AGENDA
GIG HARBOR CITY COUNCIL STUDY SESSION
Thursday, February 27, 2025 - 3:00 PM
Community Rooms

This meeting may also be accessed through Zoom at https://zoom.us/j/93216056382 or by calling (253) 215-8782 and entering Meeting ID 932 1605 6382.

CALL TO ORDER/ROLL CALL

DISCUSSION ITEMS

1. **Peacock Hill Design Options**
   Associate Engineer Chloe Wiser

2. **Gig Harbor Little League Facility Use Agreement**
   Parks Manager Jennifer Haro

3. **Comprehensive Plan Update**
   Community Development Director Eric Baker

ADJOURN

PUBLIC COMMENT & DECORUM

Public comment will be not be accepted at this study session.

AMERICANS WITH DISABILITIES (ADA) ACCOMMODATIONS

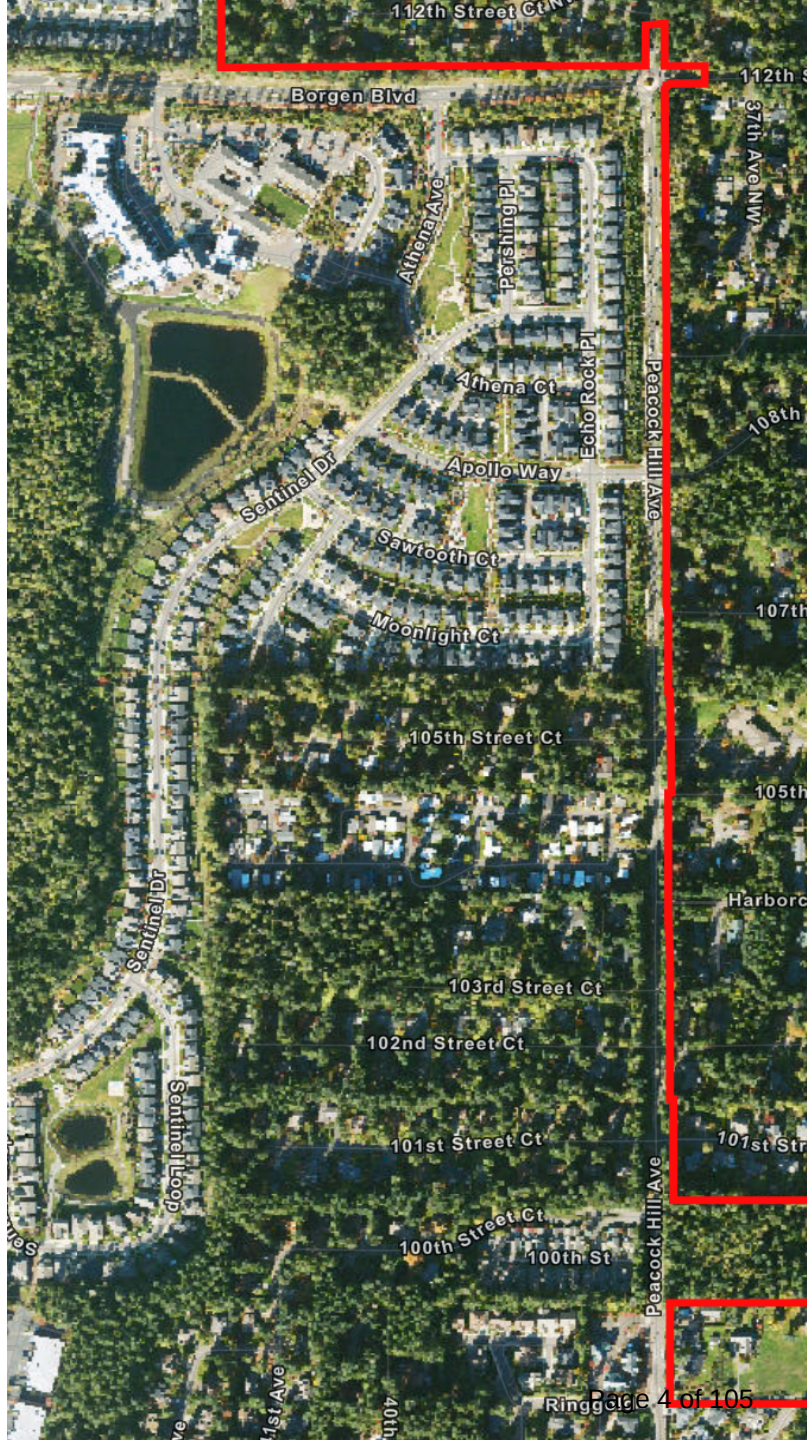
ADA accommodations can be provided upon request. Those requiring special accommodations should contact the city clerk at cityclerk@gjgharborwa.gov or (253) 853-7613 at least 24 hours prior to the meeting.

Peacock Hill Design Options

Agenda

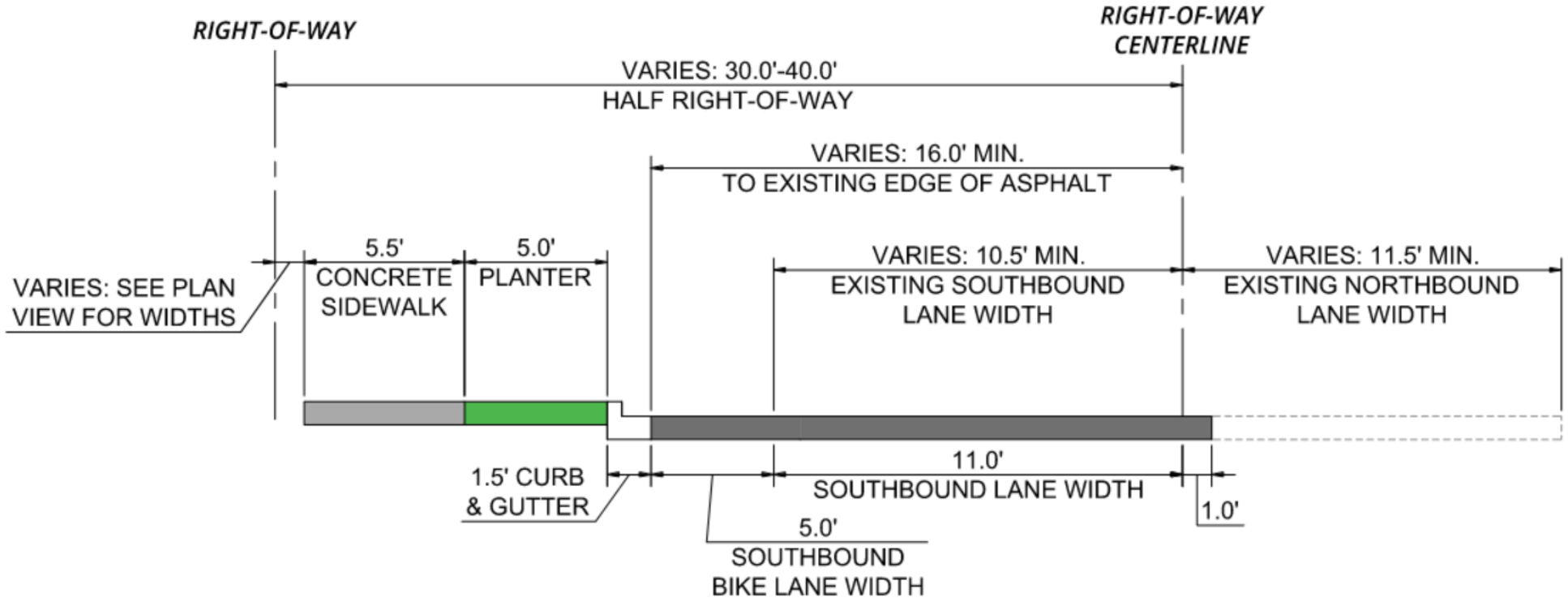
- Review project
- Design Option #1
- Design Option #2 (attached sidewalk)
- Council direction

Project Review



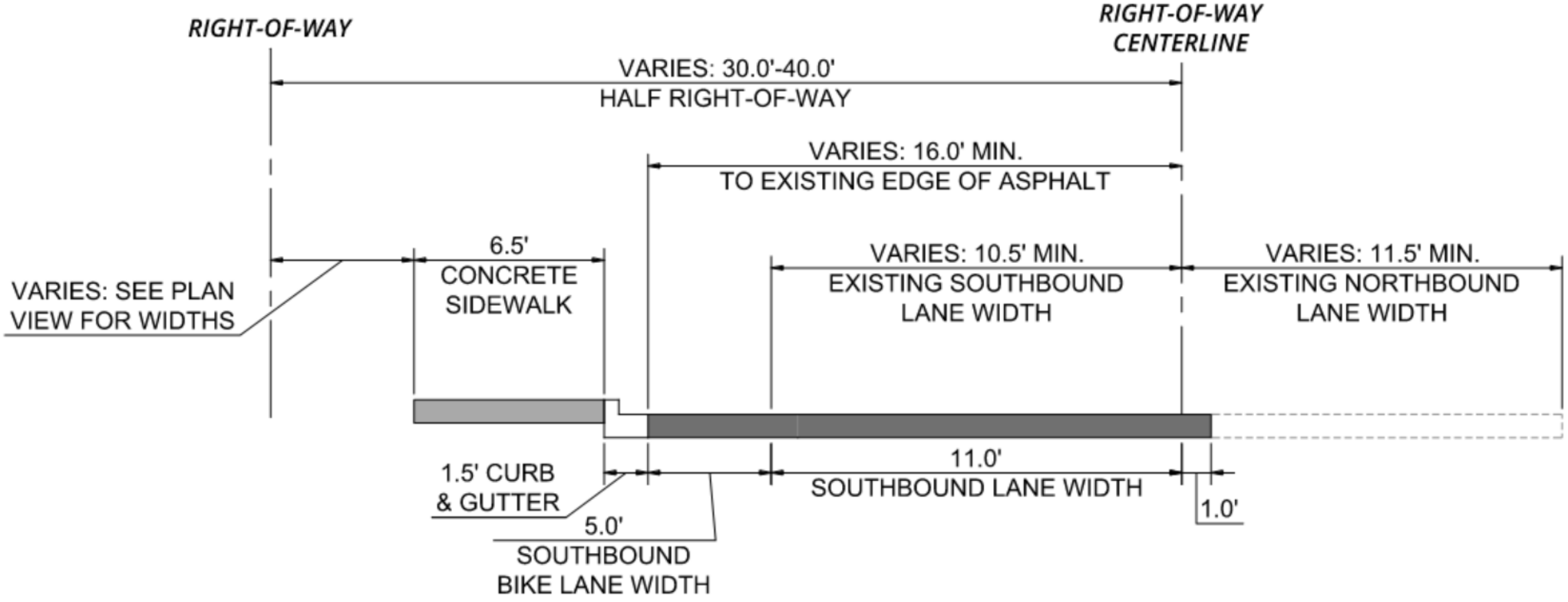
Design #1

- 24 trees removed from right of way
- 7 trees removed from private property
- Replanting requirement: 90 trees*
- Right of Way acquisition: $93,700



Design #2

- 15 trees removed from right of way
- 2 trees removed from private property
- Replanting requirement: 17 trees*
- Right of Way acquisition: $69,000



Design Comparisons

Design #1

- LID stormwater design using landscape buffer
- Better sidewalk protection
- More expensive, more trees to replant
- Costly walls

Design #2

- Mechanical treatment system and piped conveyance for stormwater
- Less protection between sidewalk and road
- ~$28,000 in ROW savings
- Significantly less replanting required
- Protect property buffer

Design Comparisons

Design Option Description		ROW Trees Removed	Private Trees Removed	City Replanting Responsibility*	ROW Acquisition Cost
1	Design #1	24	7	114	$94,000
2	Design #2 (attached sidewalk)	15	2	32	$69,000
	Delta	9	5	82	$25,000

*Assumes replanting trees to be 1” diameter. If trees are larger, overall tree replanting quantity goes down; however, 1” trees are preferred for survivability and cost.

3J CONSULTING
3J ENGINEERING WATER RESOURCES CONSULTANTS PLANNERS
750 MARKET ST., SUITE 300 TACOMA, WA 98402

CSP-2325

PEACOCK HILL AVENUE HALF-STREET IMPROVEMENTS

CITY COUNCIL ROLL MAP - ALTERNATIVE COMPARISON
FEBRUARY 13, 2025

LEGEND

- EXISTING RIGHT-OF-WAY CENTERLINE
- EXISTING RIGHT-OF-WAY (ROW)
- PERMANENT SLOPE EASEMENT (PSE)
- PROPOSED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY ACQUISITION AREA
- PROPOSED CONCRETE SIDEWALK
- PROPOSED ASPHALT PAVEMENT LANE WITH STRIPING
- PROPOSED PLANTER STRIP
- PROPOSED CURB & GUTTER
- PROPOSED RETAINING WALL WITH HANDRAIL
- EXISTING BUILDING
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING FENCE LINE
- EXISTING TREE (CONIFEROUS/ DECIDUOUS)
- EXISTING SIGN
- TREE - MARKED FOR REMOVAL
- TREE - POTENTIAL REMOVAL

PEACOCK HILL AVE - DETACHED SIDEWALK TYPICAL SECTION
MINOR ARTERIAL (RESIDENTIAL) Design #1
SCALE: NTS

LOOKING NORTH
35 MPH POSTED SPEED

TREE REMOVAL NOTES (STANDARD DESIGN)

- 19 ROW TREES REMOVED
- 1 PRIVATE TREES REMOVED
- 20 TOTAL TREES REMOVED
- 6 CALIPER INCHES REMOVED (PRIVATE)

RIGHT-OF-WAY ACQUISITION NOTES (STANDARD DESIGN)

TOTAL 87 SF PERMANENT RIGHT-OF-WAY NEEDED

SIGNS: COST TO OPEN (IN PER SQUARE FOOT ASSUMED)

TREE REMOVAL NOTES (ALTERNATE DESIGN)

- 19 ROW TREES REMOVED
- 1 PRIVATE TREES REMOVED
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- 6 CALIPER INCHES REMOVED (PRIVATE)

RIGHT-OF-WAY ACQUISITION NOTES (ALTERNATE DESIGN)

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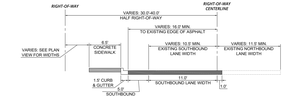
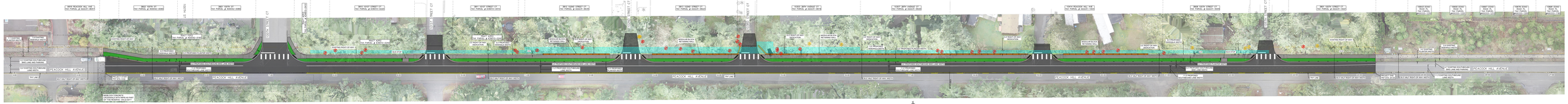
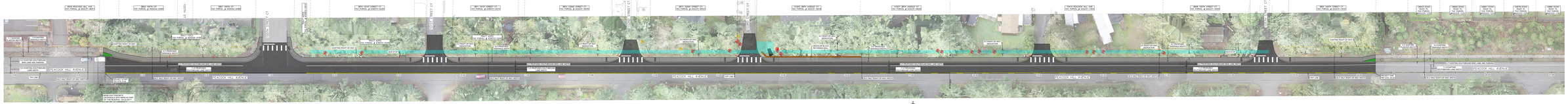


PEACOCK HILL AVE - ATTACHED SIDEWALK TYPICAL SECTION
MINOR ARTERIAL (RESIDENTIAL) Design #2
SCALE: NTS

LOOKING NORTH
35 MPH POSTED SPEED





PUBLIC WORKS DEPARTMENT

MEMORANDUM

TO: Mayor & City Council

FROM: Chloe Wiser, Associate Engineer

DATE: February 27, 2025

SUBJECT: CIP-2325 Peacock Hill Half Street Project

Capital Improvement Project 2325 Peacock Hill-Half Street Improvement will be installing sidewalk and watermain from Ringold Street to Apollo Way (~3,000 LF). The city has received 30% design from our consultant, 3J Consulting, that shows roadway designed per city standard to include sidewalk, landscaping buffer, curb/gutter, and bike lane (Design #1). Per current design, the city should anticipate impacting eight properties and removing 31 trees along the corridor while also costing the city approximately $94,000 to pay property owners for additional right-of-way acquisition. Of the 31 trees to be removed, 24 are trees in the right of way and will be replaced at a 1:1 ratio. The remaining seven trees are on private property and will be replaced per GHMC 17.99.240(E), resulting in an additional 90 one-inch trees to be planted. The city is also contracted to pay a right-of-way consultant, EPIC, for right-of-way services at a cost of $66,972 to perform the acquisitions.

With the recent sidewalk design changes on CIP-2206 38th Avenue Improvements to avoid tree removal, city staff sees a similar opportunity on the Peacock Hill Ave corridor. 3J Consulting has prepared Design #2 that removes the landscaping buffer from this project for Council's consideration. This alternative design shows an attached sidewalk directly abutting curb/gutter and includes a bike lane. If the landscaping buffer is removed from this project, the city can anticipate $69,000 in right-of-way acquisition cost and 17 trees to be removed. Of the 17 trees to be removed, 15 are ROW trees and 2 are on private property. The 2 trees on private property would result in an additional 17 one-inch trees to be planted.

At the February 27th study session, city staff is seeking guidance from council on which design to develop for future construction. Layouts of each proposed design will be presented.

Design Option Description		ROW Trees Removed	Private Trees Removed	City Replanting Responsibility*	ROW Acquisition Cost
1	Design #1	24	7	114	$94,000
2	Design #2 (attached sidewalk)	15	2	32	$69,000
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*Assumes replanting trees to be 1" diameter. If trees are larger, overall tree replanting quantity goes down; however, 1" trees are preferred for survivability and cost.

GIG HARBOR FACILITY USE AGREEMENT

Gig Harbor Little League

This Facility Use Agreement is made by and between the CITY OF GIG HARBOR, a municipal corporation of the State of Washington (the "City"), and GIG HARBOR AMERICAN AND NATIONAL LITTLE LEAGUE ASSOCIATION, a Washington non-profit corporation, on behalf of Gig Harbor Little League ("GHLL").

WHEREAS, Peninsula Light Company and GH Little League entered into a real estate contract on the Property dated March 13, 2000 and recorded at Pierce County Auditor's File No. 200006230776 (the "Real Estate Contract") for use of baseball fields, commonly known as the Gig Harbor Little League fields (the “Property”); and

WHEREAS, on July 26, 2017 the City Council approved the Assignment of Real Estate Contract and Peninsula Light conveyed the Property to the City on September 22, 2017; and

WHEREAS, GHLL assigned its rights under the real estate contract to the City subject to compensation in the amount of $28,253.93 and the right to use the play fields as set forth in this Agreement, and on September 22, 2017, Peninsula Light Company conveyed the Property to the City by way of warranty fulfillment deed, and recorded at Pierce County Auditor’s File No. 201709220569 in exchange for use; and

WHEREAS, the City paid GHLL the sum of $28,253.93 after tax parcel 0222312013 was successfully transferred from Peninsula Light to the City; and

WHEREAS, the City and GHLL executed a facility use agreement for the Property on August 21, 2017 which outlined responsibilities and terms of the use of the property; and

WHEREAS, the 2017 facility use agreement identifies the city will begin charging GHLL fees in 2021 (?) but the city elected to not begin charging GHLL fees for a number of reasons, including the COVID 19 pandemic; and

WHEREAS, the City and GHLL agree that it would benefit both parties to update the facility use agreement; and

WHEREAS, the 2017 facility use agreement will be replaced by the new agreement set forth below.

NOW, THEREFORE, in consideration of the mutual covenants and agreements set forth below and for other valuable consideration, the Parties agree as follows:

1. Seasonal Use; Term.

The City agrees to allow GHLL exclusive use of the Property for little league uses as set forth in this Agreement during the following time period: March 1 through June 30 of each year (the "regular Season"). GHLL shall have first priority use of the fields in the month of July each year for post-season tournaments; provided, GH Little League shall provide the City notice of the dates of such use no later than May 31 of each year for which such additional use is requested. GHLL may not authorize other users of the Property. Any such request must be made through the City's field rental process. In the event that the City would like to grant access to another user during the regular season, the City will coordinate with GHLL and not interfere with their regular use. GHLL will also have first priority use for “fall ball” from August 1 – October 15.

This agreement will be in effect for five years from the date of this agreement. It will automatically renew for one year terms if neither party requests alterations.

2. User Fees.

GHLL will pay the City $15,000 each year for regular season use as defined in Section 1 above. The fee will be paid prior to the start of the season on March 1. The rate will rise by 2 percent each year.

Other rates will be assessed for any additional use by GHLL in accordance with city fees.

3. Improvements.

3.1 The City shall not be required to make any improvements to the Property unless it is an emergency. Should the City perform major field alterations, such as new turf, such improvement will not occur during the regular Season, if possible. If major improvements in the regular season cannot be avoided, GHLL will be given 120 days notice.

3.2 The Property currently has three structures on site: (1) the backstops and scorekeeper structure; (2) the "Snackshack/Restroom" structure; and (3) a log storage structure. GHLL brought the Snackshack/Restroom into compliance with City codes. Occupancy (full or temporarywas granted by the City on March 20, 2018. The City reserves the right to use the log storage structure for park-related purposes at all times.

3.3 Any improvements to existing structures that are used by GHLL shall be performed by GHLL, after consultation with the City. If the City determines that a structure or appurtenance could pose a liability, the City will request that GHLL conduct repairs. If GHLL is unwilling or unable to perform repairs, the City will remove the liability and will not replace it.

3.4 No additional improvements shall be constructed or placed upon Property by GH Little League without prior written approval of the City.

4. Maintenance; Tools.

5.1 During the regular Season, GHLL will reimburse the City for maintenance on the Property, including but not limited to:

- Applying fertilizer, moss treatment, weed control on the natural grass fields, reseeding, etc.
- Rolling the edges of the infield.
- Replacement of sprinkler heads broken by GHLL staff or volunteers

If the fields are retrofitted with turf, the City will take over maintenance of the turf surfacing.

5.2 During the regular season, the City will mow the fields weekly, as needed, and will pressure wash the hard surfaces of the facility yearly. The City will also help with any task that requires a lift, such as installing nets.

5.3 GHLL will be responsible for any field upgrades, including adding infield dirt amendments as needed to maintain the fields to little league standards as provided in the national little league maintenance manual.

5.4 GHLL will be responsible for scheduling and paying for a septic pumping service during tournaments or other busy times when the septic system is overwhelmed. GHLL may be required to add portable restrooms during tournaments, at GHLL expense.

5.5 Any general maintenance repairs, the sum of which exceeds $3000 annually, will be paid by the City. GHLL will reimburse the City for the first $3000. The City shall have the discretion to determine which activities shall be done, when they shall be done and the extent of such repair and/or maintenance.

5. Janitorial Services.

GHLL shall be responsible for supplying restroom and concession stand supplies. . The City will perform restroom cleaning during the regular season. GHLL and/or concession stand operator will be responsible for concession stand cleaning and maintenance.

6. Lighting.

GHLL may use the existing field lighting system. Field lighting is allowed only between the hours of 7:00 PM and 9:30 PM. GHLL will program lights to shut off automatically at 9:30 PM. If the fields will not be used all the way up to 9:30 PM, coaches and GHLL volunteers will be instructed to turn off the lights if they are the last person on site.

7. Utilities.

The City will pay for all utilities supplied to the Property, and for lights during the regular season. If a fall ball season is held, GHLL will pay for lights. In the event the City of Gig Harbor elects to connect the existing water and sewer to the City of Gig Harbor's water and sewer services, any and all work to complete such connections shall be at the sole cost and expense of the City of Gig Harbor.

8. Concessions.

GH Little League will be permitted to operate the concessions stand and keep the profits generated from those concession sales during their regular Season and post-season. GHLL is responsible for obtaining any relevant food handling permits or permits for any required building alterations to accommodate the desired concession activities.

9. Signage.

Any signage placed on site must be consistent with the City's sign code.

10. Indemnification.

GH Little League shall defend, indemnify, and hold the City of Gig Harbor harmless from and against any and all claims, demands, causes of action, suits or judgments including but not limited to, any claims of insurance carriers, for deaths or injuries to persons or for loss of or damage to property arising out of or in connection with the use and occupancy of the Property by GH Little League, its agents, servants, employees and invitees. In the event of any claims made or suits filed against the City of Gig Harbor, the City may, at its option, require GH Little League to resist or defend such action or proceeding at GH Little League's own cost and expense by counsel reasonably satisfactory to the City.

11. Insurance.

11.1 GHLL shall procure and maintain in force, without cost or expense Agreement term or as long as GHLL remains in possession of the Property, a broad form comprehensive general liability policy of insurance covering bodily injury and property damage, with respect to the use and occupancy of the Facility with liability limits of not less than $1,000,000, per occurrence, $2,000,000 annual aggregate.

11.2 GHLL's insurance shall be primary and written on an "occurrence form", with a company that has a current A.M. Best rating of at least "A VII" or better, and licensed to do business in the State of Washington. The City of Gig Harbor shall be named by endorsement, or blanket policy language, as an additional insured on all such general liability policies, which policies shall in addition provide that they may not be canceled or modified for any reason without 15 days prior written notice to City of Gig Harbor. GHLL shall provide City of Gig Harbor with a certificate or certificates of such insurance, including the required endorsements within 10 days of the execution of this Agreement.

11.3 GHLL insurance coverage shall be primary insurance as respects the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of GHLL insurance and shall not contribute to it.

11.4 The City does not and shall not waive the City's right to subrogation against the GHLL insurance coverage.

12. No Liens.

GHLL shall keep the Property free from any liens arising out of any work performed, materials furnished or obligations incurred by GHLL. GHLL shall not suffer or permit any

lien to be filed against the Property or any part of the Property by reason of work, labor, services or materials performed or supplied to GHLL. If any such lien is filed against the Property, GHLL shall hold the City harmless from any loss by reason of the lien and shall cause the same to be discharged of record within thirty (30) days after the date of filing of the lien.

13. Notices.

Wherever in this Agreement written notices are to be given or made, they will be served, personally delivered or sent by certified or overnight mail addressed to the parties at the address listed below unless a different address has been designated in writing and delivered to the other party.

If to City: Jennifer Haro, Parks Manager
Public Works
3510 Grandview
Gig Harbor, WA 98335

If to GHLL: Gig Harbor Little League President
PO Box 2176
Gig Harbor, WA 98335

14. GENERAL PROVISIONS.

a. Nondiscrimination. GH Little League, for itself, its successors and assigns does hereby covenant and agree to comply with all civil rights and antidiscrimination requirements, including, but not limited to chapter 49.60 RCW.

b. Compliance with other laws, rule and regulations. GH Little League shall comply with all governmental laws, ordinances and rules, including the City's parks rules and policies, relating to the use and occupancy of the Property. GH Little League will not permit any objectionable action which would constitute a nuisance or commit any waste upon the Property.

c. Assignment. Neither this Agreement nor any rights created by it may be assigned, sublet, or transferred.

d. Nonwaiver. No term or provision in this Agreement shall be deemed waived and no breach excused unless such waiver or consent shall be in writing and signed by the party claimed to have waived or consented.

e. Interpretation. This Agreement shall be governed by and interpreted in accordance with the laws of the State of Washington. The titles to paragraphs or sections of this Agreement are for convenience only, and shall have no effect on the construction or interpretation of any part hereof.

f. Severability. In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.

g. Attorneys' Fees. In the event of controversy, claim, or dispute arising out of this Agreement, each party shall be solely responsible for the payment of its own legal expenses, including but not limited to, attorney's fees and costs.

h. Venue. GH Little League agrees that the venue of any action or suit concerning this Agreement shall be in the Pierce County Superior Court, and all actions or suits thereon shall be brought therein, unless applicable law provides otherwise.

i. Entire Agreement. This Agreement, together with all attachments, represents the entire and integrated agreement between the parties hereto and supersedes all prior negotiations, representations and agreements, whether written or oral. This Agreement may be amended only by written amendment, signed by both parties.

IN WITNESS WHEREOF, the parties hereto have executed this instrument as of the date last indicated below, but this Agreement shall not take effect until the Property is conveyed by Peninsula Light to the City.

CITY OF GIG HARBOR	GIG HARBOR AMERICAN AND NATIONAL LITTLE LEAGUE ASSOCIATION
By: _____	By: _____
Mayor Mary Barber	Its: _____
Date: _____	Date: _____

APPROVED AS TO FORM:

_____

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

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
1	Barber	Introduction	Proposed revision to the introduction: Gig Harbor is the name of both the *bay* and the *city* in Pierce County. As of 2023 the town's population was over 12,000, but long before immigrants and pioneers arrived, Native Americans known as the sx̌ ʷəbabš ("squababsh"), or *Swiftwater People*, built their homes along the calm shores of the harbor. By the 1860s, its sheltered waters and abundant supply of natural resources attracted immigrants from Croatia who launched the commercial fishing and boatbuilding industries. Scandinavians established farms and developed the town's infrastructure. Italians, Germans and others cleared roads, opened schools and local businesses. Gig Harbor's broad origins have forged a unique heritage that *"the Maritime City"* will work to preserve as it faces the challenges of growth that lie ahead.	Substantive change in terms of public review. Staff would recommend the following language. Gig Harbor is the name of both the *bay* and the *city* in Pierce County. The Puyallup Tribe, who have lived on and cared for these lands have a vital history in the area since time immemorial. By the 1860s, its sheltered waters and abundant supply of natural resources attracted immigrants from Croatia who launched the commercial fishing and boatbuilding industries. Scandinavians established farms and developed the town's infrastructure. Italians, Germans and others cleared roads, opened schools and local businesses. Gig Harbor's broad origins have forged a unique heritage that *"the Maritime City"* will work to preserve as it faces the challenges of growth that lie ahead.	Consensus to support proposed language. Council asked staff to reach out to the Puyallup Tribe for comment/input and provide information back to the council (1/9). Received a response letter from the Puyallup Tribe on 1/15. See staff comments on their response.

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

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
2	Barber	14.1 Arts + Culture	We also acknowledge that we are located on the traditional homelands of the sx̌ ʷəbabš ("squababsh"), meaning Swiftwater People. ~~Puyallup Tribe, who have lived on and cared for these lands since time immemorial and continue to do so today.~~ **Comment:** It is the "sx̌ ʷəbabš" who lived here, not the "Puyallup Tribe." Only much later was the sx̌ ʷəbabš band absorbed into the Puyallups (after Medicine Creek). They "lived" not "have lived" and they do not "care for these lands… and continue to do so today."	Substantive change in terms of public review. Based on the response from Puyallup Tribal staff, City staff recommends maintaining the language as recommended by the Planning Commission.	Consensus to support proposed language. Council asked staff to reach out to the Puyallup Tribe for comment/input and provide information back to the council (1/9). Received a response letter from the Puyallup Tribe on 1/15. See staff comments on their response.

3	Woock	3.2 That Harbor	The boundaries of The Harbor are provided below in Exhibit 3-1. Shaped by our indigenous and maritime heritage, the Harbor is a reflection of our past and the foundation for our future. The Harbor is: • A vibrant place where residents, visitors and boaters enjoy a walkable waterfront, picturesque views, and the natural environment. • A place that celebrates and perpetuates the character and traditions of a working waterfront and preserves historic neighborhoods. • A place that supports and values local retail shops and services. • A place that provides services for recreational and commercial boating. • The Harbor is a place where people live, work, play, shop and explore. A place that plans for the future while maintaining the same quality of life for residents who live in Residential Millville. + Offers a combination and variety of uses permitted in Waterfront	The details outlined in the proposed language would be better suited to the creation of a subarea plan for this area.	Consensus of the council to not amend, but rather look at a subarea plan (1/9)

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
			Millville but at an intensity and scale weighted toward a residential recreational environment. It is considered a reasonable compromise which balances the desires of landowners to have a variety of development options while protecting the overall residential - recreational uses existing.		
4	Woock	6.3 Goals and Policies	**Add:** Displaced Gig Harbor qualifying residents shall have the first right of refusal for moving to affordable housing.	This would be difficult to include as policy language, but it could possibly be included in the development regulations as an incentive for a density increase within the range permitted by higher than the base density.	
5	Woock	6.3 Goals and Policies	▶ **HO-1 Provide for an overall housing supply that supports all economic segments of the population.** HO-1.1 Plan for a minimum net increase of 892 housing units between 2024 and 2044.	Suggest removing this edit	Consensus to not amend (1/9) Remove proposed additional language "minimum"

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
6	Woock	6.3 Goals and Policies	HO-1.2 Accommodate the following minimum net housing development targets by household income for 2020–2044, based on area median income (AMI) for Pierce County (adjusted for household size): • 30% AMI or less: 115 units, • 30–50% AMI: 165 units, • 50–80% AMI: 131 units, • 80–100% AMI: 56 units, and • 100–120% AMI: 51 units.		Consensus to accept proposed amendment (1/9) Add "minimum"
7	Woock	6.3 Goals and Policies	▶ **HO-2 Encourage higher density development that respects the scale and qualities of existing neighborhoods.** HO-2.1 Encourage infill to provides a range of housing types, designs, and sizes, including accessory dwelling units.	Supportive of the proposal to clearly outline ADUs as a housing option.	Consensus to accept proposal with the understand the ADU cannot be used per Commerce guidance to meet affordable housing goals (1/9)
8	Woock	6.3 Goals and Policies	HO-2.2 In collaboration with the city's Design Review Board, maintain design guidelines that encourage larger residential developments that complement the massing and scale of existing structures in a neighborhood while maintaining the city's distinctive historical and aesthetic characteristics. ***Note only:*** *In RB2 and R3 zones.*		Understanding that this was not a recommended change but rather a note on the zones which the policy would be applicable to (1/9)

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
9	Woock	6.3 Goals and Policies	HO-2.4 Encourage designs which prioritize private open spaces through zero lot line development, clustered development, cottage housing, and other designs. ***Note only:*** *In RB2 and R3*		Understanding that this was not a recommended change but rather a note on the zones which the policy would be applicable to (1/9)
10	Woock	6.3 Goals and Policies	HO-2.5 Promote the distribution of multifamily housing types across the city, focusing on areas where infrastructure and services can adequately support them, such as the Centers of Local Importance. ***Note only:*** *Except R1*		Understanding that this was not a recommended change but rather a note on the zones which the policy would be applicable to (1/9)
11	Woock	6.3 Goals and Policies	HO-2.6 Encourage gradual shifts in residential density to support compatibility in housing development. ***Note only:*** *In RB2 and R2*		Understanding that this was not a recommended change but rather a note on the zones which the policy would be applicable to (1/9)
12	Woock	6.3 Goals and Policies	HO-2.7 Support higher-density residential areas which incorporate open space and other public amenities. ***Note only:*** *In RB2 and R3*		Understanding that this was not a recommended change but rather a note on the zones which the policy would be applicable to (1/9)

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
13	Woock	6.3 Goals and Policies	▶ **HO-3 Encourage maintenance and adaptive reuse to meet housing needs and improve neighborhood quality.** HO-3.2 Provide financial incentives such as fee reductions or waivers for the maintenance and renovation of existing housing stock, with an emphasis on lower-income housing (80% AMI or below) and affordable housing for seniors and people with disabilities. Incentives to be paid by the state	Discuss the last sentence. We cannot require the state to pay for incentives, therefore this might be seen as an obstacle to achieving affordable housing goals	Consensus to remove the last amendment proposal (1/9) Remove "incentives to be paid by the state." Will be addressed with proposal to prepare a new policy to be added for the city to seek grants to support affordable housing and similar activities.
14	Woock	6.3 Goals and Policies	▶ **HO-4 Ensure Gig Harbor is a place for people of all occupations, incomes, abilities, and backgrounds.** HO-4.1 Promote the preservation of existing housing units that provides affordable options for households through loans, grants, and other programs.	No comment New policy: ***HO-1.5 Identify funding opportunities and resources such as grants and low-interest loans to preserve, develop, and operate income-restricted affordable housing that will promote access to safe, healthy, and attainable homes.***	Consensus to remove proposed language, and in its place to prepare a new policy to be added for the city to seek grants to support affordable housing (1/9) Remove "through loans, grants, and other programs."

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15	Woock	6.3 Goals and Policies	HO-4.2 Provide incentives to encourage the development of income-restricted affordable housing options. This may include: • Multifamily housing property tax exemptions. • ~~Fee~~ Permit fee reductions or waivers ~~from permitting costs~~. • Impact fee reductions or waivers. • Reductions to parking requirements. • Expedited permit review. Funded through external funding sources	Discuss the last sentence New policy: ***HO-1.5 Identify funding opportunities and resources such as grants and low-interest loans to preserve, develop, and operate income-restricted affordable housing that will promote access to safe, healthy, and attainable homes.***	Consensus to remove suggestion about funding to be paid by state and to accept other recommended changes (1/9). Will be addressed with proposal to prepare a new policy to be added for the city to seek grants to support affordable housing and similar activities. Remove "Funded through external funding sources"
16	Woock	6.3 Goals and Policies	HO-4.5 Monitor and assess achievements towards affordable housing goals as identified in this Element, the Pierce County Countywide Planning Policies, and the PSRC VISION 2050 Regional Growth Strategy~~.~~, and provide regular reporting to Council.	No comment	Consensus to accept proposed new language (1/9)

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

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
17	Woock	6.3 Goals and Policies	HO-4.8 Allow for flexibility with development regulations, including but not limited to height, density, setbacks, and parking, for senior and special needs housing (e.g. temporary or emergency shelter, permanent supportive housing, etc.). Except in height restricted zones	Discuss the last sentence with Council	Consensus to modify proposed language to clarify that the only flexibility which is not acceptable in the height restricted zones would be for height (1/9)
18	Woock	6.3 Goals and Policies	HO-4.9 Encourage the development of accessory units through incentives such as fee waivers, reductions, pre-approved plans or external funding sources.	Discuss "or external funding sources" New policy: ***HO-1.5 Identify funding opportunities and resources such as grants and low-interest loans to preserve, develop, and operate income-restricted affordable housing that will promote access to safe, healthy, and attainable homes.***	Consensus to remove the last addition. Will be addressed with proposal to prepare a new policy to be added for the city to seek grants to support affordable housing and similar activities
19	Woock	6.3 Goals and Policies	HO-4.12 Reduce charges and fees for services, such as utility connections, to affordable housing where practical and feasible to address ongoing housing costs and affordability. Funded through external funding sources	Concern about proposed addition New policy: ***HO-1.5 Identify funding opportunities and resources such as grants and low-interest loans to preserve, develop, and operate income-restricted affordable housing that will promote access to safe, healthy, and attainable homes.***	Consensus to remove the last addition. The concept will be addressed with a proposal to prepare a new policy to be added for the city to seek grants to support affordable housing and similar activities (1/9) Remove "Funded through external funding sources"

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
20			▶ **HO-5 Reduce the costs of housing construction to promote new development and meet housing targets.** ~~***Question:*** *Reference to inclusionary zoning or density bonus language as possible tools? Explore? Introduce concept? Explore*~~		Consensus to insert "Explores ways to" in front of "Reduce" (1/9) Add "Explore was to reduce the…"
21			HO-5.1 Allow for flexible zoning standards that can encourage innovative development, especially for the development of affordable housing options.	No comments	Consensus to accept proposed change (1/9) Add "especially for the development"
22			HO-5.6 In order to facilitate the construction of affordable housing units, minimize development costs through regulations and standards that allow for flexibility and optimal use of resources, space, and infrastructure to lower costs, improve functionality and reduce environmental impact. Funded through external sources	Discuss the last sentence. We cannot require the state to pay for incentives, therefore this might be seen as an obstacle to achieving affordable housing goals New policy: ***HO-1.5 Identify funding opportunities and resources such as grants and low-interest loans to preserve, develop, and operate income-restricted affordable housing that will promote access to safe, healthy, and attainable homes.***	Consensus to leave existing language as is (1/9) Remove proposed addition of "Funded through external sources" This will be addressed with proposed new policy the city to seek grants to support affordable housing and similar activities

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
23			HO-5.11 Explore planned actions and changes in thresholds for housing development under the State Environmental Policy Act to streamline environmental approvals ~~in areas experiencing significant development~~.	Appropriate change	Consensus to modify as proposed (1/9)
24.			HO-5.12 Investigate ~~Explore~~ the use of a Multifamily Housing Property Tax Exemption program to incentivize market-rate and affordable housing production.	As a Comp Plan policy this is okay as a change but note that the actual implementation of MFTE should focus on affordable housing to meet the housing income targets.	Consensus to modify as proposed (1/9)

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
25	Woock	2 Land Use	**2.1 Introduction** The Land Use Element is a comprehensive tool that is used by Gig Harbor to plan for the future. Planning for the future while maintaining the same quality of life is the fundamental objective of the planning objectives. Its function is to coordinate urban development and expansion to achieve the right balance growth in housing, businesses, governmental services, recreational amenities, and other aspects of city life. This Element includes a detailed map that shows different land use categories across the city's Urban Growth Area, as defined under the framework of the Growth Management Act (GMA).	Concern with use of "maintaining the same quality of life" as it is a subject standard which would be difficult to administer through a development regulation.	Consensus to keep policy as recommended by the PC (1/9) Remove the following proposed language "Planning for the future while maintaining the same quality of life is the fundamental objective of the planning objectives."

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
26	Woock	Introduction	***Add new language*** Gig Harbor is the name of both the *bay* and the *city* in Pierce County. As of 2023 the town's population was over 12,000, but long before immigrants and pioneers arrived, Native Americans known as the sx̌ ʷəbabš ("squababsh"), or *Swiftwater People*, built their homes along the calm shores of the harbor. By the 1860s, its sheltered waters and abundant supply of natural resources attracted immigrants from Croatia who launched the commercial fishing and boatbuilding industries. Scandinavians established farms and developed the town's infrastructure. Italians, Germans and others cleared roads, opened schools and local businesses. Gig Harbor's broad origins have forged a unique heritage that *"the Maritime City"* will work to preserve as it faces the challenges of growth that lie ahead.		See # 1 above

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
27	Woock	14 Arts and Culture	*Add Language* **14.1 Introduction** Arts and cultural activities are essential for accomplishing larger community goals, including economic vitality, quality education, and community design. Investment in the arts is an investment in making Gig Harbor a better place to live, work, and visit. This element also recognizes the role of the arts, as well as creative cultural, historical, and educational engagement in creating and preserving the quality of life that has drawn people to Gig Harbor. ***Note:*** *Reference tribal history and fishing fleet "We also acknowledge that we are located on the traditional homelands of the sx ebabs ("squababsh"), meaning Swiftwater People.?*		See # 2 above

28	Woock	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	Concern with use of "maintaining the same quality of life" as it is a subject standard which would be difficult to administer through a development regulation.	Consensus to keep policy as recommended by the PC (1/9). Remove proposed language "Planning for the future while maintaining the same quality of life for the Gig Harbor community."

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
			• The Comprehensive Plan continues to reflect the needs and desires of the Gig Harbor community. • Planning for the future while maintaining the same quality of life for the Gig Harbor community.		

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
29	Woock	2 Land Use	**Proposed edits to Exhibit 2-6, Future Land Use Map Classifications.** • Residential Low (R-1) Change from 4 to 2 • Residential Medium (RB-1 & R-2) Change from 6-12 to 5 • Residential High (RB-2 & R-3) Change from 12-32 to 9-25 • PCD Residential Low (PCD Neighborhood Business District, LCD Low Density Residential) Change from 4-7 to 4 • PCD Residential Medium (PCD Neighborhood Business District, LCD Medium Density Residential) Change from 8-16 to 5-8 • Mixed Use (MUD Overlay) Change from 24-32 to 20-28		Consensus to leave as recommended by the PC to ensure opportunities for the City to meet required housing unit targets and affordability goals. (1/9)

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
30	Woock	2.6 Goals and Policies	▶ **LU-1 ~~Ensure~~ Consider how sufficient supplies of developable land to meet identified growth targets through efficient development, maintaining a balance between land's suitability and the ability to provide urban services.**	"Consider" does not imply that there is a requirement from the City (which there is under GMA).	Consensus was to keep "**ensure**" and not add proposed language (1/9) Remove proposed language "Consider how"
31	Woock	2.6 Goals and Policies	LU-1.1 Allocate high density/intensity urban development to lands capable of efficiently supporting urban uses while presenting ~~the fewest~~any environmental risks	This change would need to be reworded, but the intent here to prevent *any* environmental risk would be impossible.	Consensus to accept the Planning Commission's recommendation and not change (1/9)
32	Woock	2.6 Goals and Policies	LU-1.2 ~~Where possible~~Support, allocate urban development onto lands which are suitable and do not provide substantial value to the community if left undeveloped.		Consensus to revise as proposed (1/9) Replace "Where possible" with "support"
33	Woock	2.6 Goals and Policies	LU-1.4 ~~Allocate~~ Consider urban uses to areas that can be effectively serviced by roads, sewer, water, storm drainage and other basic urban utilities and transportation facilities.		Consensus to leave as is consistent with the Planning Commission recommendation (1/9)
34	Woock	2.6 Goals and Policies	LU-1.9 ~~Ensure~~ Support the consistency of city policies with PSRC VISION 2050 and Pierce County Countywide Planning Policies.		Consensus to leave as is consistent with the Planning Commission recommendation (1/9)

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
35	Woock	2.6 Goals and Policies	LU-1.11 Manage Centers of Local Importance (CoLIs) as designated local centers that support: • a) Compact, pedestrian-oriented development with a mix of uses. • b) Diverse amenities and service offerings. • c) A variety of high- and medium-density housing options. • d) Focal points and gathering spaces for the community and region. ~~and~~ • e) Connectivity between transportation corridors, and~~.~~ • f) Must provide walkability to grocery, medical and mass transit centers. Each of the City's identified CoLIs may serve a specific purpose to the City residents as well as residents of the greater Gig Harbor Peninsula.		Consensus to accept the recommendation by the Planning Commission and not amend as proposed (1/9) Remove proposed language in new bullet "f")
36	Woock	2.6 Goals and Policies	▶ **LU-2 Define a pattern of urban development which is recognizable, provides community identity, and supports local values and opportunity and neighborhood desires.**		Consensus to leave language as recommended by PC (1/9) Removed proposed addition "and neighborhood desires"

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
37	Woock	2.6 Goals and Policies	LU-2.2 ~~Emphasize and protect area differences in architecture,~~Commit to the architectural and visual character and physical features which make each part of the urban form unique and valuable.		Consensus to accept proposed deletion and ensure new language, with the modification to replace "Commit" with "Ensure" make sentence work. (1/9)
38	Woock	2.6 Goals and Policies	LU-2.3 Maintain the older, historical development pattern of the downtown area and established neighborhoods,~~-~~and integrate the downtown with newer developments outside the downtown.	The original draft text is intended specifically to recognize the historical nature of the downtown area. This change would imply that any recommended or future changes to density and land use in "established" neighborhoods would be invalid.	Consensus to leave language as recommended by PC (1/16). Remove proposed language "and established neighborhoods,"
39	Woock	2.6 Goals and Policies	LU-2.4 Coordinate the planning of ~~transitional~~ land uses, buffers, and open space to define and protect neighborhoods and other planning areas.	The use of the term "transitional" land uses in the original text is specific to providing for gradual transitions between neighborhoods. Removing this may make the intended meaning less clear.	Consensus to leave language as recommended by PC (1/16). Keep "transitional"
40	Woock	2.6 Goals and Policies	**Generalized Land Use Categories** LU-2.6 Maintain a Comprehensive Land Use Plan Map showing city limits, urban growth areas, and generalized land use classifications that establish various uses within the city. These land use designations include the following:	No proposed change here	Preamble to the sections covered in rows #41-45. No changes to this preamble.

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41	Woock	2.6 Goals and Policies	b) Residential Medium. Medium-density residential uses, primarily single-family and duplex residential. These areas may provide a transition to higher density from Residential Low areas, and may include limited business, personal and professional services or businesses which would not ~~significantly~~ impact the character of residential neighborhoods. The intensity of non-residential uses should be compatible with adjacent residential uses.	Recommend adopting the Planning Commission's recommendation. The test of just using "impact" is not feasible. The test under the State Environmental Policy Act is "significant adverse impact"	Consensus to keep language as recommended by the Planning Commission and not eliminate the word "significantly" (1/16)

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
42	Woock	2.6 Goals and Policies	c) Residential High. Higher-density residential uses, including both multifamily and single-family options. These areas can provide a transition between Residential Low and Medium areas and higher-intensity mixed use and commercial. These areas may include certain supportive personal and professional services or businesses which would not ~~significantly~~ impact the character of the neighborhood. The intensity of non-residential uses should be compatible with adjacent residential areas.	Recommend adopting the Planning Commission's recommendation. The test of just using "impact" is not feasible. The test under the State Environmental Policy Act is "significant adverse impact"	Consensus to keep language as recommended by the Planning Commission and not eliminate the word "significantly" (1/16)
43	Woock	2.6 Goals and Policies	h) Waterfront. Mixed uses along the waterfront which are allowed under the City of Gig Harbor Shoreline Master Program which may include residential, marina, and commercial/retail uses. ~~***COMMENT:*** *Prioritize residential use and feel*~~	Recommend accepting the Planning Commission recommendation. The Shoreline Management Act (SMA) prioritizes shoreline dependent uses within areas under SMA jurisdiction.	Consensus to keep language as recommended by the PC (1/16)

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
44	Woock	2.6 Goals and Policies	j) Mixed Use. Areas that include a mix of commercial / employment, office and multifamily uses. These areas are generally located along principal collector routes and serve a broader area, but are intended to support complete, walkable communities. ~~***COMMENT:*** *Mass transportation must be attached*~~	Recommend accepting the Planning Commission recommendation. The Shoreline Management Act (SMA) prioritizes shoreline dependent uses within areas under SMA jurisdiction.	Consensus to keep language as recommended by the PC (1/16)

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
45	Woock	2.6 Goals and Policies	k) Parks, Recreation, and Open Space. Locations that provide passive and active recreation opportunities with parkland, recreation facilities, sports fields, conservation areas, open space, and other city-owned property with comparable uses. While these locations may include ancillary commercial uses such as snack bars, they are not envisioned as a substantial location for new growth. These areas do not include private facilities. ~~***COMMENT:*** *These areas may not be sold, such areas may only be sold by a vote…*~~	Recommend accepting the Planning Commission recommendation. Any action to dispose of public property requires council action in an open public meeting.	Consensus to keep language as recommended by the PC (1/16)
46	Woock	2.6 Goals and Policies	LU-2.7 Ensure that ordinances, programs, proposals, and projects conform to the intention of the residents and Comprehensive Land Use Plan Map.	Suggest leaving language as recommended by the Planning Commission. The adopted Comprehensive Plan is reflective of the residents' desires through the public adoption process and approval by their elected city council. It is not feasible to incorporate another subjective process to interpret residents' desire on a city-wide basis.	Consensus to keep language as recommended by the PC (1/16) Do not include the proposed language "residents and"

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47	Woock	2.6 Goals and Policies	LU-2.9 ~~Minimize the~~Prohibit negative impacts of public and private developments on overburdened communities.	Recommend accepting the Planning Commission recommendation. Prohibition of a negative impact is a subject measurement and would be impossible to implement in any development regulation.	Consensus to keep language as recommended by the PC (1/16) Retain "Minimize the" and not include "Prohibit"

48	Woock	2.6 Goals and Policies	**Planned Community Development** LU-2.10 Development under the Planned Community Development (PCD) designation is intended to support efficient long-term site development compatible with the community's planning goals and interests. These areas should generally meet the following requirements: a) A minimum gross area of at least 100 acres, largely in an undeveloped state with long-term potential for balanced growth. b) Allocations of land uses that balance residential, service commercial, and employment-oriented commercial uses in a reasonable and harmonious development plan that is sensitive to natural systems. c) Adequate provisions for parks, open spaces, schools, and other neighborhoods and ~~regional~~ community desired amenities. d) Retention and conservation of historical and natural features, and integration of innovative	Recommend accepting the Planning Commission's recommendation. The definition of "community" in the first note should be clarified. It is unclear what the reference to "shall be within" is in the second note here. Also note here that the PCD area is a legacy from previous work. Adjusting this may require some caution	Consensus to keep language as recommended by the PC (1/16)

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
			protections into site design and development. e) Compatibility ~~with~~ shall be within the scale and uses of surrounding neighborhoods. f) Provision of a range of housing types and tenures that consider the expected housing needs resulting from new employment uses in the project.		
49	Woock	2.6 Goals and Policies	LU-2.11 Provide regulatory flexibility which conforms to current regulations and codes for PCD areas which have: a) long-term development plans, ***COMMENT:*** *No longer than 5 years* b) suitability for a variety of intensities and densities of developments, and c) ~~a commitment~~consider or supportive of ~~to~~ incorporating innovative design concepts in site and building design and development.	Recommend accepting the Planning Commission's recommendation. This is a bit of a "chicken and egg" concept here, as the regulations need to be aligned with the Comp Plan and not vice versa. The PCD is set by a very long-term development plan and is largely built out. It is unclear why a five-year timeframe would be necessary. These provisions for innovative design are requirements from the initial PCD that have remained in the Comprehensive Plan and have remained in this draft relatively unchanged.	Consensus to keep language as recommended by the PC (1/16)

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
50	Woock	2.6 Goals and Policies	LU-2.12 Land use sub-designations currently defined under PCDs include the following areas: a) PCD Residential Low. Residential development at 4~~–7~~ units per acre that allows unique and innovative residential development concepts; supports integration with both the broader community and important natural features and amenities; and encourages efficient patterns of development. b) PCD Residential Medium. Moderate-density residential development at ~~8–16~~5-8 units per acre that supports high-quality affordable housing; a greater range of lifestyles and income levels; the efficient delivery of public services; and greater access to employment, transportation options, and shopping.	Recommend accepting the Planning Commission's recommendation. As with the above comment, the requirements under the previous Comp Plan. Note that the previous 2.2.3(j) policies include exactly the same language.	Consensus to keep language as recommended by the PC and not reduce to densities as that would conflict with existing allowed densities for this land use designation (1/16)

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
51	Woock	2.6 Goals and Policies	▶ **LU-4 Provide for the development of high-quality residential neighborhoods with supporting amenities and public services.** LU-4.1 ~~Promote~~ Consider a broad choice of housing types, locations, sizes, and tenures to meet local housing needs.	Recommend accepting the Planning Commission's recommendation. "Consider" implies that there is no requirement to take action in this area. Note that previous Comp Plan 2.3.3(a) uses "expand… code definitions to allow".	Consensus to modify the PC recommended language and replace "Promote" with "Allow"
52	Woock	2.6 Goals and Policies	LU-4.2 ~~Encourage~~ Consider housing options that meet the needs of different household types and ages.	Recommend accepting the Planning Commission's recommendation. "Consider" implies that there is no requirement to take action in this area. Note that previous Comp Plan 2.3.3(a) uses "expand… code definitions to allow".	Consensus to modify the PC recommended language and replace "Encourage" with "Allow"
53	Woock	2.6 Goals and Policies	LU-4.3 ~~Promote~~ Consider and provide public services that meet the needs of the local community in a neighborhood.	Recommend accepting the Planning Commission's recommendation. "Consider" implies that there is no requirement to take action in this area.	Consensus to modify the PC recommended language and replace "Promote" with "Allow"

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
54	Woock	2.6 Goals and Policies	LU-4.4 Ensure that there is a minimum density of four dwelling units per acre in residential areas of the city, other than R-1.	Recommend accepting the Planning Commission's recommendation. As noted above, R-1 areas are already zoned as such. The previous Comprehensive Plan also stated that minimum densities should be four units per acre under the previous 2.3.4(a).	Consensus to keep language as recommended by the PC and not insert ", other than R-1" (1/16)
55	Woock	2.6 Goals and Policies	LU-4.5 Support residential densities in appropriate zones across the city that can help meet identified housing targets.	Recommend keeping the Planning Commission's recommended language. Appropriate residential areas are identified in recommended the land use map.	Consensus to keep language as recommended by the PC and not insert "in appropriate zones" (1/16
56	Woock	2.6 Goals and Policies	LU-4.6 Provide incentives such as increased residential development density in exchange for neighborhood public amenities or other public benefits. ***COMMENT:*** *No incentives, this should be normal requirement*	Recommend accepting the Planning Commission's recommended language. This statement is intended to allow bonus density or other considerations to be provided in exchange for public benefits. A broad requirement for general public benefits from private development without some specificity would be a very challenging policy to monitor, especially if this is used as a rationale for denying an application.	

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
57	Woock	2.6 Goals and Policies	LU-4.7 ~~Preferentially~~ Must locate higher residential densities in areas that can provide greater local amenities.	Recommend keeping the Planning Commission's recommended language. A strong requirement here may be limiting if there is no definition of what "greater" would mean. If this is intended to go forward, a much more specific requirement may need to relate to LOS. Previous policy under 2.3.4(b) uses "encourage".	
58	Woock	2.6 Goals and Policies	LU-4.8 Manage neighborhood development regulations to optimize the efficient use of land, sustainability of public services, and protection of natural features in accordance with community desires.	Recommend keeping the Planning Commission's recommended language. Council would be the expression of "community desires". Including this as a policy without defining a mechanism could have implications about whether local neighborhoods should get a veto over the Council, etc.	
59	Woock	2.6 Goals and Policies	▶ **LU-6 Prioritize, protect and enhance groundwater availability and quality through land use protections.**	Support inclusion as water quality is a key component on the Kitsap Peninsula (aquifer-only water sources).	

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60	Woock	2.6 Goals and Policies	LU-6.1 ~~Avoid siting industrial uses that pose a risk of groundwater contamination, particularly in~~Industrial development shall not risk contamination of critical aquifer recharge areas.	Recommend keeping the Planning Commission's recommended language. No use is without risk, and there are other requirements to ensure compliance. This also implies that development and not the uses pose a risk.	
61	Woock	2.6 Goals and Policies	LU-6.3 Shall address the impacts of on-site septic systems on groundwater quality and minimize or avoid new sources of contamination.	Recommend keeping the Planning Commission's recommended language. "Shall" creates an obligation beyond the City's role and capability.	
62	Woock	2.6 Goals and Policies	▶ **LU-7 Protect and enhance surface water quality through land use protections.** LU-7.2 ~~Support~~ Consider Low Impact Development (LID) methods to reduce or eliminate stormwater runoff onsite and provide a review process and informational materials to promote these options for local development.	Support the amendment as LID may not by approvable everywhere (e.g. soil types, hydrology), however it should be considered with future projects.	

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63	Woock	2.6 Goals and Policies	▶ **LU-8 Define and designate suitable open space and preservation areas to meet local environmental and recreational needs.** LU-8.2 ~~Encourage~~ Commit land preservation trusts and desires of the neighborhood as a long-term approach to manage private areas as open space.	Recommend keeping the Planning Commission's recommended language. Council, as the elected representative of the residents are the arbiters of the "desires of the neighborhood" as their elected representatives.	
64	Woock	2.6 Goals and Policies	LU-8.3 ~~Provide bonus density incentives, transfers of development rights, and~~Consider flexible site development requirements to help preserve private open space while supporting the ability to use the property where possible.	Recommend keeping the Planning Commission's recommended language. Bonusing and TDR are two specific mechanisms used to preserve private open space. It is unclear here what the source of the objection is, although "consider" in this case may be reasonable if Council may not want to commit to these options. The current Comprehensive Plan under 2.6.2(a) allows for bonus density for private open space.	

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65	Woock	2.6 Goals and Policies	▶ **LU-9 Organize effective land use and development planning review processes and coordinate across different city departments and ~~with external government agencies~~neighborhoods.** LU-9.3 Resolve land use conflicts and compatibility issues through robust neighborhood planning and engagement processes.	Recommend keeping the Planning Commission's recommended language. The current wording is intended specifically to indicate the need for coordination with the County, Tacoma, etc. LU-9.3 is provided specifically to indicate that engagement with the community is part of "effective land use and development planning review".	
66	Woock	2.6 Goals and Policies	**LU-10 Develop urban plans and policies that promote public health and encourage physical activity as supported by public input.**	Recommend keeping the Planning Commission's recommended language. Without a clear definition, "supported by public input" may imply that a vote would be required for public health planning and policies. Council is intended as the primary decision-maker under the Comprehensive Plan. Public input was solicited and taken into consideration by the Planning Commission and their ultimate recommendation to the Council.	

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
67	Woock	2.6 Goals and Policies	LU-10.2 ~~Require~~ Consider internal pedestrian circulation systems for new and existing commercial, multifamily and single-family developments, and other activity centers.	Recommend keeping the Planning Commission's recommended language. This is specifically provided as a requirement under the previous Comp Plan under 2.9.2, but has been condensed for clarity. *Internal pedestrian circulation systems shall be provided within and between existing or redeveloping commercial, multifamily or single-family developments, and other appropriate activity centers and shall conveniently connect to frontage pedestrian systems and future transit facilities.*	

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
68	Woock	2.6 Goals and Policies	LU-10.6 ~~Support~~ Consider smaller-scale neighborhood convenience retail in neighborhoods to meet the daily needs of nearby residents and provide gathering places for the community.	Recommend keeping the Planning Commission's recommended language. This is specifically provided in the previous Comp Plan under 2.9.5 in comparable (but more condensed) language: *Encourage the retention and development of attractively designed small to medium scale neighborhood markets that offer convenience goods, healthy choices, and services for the daily needs of nearby neighborhoods, which can also serve as gathering places.* "Consider" would imply a lower requirement than in the previous Comp Plan.	
69	Woock	2.6 Goals and Policies	LU-10.7 ~~Encourage~~ Consider higher-density residential areas close to commercial centers, shops, parks medical, grocery and other services.	Recommend keeping the Planning Commission's recommended language. This is provided as "Allow and encourage" under LU-2.9.6: *Allow and encourage higher density residential areas close to commercial centers, shops, parks and services.*	

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
70	Staff	HO-1.1	This should be revised to read that the target is for the 2020-2044 time period and not 2024-2044 as listed. This was a typo in the draft.	Support correction of this typographic error.	
71	Staff	Correction	Correction to Land Use Exhibit 2-6 (page 2-11) to correct a Scrivener's error. The target density for PCD-C should be 24-32 and the target density for PCD-BP should be N/A. This matter was raised during the Planning Commission hearing by staff.	Support acceptance of the proposed correction.	
72	Staff	Land Use Map	The land use map includes a split zone property (site of Village at Harbor Hills). Recommend revising the eastern and southern sections of the site from PCD-BP to PCD-C to meet the intent of #71 above.	Support the map revision as shown in Attachment A.	
73	Staff	Response to suggestions to add a new Policy to address council comments related to seeking grant opportunities. Refer to items 14, 15, 18, 19 & 22 above	New policy: ***HO-1.5 Identify funding opportunities and resources such as grants and low-interest loans to preserve, develop, and operate income-restricted affordable housing that will promote access to safe, healthy, and attainable homes.***	Support inclusion of the new policy	

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
74	Staff	Transportation Element Restructure	Restructured Transportation Element to be consistent with the layout of the other elements (goals with associated policies under each). Consistent with PC recommended content.	Support restructured element presented to Council at the 2/13 study session with amendments shown in rows #75 through 82.	
75	Henderson	TE 1.9	Implement pedestrian improvements through a combination of public and private investments by using the Priority Network, Active Transportation Plan (ATP), Complete Streets plan and ADA Transition Plan as guides.	Support inclusion of Complete Streets and an example of guiding documents for pedestrian improvements.	
76	Henderson	TE 2.7	~~Continue to~~ Maintain, ~~and~~ update and calibrate a ~~current~~ traffic demand model to facilitate the preparation of annual capacity reports and concurrency reviews.	Support inclusion as a commitment to continued validation of model assumptions and calculations.	
77	Henderson	TE 2.8	~~Where practicable,~~ Work toward the development of a multi-modal transportation system that achieves the following LOS metrics:	Support it removal as "work toward" already allows for deviation under certain conditions and analysis.	
78	Henderson	TE 2.9	~~Adopt and implement a program which increases~~ Increase public awareness of ~~to~~ the City's transportation demand management strategies, including non-motorized transportation and increased use of local transit.	Support amendment as outreach programs already exists for multiple plans that cover transportation demand management strategies (e.g. Active Transportation Plan, Transportation Improvement Plan). No need to create a new one.	

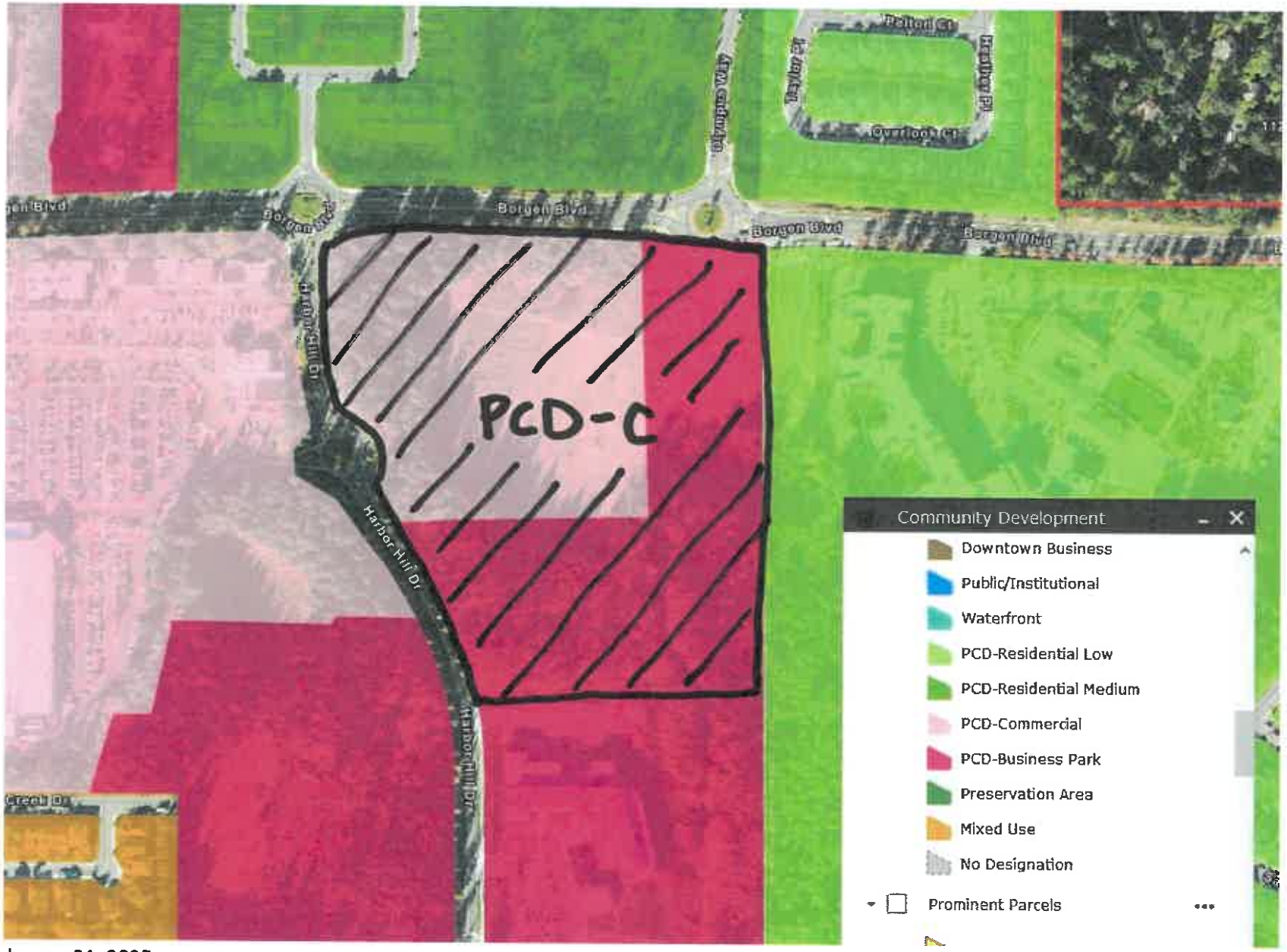
	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
79	Henderson	TE 2.10	~~Establish appropriate~~ Review and update, if necessary, right-of-way widths, pavement widths, shoulder requirements, bicycle accommodations, curb-gutter-sidewalk standards for major arterials, collectors and local street.	Support amendment as the standards already exist and it is the commitment to monitoring and update that is important moving into the future.	
80	Henderson	TE 2.12	~~Adopt and implement~~ Review, and update, if necessary, street construction standards, which implement ~~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.	Support amendment as the standards already exist and it is the commitment to monitoring and update that is important in moving into the future.	
81	Henderson	TE 3.4	Work with Pierce Transit to locate Pierce Transit Park & Ride lots in areas which are accessible to transit routes and local residential collectors.~~, but which do not unnecessarily congest major collectors or arterial roads or SR 16 interchanges.~~	Support removal as it creates subjective standards (e.g. "unnecessarily") that may be contrary to location of transit facilities and expanded service.	
82	Henderson	TE 3.6	Provide connections between commercial developments for vehicles, bicyclists and pedestrians, when feasible.	Support inclusion and bicycle facilities and are key non-motorized transportation mode that the Plan encourages as an alternative to vehicles.	

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

	Comment From	Chapter or Page	Comment/Suggestion Received (additions / ~~deletions~~)	Staff Comments	Council Direction
83	Staff	Transportation Appendix	Relocating and updating the technical analysis from the PC recommended Transportation Element to an appendix to the plan.	In conjunction with rows # 74, through 82, support inclusion of the Transportation Appendix to ensure accuracy and inclusion of the PC recommended technical content.	
84	Staff	Capital Facilities Element Updates	Updated data (projects, designs, costs) from recent Council capital facilities discussions held after the PC recommendation are included in the final draft.	Support inclusion of updated data (provided to Council at 2/13 study session) to improve the accuracy of the Capital Facilities Element and consistency with other elements.	
85	Staff	Housing Appendix	Updated data and technical analysis regarding housing capacity and diversity illustrated in the Housing Element.	Support inclusion of the full technical analysis that supports the Housing Element.	

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

ATTACHMENT A



12 Transportation

12.1 Introduction

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

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

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

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

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

12.2 Goals and Policies

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

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

TE-1.1 Design, construct, and operate transportation infrastructure to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and location.

TE-1.2 Improve collector streets to provide adequate capacity for present and future projected traffic loads, pedestrian and bicyclist activities.

TE-1.3 Enhance walkability in the Harbor Area and Centers of Local Importance through sidewalk widening and improved sidewalk connections, beautification, and preservation.

TE-1.4 Update and implement the Active Transportation Plan to provide inviting connections for pedestrians and bicyclists.

TE-1.5 Encourage additional pedestrian, bicycle, or shared vehicular, bicycle, and pedestrian connections in the city as development and redevelopment occurs to increase the ease of access and create useful and well-designed public ways.

TE-1.6 Require public and private transportation improvements to meet the most recently adopted Public Works Standards, which specify inclusion of non-motorized features in the construction and design of new or improved streets.

TE-1.7 Promote non-motorized connections to the Cushman Trail to improve connectivity between the trail and parks, schools, adjacent neighborhoods, and businesses.

TE-1.8 Work to increase the safety of the transportation system with appropriate design and, in the long term, support the state's "Target Zero" plan goal of zero deaths and disabling injuries.

TE-1.9 Implement pedestrian improvements through a combination of public and private investments by using the Priority Network, Active Transportation Plan (ATP), and ADA Transition Plan as guides

► TE-2 Promote and plan for a transportation system that is smart, efficient, and achievable.

TE-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.

TE-2.2 Promote transportation investments that support transit and pedestrian oriented land use patterns and provide alternatives to single-occupant automobile travel.

TE-2.3 Partner with Pierce Transit to advocate for improved transit connections to key destinations, including the hospital, community center, and library.

TE-2.4 Pursue funding and support regional actions to develop an all modes crossing of SR 16 at Hunt Street.

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

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

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

TE-2.6 Require traffic impact mitigation 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.*

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

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

TE-2.9 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

TE-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.

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

TE-2.12 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.

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

TE-2.14 Continuously monitor and analyze individual intersection approach leg LOS to determine if a capacity-related intersection improvement project, whether completed through a private development project or City capital project, is necessary to remedy a localized deficiency at a particular intersection approach leg. If it is determined that a capacity-related project is available that will remedy failing LOS at a particular leg of an intersection and the project will improve the overall intersection LOS significantly, the City shall consider such projects when generating the 6-year TIP project list.

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

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

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

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

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

TE-3.4 Work with Pierce Transit to locate Pierce Transit Park & Ride lots in areas which are accessible to transit routes and local residential collectors, but which do not unnecessarily congest major collectors or arterial roads or SR 16 interchanges.

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

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

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

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

TE-4.1 Re-evaluate the Land Use Element, LOS, and revenue sources when funding for projects falls short. Impact fees should be used to the extent possible under GMA to fund capacity project

costs. Alternative revenue sources and/or LOS modifications should be considered before land use density changes are considered.

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

TE-4.3 Implement programs and construct projects that reduce reliance on private vehicles, thereby reducing harmful vehicle emissions, avoiding or mitigating impacts to critical areas and wildlife, manage water quality, and providing a safe environment for people to live and travel in.

TE-4.4 Implement programs that help to meet and maintain federal and state clean air requirements, in addition to regional air quality policies. Also, support programs and projects that help to reduce Greenhouse Gas emissions consistent with state goals established in RCW 70.235.050 and RCW 70.235.060.

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

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

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

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

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

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

► TE-5 Ensure the transportation system planning process and investment decisions are understood by the community.

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

- Participating in the transportation- related activities of Pierce County and advisory committees;

- Working with other jurisdictions to plan, fund, and implement multi- jurisdictional projects necessary to meet shared transportation needs; and
- Making transportation decisions consistent with this Transportation Element and other regional plans.

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

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

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

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

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

13 Capital Facilities

13.1 Introduction

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

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

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

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

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

13.2 Requirements

13.2.1 GMA Requirements

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

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

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

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

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

13.2.2 VISION 2050

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

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

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

13.2.3 Countywide Planning Policies

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

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

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

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

13.3 System Conditions

13.3.1 Levels of Service (LOS)

Standards

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

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

Concurrency

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

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

Exhibit 13-1. Gig Harbor Level of Service Standards

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

Capital Facility	LOS Standard	Provider	Reference
Fire Protection	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 Aprill 2022
Library Services	0.62 sq. ft. per capita	Pierce County Library District	Pierce County Library 2030 Facilities Master Plan

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

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

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

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

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

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

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

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

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

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

Source: Highway Capacity Manual, 6th Edition

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

13.3.2 Water Systems

Existing Capital Facilities

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

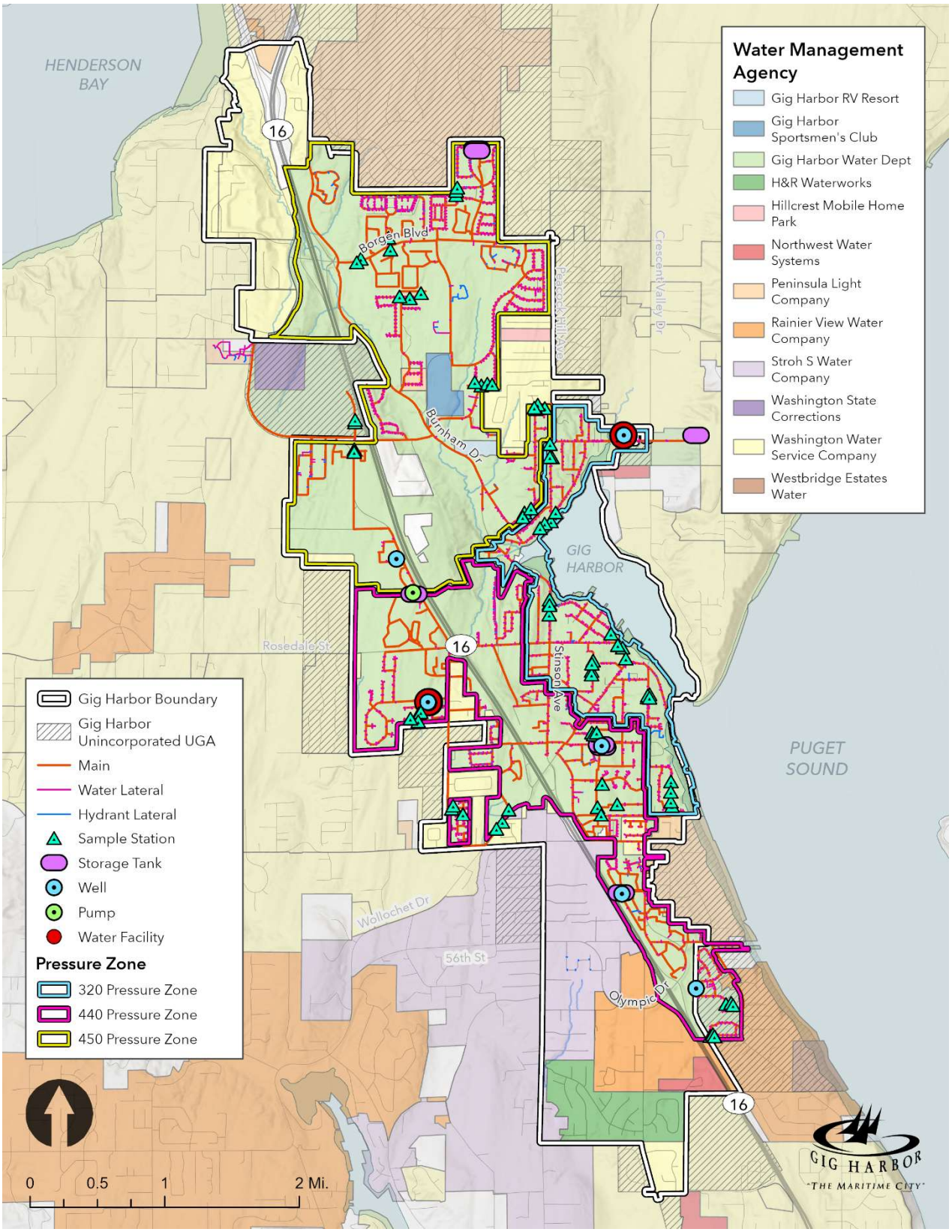
The City of Gig Harbor Water System was originally built in the late 1940's. Today, the City's RWSA encompasses approximately 4.45 square miles with 2,583 service connections at the end of 2017 serving approximately 9,632 people.

The city's water system is divided into three pressure zones. The City's water system contains six reservoirs, with a total capacity of 4.6 million gallons (MG). The city operates eight groundwater wells that supply water to its water service customers and has more than 43 miles of pipeline and six reservoirs located around the City. The City of Gig Harbor's water system boundary and adjacent purveyors are shown in Exhibit 13-6. Summaries of the City's well source supply and storage facilities are provided in Exhibit 13-7 and Exhibit 13-8, respectively, below. The City provides wholesale water service to multiple customers outside the City's RWSA and has an emergency intertie with one purveyor. The City also holds seven additive municipal purpose certificated water rights and one non-additive water permit.

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

As with most municipalities, the City's water distribution system has developed continuously as demands and the customer base have grown. This evolution has created a distribution system comprised of pipes of various materials, sizes, and ages. Some areas of the City have pipe materials, sizes, and age that do not meet current construction standards. A detailed description of the existing water supply system may be found in the City of Gig Harbor Water System Plan.

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



Source: City of Gig Harbor, 2024.

Exhibit 13-7. Inventory of Gig Harbor Wells

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

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

Exhibit 13-8. Water System Storage Facilities

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

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

Washington Water Service

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

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

Peninsula Light Water

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

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

Thurston PUD

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

Level of Service

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

The City's Water System Plan identifies the City's current annual water rights at 11,450 ERUs and a projected water demand in 2028 at 6,778 ERUs. Based on annual water rights the City has capacity to serve water beyond the next six years.

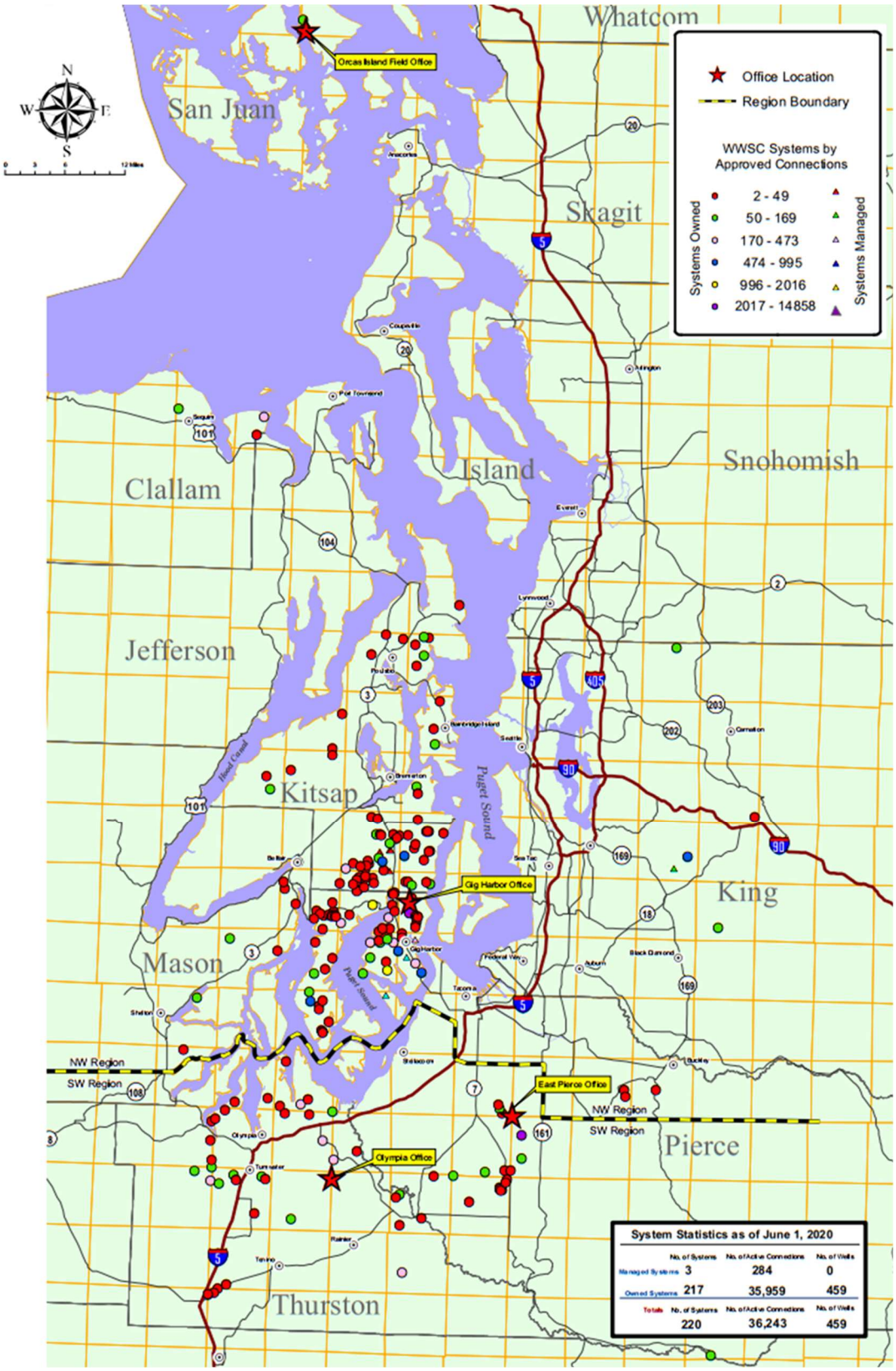
Analysis of the existing storage facilities in the City of Gig Harbor Water System Plan indicates that the City can meet all of its storage needs through the 20-year planning horizon with existing facilities by nesting

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

Future Needs

The City's water system plan forecasts future needs based on future population growth. As discussed in the previous section, the City has sufficient water rights to meet projected demand over the next twenty years. However, systemwide, the City aims to meet the maximum daily water demand. The City is developing a new deep aquifer well to meet this goal. The deep aquifer well is identified as Well 11, located adjacent to the City Maintenance Facility, and will produce up to 1,000 acre-ft per year and 1,000 gallons per minute. This will add redundance to make the water distribution more reliable. The City has also replaced undersized pipes and the older asbestos cement (AC) water mains with either ductile iron pipe or polyvinyl chloride (PVC) pipe. Overall, these have resulted in a robust water system for the City.

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



Source: Washington Water Service, 2020.

13.3.3 Wastewater Systems

Existing Capital Facilities

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

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

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

Further expansions of the City's collection system were built under development agreements and as mitigation conditions of proposed development through the state environmental policy act (SEPA) process. As of 2018 the City's collection system consisted of approximately 150,000 feet of gravity sewers, 32,000 feet of sewer force mains, and 17 lift stations.

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

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

The City's wastewater treatment plant (WWTP) is located on five acres, west of Harborview Drive at its intersection with North Harborview Drive. The original WWTP was brought online to provide secondary treatment of municipal sewage in 1975 with a design capacity of 0.45 million gallons per day (MGD) and an

average organic loading of 700 lbs BOD_5/day. The WWTP was expanded in 1996 to its current capacity of 1.6 MGD, and an average organic loading of 3,400 lbs BOD_5/day. In 2009, the city performed a major upgrade to the WWTP to expand capacity. In 2010, the outfall was removed from the inner harbor and extended and relocated into Colvos Passage to a depth of 191' below sea level in the Puget Sound. In 2016, the city completed Phase II of its major upgrade to the WWTP to increase capacity and improve reliability. The final upgrade added ultraviolet disinfection, odor control for the digester system, a second redundant fine screen, an eductor waste dewatering structure, process water pumping system and other ancillary support equipment.

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

The WWTP's current daily average flow is approximately 1.1 MGD. The designed and constructed improvements will exceed the 20-year planning horizon flow and waste load projections. An interim NPDES permit was issued in March of 2015, with the 1.6 MGD loading limit, and during the final phases of construction with the final permit of 2.4 MGD. The 2.4 MGD loading limit was contingent upon completion and certification of the constructed improvements. See Exhibit 13-10 for the sewer system map.

In addition to sewer service within the Gig Harbor UGA, the City of Gig Harbor owns, operates, and maintains a septic system for the Shorecrest residential Development along Ray Nash Drive NW located about 5 miles west of the City. The Shorecrest septic system is a 12-unit development with an on-site septic system and pressurized community drainfield and is located outside the City's UGA.

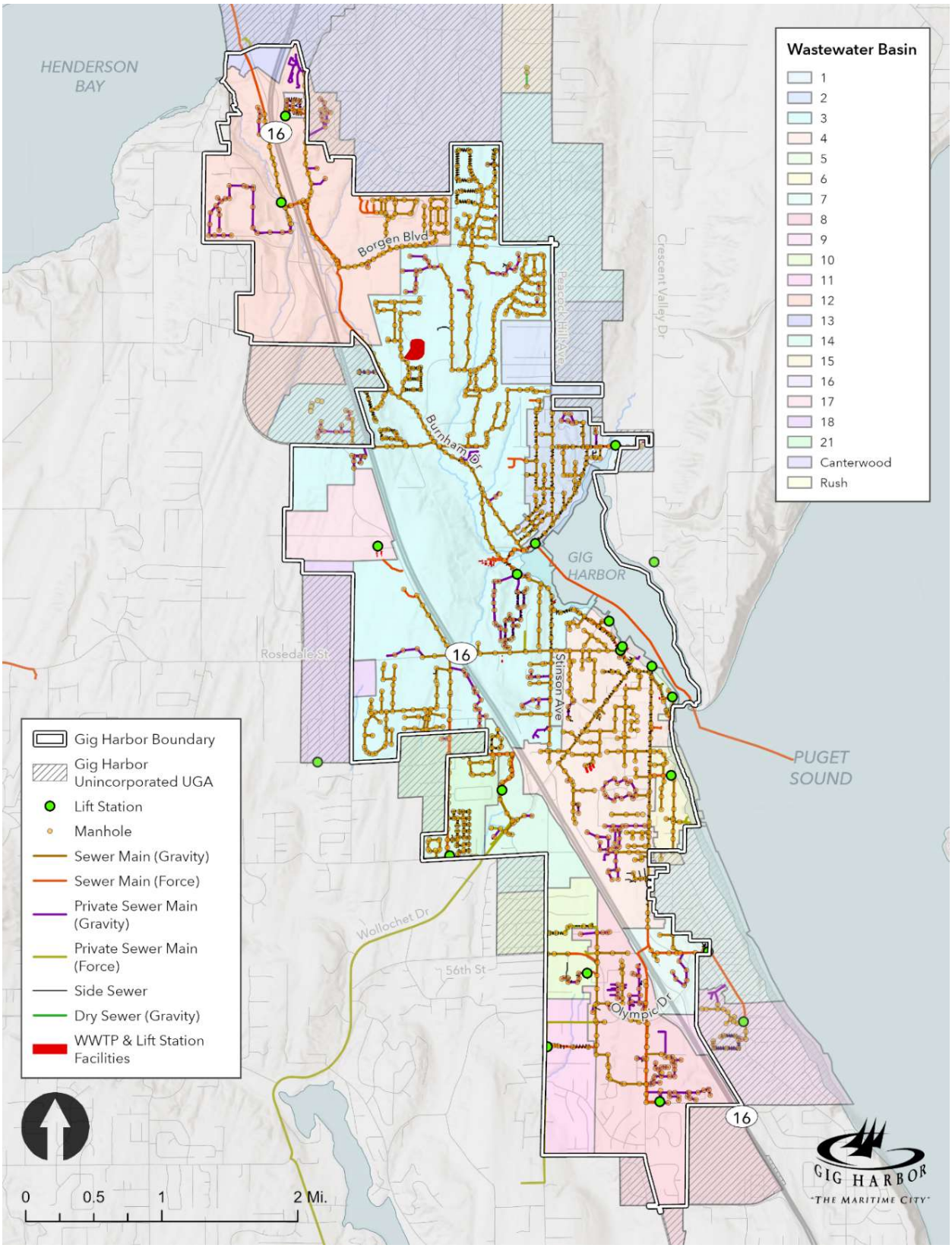
The City of Gig Harbor has entered a contract with the Wollochet Harbor Sewer District to provide wastewater treatment for septic tank effluent produced in the District. The contract allows for the District to discharge an average annual flow of 16,400 gallons per day. The point of discharge is the Wagner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

Level of Service

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

With the completion of the WWTP Phase II upgrade improvements in 2016, the City can collect and treat the design flow of 2.4 MGD.

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



Source: City of Gig Harbor, 2024.

Future Needs

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

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

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

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

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

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

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

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

Source: Gig Harbor Wastewater Comprehensive Plan Update, 2018.

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

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

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

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

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

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

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

Future Wastewater Treatment Plant Needs

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

Reclaimed Water Investigation

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

13.3.4 Stormwater Systems

Existing Capital Facilities

The Puget Sound and in particular Gig Harbor, Henderson Bay, and Wollochet Bay are the receiving water bodies of the City of Gig Harbor's storm system. The stormwater system consists of catch basins, pipe, drainage ditches, natural streams such as North Creek, Crescent Creek, and McCormick Creek, wetlands, ponds, and stormwater management facilities providing flow control and water quality treatment of storm runoff. The Operations and Maintenance Department is responsible for approximately 49 stormwater ponds (of which 13 are publicly owned), 4,583 catch basins, 16 miles of drainage ditch, seven bioretention swales, two miles of stormwater detention system pipe, two rain gardens, 49 stormwater vaults and 72 miles of storm drainage pipe. This inventory has grown over the past decade with the continuing development and annexations to the City.

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

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

Level of Service

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

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

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

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

Future Needs

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

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

13.3.5 Schools

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

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

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

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

Sources: Peninsula School District F195 Budget, 2023-2024; BERK, 2024.

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

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

Sources: Peninsula School District F195 Budget, 2023-2024; BERK, 2024.

13.3.6 Park and Recreation Facilities

Existing Capital Facilities

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

The Gig Harbor park classification system includes the following classifications:

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

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

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

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

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

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

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

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

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

Exhibit 13-15. Existing Park Facilities

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

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

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

This inventory includes only City of Gig Harbor parks and open spaces; the Gig Harbor Peninsula is served by a variety of park and recreation service providers, and a detailed inventory of all public facilities on the Peninsula is not included in this plan. Based on County data, more than 900 acres of park, recreation and open space lands exist in public ownership on the Gig Harbor Peninsula.

Level of Service and Future Needs

The City established levels of service for the park system in the 2022 Park, Recreation and Open Space (PROS) Plan to maintain and improve upon existing levels of service. Planned levels of service (PLOS) were established to ensure a variety of recreation opportunities will be available as the City grows. The level of service standards adopted by the City for the park system are expressed as the number of acres (or miles) per 1,000 residents, with a combined target of 5 acres per 1,000 residents for neighborhood and community parks.

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

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

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

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

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

* Note that this excludes Special Use Facilities.

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

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

13.3.7 Police, Fire Protection, and Emergency Medical Services Facilities

Police

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

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

Fire and EMS

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

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

Proposed improvements under the Capital Facilities Plan include:

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

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

13.4 Capital Facilities Planning

13.4.1 Overview

A Capital Facilities Program (CFP) is a six-year plan for the completion of capital improvements that are supportive of the City's population and economic base as well as near-term (within six years) growth. Capital facilities are funded through several funding sources which can consist of a combination of local, state, and federal tax revenues.

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

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

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

13.4.2 Financial Assumptions

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

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

Capital improvements will be financed through the following funds:

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

13.4.3 Revenues

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

Tax Base and Fees

The City's tax base has shown an increased growth from 2020 to 2024 and is anticipated to continue to see growth between 1-3% through the addition of new construction as well maintaining the valuation tax for existing real property each year. Although this is important to the overall fiscal health of the city, capital improvements are funded primarily through non-tax resources. Taxes include property tax, retail sales and use tax, real estate excise tax, lodging excise tax, leasehold excise tax, commercial parking tax, business and occupation tax, gambling tax, admission tax, local option sales tax, utility tax, emergency medical services tax, fire districts tax, parks and recreation services tax, flood control special purpose district tax, storm drainage payment in lieu of assessment tax, utility revenue bonds and property tax excess levy. Fees include various user fees and impact fees.

Revenue by Fund

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

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

13.4.4 Capital Improvements

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

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

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

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

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

* Cost estimate from the Gig Harbor 2025-2030 TIP.
^ Cost estimate based on similar projects and need for right-of-way acquisition.
Source: City of Gig Harbor, 2025.

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

Exhibit 13-18. Water System Improvements

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

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

Source: City of Gig Harbor, 2025.

Exhibit 13-19. Wastewater System Improvements

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

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

Source: City of Gig Harbor, 2025.

Exhibit 13-20. Stormwater System Improvements

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

Source: City of Gig Harbor, 2025.

Exhibit 13-21. Parks and Open Space System Improvements

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

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

Source: City of Gig Harbor, 2025.

13.4.5 Implementation and Monitoring

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

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

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

13.5 Goals and Policies

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

CF-1.1 Provide a six-year schedule under the Capital Improvement Program for the planning and costing of all major capital improvement projects.

CF-1.2 Prioritize capital improvements based on the following criteria:

a) The investment is needed to correct existing deficiencies, replace needed facilities or to provide facilities required for future growth;

b) The investment contributes to lessening or eliminating a public hazard;

c) The investment contributes to minimizing or eliminating any existing condition of public facility capacity deficits;

d) The investment is financially feasible;

e) The investment conforms with future land uses and needs based upon projected growth;

f) The investment will not generate public facility demands that exceed capacity increases under the six-year Capital Improvement Program; and

g) The investment will not have a detrimental impact on the local budget.

CF-1.3 Recognize the urban growth area as the sanitary sewer service area.

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

CF-2.1 Coordinate capital investments to minimize life-cycle costs to the city and the public.

CF-2.2 Allocate sewer and water connection fee revenues to capital improvements related to expansion of these facilities.

CF-2.3 Consider funding measures that require developers to provide a fair-share contribution to public facility improvements commensurate with the impacts of the development.

CF-2.4 Adopt annual capital budgets as part of the annual budgeting process that consider the six-year capital improvement program.

CF-2.5 Secure external funding, including public grants and private funds as available, to help finance capital improvements.

CF-2.6 Ensure that fiscal policies to direct expenditures for capital improvements are consistent with other Comprehensive Plan elements.

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

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

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

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

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

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

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

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