. 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

Source: 2018 Gig Harbor Wastewater Comprehensive Plan Update

Exhibit 4. Average Sanitary and Peak Flow Estimates, 2017 - Build-Out

Category	Unit Wastewater Flows	2017		2037		Build-out	
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	

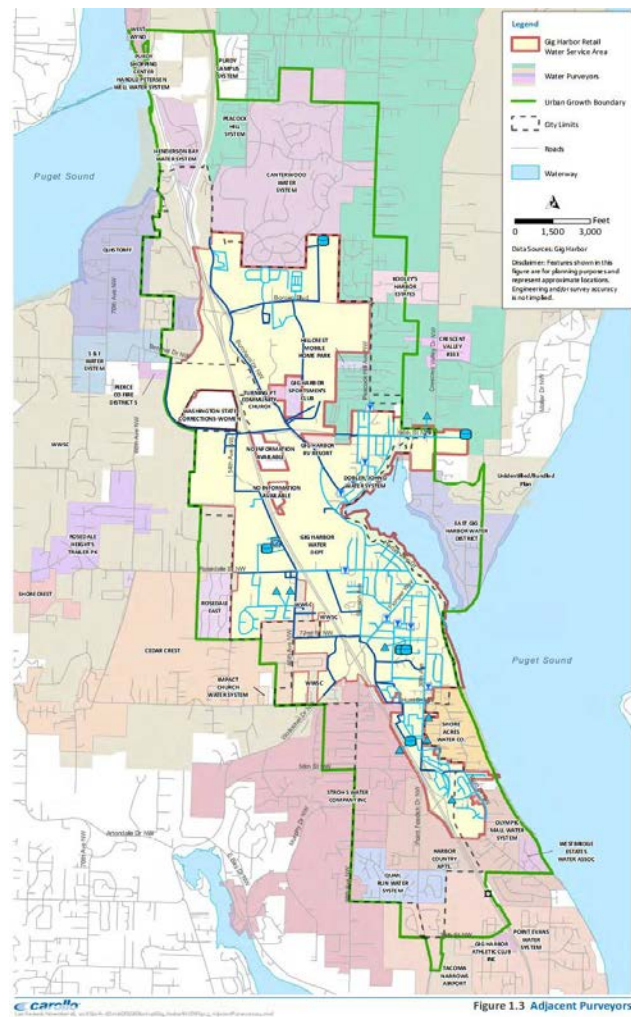
Source: 2018 Gig Harbor Wastewater Comprehensive Plan

Water

The Gig Harbor community receives water through multiple water providers, including the City of Gig Harbor Water System, Washington Water Service, Peninsula Light Water, Thurston County Public Utility

District (Thurston PUD), and private wells. Exhibit 5 shows the water system plan in the City of Gig Harbor, highlighting the Gig Harbor Retail Water Service Area and adjacent water purveyors.

Exhibit 5. Gig Harbor Water System and Adjacent Purveyors, 2018



Source: Gig Harbor 2018 Comprehensive Water System Plan Update, 2022

City of Gig Harbor Water System

The City of Gig Harbor Water System provides water to approximately 35% of the population within the city limits and UGA. Its retail water service area (RWSA) serves approximately 9,600 people and is approximately 4.45 square miles with 2,583 service connections and 43 miles of pipeline, as of 2017. It provides wholesale water service to customers outside the RWSA and has an emergency intertie with the Peacock Hill Water System. See Exhibit 6 for its RWSA and Exhibit 7 for its existing water system facilities.

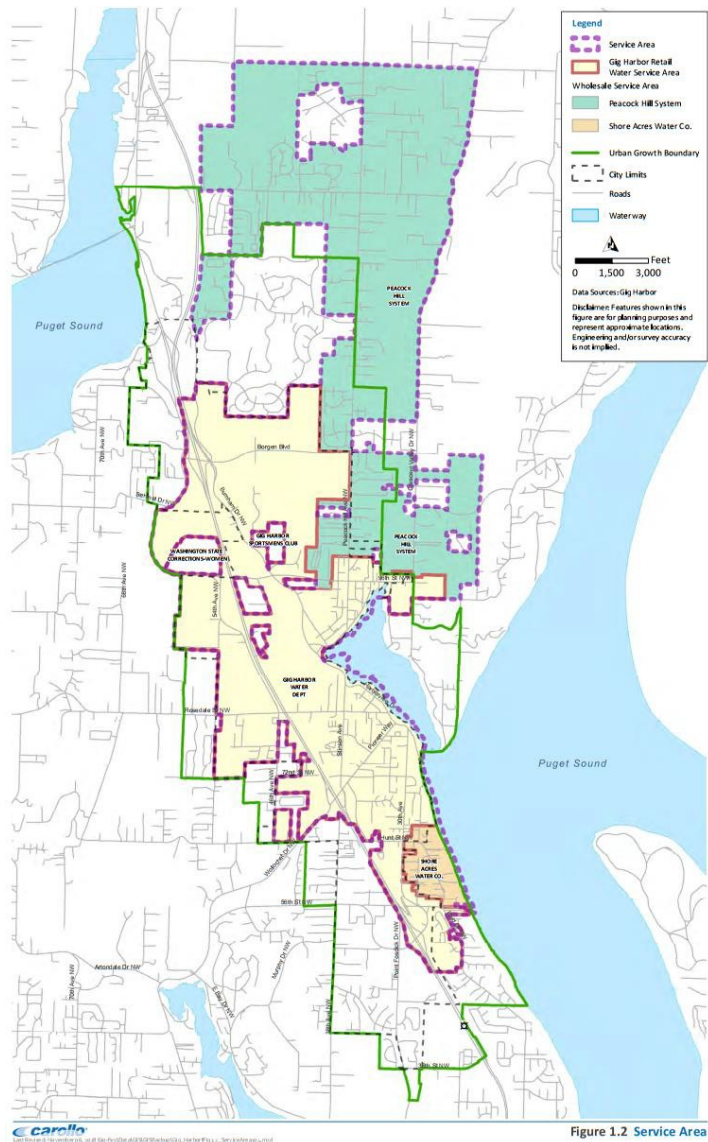
For water supply, the Water System relies solely on its groundwater wells to meet its current supply. Its system is divided into three pressure zones: the 320 zone, 440 zone, and the 450 zone. For storage, the Water System contains six reservoirs, with a total storage capacity of 4.6 million gallons (MG). needs. See Exhibit 8 for the Water System's total well capacity and Exhibit 9 for its total storage reservoir capacity. 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.

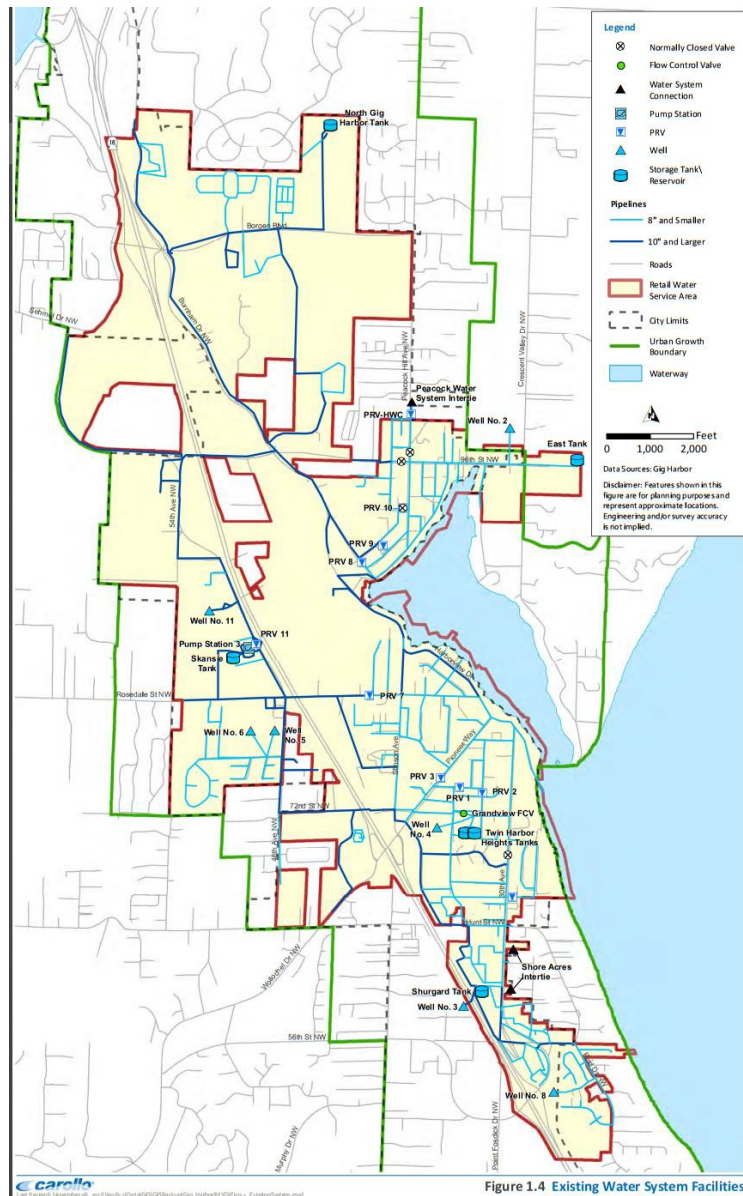
Commented [L5]: Is it possible to update to 2044?

Exhibit 6. City of Gig Harbor Water System Service Area, 2018



Source: Gig Harbor 2018 Comprehensive Water System Plan Update, 2022

Exhibit 7. Existing Water System Facilities, 2018



Source: Gig Harbor 2018 Comprehensive Water System Plan Update, 2022

Exhibit 8. Inventory of City 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

¹Well 1 and Well 10 are inactive.
²Well 10 is a test well and supplemental to Well 2.
³Well 11 is supplemental to system wells.
Source: Gig Harbor 2018 Comprehensive Water System Plan Update, 2022

Exhibit 9. 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

Source: Gig Harbor 2018 Comprehensive Water System Plan Update, 2022

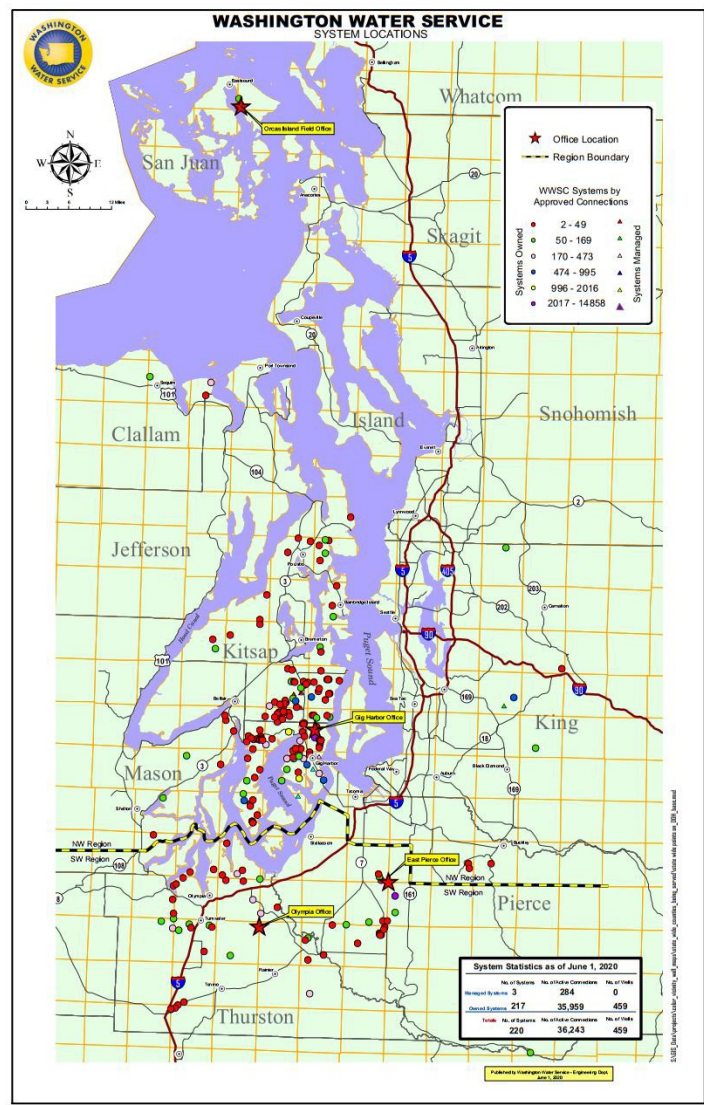
Commented [L6]: Link?

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 10.

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.

Exhibit 10. Washington Water Service System Locations, 2020



Source: Washington Water Service, 2020

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.

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.

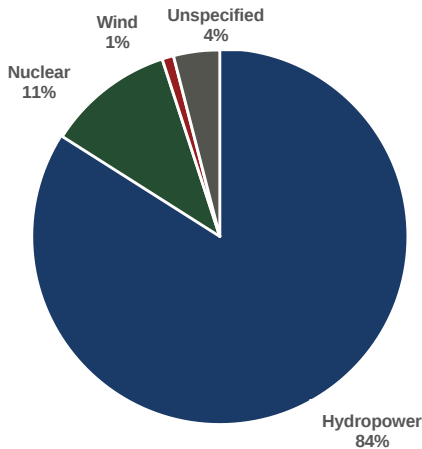
Electricity and Natural Gas

Gig Harbor electricity is provided through Peninsula Light Company, and its natural gas needs are met by Puget Sound Energy.

Peninsula Light Company

Peninsula Light Company (PenLight) is an electric cooperative that provides electricity services to over 30,000 homes and businesses across 112 square miles in Western Pierce County; its service territory encompasses Gig Harbor, Key Peninsulas, and Fox Island. Approximately 90% of its power is provided through Bonneville Power Administration (BPA). It also receives renewable energy from its Harvest Wind project. More than 80% of its fuel is derived from hydropower. See Exhibit 11.

Exhibit 11. PenLight Fuel Mix, 2022



Source: Peninsula Light Company, 2024

PenLight submits a Resource Plan to the Department of Commerce every two years, which forecasts its anticipated loads over the next five and ten years. The Resource Plan helps anticipate future need as population grows in the service territory. According to its 2022 Resource Plan, PenLight estimates that its annual total resources in 2031 is 69.08 MWa. Most power resources are anticipated to come from BPA, with an increasing trend of conservation and efficiency from 2021-2031.

Puget Sound Energy

Puget Sound Energy (PSE) is the exclusive natural gas provider for the City of Gig Harbor. Natural gas is sourced from the Rocky Mountains and Canada, transported via interstate pipelines, and then distributed through supply mains to residential, commercial, and industrial customers. The Operations Planning Department of PSE monitors development permits and land-use applications to plan for future natural gas facility needs.

PSE supplies natural gas to nearly 170,000 customers throughout Pierce County, including the Gig Harbor community. Its infrastructure in Pierce County includes 31 substations and nearly 3,000 gas mains. There is also a liquefied natural gas (LNG) satellite storage facility, located at 9610 Bujacich Road in Gig Harbor. The facility adds flexibility and resiliency to support short-term natural gas service delivery to the Gig Harbor community, particularly during peak weather events. See Exhibit 12 for its capacity.

Exhibit 12. Natural Gas Sales Peaking Resources – Gig Harbor LNG

	Withdrawal Capacity (Dth/Day)	Injection Capacity (Dth/Day)	Storage Capacity (Dth)	Transportation Tariff	Availability
Gig Harbor LNG	2,500	2,500	10,500	On-System	Current

Dth = dekatherm
Source: PSE 2023 Gas Utility Integrated Resource Plan, Appendices A-G

PSE prepares an Integrated Resource Plan (IRP) every two years, which forecasts demand over the next twenty years and evaluates how its resources will meet customers' future natural gas supply needs. The IRP identifies major pipeline projects to enhance reliability, increase operational flexibility, and replace aging infrastructure. Recent local projects include the replacement of 11,200 feet of old gas mainlines along Canterwood Drive Northwest in Gig Harbor. In 2018, PSE identified the need for a long-term supply solution related to the Gas Reliability Marine Crossing, the only gas pipeline supply to the Gig Harbor peninsula. As of 2023, the project was in its initiation phase, with PSE evaluating cost-effective long-term supply solutions for delivering gas service to its customers on the Gig Harbor peninsula, Vashon Island, and Maury Island area.

Telecommunications

Telecommunications includes phone and internet services. These services are delivered to the City by numerous private providers. These providers include AT&T, Century Link, DIRECTV, DISH, Frontier Internet, HughesNet, Viasat, and XFINITY. All providers that serve the Gig Harbor community are under private ownership.

Federal and State regulations require that telecommunications purveyors provide adequate telecommunications services on demand. Continuing coordination between the City and telecommunications purveyors will help ensure maintenance of adequate levels of service as growth occurs.

Commented [L7]: Somewhere in this section might be a good place to mention citizen's feedback wanting the potential for higher broadband internet connectivity for work-at-home and/or home-based businesses.

The FCC National Broadband Map shows Gig Harbor fully served by fixed broadband as of December 2023. Gig Harbor shows nearly 100% coverage of mobile broadband, with 4G covering much of the area. However, there are select locations that show 57-71% coverage, particularly in more wooded, rural areas near the shoreline. To close this gap, Pierce County is making investments to bridge broadband gaps and improve broadband internet service improvements throughout the county, including in rural parts of the Gig Harbor region.

Solid Waste

Solid waste in Gig Harbor is managed by Murrey's Disposal, a private company under city contract. Murrey's Disposal provides solid waste collection services to more than 93,000 residential and 2,600 commercial customers in the Gig Harbor peninsula and north Pierce County region. The final disposal location is the 168-acre LRI Landfill located on a 320-acre site in Graham, Washington. It has capacity for approximately 29.2 million cubic yards

Commented [L8]: Place 'Land Recovery, Inc.' here rather than below.

The Purdy Transfer Station, located at 14515 54th Avenue NW in Gig Harbor, is owned by Pierce County and operated by Land Recovery, Inc. (LRI). The transfer station's current capacity is 82,125 tons per year. Located at the same site is a recycling center and compost facility, also owned by Pierce County. The composting facility has a current capacity of 29,200 tons of compost per year, which handles less than a quarter of the County's needs for composting capacity.

The Tacoma-Pierce Solid Waste Plan manages and plans solid waste management for the region over the next twenty years for the region. It is revised every 5 years, with the most recent revision in 2021. Under current planning conditions and future growth projections, the LRI landfill will reach its capacity in 2032. To manage capacity, Pierce County is considering solid waste transfer evaluations, such as potentially doubling the capacity of the Purdy Transfer Station. Pierce County is also working on a new Solid and Hazardous Waste Management Plan that will identify strategies to improve its infrastructure in anticipation of future regional population growth.

9.2.2 Future Needs

The adequate provision of high-quality, reliable, and affordable utility services is essential for the Gig Harbor community. With increased development and population growth, the utility systems and facilities must continue to expand and improve to meet higher demand. These improvements must occur alongside development to maintain levels of service. Therefore, Gig Harbor must continue to coordinate with its utility providers on growth and expansion to ensure reliable service provision to customers aligns with future development. Coordination also includes maintenance and replacement of aging infrastructure, construction of new utility infrastructure to increase capacity in response to future development,

9.2.3 Challenges and Opportunities

Challenges and opportunities for utilities include:

- **Aging Infrastructure:** Existing utility infrastructure, such as water pipes and sewer lift stations, are nearing the end of their lifespan and are in poor condition in need of replacement. The PSE natural gas marine pipeline also shows future need for replacement. Strong partnerships among City departments and utility providers will help ensure infrastructure upgrades are aligned with the City's priorities for existing infrastructure replacement and provide continuous service delivery.
- **Capacity Limitation and Expansion:** Projected population growth will increase demand for utility services, resulting in capacity constraints for specific utility services. Regarding sewer, the City desires to expand sewer extensions to individual residential parcels currently on septic systems. The sewer also shows limited capacity in some pipe sections that require replacement and the general expansion of its lift stations, force mains, and gravity sewer extensions. The solid waste capacity of the LRI landfill also shows constrained capacity as it accommodates regional growth and the potential future expansion of the Purdy Transfer Station. The Public Works Department should coordinate with utility providers and appropriate jurisdictional agencies to allow for an efficient and seamless infrastructure expansion.
- **Innovation and Resiliency:** As technology advances, utility providers have the opportunity to upgrade their infrastructure with greater resilience. Future upgrades include installing flow meters at all sewer lift stations to help with wet weather flow management to increase resilience to flooding; exploring the value of using reclaimed water as a water resource management strategy to optimize wastewater treatment plant capacity and enhance local surface and ground waters. Proactively embracing innovative technologies and solutions that incorporate resiliency can enhance the utility providers' service reliability, cost-effectiveness, and long-term sustainability.

9.3 Goals and Policies

► UT-1 Coordinate the efficient siting of new utility services and infrastructure to minimize impacts.

- UT-1.1 Locate utility lines within existing right-of-way corridors and provide sufficient rights-of-way for utilities in new developments.
- UT-1.2 Minimize impacts of the maintenance of transmission lines on the natural environment.
- UT-1.3 Provide sufficient natural vegetative screening, buffers, and setbacks from electric utility substations.
- UT-1.4 Ensure compatibility between local utilities and nearby development.
- UT-1.5 Encourage the underground installation of new utilities and undergrounding of existing utilities where possible.
- UT-1.6 Coordinate the undergrounding of utility feeder and distribution lines in visually sensitive areas with Peninsula Light Company through agreements for cost sharing, timing, and phasing.

- UT-1.7 Coordinate utility improvements and undergrounding with providers as part of major road realignment or construction projects.
- UT-1.8 Coordinate the development of new public and private infrastructure facilities to co-locate facilities in shared alignments and minimize construction-related disruptions.
- UT-1.9 Ensure that all utility infrastructure is installed consistent with City policy and requirements for the protection of the public's health, safety and welfare.
- UT-1.10 Maintain an inventory of utility facilities and alignments in GIS, and ensure it is consistently updated in collaboration with private utility providers.

► **UT-2 Encourage energy conservation in the community to minimize the need for new facilities and resource use.**

- UT-2.1 Support electricity and water conservation programs by utilities to reduce future needs for additional infrastructure.
- UT-2.2 Encourage conservation efforts by utilities to minimize the demand for nonrenewable resources and emissions of greenhouse gases.
- UT-2.3 Provide flexible siting guidelines for buildings to allow for maximum solar access where on-site solar power generation would be practical.
- UT-2.4 Provide flexible road-width standards to minimize impervious surfaces, surface water quality impacts, and the use of pavement construction materials.
- UT-2.5 Encourage the use of energy conservation and sustainable on-site generation features in new development projects through site development incentives.
- UT-2.6 Encourage ongoing changes to the Washington State Energy Code that allow for financially sustainable energy conservation improvements.

Commented [L9]: For electricity conservation, would mentioning a goal of the city achieving 'Dark Sky' status be useful here?

► **UT-3 Provide sufficient stormwater management infrastructure to address stormwater runoff quality and quantity to applicable standards.**

- UT-3.1 Maintain a stormwater management program that is in compliance with National Pollution Discharge Elimination System (NPDES) standards.
- UT-3.2 Provide stormwater management design standards that maintain adequate levels of storage and treatment while considering economic efficiency and environmental protection.
- UT-3.3 Explore the use of Local Improvement Districts (LIDs) to support necessary upgrades to local stormwater facilities and ensure developers bear the costs of required improvements related to their projects.

► **UT-4 Coordinate the delivery of high-quality potable water with sufficient volume and pressure.**

- UT-4.1 Upgrade substandard water systems within the City limits to provide sufficient fire flows and comply with fire protection codes.
- UT-4.2 Provide for facility charges for new development and major redevelopment projects to upgrade existing water systems to maintain expected standards under increased demand.
- UT-4.3 Encourage water conservation through programs and incentives for residential and commercial users.
- UT-4.4 Promote landscaping and irrigation systems with lower water demands to reduce water consumption.
- UT-4.5 Coordinate a Water System Plan for the City Water Service Area that is consistent with the Comprehensive Plan.
- UT-4.6 Explore the use of reclaimed water in the city to reduce demands for potable water.

► **UT-5 Provide adequate wastewater conveyance and treatment facilities to protect human and environmental health and meet applicable standards.**

- UT-5.1 Maintain a Sewer Comprehensive Plan to identify needed wastewater infrastructure over the next twenty years.
- UT-5.2 Plan for the expansion of wastewater treatment plant capacity to meet future expected demands.
- UT-5.3 Provide sewer services to properties within the unincorporated urban growth area consistent with adopted policies on extension requests.
- UT-5.4 Require connections to the city sewer system under the following conditions:
 - For new residential and commercial development, if the development is within city limits, or if it is within the unincorporated urban growth area and within 200 feet of a city sewer line.
 - For existing residential and commercial development not serviced by the city sewer system, it is within 200 feet of a city sewer line and there has been a failure in on-site treatment documented by the Tacoma-Pierce County Health Department.
- UT-5.5 Explore Local Improvement Districts (LID) as a means to support upgrades to existing sewer systems or the provision of new sewer lines.
- UT-5.6 Require all new development in the unincorporated urban growth area requesting city sewer service to be compliant with all applicable city design standards.

► **UT-6 Coordinate with providers and government organizations to maintain and improve the quality of telecommunications service in the city.**

- UT-6.1 Coordinate planning with the Washington State Utilities and Transportation Commission and telecom companies providing service to Gig Harbor to identify facility and infrastructure needs within the city and urban growth area.
- UT-6.2 Maintain an inventory of the existing and planned telecommunications facilities needed to provide services to the city and urban growth area.

► **UT-7 Ensure that the city is served by a comprehensive solid waste management system that is efficient and environmentally sustainable.**

- UT-7.1 Support an integrated solid waste management system that includes provisions for reduction, recycling, and disposal.
- UT-7.2 Support comprehensive recycling and composting programs for residential and commercial users to divert materials from landfills.
- UT-7.3 Support a residential hazardous waste program that ensures the safe collection, recycling, and disposal of hazardous materials, and protects environmental safety and human health.
- UT-7.4 Ensure compliance with the County comprehensive solid waste management plan in addressing organic materials management capacity.

► **UT-8 Support the reliable and safe provision of natural gas that is coordinated with current and future needs.**

- UT-8.1 Ensure that current and planned natural gas infrastructure and facilities meets expected demands.
- UT-8.2 Coordinate with providers to integrate natural gas facilities with surrounding land uses and protect corridors from incompatible encroachments.
- UT-8.3 Consider climate change policies and energy consumption trends in the management of natural gas facilities.

Policy Audit Document

Previous Plan Content	Rationale for Change	Recommended Content
9.1: COORDINATE WITH UTILITY PROVIDERS FOR THE LOCATION OF NEW UTILITY SERVICES	Edit for brevity and clarity.	UT-1 Coordinate the efficient siting of new utility services and infrastructure to minimize impacts.
9.1.1 Location	Remove headers and provide these as top-level policies.	[REMOVED]
a) Locate utility lines within existing right-of-way corridors and provide for sufficient right-of-way in new developments to accommodate anticipated utility improvements.	Edit for brevity and clarity.	UT-1.1 Locate utility lines within existing right-of-way corridors and provide sufficient rights-of-way for utilities in new developments.
b) Provide for the maintenance of transmission line rights-of-way in a manner which is sensitive to the natural environment while providing the required level of maintenance service.	Edit for brevity and clarity.	UT-1.2 Minimize impacts of the maintenance of transmission lines on the natural environment.
c) Provide for the location of electric utility substations and service areas within the city and urban area in such a manner so as to avoid the elimination of natural vegetative screens or buffers and to provide sufficient setback from existing uses to minimize conflicts.	Edit for brevity and clarity.	UT-1.3 Provide sufficient natural vegetative screening, buffers, and setbacks from electric utility substations.
d) Ensure the compatibility of local utility installations and development with adjacent land uses which is aesthetically pleasing and economically reasonable.	Edit for brevity and clarity.	UT-1.4 Ensure compatibility between local utilities and nearby development.
9.1.2. Installation	Remove headers and provide these as top-level policies.	[REMOVED]
a) Encourage all new utility distribution and service lines serving new subdivisions and developments to be located underground.	- Edit for brevity and clarity. - Note the application to existing facilities as well.	UT-1.5 Encourage the underground installation of new utilities and undergrounding of existing utilities where possible.

Previous Plan Content	Rationale for Change	Recommended Content
e) Work with Peninsula Light Company in developing an agreement for cost sharing, timing and phasing of the eventual undergrounding of utility feeder and distribution lines along principal view routes within the city and in designated visually sensitive areas.	Moved up from below for consistency with UT-1.5.	UT-1.6 Coordinate the undergrounding of utility feeder and distribution lines in visually sensitive areas with Peninsula Light Company through agreements for cost sharing, timing, and phasing.
b) Require that all utility providers operating within the City of Gig Harbor and the City urban area coordinate with the City on major road realignment or construction projects for the installation of the appropriate conduits or service lines for the eventual undergrounding of aerial feeder and service lines.	Edit for brevity and clarity.	UT-1.7 Coordinate utility improvements and undergrounding with providers as part of major road realignment or construction projects.
c) Coordinate with utility providers for the co-location of new public and private utility distribution lines in shared trenches and coordinate construction timing to minimize construction-related disruptions to the public.	Edit for brevity and clarity.	UT-1.8 Coordinate the development of new public and private infrastructure facilities to co-locate facilities in shared alignments and minimize construction-related disruptions.
d) Coordinate with the City of Gig Harbor Department of Public Works to assure that utility lines are installed consistent with City policy and requirements for the protection of the public's health, safety and welfare.	Edit for brevity and clarity.	UT-1.9 Ensure that all utility infrastructure is installed consistent with City policy and requirements for the protection of the public's health, safety and welfare.
[NEW]	Additional policy to provide the city with the capacity to coordinate utility systems.	UT-1.10 Maintain an inventory of utility facilities and alignments in GIS, and ensure it is consistently updated in collaboration with private utility providers.
9.2: ENCOURAGE THE CONSERVATION OF ENERGY RESOURCES	Edit for brevity and clarity.	UT-2 Encourage energy conservation in the community to minimize the need for new facilities and resource use.
9.2.1. Energy Demand	Remove this subheading as the need for it is unclear.	[REMOVED]
a) Facilitate and encourage the conservation of resources to delay or off-set the need for additional facilities for electrical energy and water resource consumption.	Edit for brevity and clarity.	UT-2.1 Support electricity and water conservation programs by utilities to reduce future needs for additional infrastructure.

Previous Plan Content	Rationale for Change	Recommended Content
g) Encourage utility conservation efforts and infrastructure that minimize demand for natural resources.	▪ Edit for clarity.	UT-2.2 Encourage conservation efforts by utilities to minimize the demand for nonrenewable resources and emissions of greenhouse gases.
b) Provide innovative siting guidelines for buildings to encourage maximum solar access on appropriate sites.	▪ Edit for clarity.	UT-2.3 Provide flexible siting guidelines for buildings to allow for maximum solar access where on-site solar power generation would be practical.
c) Consider alternative and variable road-width standards, commensurate with the intensity and degree of development, to reduce the amount of asphaltic base compounds used in road construction.	▪ Edit for brevity and clarity.	UT-2.4 Provide flexible road-width standards to minimize impervious surfaces, surface water quality impacts, and the use of pavement construction materials.
d) Encourage and promote the construction of developments which employ energy conservation features in the design of buildings.	▪ Combine with (c) below.	UT-2.5 Encourage the use of energy conservation and sustainable on-site generation features in new development projects through site development incentives.
e) Provide incentives by utilizing innovative zoning techniques which encourage the development of residential subdivisions that employ energy conservation features.	▪ Combined with (d) above.	[REMOVED]
f) Continued enforcement of the Washington State Energy Code.	▪ Edit for clarity.	UT-2.6 Encourage ongoing changes to the Washington State Energy Code that allow for financially sustainable energy conservation improvements.
9.3: PLAN FOR AND PROVIDE ADEQUATE STORM DRAINAGE FACILITIES TO MANAGE AND CONTROL STORM WATER RUNOFF.	▪ Edit for clarity.	UT-3 Provide sufficient stormwater management infrastructure to address stormwater runoff quality and quantity to applicable standards.
9.3.1. Develop and implement storm water management guidelines and standards.	▪ Remove this top-level header in favor of individual policies.	[REMOVED]
b) Develop a storm water management program which complies with National Pollution Discharge Elimination System (NPDES) standards.	▪ Reordered to highlight NPDES standards.	UT-3.1 Maintain a stormwater management program that is in compliance with National Pollution Discharge Elimination System (NPDES) standards.
a) Develop and implement storm water management design standards that ensure an adequate level of containment which is both economically reasonable and environmentally responsible.	▪ Edit for brevity and clarity.	UT-3.2 Provide stormwater management design standards that maintain adequate levels of storage and treatment while considering economic efficiency and environmental protection.

Previous Plan Content	Rationale for Change	Recommended Content
c) Provide for the upgrade of existing, substandard storm water systems through a combination of funding sources, with special emphasis on forming Local Improvement Districts (LID) for those areas which are in critical need of improved storm water facilities.	Edit for clarity.	UT-3.3 Explore the use of Local Improvement Districts (LIDs) to support necessary upgrades to local stormwater facilities and ensure developers bear the costs of required improvements related to their projects.
9.4: PROVIDE AN ADEQUATE SUPPLY OF HIGH QUALITY POTABLE WATER.	- Edit for clarity. - Note that this goal needs to consider the role of private water providers as well.	UT-4 Coordinate the delivery of high-quality potable water with sufficient volume and pressure.
9.4.1. Upgrade and maintain a municipal water system which provides a high quality and quantity of potable water to residential, commercial and industrial users.	- Provide for a single level. - Remove as redundant with the goal above.	[REMOVED]
a) Provide for the upgrade of substandard water systems within the City limits to comply with City Fire Protection Codes.	Edit for brevity and clarity.	UT-4.1 Upgrade substandard water systems within the City limits to provide sufficient fire flows and comply with fire protection codes.
b) Require new projects and developments and substantial redevelopment of existing developments to participate in the upgrade of existing water systems to meet the latest City Fire Protection Code standards.	Edited to clarify policy direction to upgrading systems to meet expanded demand, not that development charges would pay for other capacity improvement.	UT-4.2 Provide for facility charges for new development and major redevelopment projects to upgrade existing water systems to maintain expected standards under increased demand.
c) Encourage water conservation through a variety of programs and incentives for residential and commercial users.	Edit for brevity.	UT-4.3 Encourage water conservation through programs and incentives for residential and commercial users.
d) Consider alternatives to water-consumptive landscaping and encourage the use of plant stock and irrigation systems which do not have intensive water-use demands.	Edit for brevity and clarity.	UT-4.4 Promote landscaping and irrigation systems with lower water demands to reduce water consumption.
e) Implement the goals and objectives of the City of Gig Harbor's Water System Plan within the City's Water Service Area.	Edit for clarity.	UT-4.5 Coordinate a Water System Plan for the City Water Service Area that is consistent with the Comprehensive Plan.
[NEW]	Change Goal 9.6 to a policy.	UT-4.6 Explore the use of reclaimed water in the city to reduce demands for potable water.
9.5: OPERATE AND MAINTAIN AN EFFICIENT WASTE WATER TREATMENT FACILITY WHICH IS CAPABLE OF PROVIDING THE NEEDED SEWER CAPACITY FOR THE CITY AND ITS URBAN GROWTH AREA.	Edit for brevity and clarity.	UT-5 Provide adequate wastewater conveyance and treatment facilities to protect human and environmental health and meet applicable standards.

9 Utilities // Gig Harbor Comprehensive Plan

Previous Plan Content	Rationale for Change	Recommended Content
9.5.1. Increase the capacity and overall efficiency of the City of Gig Harbor waste water treatment facility by planning for phased expansion and improvements consistent with the City's capital facilities plan.	- Edit for brevity and clarity. - Eliminate hierarchical structure and provide all policies at the same level. - Move this to UT-5.2, below the Sewer Comprehensive Plan.	[REMOVED]
a) Develop and implement the City of Gig Harbor Sewer Comprehensive Plan which provides for capacity and timing of needed sewage infrastructure for a projected twenty-year growth period.	Edit for brevity and clarity.	UT-5.1 Maintain a Sewer Comprehensive Plan to identify needed wastewater infrastructure over the next twenty years.
[ADD]	Added from 9.5.1.	UT-5.2 Plan for the expansion of wastewater treatment plant capacity to meet future expected demands.
b) Provide sewer service to properties outside of the City limits, but within the urban area, consistent with adopted policies on sewer service extension requests.	- Edit for brevity and clarity. - Combine considerations with (c) below.	UT-5.3 Provide sewer services to properties within the unincorporated urban growth area consistent with adopted policies on extension requests.
c) Require new residential and commercial development within City limits to connect to the City sewer system. Within the unincorporated area served, or to be served by city sewer within six years of the development date, require sewer connection if the development is within 200 feet of the city sewer line.	- Edit for brevity and clarity. - Consolidate with (d).	UT-5.4 Require connections to the city sewer system under the following conditions: - For new residential and commercial development, if the development is within city limits, or if it is within the unincorporated urban growth area and within 200 feet of a city sewer line. - For existing residential and commercial development not serviced by the city sewer system, it is within 200 feet of a city sewer line and there has been a failure in on-site treatment documented by the Tacoma-Pierce County Health Department.
d) Require existing residential and commercial development within 200 feet of a city sewer line to connect to city sewer if there is failure of on-site septic systems, as documented by the Tacoma-Pierce County Health Department.	- Edit for brevity and clarity. - Consolidated with (c).	[REMOVED]

Previous Plan Content	Rationale for Change	Recommended Content
e) Utilize Local Improvement Districts (LID) as a viable funding source for the upgrade or provision of new sewer lines and related support systems to existing developments.	Edit for brevity and clarity.	UT-5.5 Explore Local Improvement Districts (LID) as a means to support upgrades to existing sewer systems or the provision of new sewer lines.
f) Require, as a condition of a sewer service agreement contract, that all new development in the unincorporated area which request City sewer service to be designed and constructed consistent with applicable City design standards.	Edit for brevity and clarity.	UT-5.7 Require all new development in the unincorporated urban growth area requesting city sewer service to be compliant with all applicable city design standards.
		UT-5.5 Explore Local Improvement Districts (LID) as a means to support upgrades to existing sewer systems or the provision of new sewer lines. UT-5.6 Require all new development in the unincorporated urban growth area requesting city sewer service to be compliant with all applicable city design standards.
9.6: EXPLORE OPTIONS TO CREATE RECLAIMED WATER (ALSO KNOWN AS CLASS A WATER) AT THE CITY'S EXISTING WASTEWATER TREATMENT PLANT WHILE STUDYING THE BENEFITS AND POTENTIAL USES FOR RECLAIMED WATER IN THE CITY OF GIG HARBORA.	Removed as a Goal without policies; changed into a policy under potable water above.	[REMOVED]

Previous Plan Content	Rationale for Change	Recommended Content
9.7: TELECOMMUNICATIONS SERVICES - COORDINATE WITH PENINSULA TELECOM, CELLULAR ONE AND TCI CABLE, THE WASHINGTON STATE UTILITIES AND TRANSPORTATION COMMISSION (WUTC) AND OTHER. TELECOMMUNICATION COMPANIES TO MAINTAIN AND ENHANCE THE DEVELOPMENT AND OPERATION OF A QUALITY COMMUNICATIONS SYSTEM THAT WILL MEET THE NEEDS OF THE CITY'S PRESENT AND FUTURE URBAN SERVICE AREA.	Edit for brevity and clarity.	UT-6 Coordinate with providers and government organizations to maintain and improve the quality of telecommunications service in the city.
9.7.1. Telecommunications Planning Responsibilities. Work with Peninsula Telecom , Cellular One, VIACOM Cable, the WUTC and other agencies as provided by state law to identify requirements, facility locations and other particulars necessary for the planning and development of telecommunication facilities to meet regional and local needs within the City's urban growth area.	Edit for brevity and clarity.	UT-6.1 Coordinate planning with the Washington State Utilities and Transportation Commission and telecom companies providing service to Gig Harbor to identify facility and infrastructure needs within the city and urban growth area.
9.7.2. Facilities. Following appropriate consultations with the Washington State Utilities and Transportation Commission (WUTC) and other regional and municipal jurisdictions as to safety and need, the city will develop a map which shows the location of existing and proposed location and capacity of telephone switching equipment, telecommunication towers, antennae, dishes and other facilities necessary (other than local overhead cable lines) to serve the Peninsula and the City of Gig Harbor urban growth area.	Edit for brevity and clarity.	UT-6.2 Maintain an inventory of the existing and planned telecommunications facilities needed to provide services to the city and urban growth area.
[NEW]	Add considerations for solid waste.	UT-7 Ensure that the city is served by a comprehensive solid waste management system that is efficient and environmentally sustainable.
[NEW]	Add new solid waste policies.	UT-7.1 Support an integrated solid waste management system that includes provisions for reduction, recycling, and disposal.

9 Utilities // Gig Harbor Comprehensive Plan

Previous Plan Content	Rationale for Change	Recommended Content
[NEW]	Add new solid waste policies.	UT-7.2 Support comprehensive recycling and composting programs for residential and commercial users to divert materials from landfills.
[NEW]	Add new solid waste policies.	UT-7.3 Support a residential hazardous waste program that ensures the safe collection, recycling, and disposal of hazardous materials, and protects environmental safety and human health.
[NEW]	Add new solid waste policies.	UT-7.4 Ensure compliance with the County comprehensive solid waste management plan in addressing organic materials management capacity.
[NEW]	Add considerations for natural gas.	UT-8 Support the reliable and safe provision of natural gas that is coordinated with current and future needs.
[NEW]	Add new natural gas-related policy to define general implementation of the goal above.	UT-8.1 Ensure that current and planned natural gas infrastructure and facilities meets expected demands.
[NEW]	Add new natural gas-related policy to define general implementation of the goal above.	UT-8.2 Coordinate with providers to integrate natural gas facilities with surrounding land uses and protect corridors from incompatible encroachments.
[NEW]	Add new natural gas-related policy to define general implementation of the goal above.	UT-8.3 Consider climate change policies and energy consumption trends in the management of natural gas facilities.

7 Capital Facilities

7.1 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 in particular 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.

7.2 Requirements

7.2.1 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,

Commented [L1]: Include 'Growth Management Act' here or below

- 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.

7.2.2 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.

Commented [L2]: Link?

7.2.3 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:

Commented [L3]: Link?

- 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.

7.3 System Conditions

7.3.1 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 0-1 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.

Commented [L4]: Maybe insert 'concurrency is defined as ...'

Exhibit 0-1. Gig Harbor Level of Service Standards.

Capital Facility	LOS Standard	Provider	Reference
Roadways	(Insert from TE)	(Insert from TE)	(Transportation Element)
Pedestrian/Biking	(Insert from TE)	(Insert from TE)	(Transportation Element)
Transit	(Insert from TE)	(Insert from TE)	(Transportation Element)
Freight	(Insert from TE)	(Insert from TE)	(Transportation Element)
Parks	7.1 gross acres of general open space and 1.5 gross acres of active recreational area per 1,000 residents	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
Fire Protection	Classification A: 1,000 gallons per minute (gpm) for two hours for single-family detached and duplex dwellings in residential zones. Classification B: Commercial and multi-family fire protection: 3,000 gallons per minute (gpm) for three hours for industrial, multi-family and commercial zones.	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

Commented [L5]: Expand acronym?

Commented [L6]: Expand acronym?

Commented [L7]: Expand acronym?

Commented [L8]: Expand acronym?

7.3.2 Water Systems

Existing Capital Facilities

The City of Gig Harbor owns a percentage of its water utility. The rest of water services are provided through intergovernmental or interagency agreements. The City of Gig Harbor Water System, limited by its retail water service area (RWSA), is unique in that many residents within the City limits and the City's UGA receive water service from adjacent water purveyors. Approximately 35% of the population is within the City limits and the City's UGA receives water from the City, and the remainder within the City limits and City's UGA receive water from other water purveyors or from private wells. Exhibit 0-2 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 end of year 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 0-2. Summaries of the City's well source supply and storage facilities are provided in Exhibit 0-3 and Exhibit 0-4, respectively, below. The city also provides wholesale water service to multiple customers outside the City's RWSA, and has an emergency intertie with one purveyor, Shore Acres.

It provides wholesale water service to customers outside the RWSA and has an emergency intertie with the Peacock Hill Water System. See Exhibit 0-2 for its RWSA and its existing water system facilities. 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.

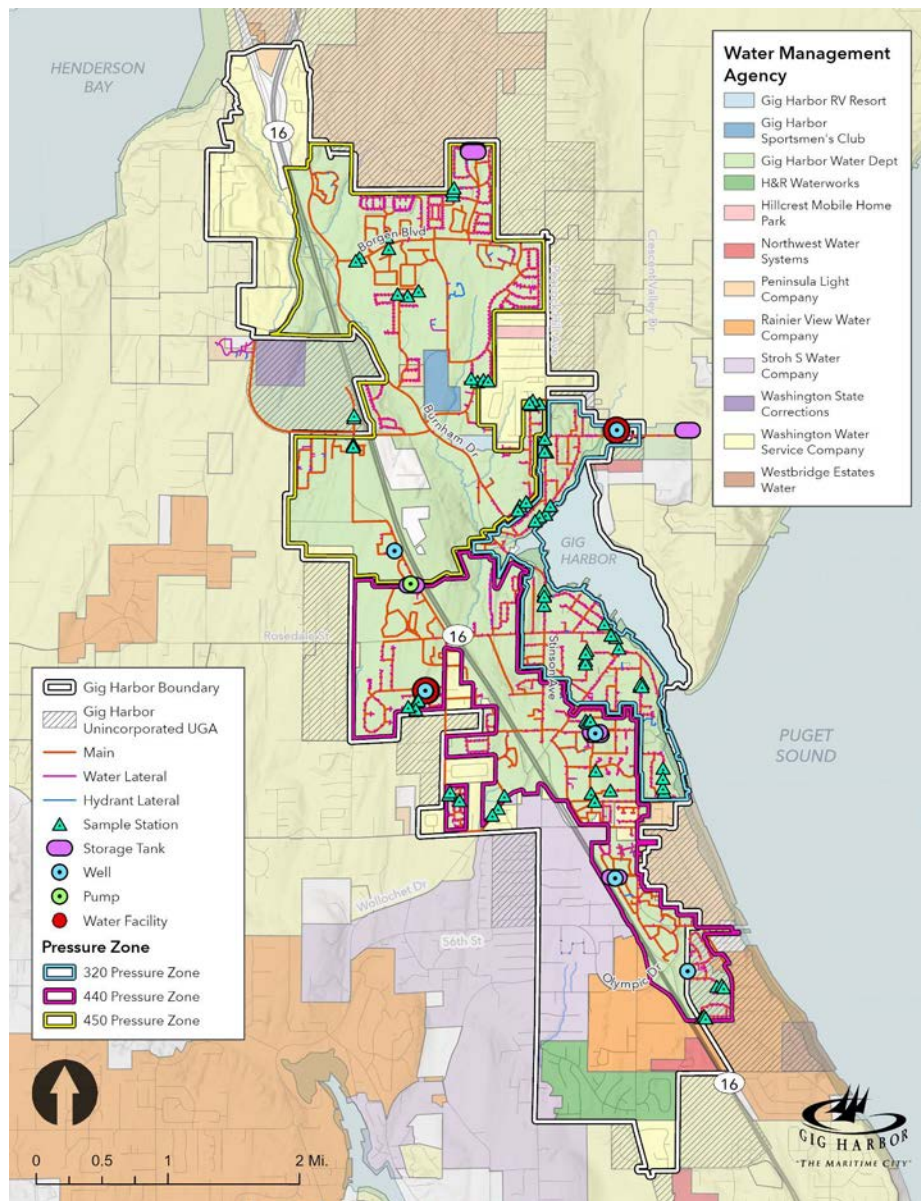
As with most municipalities, the City's water distribution system has developed continuously as demands and the customer base have grown. This evolution has created a distribution system comprised of pipes of various materials, sizes, and ages. Some areas of the City have pipe materials, sizes, and age 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.

Commented [L9]: Maybe reword this along the lines of 'Approximately 35% of the combined populations of the City and Gig Harbor's UGA are serviced by the City, with the remaining 65% serviced by other water purveyors or from private wells.'

Commented [L10]: Needs to be reworded.

Commented [L11]: This is a bit confusing to me. Shouldn't the forecasts be to 2044? First two highlighted sentences focus on 2037 (13 years out), then third sentence says the city is good for twenty.

Exhibit 0-2. Gig Harbor Water System and Adjacent Purveyors.



Source: City of Gig Harbor, 2024.

Exhibit 0-3. 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

¹Well 1 and Well 10 are inactive.
²Well 10 is a test well and supplemental to Well 2.
³Well 11 is supplemental to system wells.
Sources: Gig Harbor Comprehensive Water System Plan Update, 2018-2022; BERK, 2024.

Exhibit 0-4. 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.

7.3.2 Water Systems Continued

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 0-5.

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.

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.

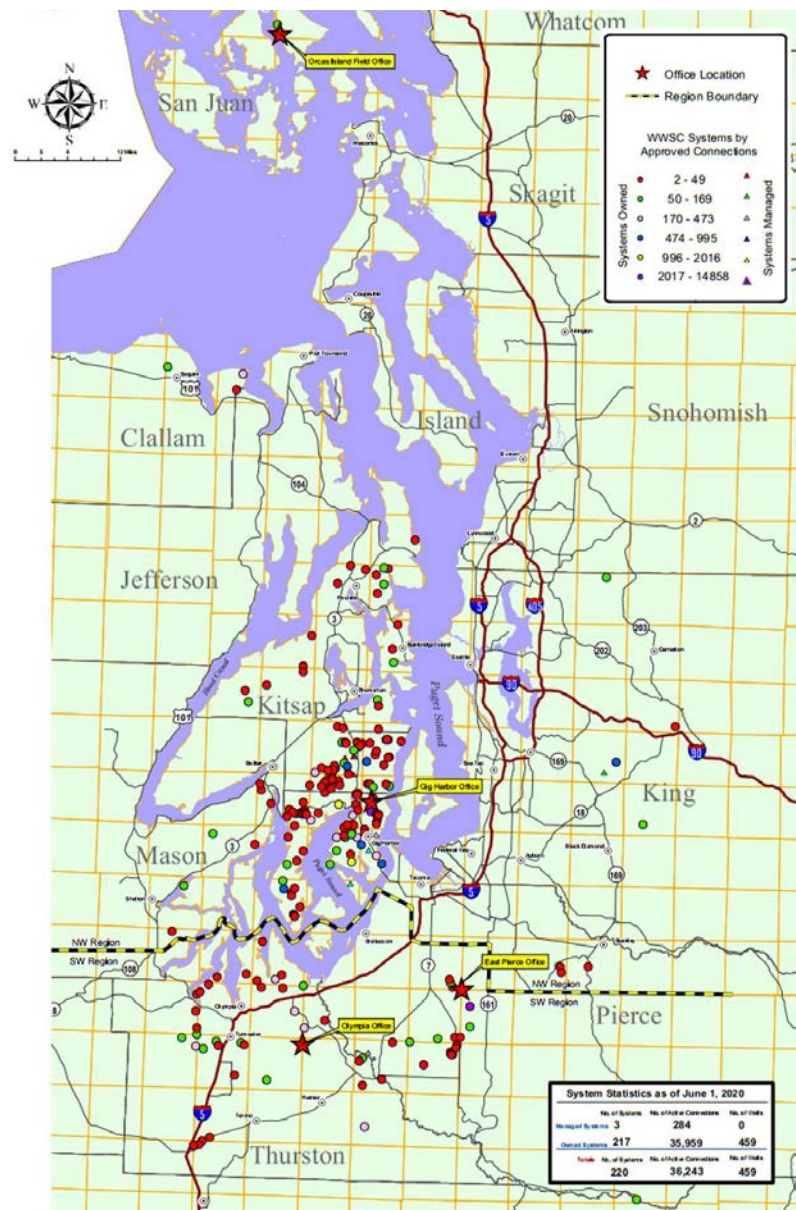
Analysis of the existing storage facilities in the City of Gig Harbor Water System Plan indicates that the City can meet all of its storage needs through the 20-year planning horizon with existing facilities by nesting standby storage and fireflow storage. Consequently, the City is not currently planning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

Commented [L12]: Would this be 7.3.3?

Commented [L13]: I think this needs to be updated.

Commented [L14]: Given the different projections earlier, is this 20 year projection out to 2044?

Exhibit 0-5. Washington Water Service System Locations, 2020



Source: Washington Water Service, 2020.

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.

Commented [L15]: 7.3.4?

7.3.3 Wastewater Systems

Commented [L16]: 7.3.5?

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.

Commented [L17]: Add link to current plan?

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 0-6 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 0-6 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 into 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.

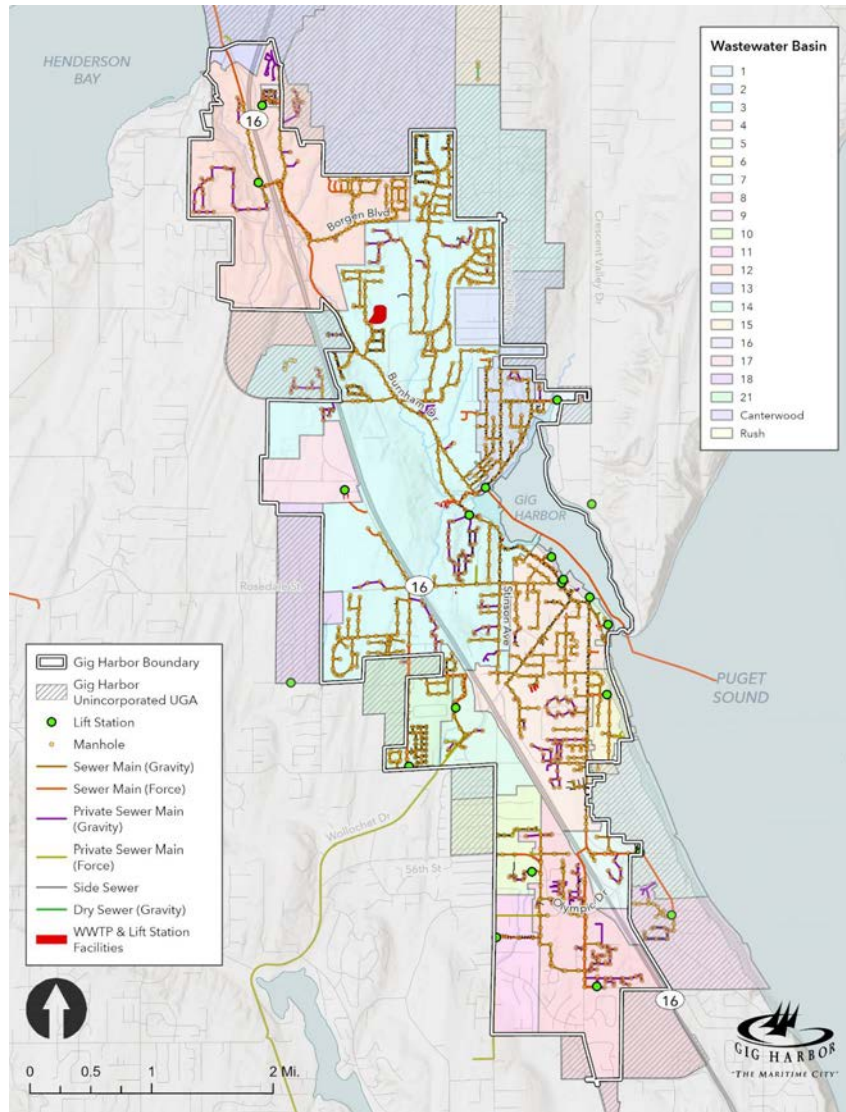
Level of Service

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 has the ability to collect and treat the design flow of 2.4 MGD.

Commented [L18]: Expand the acronym? Does it mean Biochemical Oxygen Demand over 5 days?

Exhibit 0-6. 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 0-7 for the demographic forecast allocation model WWTP used to estimate its sewerred and non-sewerred build-out. Exhibit 0-8 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 0-7. Gig Harbor UGA Demographics Based on Adjusted Growth Rates by Sewer Connection

Year	Single-Family Households		Multifamily Households		Employment		Prison	School
	Sewered Units	Non-Sewered	Sewered	Non-Sewered	Sewered	Non-Sewered	Inmates	Enrollment
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

Commented [L19]: Is it possible to get figures for 2044?

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

Exhibit 0-8. 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 are capable of having sewer flows conveyed through the use of gravity to existing sewer lift stations. However, in most areas the future development of the City's sewer collection system will occur in areas beyond the City's core area. These areas have a topographic low point where wastewater must be collected and pumped and may require construction of a new sewer pump station, also known as a lift station. Only one lift station shall be utilized in each sewer basin.

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

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

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

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

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

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.

7.3.4 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 Donkey Creek, Crescent Creek, and McCormick Creek, wetlands, ponds, and stormwater management facilities providing flow control and water quality treatment of storm runoff. The Operations and Maintenance Department is responsible for approximately 49 stormwater ponds (of which 13 are 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 substantially over the past decade with the continuing development and annexations to the City.

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

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 in the course of updating the Comprehensive Stormwater Plan. The level of service analysis encompasses both the hydraulic capacities in storm drains and the effects upon the network of creeks.

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

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

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

Future Needs

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

Commented [L20]: Link?

The scope of improvements identified in the stormwater CIP encompasses capacity improvements, fish passage and habitat improvements, and corrective maintenance and facilities.

7.3.5 Schools

The City of Gig Harbor is served by the Peninsula School District [\(PSD\)](#) #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 0-9 details school enrollment counts by grade level, for 2021 through 2024. Exhibit 0-10 details school district staff counts for 2021 through 2024.

Exhibit 0-9. 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 Running startStart)	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

Commented [L21]: Expand acronym?

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

Exhibit 0-10. 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.

7.3.6 Park and Recreation Facilities

Existing Capital Facilities

The City of Gig Harbor owns 36 park properties ranging in size from 0.06 of an acre to 30 acres. Included in that total are four designated trails that range from 0.2 of a mile to 6 miles in length. Park profiles on each city park facility are included in the [2016 Park Recreation and Open Space Plan](#) as Appendix A to that plan.

Commented [L22]: Update date and possible link?

The Gig Harbor park classification system includes: neighborhood parks, waterfront parks, natural parks and trails. Open spaces are designated as open space properties, undeveloped park lands, or other properties. Exhibit 0-11 documents the City's existing park facilities.

Neighborhood Parks are developed for both passive and active recreation, and are accessible by walking, biking, or driving. They have support facilities such as restrooms and parking. These parks may typically include athletic fields, sports courts, trails, playgrounds, open space and picnicking facilities.

Waterfront Parks are located on the shoreline and generally provide a mix of water related uses and forms of access to the shoreline. These parks typically include historic structures or uses that are planned for preservation in keeping with the City's maritime heritage. The City actively works to balance uses within these parks to provide a mix of recreation opportunities, historic preservation, and community gathering spaces.

Natural Parks preserve critical areas, urban forests and historic sites for future generations and include low impact recreational uses. Such sites are often developed with ancillary uses that are compatible with or support the primary preservation of the sites' key features, such as the garden program located at Wilkinson Farm Park or the hatchery program located at Donkey Creek Park.

Trails include both linear trails (measured in miles) and trail support facilities (measured in acres). Trails are generally off-street transportation and recreation options either paved or unpaved that connect two points and are often located in a utility or undeveloped road right of way. While many of the City's parks provide access trails that loop through a park site, trails are linear in nature. The City has also designated one on-street trail, Harborview Trail, due to the importance of this corridor for recreational use and as a connector between waterfront parks.

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

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

Other Properties include lands which do not presently provide park, recreation or open space amenities but are in City ownership and possibly could be redeveloped for such uses in the future. These sites are not presently planned for redevelopment.

Exhibit 0-11. Existing Park Facilities

Park Name	Current Classification	Proposed Classification	Acreage
Parks			
Anchich Waterfront Park	Special Use Waterfront	Waterfront Park	0.78
Austin Park	Special Use Waterfront	Waterfront Park	1.38
Bogue Viewing Platform	Special Use Waterfront Mini-Park	Waterfront Mini-Park	0.15
Civic Center Green (incl. Stake Park)	Neighborhood Park	Community Park	6.55
Crescent Creek Park (incl. BMX & volleyball courts)	Neighborhood Park	Community Park	10.89
Eddon Boat Park	Special Use Waterfront	Waterfront Park	3.88
Gig Harbor Sand Spit	Special Use Waterfront Mini-Park	Waterfront Mini-Park	1.21
Gig Harbor Sports Complex	Undeveloped	Community Park	22.14
Jerisich Dock (at Skansie Brothers Park)	Special Use Waterfront Mini-Park	Waterfront Mini-Park	0.56
Kenneth Leo Marvin (KLM) Veterans Memorial Park	Neighborhood Park	Neighborhood Park	5.58
Maritime Pier	Special Use Waterfront Mini-Park	Waterfront Mini-Park	0.72
Old Burnham Properties	Undeveloped	TBD (Counted as Natural Area)	20.31
Old Ferry Landing Park	Special Use Waterfront Mini-Park	Waterfront Mini-Park	0.31
Peninsula Light Fields	Special Use Miscellaneous	Special Use Facility	9.11
Shaw Park	Neighborhood Park	Neighborhood Park	1.76
Skansie Brothers Park	Special Use Waterfront	Waterfront Park	2.59
Subtotal Parks			87.92
Natural Areas and Trails			
Adam Tallman Park	Natural Area	Natural Area	11.84
Austin Park – Tidelands: tx ^a aalqəł Estuary	Natural Area	Natural Area	7.07
Donkey Creek Park	Natural Area	Natural Area	1.04
Grandview Forest Park	Natural Area	Natural Area	8.58
Harbor Hill Open Space (south of Shaw Park)	Natural Area	Natural Area	20.14

Park Name	Current Classification	Proposed Classification	Acreage
Soundview Forest	Natural Area	Natural Area	1.54
Wilkinson Farm Park	Natural Area	Natural Area	17.74
Cushman Trailhead – 96 th Street	Trail	Trail	0.28
Cushman Trailhead - Borgen	Trail	Trail	0.18
Cushman Trailhead - Grandview	Trail	Trail	0.45
Cushman Trailhead - Hollycroft	Trail	Trail	0.60
Finholm View Climb	Trail	Trail	0.35
Subtotal Natural Areas & Trails			69.81
Total Acreage			157.74

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

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

Level of Service

The City established levels of service for the park system in the 2016 Park, Recreation and Open Space Plan (2016 Park Plan) to maintain and improve upon existing levels of service (ELOS). Planned levels of service (PLOS) were established for each category of park, and for the system as a whole to assure a variety of recreation opportunities will be available as the City grows. The level of service standards adopted by the City for the park system are expressed as the number of acres (or miles) per 1000 residents for a particular classification of park. Exhibit 0-12 documents existing levels of service (ELOS) and proposed levels of service (PLOS).

Commented [L23]: Were there any changes in the 2022 PROS plan? Should this be updated to sync with Exhibit 0-12?

Exhibit 0-12. 2018 Parks Levels of Services and Measure of Needs

Park Type	Current Inventory	2018 Standard (ac/1000)	Current LOS (ac/1,000)	Attainment to Standard	2021 Surplus / (Deficit)
Neighborhood Park	7.3 acres	5.0 acres /1,000	4.7 acres/1,000	93.2%	(4.1 acres)
Community Park	48.7 acres				
Special Use Waterfront	11.6 acres	1.0 acres /1,000	1.0 acres/1,000	96.3%	(0.4 acres)
Natural Areas	88.3 acres	5.25 acres/1,000	7.3 acres/1,000	139.8%	25.1 acres
Park & Open Space Totals	155.9 acres	11.25 acres/1,000	13.0 acres/1,000	115.2%	20.5 acres
Trails	10.2 miles	1.17 miles/1,000	0.8 miles/1,000	72.1%	(3.9 miles)

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

Commented [L24]: Looks like data was pulled from the 2022 plan.

Future Needs

The Park Plan utilized levels of service based on the total City population and considered both current and projected levels of service based on anticipated population growth. The population projection, used in this section, reflects the City's most recent population allocation of 10,500 residents in the year 2030. This population projection reflects the slowdown in growth that has occurred since 2008 and reflects a change in regional population allocations designed to locate future housing near employment centers. The 2030 population allocation in combination with the PLOS allows the City to calculate the amount of park land needed to achieve the planned service level, as shown in Exhibit 0-13.

Exhibit 0-13. Existing and Proposed Parks Level of Service Standards

Park Type	2018 Standard (ac/1,000)	Proposed 2022 Standard	2021 Surplus/ (Deficit)	2035 Surplus / (Deficit)*
Neighborhood Park	5.0 acres / 1,000	5 acres / 1,000	(4.1 acres)	(9.6 acres)
Community Park				
Special Use Waterfront	1.0 acres /1,000	-	N/A	N/A
Natural Areas	5.25 acres / 1,000	-	N/A	N/A
Park & Open Space Totals	11.25 acres/1,000	5 acres/1,000	(4.1 acres)	(9.6 acres)

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

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

To meet the future demand the City plans for park improvements include both land acquisitions and development projects within existing parks or undeveloped lands. Specific facility improvements required to accommodate the upcoming six-year planning period are listed in the 2022 Parks Plan.

7.3.7 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 of the current fire stations do not meet Immediate Occupancy seismic standards (indicating that they will likely 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.

Commented [L25]: Link?

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 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.

7.4 Capital Facilities Planning

7.4.1 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.

7.4.2 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

7.4.3 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

7.4.4 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 0-14)
- Water (Exhibit 0-15)
- Wastewater (Exhibit 0-16)
- Stormwater (Exhibit 0-17)
- Parks and open space (Exhibit 0-18)

Exhibit 0-14. Transportation System Improvements

Obj #	Project Name	Project Costs (2025 dollars)					
		2023	2024	2025	2026	2027	2028
Annual Totals =							

Source: City of Gig Harbor, 2024.

Commented [L26]: Linked to TE?

Exhibit 0-15. Water System Improvements

Project Name / Description	Project Costs (2025 dollars)						
	2025	2026	2027	2028	2029	2030	2031
N-01 Canterwood Blvd NW and Bering St NW	\$200,000	\$800,000	-	-	-	-	-
N-02 Sehmel Dr NW and Burnham Dr NW	-	-	-	-	-	\$400,000	\$1,901,000
N-03 Vernhardson St and Burnham Dr NW	\$100,000	\$500,000	-	-	-	-	-
U-07 Reid Drive NW between 56th Street NW and 55th Street NW	-	-	-	\$150,000	\$400,000	-	-
U-08 Deer Creek Lane	-	-	-	\$90,000	-	-	-
ST-01 Tank Recoating	\$600,000	-	-	\$700,000	-	\$1,109,000	-
S-01 Well 9 and PRV Station	\$555,000	\$1,755,000	-	-	-	-	-
S-03 Water Treatment System (Well 6)	-	\$200,000	\$2,500,000	-	-	-	-
S-04 Conjunctive Supply Strategy	-	-	\$280,000	-	-	-	-
R-01 Asbestos Cement Water Line Replacement Program	\$600,000	\$1,000,000	-	\$600,000	\$2,350,000	-	-
G-01 Water System Plan Update	-	-	\$250,000	\$350,000	-	-	-
G-02 Reuse and Reclaimed Water Study Phase Two	-	-	-	-	-	-	\$60,000
G-04 Public Works Decant Facility (Water Capital Portion)	\$100,000	-	-	-	-	-	-
G-06 Water Share of Satellite Reuse Plant in WW Basin 12	-	-	-	-	-	\$984,000	\$5,067,000
Wellhouse #5 and #6 Rebuild	\$500,000	\$2,000,000	-	-	-	-	-
Civic Center Backup Generator (Water Capital Portion)	\$67,000	-	-	-	-	-	-
Operations Center Fueling Station (Water Capital Portion)	\$96,000	-	-	-	-	-	-
Wellhouse #3 Rebuild	-	-	-	-	-	\$450,000	\$2,900,000
Total =	\$2,818,000	\$6,255,000	\$3,030,000	\$1,890,000	\$2,750,000	\$2,943,000	\$9,928,000

Source: City of Gig Harbor, 2024.

Exhibit 0-16. Wastewater System Improvements

Project Name / Description	Project Costs (2025 dollars)						
	2025	2026	2027	2028	2029	2030	2031
LS 1 Improvements	\$1,150,000	\$2,200,000	-	-	-	-	-
LS 2 Improvements	-	-	-	\$300,000	-	-	-
LS 3A Jockey Pump Replacement	-	-	-	-	-	-	-
LS 5 Improvements	\$380,000	\$2,600,000	-	-	-	-	-
LS 8 Improvements	-	-	\$400,000	-	-	-	-
LS 10 Improvements	-	-	\$250,000	\$1,700,000	-	-	-
LS 11 Improvements	-	-	\$150,000	\$750,000	-	-	-
LS 13 and 16 Pump and Control Improvements	\$55,000	\$250,000	-	-	-	-	-
LS 13 Improvements	-	-	-	-	\$320,000	\$2,500,000	-
LS 14 Improvements	\$800,000	\$2,600,000	-	-	-	-	-
LS 16 Improvements	-	-	-	-	\$300,000	\$2,200,000	-
Install Flow Meter- LS 1	-	\$27,000	-	-	-	-	-
Install Flow Meter- LS 2	-	-	-	\$29,000	-	-	-
Install Flow Meter- LS 5	-	\$27,000	-	-	-	-	-
Install Flow Meter- LS 6	-	-	-	-	-	-	-
Install Flow Meter- LS 8	-	-	\$25,000	-	-	-	-
Install Flow Meter- LS 10	-	-	\$31,000	-	-	-	-
Install Flow Meter- LS 11	-	-	-	\$30,000	-	-	-
Install Flow Meter- LS 13	-	-	-	-	-	\$30,000	-
Install Flow Meter- LS 14	-	-	-	-	-	-	-
Install Flow Meter- LS 16	-	\$27,000	-	-	-	\$26,000	-
Future LS 17A & Forcemain	-	-	-	-	-	\$500,000	\$2,500,000
WWTP Improvements	\$40,000	-	\$869,000	-	-	-	-
Nutrient Removal General Permit Improvements	\$69,000	\$74,000	\$80,000	\$86,000	\$94,000	\$100,000	\$109,000
Reuse & Reclamation Studies	-	-	-	-	-	-	\$60,000
Remove sag in gravity pipe on N. Harborview	-	-	\$300,000	\$1,700,000	-	-	-
Upsize gravity pipe on Harborview Dr	-	-	-	\$500,000	\$1,422,000	-	-
Bypass at Burnham Dr/Harborview Dr	-	-	-	-	-	-	\$190,000
Upsize gravity pipe on Burnham Dr	-	-	-	\$260,000	\$3,203,000	-	-
I&I Repairs Manholes/ Pipeline	-	-	\$250,000	-	-	-	-
Annual Replacement, Rehabilitation, and Renewal	\$91,000	\$93,000	\$96,000	\$99,000	\$102,000	\$104,000	\$108,000
38th Ave Dry Sewer	\$1,300,000	-	-	-	-	-	-

Project Name / Description	Project Costs (2025 dollars)						
	2025	2026	2027	2028	2029	2030	2031
Operations Shop Re-side & Expansion (Wastewater Capital Share)	-	\$20,000	\$45,000	-	-	-	-
Civic Center Fire System & Intrusion Upgrades (Wastewater Capital Share)	-	\$17,500	-	-	-	-	-
Operations Center Fueling Station (Wastewater Capital Share)	\$96,000	-	-	-	-	-	-
Civic Center Backup Generator (Wastewater Capital Share)	\$67,000	-	-	-	-	-	-
WWTP Digester Upgrades	\$500,000	\$3,000,000	-	-	-	-	-
Total =	\$4,548,000	\$10,935,500	\$2,496,000	\$5,454,000	\$5,441,000	\$5,460,000	\$2,967,000

Source: City of Gig Harbor, 2024.

Exhibit 0-17. Stormwater System Improvements

Project Name / Description	Project Costs (2025 dollars)						
	2025	2026	2027	2028	2029	2030	2031
2018-01 WWTP Cr Reroute to Donkey Cr	5,000,000	4,600,000	-	-	-	-	-
2018-02 Crescent Creek Culvert Replacement	-	-	-	-	700,000	700,000	4,000,000
2018-03 PW Decant Facility (Storm Capital Share)	100,000	-	-	-	-	-	-
2018-04 38th Garr Cr Box Culvert	-	-	-	-	450,000	600,000	700,000
2018-06 50th St Box Culvert	-	-	-	-	350,000	400,000	500,000
2018-07 Annual NPDES Permit Implementation Expenses	32,000	34,000	36,000	38,000	41,000	43,000	46,000
2018-08 Stinson Ave Stormwater Replacement and Extension	-	-	-	-	500,000	-	-
2018-10 Outfall to Marine Waters Study & Permitting	150,000	150,000	-	-	-	681,000	-
2018-12 Pipe Slip Line Mountainview to Peacock	8,200	85,500	-	-	-	-	-
2018-13 Pipe Slip Line Vernhardson	8,300	85,000	-	-	-	-	-
2018-14 Pipeline Upgrade Program	-	-	36,000	37,000	38,000	39,000	40,000
2018-15 Stormwater Comprehensive Plan Update	-	-	200,000	-	-	-	-
Operations Shop Re-side & Expansion (Storm Capital Share)	-	20,000	-	-	-	-	-
Civic Center Fire System & Intrusion Upgrades (Storm Capital Share)	-	17,500	-	-	-	-	-
Operations Center Fueling Station (Storm Capital Share)	96,000	-	-	-	-	-	-
Civic Center Backup Generator (Storm Capital Share)	67,000	-	-	-	-	-	-
Burnhan Dr Culvert Replacement	1,250,000	-	-	-	-	-	-
Total =	6,711,500	4,992,000	272,000	75,000	2,079,000	2,463,000	5,286,000

Source: City of Gig Harbor, 2024.

Exhibit 0-18. Parks and Open Space System Improvements

Obj #	Project Name	Project Funding Allocation					
		2023	2024	2025	2026	2027	2028
PD-1	Gig Harbor North Sports Complex Ph 1B	\$4,250,000	\$1,000,000				
PD-2	Public Works Operations Center - Building Construction	\$1,050,000					
PD-3	Gig Harbor North Trails	\$75,000	\$75,000				
PD-4	Cushman Trail Connection to N. Harborview Dr.	\$100,000	\$100,000	\$550,000			
PD-5	Crescent Creek Park - Master Plan, Phase 1A Conceptual Design/Construction	\$130,000	\$95,000				
PD-6	Shaw Park Analysis and Remediation	\$30,000	\$65,000				
PD-7	Skansie Netshed Improvements	\$330,000					
PD-8	Cushman Trail Phase 5A Study		\$85,000				
PD-9	Gig Harbor Sports Complex Phase 2 and 3 - Feasibility Study	\$60,000	\$60,000				
PD-10	Commercial Fishing Homeport	\$3,200,000					
	KLM Veterans Memorial Park Ph 2 (Trail Development and Roller Slide)			\$80,000	\$280,000		
	Harborview Waterfront Trail / Pioneer Way Streetscape			\$120,000	\$500,000		
	Old Burnham Properties - Master Plan			\$80,000			
	Wheeler Pocket Park Development			\$60,000	\$120,000	\$350,000	
	Jerisich Dock Float Extension				\$150,000	\$500,000	
	Cushman Trail Phase 5A - Design/Construction				\$600,000	\$5,000,000	
	Wilkinson Farm Park - Master Plan/Development				\$90,000	\$250,000	\$2,000,000
	Maritime Pier Development					\$400,000	\$3,500,000
	Annual Totals =	\$9,225,000	\$1,480,000	\$890,000	\$1,740,000	\$6,500,000	\$5,500,000

Source: City of Gig Harbor, 2023.

7.4.5 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 in order 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 in order 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;
- Concurrency status.

7.5 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:
 - The investment is needed to correct existing deficiencies, replace needed facilities or to provide facilities required for future growth;
 - The investment contributes to lessening or eliminating a public hazard;
 - The investment contributes to minimizing or eliminating any existing condition of public facility capacity deficits;
 - The investment is financially feasible;
 - The investment conforms with future land uses and needs based upon projected growth;
 - The investment will not generate public facility demands that exceed capacity increases under the six-year Capital Improvement Program; and
 - 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.

Policy Audit Document

Previous Plan Content	Rationale for Change	Recommended Content
13.1 PROVIDE NEEDED PUBLIC FACILITIES TO ALL OF THE CITY RESIDENTS IN A MANNER WHICH PROTECTS INVESTMENTS IN EXISTING FACILITIES, WHICH MAXIMIZES THE USE OF EXISTING FACILITIES AND WHICH PROMOTE ORDERLY AND HIGH QUALITY URBAN GROWTH.	This consideration has been reworked to ensure that there are policies under goals, and to focus the policy goals under this element.	CF-1 Plan for effective, cost-efficient services for city residents and businesses.
13.1.1. Capital improvement projects identified for implementation and costing more than \$25,000 shall be included in the Six Year Schedule of Improvement of this element. Capital improvements costing less than \$25,000 should be reviewed for inclusion in the six-year capital improvement program and the annual capital budget.	Revise for brevity and clarity.	CF-1.1 Provide a six-year schedule under the Capital Improvement Program for the planning and costing of all major capital improvement projects.
13.1.2. Proposed capital improvement projects shall be evaluated and prioritized using the following guidelines as to whether the proposed action would:	Revise for brevity and clarity.	CF-1.2 Prioritize capital improvements based on the following criteria:
a) Be needed to correct existing deficiencies, replace needed facilities or to provide facilities required for future growth;	Revise for brevity and clarity.	The investment is needed to correct existing deficiencies, replace needed facilities or to provide facilities required for future growth;
b) Contribute to lessening or eliminating a public hazard;	Revise for brevity and clarity.	The investment contributes to lessening or eliminating a public hazard;
c) Contribute to minimizing or eliminating any existing condition of public facility capacity deficits;	Revise for brevity and clarity.	The investment contributes to minimizing or eliminating any existing condition of public facility capacity deficits;
d) Be financially feasible;	Revise for brevity and clarity.	The investment is financially feasible;

Previous Plan Content	Rationale for Change	Recommended Content
e) Conform with future land uses and needs based upon projected growth;	Revise for brevity and clarity.	The investment conforms with future land uses and needs based upon projected growth;.
f) Generate public facility demands that exceed capacity increase in the six-year schedule of improvements;	Revise for brevity and clarity.	The investment will not generate public facility demands that exceed capacity increases under the six-year Capital Improvement Program; and
g) Have a detrimental impact on the local budget.	Revise for brevity and clarity.	The investment will not have a detrimental impact on the local budget.
[NEW]	- Move up 13.1.4 here. - Revise for brevity and clarity.	CF-1.3 Recognize the urban growth area as the sanitary sewer service area.
[NEW]	Divide the policies to recognize different goals.	CF-2 Ensure that the development of new capital facilities is fiscally sustainable.
[NEW]	Provide an initial policy to reinforce a focus on fiscal sustainability.	CF-2.1 Coordinate capital investments to minimize life-cycle costs to the city and the public.
13.1.3. The City sewer and water connection fee revenues shall be allocated to capital improvements related to expansion of these facilities	Revise for brevity and clarity.	CF-2.2 Allocate sewer and water connection fee revenues to capital improvements related to expansion of these facilities.
13.1.4. The City identifies its sanitary sewer service area to be the same as the urban growth area. Modifications to the urban growth boundary will constitute changes to the sewer service area.	Moved to CF-1.3 above.	[DELETED]
13.1.5. Appropriate funding mechanisms for development's fair-share contribution toward other public facility improvements, such as transportation, parks/recreation, storm drainage, will be considered for implementation as these are developed by the City.	Revise for brevity and clarity.	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.
13.1.6. The City shall continue to adopt annual capital budget and six-year capital improvement program as part of its annual budgeting process.	Revise for brevity and clarity.	CF-2.4 Adopt annual capital budgets as part of the annual budgeting process that consider the six-year capital improvement program.

Previous Plan Content	Rationale for Change	Recommended Content
13.1.7. Every reasonable effort shall be made to secure grants or private funds as available to finance the provision of capital improvements.	Revise for brevity and clarity.	CF-2.5 Secure external funding, including public grants and private funds as available, to help finance capital improvements.
13.1.8. Fiscal policies to direct expenditures for capital improvements will be consistent with other Comprehensive Plan elements.	Revise for clarity.	CF-2.6 Ensure that fiscal policies to direct expenditures for capital improvements are consistent with other Comprehensive Plan elements.
13.1.12. If probable funding falls short of meeting the identified needs of this plan, the City will review and update the plan, as needed. The City will reassess improvement needs, priorities, level of service standards, revenue sources and the Land Use Element.	Revise for brevity and clarity.	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.
[NEW]	Provide a new policy goal to focus identified policies.	CF-3 Provide city infrastructure and facilities that are efficient and safe and enhance local quality of life and human and environmental health.
13.1.9. The City and/ or developers of property within the City shall provide for the availability of public services needed to support development concurrent with the impacts of such development subsequent to the adoption of the Comprehensive Plan. These facilities shall meet the adopted level of service standards.	Revise for brevity and clarity.	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.
13.1.10. The City will support and encourage joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.	Revise for brevity and clarity.	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.
13.1.11. The City will emphasize capital improvement projects which promote the conservation, preservation or revitalization of commercial and residential areas within the downtown business area and along the shoreline area of Gig Harbor, landward of Harborview Drive and North Harborview Drive.	Revise for brevity and clarity.	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

Previous Plan Content	Rationale for Change	Recommended Content
[NEW]	▪ Drawn from Goal 13.5 ▪ Revised for brevity and clarity.	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.
[NEW]	▪ Draw from Goal 13.6. ▪ Revised for brevity and clarity.	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.
[NEW]	▪ Address racially disparate impacts.	CF-3.6 Ensure that benefits of capital investments to overburdened communities and historically disadvantaged populations are prioritized.
13.2. PROVIDE CAPITAL IMPROVEMENT TO CORRECT EXISTING DEFICIENCIES, TO REPLACE WORN OUT OR OBSOLETE FACILITIES AND TO ACCOMMODATE FUTURE GROWTH, AS INDICATED IN THE SIX-YEAR SCHEDULE OF IMPROVEMENTS.	▪ Remove as redundant.	[REMOVED]
13.3. FUTURE DEVELOPMENT SHOULD BEAR ITS FAIR-SHARE OF FACILITY IMPROVEMENT COSTS NECESSITATED BY DEVELOPMENT IN ORDER TO ACHIEVE AND MAINTAIN THE CITY'S ADOPTED LEVEL OF STANDARDS AND MEASURABLE OBJECTIVES.	▪ Consolidate in CF-2.2.	[REMOVED]
13.4. THE CITY SHOULD MANAGE ITS FISCAL RESOURCES TO SUPPORT THE PROVISION OF NEEDED CAPITAL IMPROVEMENTS FOR ALL DEVELOPMENTS.	▪ Remove as redundant.	[REMOVED]
13.5. THE CITY SHOULD COORDINATE LAND USE DECISIONS AND FINANCIAL RESOURCES WITH A SCHEDULE OF CAPITAL IMPROVEMENTS TO MEET ADOPTED LEVEL OF SERVICE STANDARDS, MEASURABLE OBJECTIVES AND PROVIDE EXISTING FUTURE FACILITY NEEDS.	▪ Remove and provide as policy CF-3.4.	[REMOVED]

Previous Plan Content	Rationale for Change	Recommended Content
13.6. THE CITY SHOULD PLAN FOR THE PROVISION OR EXTENSION OF CAPITAL FACILITIES IN SHORELINE MANAGEMENT AREAS, CONSISTENT WITH THE GOALS, POLICIES AND OBJECTIVES OF THE CITY OF GIG HARBOR SHORELINE MASTER PROGRAM.	▪ Remove and provide as policy CF-3.5.	[REMOVED]

1 Implementation

1.1 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.

Commented [L1]: procedures?

1.2 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.

1.3 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.

Commented [L2]: Expand acronym

Commented [L3]: Expand acronyms

Commented [L4]: Expand acronym

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:

- Widespread distribution of proposals,
- Opportunities for submitting written comments,
- Public meetings with effective notice,
- Ensuring environments for open discussion,
- Maintaining communication programs,
- Coordinating information services, and
- 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.

Commented [L5]: Wasn't the date going to be changed?

Tribal Coordination

► **IM-6 Foster collaborative and respectful coordination with federally recognized Indian Tribes whose reservations or ceded lands are within Pierce County.**

Commented [L6]: Weren't the three tribes to be actually named?

- 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.

1.4 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 (**Error! Reference source not found.**)
- The Harbor (**Error! Reference source not found.**)
- Community Development (**Error! Reference source not found.**)
- Environment (**Error! Reference source not found.**)
- Housing (**Error! Reference source not found.**)
- Economic Development (**Error! Reference source not found.**)
- Essential Public Facilities (**Error! Reference source not found.**)
- Utilities (**Error! Reference source not found.**)
- Shoreline Management (**Error! Reference source not found.**)
- Parks, Recreation, and Open Space (**Error! Reference source not found.**)
- Transportation (**Error! Reference source not found.**)
- Capital Facilities (**Error! Reference source not found.**)
- Arts and Culture (**Error! Reference source not found.**)

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, and 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 possible funding from government, nonprofit, and private sources.

Commented [L7]: This reads as if there is a column that would be, at times, populated with potential funding sources. There is no column. There is mention of looking for funding, etc. under the Implementation Strategies column.

1.4.1 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.

1.4.2 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 <u>microtransit</u> .	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, 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			

Commented [L8]: Short definition needed in glossary or here?

Implementation Strategies	Related Elements	Leads / Major Partners	Anticipated Timeline
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
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-K 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-L Update development regulations to encourage street-level commercial and retail uses	Land Use; Community Design; Transportation	Community Development; Public Works	Short-Term
HB-M Identify key improvements and features that support commercial and recreational boating and water activities at The Harbor	Community Design	Community Development	Medium-Term
HB-N Identify trail opportunities for pedestrian links to the public park system.	Parks, Recreation, and Open Space	PenMet; Public Works; Community Development; Gig Harbor Chamber of Commerce	Short-to-Medium Term
HB-O 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

1 Implementation // Gig Harbor Comprehensive Plan

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.

1.4.3 Community Design

Implementation Strategies	Related Elements	Leads / Major Partners	Anticipated Timeline
High-Priority Strategies			
CD-A Apply and enforce design standards to 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.

1.4.4 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 efficiently and effectively 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.

1.4.5 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 related 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 located 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

Commented [L9]: Is it possible to link to page 19 of the Housing Element?

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

Commented [L10]: Expand acronym?

Commented [L11]: Expand acronym?

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.

1.4.6 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
EC-G	Promote small business financing and management assistance and training programs		Community Development; Gig Harbor Chamber of Commerce	Medium-Term

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
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.

1.4.7 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	
EF-I	Maintain and regularly revise the city's Capital Improvement Program.	Transportation; Capital Facilities; Utilities; Public Services	Public Works	Short-Term / Ongoing

Commented [L12]: Expand acronym?

Implementation Strategies	Related Elements	Leads / Major Partners	Anticipated Timeline
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.

1.4.8 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	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. 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.	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
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.			

Commented [L13]: Is this GIS (Geographic Information System)? If not, what does it stand for?

Additional Strategies

Implementation Strategies	Related Elements	Leads / Major Partners	Anticipated Timeline
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
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.

1.4.9 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 the development, are inclusive and accessible by all community members, and reflect 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
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.

1.4.10 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
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

Commented [L14]: Expand acronym?

1 Implementation // Gig Harbor Comprehensive Plan

Implementation Strategies		Related Elements	Leads / Major Partners	Anticipated Timeline
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

Commented [L15]: If the acronym in UT-A under 1.4.8 isn't GIS then should be expanded here.

Commented [L16]: Expand acronym?

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.

1.4.11 Transportation

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.

1.4.12 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.

1.4.13 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.

Comments on the 12 Transportation Element Chapters 1-4 (LT)

General Questions:

I'm wondering if there is any value in adding the populations surrounding the city of Gig Harbor? Maybe around page 17?

For example:

Artondale: Population 13,641.
Canterwood: Population 3,080.
Rosedale: Population 4,044.
Wollochet: Population 6,769.
Wauna: Population 4,689.
Purdy: Population 1,500.
Maplewood: Population 5,138.
Total of above populations: 38,861
Gig Harbor population: 12,181
Total population: 51,042

Estimated populations would need to be checked for accuracy, but the idea, I think still holds – the idea being that there is three times the population surrounding the city and its population. And those populations surrounding the city also need to be taken into account regarding transportation pressures on, for example, highway access, some of the CoLIs, etc.

Mostly coming from a curious place – Why does the Transportation element have its own title, its own acknowledgements, and why is it in color with its own icon/logo?

Were there any studies researched or done that found successful strategies in getting residents out of their cars and using various forms of public transit?

More Specific Questions

Policies 1.4 and 1.9: Is the 'Active Transportation Plan' the same as 'Gig on the Go'?

Goal 3: Should hospitals, clinics, assisted living and nursing homes, etc. be included by activity? Or, maybe wording that would capture them in a more comprehensive way.

Policy 5.3: If there is up to a six-year lag time for transportation infrastructure to catch up with development. Should this policy include wording about currently approved developments in 2024?