

AGENDA
GIG HARBOR CITY COUNCIL STUDY SESSION
Thursday, July 16, 2026 - 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. Commercial Fishing Homeport Moorage Agreements and Regulations**
 - a. Staff Report: Public Works Director Jeff Langhelm, PE
 - b. Clarifying Questions
 - c. Public Comment
 - d. Council Deliberation and Direction
- 2. 2027-28 Parks and Streets Capital Projects – Review and Ranking**
 - a. Staff Report: Public Works Director Jeff Langhelm, PE
 - b. Clarifying Questions
 - c. Public Comment
 - d. Council Deliberation and Direction

ADJOURN

PUBLIC COMMENT & DECORUM

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The city council wants to hear from the public as much as possible. However, the business of the city must proceed in an orderly, timely manner. The primary purpose of council meetings is to conduct the city's business so we have created a variety of ways the community can make their voices heard. Monday city council meetings are just one opportunity. These guidelines are designed to make sure every person who wants to be heard has both the opportunity to be heard and feels welcome to do so.

We receive comments three ways:

1. During council meetings
2. During council study sessions.

3. Email mayorandcouncil@gigharborwa.gov at any time about any issue. This email goes to the elected officials and leadership at the city.

Public Comment at City Council Study Sessions

We welcome comment at Council study sessions following the staff report and clarifying questions of each discussion item. Comments must be related to the discussion item at hand.

When the mayor calls for public comment, please come forward to the table (or raise your hand on Zoom). When it's your turn, we'll ask you to tell us your name and connection to the issue you want to discuss. You'll then have a maximum of two minutes to speak.

Unfortunately, this isn't a time for dialogue, but a staff person or councilmember may be available to talk with you at a break or after the meeting.

Additional guidelines

- Anyone making "out of order" comments may be subject to removal from the meeting.
- Please address your remarks to the city council as a body and not to any specific individual.
- Please be courteous and not engage in derogatory remarks or insinuations.
- No demonstrations, including clapping, are allowed.

Email

You are welcome to email the mayor and councilmembers about any issue facing the city by writing to the address above. Do remember that council sets the policy direction while city departments execute those decisions. A series of online reporting tools might help you resolve an issue more quickly so check them out too: <https://www.gigharborwa.gov/146/Submit>

AMERICANS WITH DISABILITIES (ADA) ACCOMMODATIONS

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



**City of Gig Harbor
City Council Agenda Bill**

Meeting Date: July 16, 2026

SUBJECT: Commercial Fishing Homeport Moorage Agreements and Regulations

SUBMITTED BY: Public Works Director Jeff Langhelm
Parks Manager Jennifer Haro

DEPARTMENT: Public Works

PHONE: 253-853-8253

SUGGESTED MOTION:

BACKGROUND INFORMATION: The city has been working for many years to construct a commercial fishing homeport at the city's Ancich Waterfront Park. As the permitting process approaches completion and the project is getting closer to construction, staff has been finalizing the details of how to operate the Homeport once it is built. Operational considerations include staff costs for maintenance, moorage agreement management, billing, meter reading and utilities.

Staff has researched rates, rules and regulations for vessel moorage based on port districts that operate commercial fishing ports in western Washington. These rates, rules and regulations are attached in draft format for council consideration. Also in draft format for council consideration is the Homeport moorage application and moorage agreement. Adoption of these rules, regulations, and agreement will also require an amendment to Chapter 11.04 of the municipal code prior to opening the Homeport.

Staff has met multiple times with representatives from the Gig Harbor Commercial Fishermen's Club for input on the moorage agreement and rules and regulations and incorporated many of their suggestions into the draft documents. Staff also received input from the city attorney and the city's risk management partner on the agreement and rules.

Staff recommends charging \$10/foot per month for all commercial fishing vessels, regardless of size. While this is slightly more than the average rate in other Washington for vessels less than 80 feet in length, it is much less than average marina rates in Gig Harbor. While staff recognize the Homeport may not have the same amenities that commercial fishing vessels use in other port-operated facilities, moorage is at a premium in Gig Harbor. The city also intends to charge a kilowatt hour rate for power usage that is comparable to the city's electrical rate at Ancich Park.

It is also staff's intention to seek Washington Clean Marina certification at the Homeport, which will include a list of best management practices (BMPs) for vessel operators to follow.

At the July 16 study session, staff will present the proposed documents, discuss cost recovery and maintenance expenses, and ask council for input on the proposed moorage agreement, rules and regulations and pricing proposals.

FISCAL CONSIDERATION:

Ancich Homeport Annual Income			
\$/ft/mo	LF of Slips	Annual Income	
\$10.00	1,015	\$121,800	

**Ancich Homeport Annual Expenses
(2026 dollars)**

Staff Management (0.3 FTE)	\$ 30,000
Billing Staff (not meter reading)	\$ 5,000
City Insurance	\$ 9,500
Maintenance Expenses (50 yr avg)	\$ 10,000
Total =	\$ 54,500

Estimated Life Expectancy	50 yrs
Estimated Return on Investment	45 yrs

ATTACHMENTS:

1. DRAFT Moorage Agreement June 2026 -
2. DRAFT Rules and Regulations
3. 2026 Commercial Fishing Moorage Rates
4. 2026 Commercial Fishing Moorage Expenses-Revenue
5. R-949 - Ancich Waterfront Park

STRATEGIC PLAN PRIORITY: Ensure sustainable future for public services and facilities

Maintain smalltown character and historic preservation while growing responsibly

Promote and enhance a dynamic and robust economy



COMMERCIAL FISHING HOMEPORT

MOORAGE AGREEMENT

CUSTOMER INFORMATION

Vessel Legal/Reg. Owner (First, M. Last):			Account#
Vessel Legal/Reg. Owner's Spouse (First, Last, M):			
Street Address:	City:	State:	Zip:
Mailing Address:	City:	State:	Zip:
Email Address:			
Home Phone:	Work Phone:	Cell:	
Emergency Contact:	Emergency Contact Phone:		
Vessel Owner's Employer:			
City:	State:	Zip Code:	

COMPANY INFORMATION

Company Name:	TID/UB#:		
Address:	City:	State:	Zip Code:
Phone #:	Email Address:		

PARTNER INFORMATION

Name: (First, Middle, Last):			
Address:	City:	State:	Zip Code:
Phone #:	Email Address:		

LIEN HOLDER INFORMATION

Lien Holder: ☐ Yes ☐ No	Lien Holder:		
Address:	City:	State:	Zip Code:

VESSEL INFORMATION				
Vessel Name:		Vessel Reg/Doc. Number:		
If not registered, by initialing you intend to register the vessel according to WA State Dept. of Licensing Regulations. int. _____				
As of today is the vessel >35' and older than 40 years old? ☐ Yes ☐ No				
Is latest USCG xx provided? ☐ Yes ☐ No				
Make:	Model:	LOA:	Beam:	Draft:
HIN #: Vessel Home Port:		Year of Vessel:		Fuel ☐ Gas ☐ Diesel

INSURANCE INFORMATION	
Insurance Company:	Phone Number:
Type of Coverage: ☐ General Liability ☐ Legal Liability ☐ Pollution Liability	
Policy Number:	Amount of Coverage:

SLIP & BILLING INFORMATION <i>Staff Use Only</i>			
Slip #:			Power ☐ Yes ☐ No
Start Date:	Monthly Rate:	Annual Moorage: ☐ Yes ☐ No	
Boat Measured At:	New Customer Fee: ☐ Yes ☐ No	ACH: ☐ Yes ☐ No	
Bank Account Information (required if not on ACH):			
Moorage Use Permitted Under this agreement: ☐ Active Commercial Fishing ☐ Merchant Leaseholder			

AGREEMENT TERMS AND CONDITIONS

Subject to the terms and conditions set forth herein, the City of Gig Harbor hereby grants a Moorage Agreement, which is a month-to-month lease to the Customer for use of an assigned slip. This Agreement is granted subject to the terms and conditions of the Gig Harbor's Rules and Regulations as they now exist of and are from time to time amended. Failure to comply with all terms and conditions of this Agreement and the Rules and Regulations may result in termination of this Agreement.

1. Moorage Customer Information

The Moorage Customer acknowledges that information provided by the Moorage Customer is true, accurate and complete. Moorage Customer shall notify the City of any change in the information, including but not limited to, contact information such as address, phone number, email, etc.

2. Agreement for Permitted Use

This Agreement is for the moorage of Active Commercial Fishing vessels only per the Rules & Regulations. Other uses may be conditionally approved in writing by the Public Works Director or Designee. By signing this agreement, Moorage Customer agrees to abide by the Rules and Regulations for the facility provided in a separate document.

3. Moorage Charges & Fees

The first month's moorage is non-refundable. The City of Gig Harbor sets moorage rates, fees, and other charges. All moorage charges, rates, and fees are set forth in the City's adopted fee resolution and Appendix A of the Rules and Regulations. Charges that are not paid by the end of the calendar month, will be assessed a late fee, per the City's adopted fee resolution. Electricity costs will be billed to the Moorage Customer directly.

4. Non-Payment of Moorage Charges

Moorage Customer understands that the City may impound the vessel for non-payment of moorage charges or other fees.

5. Harbor Rules and Regulations

It is the Moorage Customer's responsibility to read the current Rules and Regulations (posted on the Homeport website and city engineering office) and failure to abide by the terms and conditions of the Rules and Regulations or failure to pay moorage charges, storage rental fees, or any other fee charged by the City by the due date, shall constitute a default under the terms of this Agreement. A default under this Agreement shall constitute a default under any other lease or agreement the Moorage Customer has with the City.

By signing this Agreement, Moorage Customer acknowledges and agrees to comply with the Rules and Regulations which are updated annually. Failure to comply with the Rules and Regulations is a default under this Agreement. A copy of the current Rules and Regulations can be obtained on the City's website at:

6. No Assignment or Transfer of Slip

This Agreement may not be assigned, transferred, or sublet without authorization from the City, and all charges will continue until this Agreement is terminated as explained in the Rules and Regulations. Subletting will be allowed for other commercial fishing vessels if agreed to by Moorage Customer. Subleasing will be handled by the City. If the Moorage Customer's account becomes delinquent, he/she agrees to pay all late charges, interest, additional handling, impound, and collection costs, attorney fees, and all court costs connected with the collection of the amount due.

7. Prior Account Delinquency

The city has reserved the right to deny any services to Moorage Customers who have become ninety (90) days delinquent on their account. Moorage Customers with a history of late payments or account write-offs, as determined by the City, will have to pre-pay three (3) months in advance before moorage is granted or continued.

8. Vessel Registration

This Agreement must be in the name of the registered/legal owner of the vessel. Moorage Customer agrees to supply the City with a current copy of the vessel registration or federal documentation annually. If vessel is currently not registered, Moorage Customer agrees to register the vessel immediately according to the Washington State Department of Licensing regulations. Information on the Dept. of Licensing regulations may be obtained from the Department of Licensing. It is the Moorage Customer's responsibility to know and understand the vessel registration requirements in RCW 88.02.

9. Insurance

Moorage Customer will comply with insurance policy requirements in the Rules and Regulations.

10. Insurance-Transfer of Ownership-Vessels Greater than 35 feet and more than 40 years old Moorage Customer will comply with RCW 79.100.170 and the Rules and Regulations with regard to the transfer of vessels greater than 35 feet and more than 40 years old.

11. Vessel Inspection-Vessels Greater than 35 feet and more than 40 years old

Moorage Customer will comply with RCW 79.100.150 and the Rules and Regulations insurance policy requirements in the Rules and Regulations prior to transfer of vessels greater than 35 feet and more than 40 years old.

12. Vessel Seaworthiness

Vessels moored at the Homeport must be completely without hazardous conditions as determined solely by the City, and ready for cruising in local waters. Upon approval of this Agreement, the Moorage Customer grants permission to the City when requested for an on-board inspection of his/her Vessel by a city, county, state, or federal representative, or the vessel shall be deemed unseaworthy. Failure to allow such an inspection shall be cause for termination of moorage. Without limiting the foregoing, the City is under no obligation or duty to undertake any inspection of any vessel. The City may require that the Moorage Customer provide, at no cost to the City, additional information (such as a marine survey) to establish seaworthiness.

13. Best Management Practices and Environmental Rules

A copy of Clean Marina Washington's Best Management Practices is included as **Attachment A** to this Agreement and Moorage Customer agrees to abide by these practices. Moorage Customer understands that the facility is a 'NO DISCHARGE' facility and will abide by all federal, state and local environmental laws, rules and regulations. The discharge of black water is prohibited. Pumpout facilities are located at Maritime Pier.

Any fuel or oil that is spilled into the harbor must be reported immediately to the U.S. Coast Guard National Response Center, Department of Ecology, and the Harbor Office. Those numbers are available in the Harbor Office or on **Attachment B**.

14. Maintenance or Repair on Vessels

The Rules and Regulations contain requirements regarding maintenance, repair or new work on vessels. All contractors or vendors who perform work on vessels at the Homeport must (i) have a city-issued Business License and (ii) must provide insurance naming the City as an additional insured. The complete requirements are contained in the Rules and Regulations. Utilization of contractors or vendors that do not meet these requirements is a default of this Agreement.

15. Waiver and Release

THE MOORAGE CUSTOMER ACKNOWLEDGES THAT THE CITY DOES NOT ACCEPT MOORAGE CUSTOMER'S VESSEL FOR BAILMENT OR STORAGE AND SHALL NOT BE LIABLE OR RESPONSIBLE IN ANY MANNER FOR ITS SAFE KEEPING AND CONDITION OF ITS TACKLE, GEAR, APPAREL, EQUIPMENT, AND/OR FURNISHINGS. IN PART CONSIDERATION FOR THE GRANTING OF THE AGREEMENT HEREIN, THE MOORAGE CUSTOMER DOES HEREBY FOREVER, RELEASE AND DISCHARGE THE CITY ITS COUNCIL, EMPLOYEES AND AGENTS FROM ANY AND ALL CLAIMS, DEMANDS, OR DAMAGES FOR PROPERTY DAMAGE OR PERSONAL INJURY ARISING FROM OR RELATED TO THE PRESENCE OF THE MOORAGE CUSTOMER OR THE VESSEL WITHIN THE CITY'S HARBOR(S) EXCEPT TO THE EXTENT AND IN PROPORTION THAT SUCH PROPERTY DAMAGE OR PERSONAL INJURY IS CAUSED BY THE GROSS NEGLIGENCE OF THE CITY, OR ITS EMPLOYEES. THIS WAIVER AND RELEASE SHALL BE BINDING UPON THE HEIRS, EXECUTORS AND ASSIGNS OF THE MOORAGE CUSTOMER. THIS RELEASE IS A NEGOTIATED TERM OF THE ECONOMICS OF THE AGREEMENT.

16. Indemnification and Hold Harmless

TO THE FULLEST EXTENT PROVIDED BY LAW: MOORAGE CUSTOMERS SHALL DEFEND, INDEMNIFY, AND HOLD HARMLESS THE CITY OF GIG HARBOR, ITS ELECTED OFFICIALS, OFFICERS, AGENTS AND EMPLOYEES FROM AND AGAINST ANY AND ALL CLAIMS, ACTIONS, DAMAGES, LIABILITY, COSTS, AND EXPENSES (INCLUDING REASONABLE ATTORNEY'S FEES) ARISING OUT OF OR IN CONNECTIONS WITH : THE VESSEL OPERATOR'S USE OF THE HOMEPORT OR MOORING OF ITS VESSEL, ANY ACT OR OMISSION OF THE VESSEL OPERATOR, ITS CREW, AGENTS, CONTRACTORS OR INVITEES: ANY DAMAGE CAUSED BY VESSEL OPERATOR'S VESSEL TO THE FACILITY, OTHER VESSELS, OR THIRD PARTIES; OR ANY FUEL SPILL, POLLUTION DISCHARGE, OR ENVIRONMENTAL CONTAMINATION CAUSED BY THE VESSEL OPERATOR'S VESSEL. THIS INDEMNIFICATION OBLIGATION SHALL BE PROPORTIONATE TO THE VESSEL OPERATOR'S OWN NEGLIGENCE OR FAULT AND SHALL NOT REQUIRE INDEMNIFICATION FOR LOSSES CAUSED BY THE SOLE NEGLIGENCE OF THE CITY, CONSISTENT WITH RCW 4.24.115.

IN THE EVENT THAT THE VESSEL OPERATOR'S VESSEL BECOMES DISABLED, ADRIFT, SUNKEN OR DERELICT AT THE FACILITY, THE VESSEL OPERATION SHALL BE SOLELY RESPONSIBLE FOR ALL COSTS OF REMOVAL, CLEANUP, AND REMEDIATION, AND SHALL INDEMNIFY AND DEFEND THE CITY AGAINST ALL SUCH COSTS AND CLAIMS. THE CITY RESERVES THE RIGHT, AFTER REASONABLE NOTICE (OR IMMEDIATELY IN THE EVENT OF EMERGENCY) TO TAKE ACTION TO REMOVE OR ADDRESS ANY SUCH VESSEL AT THE VESSEL OPERATOR'S SOLE COST AND EXPENSE.

17. Jurisdiction and Law

This Agreement shall be governed by Washington law. Exclusive jurisdiction and venue for any dispute arising under this Agreement shall be the Pierce County Superior Court. Without limiting the foregoing, the Moorage Customer specifically waives any jurisdiction of the federal district court or the right to seek removal to the federal district court.

Initial

19. Waiver

The failure or delay of the City to enforce any term or condition of this Agreement shall not be a waiver of any right to enforce this Agreement.

20. Notice

All notices to Moorage Customer under this License shall be made to the address provided in this License. Notice shall be deemed complete upon the third calendar day after such notice is placed in the United States mail postage prepaid and addressed to the address provided pursuant to this License or upon receipt of actual notice, whichever occurs first.

21. Amendment

This Agreement may only be amended in writing. Without limiting the foregoing, no statements by City employees shall be deemed an amendment or waiver of this Agreement.

MOORAGE CUSTOMER SIGNATURE

Moorage Customer has read and understands the foregoing and agrees to all terms and conditions contained in this Agreement and the current Homeport Rules, Regulations, and Rates .

This Agreement contains a Waiver, Release and Indemnification-Hold Harmless Agreement in Sections 15, 16 and 18. Moorage Customer has read and understands these provisions.

This is a public record subject to Washington State Public Records Act (RCW 42.56).

Signature of Registered/Legal Owner:	Date:
Signature of Registered/Legal Owner:	Date:
Signature of City of Gig Harbor Public Works Director or Designee:	Date:

*Draft agreement based upon Port of Bellingham Commercial moorage agreement



Clean Marina Washington

BEST MANAGEMENT PRACTICES (BMP's)

BMP's are intended to be practical and affordable actions that can reduce pollution at the source, but they will only work with everyone's participation. By effectively implementing source control measures now, marinas and marina tenants may be able to avoid more expensive and restrictive measures being placed on the boating public by regulatory agencies in the future. By adopting the following BMP's, we can show our commitment to preserving the surrounding environment in accordance with the guidelines issued by the Washington State Department of Ecology and the requirements of the Federal Clean Water Act.

Commercial Activity

- ☐ Boat hulls with soft or ablative anti-fouling paint shall not be scrubbed or cleaned in the Marina by divers or with underwater scrubbing devices. Approved haul-out facilities must be used for these coatings. Mechanical devices or scrapers, or any process that removes paint underwater may not be used.
- ☐ Divers are not allowed to leave any sort of material in the water including film, debris or zinc.
- ☐ Contractors must dispose of their own waste off site. The marina is not permitted to handle hazardous wastes generated by commercial operators or maintenance contractors.

Engines and Bilges

- ☐ Absolutely no oil, fuel, or anti-freeze is to be discharged into the open waters. Use absorbent pads to soak up oil and fuel in bilges.
- ☐ Do not pump contaminated bilge water into the open waters. Install a manual bilge pump shutoff switch to avoid discharging contaminated bilge water.
- ☐ Never drain oil, antifreeze or other liquids into the bilge. Use pumps to drain engine oil directly. Recycle all waste oil and antifreeze on shore.
- ☐ Do not dispose of fuel, oil or filters in the dumpsters. Recycle oil, antifreeze and oil filters at appropriate shore-side facilities. Do not mix any other fluid with waste oil when pouring into recycling tanks. Waste oil contaminated with other materials cannot be readily recycled and disposal costs increase dramatically.
- ☐ Do not use detergents or soaps on fuel, oil or otherwise contaminated bilge water. While enzyme-based bilge cleaners are generally safe to use, it may take some time before the oil sheen is gone. It is best to remove contaminated water and dispose of it appropriately at on-shore facilities. The discharge of emulsified oil is a violation of state law. Use absorbent pads.
- ☐ In Washington State, boats that are over 26' in length are required to display an "oil Discharge is Prohibited" placard near the bilge pump switch (placards are available at most marine supply stores). Fines for discharging oil from a bilge can amount to as much as \$20,000 per day per violation.

Boat Fueling

- ☐ Report oil and fuel spills immediately to Washington State's hotline at 1(800) OILS-911 and the National Response Center 1-800-424-8802. If you cause a spill, stop it at the source and start to clean it up immediately. Do not pour liquid detergent onto the spill; this is illegal, makes recovery impossible and makes the spill worse under the surface.
- ☐ Do not "top-off" or overfill tanks. Know your fuel tank capacity and don't wait for fuel to spill out of the overflow vent to indicate full. Place a bucket or an absorbent pad at the fuel vent in case of accidental overflow. Special No-Spill containers are available at marine supply stores for this purpose. Remember warm weather and direct sunlight can cause expansion and a fuel vent spill even after fueling is completed. In-line fuel/air separators and indicator whistles can be installed to reduce fuel vent spills.
- ☐ Do not hose down accidental fuel spills. Do not use detergents or soaps to clean up fuel and oil spills. Use absorbent pads when feasible.

Sewage and Gray Water

- ☐ Do not discharge sewage directly overboard. Discharge within three (3) miles of land is illegal and subject to fines up to \$2,000.
- ☐ Y-valves must be safety wired to ensure sewage flows into holding tank only.
- ☐ Store sewage in holding tanks and dispose of properly at a pump-out station or use a pump-out service.
- ☐ Even treated sewage is a threat to the shallow water environments. Do not discharge treated sewage (including Coast Guard approved MSD's) while within Port PMA.
- ☐ Minimize detergent usage and oily food waste in on-board sinks and showers. Scrape off table scraps and dispose of in the trash. Use shore side facilities whenever possible.

Vessel Cleaning

- ☐ Scrub and rinse your boat often. A quick rinse after each outing reduces the need to scrub the top-side with harsh cleaners.
- ☐ If cleaners are used, no visible suds or discoloration of the water are permitted. Spot clean or use small amounts of phosphate-free and biodegradable soaps only when necessary. Otherwise, use alternatives such as baking soda or vinegar as all-purpose cleaners. Remember there is no legal discharge of any cleaner to our waters.

Surface Preparation and Refinishing

- ☐ Painting and refinishing of boats (when in the water) is limited to minor touch ups. All work must be contained. Major work involving more than 25% of the boats above water surface areas must occur on land at a permitted boatyard. Schedule cosmetic work during annual haul-outs.
- ☐ Tarps must be used to capture all dust, drips, and debris. Any discharge to marine waters is a violation of state and federal law. Airborne particles may damage adjacent boats. The open water area between the hull and the dock must be tarped during rail or minor hull work.
- ☐ Do not work from a float or small boat.
- ☐ Limit use of paint, thinners and varnish on board or on the dock to containers of one (1) gallon in size or smaller.
- ☐ All paint mixing must be done on the shore, not the dock or the deck of the vessel. Open cans should be placed inside some type of secondary containment that will catch spills. A five gallon bucket or plastic tote works well for this purpose.
- ☐ Spray painting is not allowed while boats are in the water.

Hazardous Wastes

- ☐ Contact the county to locate an off-site disposal facility. Do not dispose of any liquid paint, solvents or other hazardous wastes in the facility trash receptacles or any solid waste container. Completely dry all paint cans before placing in the trash. Page 3 of 3
- ☐ All hazardous waste must be disposed of properly. Do not dispose of the following in the facility trash receptacles:
 - Fuel, used oil, used oil filters, antifreeze or transmission fluid
 - Paints, solvents or varnish
 - Batteries
 - Wet shop rags
- ☐ Buy only the amount of materials you need. Use up remaining paint if possible. Take excess paints and chemicals home or dispose of them at the local hazardous waste facility. Do not discard these materials in the sewer or storm drains.
- ☐ Store usable chemicals, coatings and fuels securely on-board to prevent accidental overboard discharge. Do not store any hazardous or flammable materials on the dock, or in lockers / dock boxes.
- ☐ For additional information about disposal of hazardous waste, please contact the Tacoma Recovery and Transfer Station at (253)502-2100

Solid Waste Disposal

- ☐ Securely store all garbage for shore-side disposal. "If it goes aboard, it comes ashore."
- ☐ Dispose of all garbage in the facility trash receptacles.
- ☐ Collect all pet waste in plastic bags and dispose of in the facility trash receptacles.
- ☐ Let empty paint cans dry out completely before disposing of them in the facility trash receptacles.
- ☐ Recycle aluminum, cardboard, glass, plastic drink bottles and newspapers.
- ☐ Whenever possible select non-disposable containers for food and other items to minimize waste and chance of losing overboard.

Stormwater and runoff

- ☐ No pressure washing of any kind is permitted in upland areas except on approved pressure wash pads.
- ☐ No boat or vehicle washing is allowed in facility parking areas.
- ☐ No dumping of any material into storm-drains.

DRAFT Rules and Regulations

Gig Harbor Commercial Fishing Homeport

RULES AND REGULATIONS

These rules and regulations are intended to supplement GHMC 11.04.060 (future code).

Anyone visiting or using the City of Gig Harbor Commercial Fishing Homeport at Ancich Waterfront Park (Homeport) premises or its facilities does so at his/her own risk. The City of Gig Harbor (City) does not assume any responsibility for loss or damage to property or persons within the premises. Vessels at the Homeport are private property and trespassing is prohibited.

1. Moorage assignments and payment of moorage charges shall be administered by the City of Gig Harbor in accordance with the most recent adopted fee ordinance.
2. Any vessel, vehicle, property, gear, or equipment will be parked, stored, moored or maneuvered in a safe and orderly manner.
3. The City may establish such reasonable traffic and parking regulations as may be required for orderly handling of motor vehicles at City facilities. A vehicle parked in violation of any such sign or regulations may be towed and impounded in accordance with the City parking requirements at owner's expense.
4. Loud or boisterous conduct, sleeping, lewd or lascivious conduct, unnecessary blowing of horns, etc., are not permitted on City Premises. Vessel owners/operators will not maintain anything that may be dangerous to life or limb or permit any violation of GHMC 9.34.020, or premises adjacent thereto, and will not create a nuisance or disturb any other vessel owner, guest or lessee of the Ancich Park or neighboring properties.
5. All vessels or vehicles using facilities or space within City premises will be subject to all of the charges, rules, and conditions as prescribed in the fee ordinance, these rules and regulations and Gig Harbor Municipal Code. The City may deny the use of any of the facilities of the Homeport to any person who refuses to comply with these rules and regulations. Any such person may be subject to prosecution as a trespasser to the

fullest extent possible under the law.

6. All vessels entering Homeport facilities must have a valid identification permanently affixed to the hull and clearly visible from the outside. Coast Guard registered vessels must have the name of the vessel on the hull. Failure to have either may be cause for refusal or termination of moorage.

7. Drinking of alcoholic beverages on or in City facilities is prohibited, but is allowed on boats.

8. It is against the law to discharge hazardous substances, oil and untreated sewage into U.S. navigable waters. The owner, operator or person in charge of a vessel at the time of such a discharge will be subject to fines and charged for clean-up costs. If the responsible party fails to report the spill to appropriate authorities, higher fines and a jail sentence may be imposed. See 33 USC 1321. No garbage, trash, oil, fuel, debris, or other material, liquid or solid, shall be deposited in the water or on land areas of City facilities, except into containers provided for that specific purpose. Waste oils must be poured into special containers provided for that specific purpose.

9. All vessel owners, operators, crew or guests using City facilities or its facilities for moorage or otherwise shall keep his/her vessel, gear locker, boathouse, net areas, and the pier or finger in the vicinity of his/her vessel neat, clean, and orderly.

10. No storage is permitted on piers or fingers. Oily rags, open paints, or other flammable or explosive material must not be stored in locker boxes, net lockers, or other City facilities.

11. Vessels which, in the opinion of the Gig Harbor Police Chief, do not meet normal safety standards or because of their size or construction are hazardous to the City property or other vessels or facilities will be denied permission to remain at City facilities.

12. Vessels moored in City facilities must, at all times, be completely seaworthy and ready for immediate cruising in local waters, except in cases of machinery replacement or repair. Vessels must be able to maneuver under their own power, using a propulsion system that is consistent with the vessel's original design plans. Affixing tow ropes, outboard engines or other power workarounds does not satisfy the propulsion requirement and may result in a notice of termination. City Staff may ask owners to demonstrate seaworthiness at any time.

13. A vessel owner who denies permission when requested for an on-board inspection of his/her vessel by the Gig Harbor Police Department, U.S. Coast Guard Boarding Officer, U.S. Coast Guard Auxiliary Boat Examiner, shall be deemed in non-compliance with these rules and regulations.

14. Those utilizing the City's facilities shall obey all Municipal, County, State, and Federal regulations and laws, and generally accepted safety standards and requirements to ensure that their actions or vessel do not become a hazard to themselves or other vessels, or persons, in the City's facilities. This includes providing up to date proof of vessel insurance and current registration, upon slip assignment and/or as requested by the City. Non-residents of the state may present the following as a substitute for Washington State vessel registration: Proof of non-residence (vessel may only stay 60 days), a one-year use permit for vessels 30' or longer obtained under RCW 82.08.700 or 82.12.700, a nonresident vessel permit under RCW 88.02.620 where use in this state does not exceed 6 months in any continuous 12 month period. Foreign vessels may present a US Customs service cruising license or permits issued by the State of Washington allowing an extended stay.

15. Discharging any material from vessels in a manner inconsistent with federal, state or local law is prohibited while at City facilities. This prohibition includes discharge of sewage from toilet facilities. See Environmental Protection Agency regulations implementing the Clean Water Act, section 312 (standards for marine sanitation devices (MSDs)): 40 C.F.R. 140 et seq, USC Title 33 Chapter I Subchapter O Part 159, Revised Code of Washington (RCW) 90.48.080, Washington Administrative Code (WAC) 173-201A, and Coast Guard regulations implementing CWA section 312, 33 C.F.R. 159, Subparts A-D. The owner, operator, or person in charge of the vessel at the time of illegal discharge can be fined according to applicable laws. Vessels violating federal, state or local discharge laws shall be deemed in violation of these rules and regulations and the moorage agreement and may be subject to termination of moorage.

16. Living aboard vessels is prohibited at the Homeport. The captain may sleep aboard; and the crew is allowed to sleep aboard for ten days immediately before and immediately after the fishing season.

17. Vessels may be moved by the City for the protection of life or property or best utilization of the facility.

18. Moorage space, once assigned, may not be sub-assigned by the user without written approval of the City Public Works Department.

19. Pets (e.g. dogs and cats) must be kept on a leash and controlled at all times in areas owned by the City. Owners will be responsible for proper clean-up and disposal of animal waste in a proper container; waste shall not be put into the water. Pet owners will ensure their pets are not disruptive. Non-compliance may lead to termination of moorage.

20. Swimming, or moorage of any type of vessel other than a commercial fishing vessel is not permitted at the Commercial Fishing Homeport.

21. Any rowboats, skiffs, dinghies, rafts, nets, reels, and or other equipment or gear left on dock without proper storage arrangements will be in violation of the rules and subject

to being removed as a nuisance, at the owner's expense.

22. Children under twelve (12) years of age are not permitted on piers unless accompanied by a parent or other responsible adult. A personal flotation device is recommended.

23. All moorage facilities are no-wake zones.

24. Vessels, when unattended, must be securely moored with bow, stern, and spring lines of an adequate size and number to keep the vessel secure.

25. Posting of signs for the sale, charter or rental of vessels while moored at City facilities is prohibited.

26. Boat gear and private dock carts shall not be left on the ramp or dock.

27. No commercial use of City facilities will be allowed unless a City permit or license has been granted. The requirements and conditions for such permits and licenses shall be as outlined in separate instructions as issued by the City.

28. The City reserves the right to inspect any of its property, such as finger piers, slips, and any other property, at any time. Failure to inspect shall not be deemed to create any responsibility and/or liability upon the City.

29. No major repair work or outfitting, spray-painting, sandblasting, sanding, welding or burning on vessels will be performed without specific approval of the Public Works Director and permit from the Fire Department.

30. Transfer of fuels, oils, lubricants, or other flammable liquids of any kind, from vessel to float/dock or from float/dock to vessel, is strictly prohibited.

31. Any commercial fishing or vessel is required to carry a minimum of \$300,000 (three hundred thousand dollars) of liability insurance if moored for 30 days or more. Liability insurance shall name the City of Gig Harbor as additionally insured. Proof of vessel and crew coverage is also required.

A. ENFORCEMENT

The Public Works Director or Police Chief may request persons violating these regulations to leave City's facilities and/or obtain the assistance of law enforcement officers to protect property, lives or preserve the peace. The Director may interpret the reasonable intent of these regulations to carry out the purposes of these regulations. If a vessel, the owner of which has been notified to remove the vessel from the City's facilities, is not removed immediately, it may be impounded by the Police Department, and may be removed by a private contractor, charges for which will be assessed against the vessel and/or its owner.

B. LIMITATION OF RIGHTS PRIVILEGES OR REMEDIES

Nothing contained in these rules and regulations shall be construed as a limitation of any rights, privileges, or remedies available to the City under any applicable laws.

C. VESSEL REGISTRATION AND PROCEDURES

1. All vessels must be registered with the city by owners or operators prior to arrival at the city's facility. Registration must occur at the Gig Harbor Civic Center at 3510 Grandview Street.
2. All vessel owners must agree to terms of this agreement upon signing the Commercial Fishing Homeport Moorage Agreement.

D. PRIORITY OF MOORAGE ASSIGNMENT

1. The Homeport is intended to serve as a facility for the fishing industry. Vessels mooring at the Homeport must be actively engaged in commercial fishing operations as in 4 below..
2. The City shall be the exclusive judge of whether a particular vessel is actively engaged in bona fide commercial operations based upon 4 below.
3. A vessel otherwise qualifying as active but which is prohibited from engaging in commercial fishing operations by reason of government mandated closure of the fishery(ies) in which it would otherwise operate, shall be considered as actively engaged in bona fide commercial fishing operations.
4. Vessels that were actively engaged in commercial marine operations but become inactive for more than two years will no longer be eligible to moor at this facility. Fish tickets shall be provided upon request of the city.
5. In the event that more applications for moorage are received than space allows, the following prioritization will be implemented (proof of address of owner or operator required):
 - a. City of Gig Harbor residents
 - b. Gig Harbor Urban Growth Area residents
 - c. All others
6. If there is more demand for moorage than slips available, slips will be awarded via the prioritization in 5 above, and a random drawing after the prioritization has been implemented, based on size of slips available.

E. WAITING LIST

In the event a moorage waiting list for active commercial fishing vessels is created, the City will manage this list on a first-come, first-served basis, prioritized as in section D5 above, where each time a slip comes available the City will contact the first person on the list with a boat size that works for the vacant slip. The city will provide no more than 48-hours to respond. The city will continue down the list until a fishing vessel fills the open slip. A fee, as established by the city's adopted fee resolution, will be required to secure a spot on the waiting list.

Commercial Moorage Rates at Washington Marinas

Facility Operator	Location	Length	Rate Per Foot/Month	Tax* 12.84%	Total Rate Incl. Tax
Port of Bellingham	Squalicum Harbor	Less than 80 feet	\$ 6.39	\$ 0.82	\$ 7.21
		80 feet and larger	\$ 7.20	\$ 0.92	\$ 8.12
	Blaine Harbor	Less than 80 feet	\$ 6.39	\$ 0.82	\$ 7.21
		80 feet and larger	\$ 7.20	\$ 0.92	\$ 8.12
Port of Port Townsend	Boat Haven	Up to 70 feet	\$ 9.06	\$ 1.16	\$ 10.22
		71 feet +	\$ 10.31	\$ 1.32	\$ 11.63
Port of Seattle	Fisherman's Terminal	30-79 feet	\$ 9.50	\$ 1.22	\$ 10.72
		80-125 feet	\$ 13.47	\$ 1.73	\$ 15.20
Port of Everett	Port of Everett Marina	Any	\$ 10.12	includes tax	\$ 10.12
Port of Anacortes	Cap Sante Marina	Any	\$ 7.97	\$ 1.02	\$ 8.99
Port of Skagit	La Conner Marina	Under 30	\$ 8.04	\$ 1.03	\$ 9.07
		30 - 35	\$ 8.69	\$ 1.12	\$ 9.81
		35 - 40	\$ 9.14	\$ 1.17	\$ 10.31
		41 - 45	\$ 9.56	\$ 1.23	\$ 10.79
		45 - 50	\$ 9.92	\$ 1.27	\$ 11.19
		Over 60	\$ 11.33	\$ 1.45	\$ 12.78
Port of Grays Harbor	Westport Marina	Any	\$ 11.50	\$ 1.48	\$ 12.98

*Current leasehold tax rate

Note: Extra charges for electricity, environmental fees, etc.

Average rate per foot = \$ 10.26

Average rate for < 80 feet = \$ 9.97

9.479

Ancich Homeport Slip Summary			
# of slips	Slip length	Total LF of Slips	
10		60	600
2		80	160
1		160	160
1		150	150
Total	14		1,070

Ancich Homeport Annual Income			
\$/ft/mo*	LF of Slips	Annual Income**	
\$ 8.00	1,015	\$	97,440
\$ 9.00	1,015	\$	109,620
\$ 10.00	1,015	\$	121,800

Ancich Homeport Annual Expenses (2026 dollars)			
Staff Management (0.3 FTE)	\$		30,000
Billing Staff (not meter reading)	\$		5,000
City Insurance	\$		9,500
Maintenance Expenses (50 yr avg)	\$		10,000
Total =	\$		54,500

*does not include leasehold tax

**assumes no subleasing of slips

Jersicich Dock Comparison			
LF of Moorage			700
Annual Revenue		\$32,000	
Annual Expenses		\$12,000	
Net Revenue		\$20,000	/yr
		\$28.57	/lf

Total Construction Costs =	\$	3,400,000
Club Donation Amt	\$	(200,000)
LEDIF Amt	\$	(150,000)
Net construction costs =	\$	3,050,000

Net Income (@\$10/ft/mo)	\$	67,300	/yr
	\$	62.90	/lf

Payback:		45 years
Life expectancy:		50 years

RESOLUTION NO. 949

A RESOLUTION OF THE CITY OF GIG HARBOR, WASHINGTON, ADOPTING THE PARKS COMMISSION NOTICE OF RECOMMENDATION REGARDING FUTURE USES OF THE ANCICH WATERFRONT PARK.

WHEREAS, on February 25, 2013, the City Council authorized the Parks Commission to conduct a public visioning process for the Ancich Waterfront Park; and

WHEREAS, the intent of the process was to develop a shared vision for the future use of the property; and

WHEREAS, the Parks Commission, Public Works Department and Planning Department worked together as a joint effort; and

WHEREAS, a Stakeholders committee was established in March, 2013, that comprised of approximately 20 local residents, citizens, business owners, recreationalists and nearby property owners; and

WHEREAS, during the first Stakeholders meeting on April 17th, 2013 they identified community needs not currently being met or sufficient along the waterfront of Gig Harbor; and

WHEREAS, during the second meeting on April 24th, 2013 the stakeholders focused on implementing and submitting a collaborative approach to the development of the future park due to the site location and community needs; and

WHEREAS, on May 22, 2013 the Stakeholders in conjunction with the Parks Commission held a well-attended Open House on their findings; and

WHEREAS, during a joint meeting on July 15, 2013 the Parks Commission presented City Council with initial recommendations for the site to preserve the existing structures and begin restoration of the netshed; and

WHEREAS, the Parks Commission met on August 7, 2013, September 4, 2013, and October 2, 2013 regarding the topic; and

WHEREAS, the Parks Commission held an Open House and Public Hearing on November 6th, 2013 and made a motion to forward their recommendation to City Council for final consideration; and

WHEREAS, on December 9th, 2013, the City Council held a public hearing and considered the Parks Commission recommendation for Ancich Waterfront Park attached hereto as Exhibit A; now, therefore,

**THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, HEREBY
RESOLVES AS FOLLOWS:**

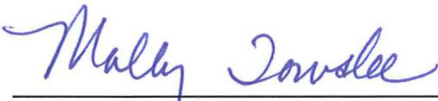
Section 1. Ancich Waterfront Park Uses – Adopted. The Gig Harbor City Council hereby adopts the Parks Commission recommendation on uses appropriate for Ancich Waterfront Park as drafted and attached as Exhibit A and incorporated herein by reference.

PASSED by the City Council this 9th day of December, 2013.

APPROVED:


Charles L. Hunter, Mayor

ATTEST/AUTHENTICATED:


Molly Towslee, City Clerk

APPROVED AS TO FORM:
Office of the City Attorney


Angela Summerfield, City Attorney

FILED WITH THE CITY CLERK: 12/02/13
PASSED BY THE CITY COUNCIL: 12/09/13
RESOLUTION NO: 949



DEVELOPMENT SERVICES

NOTICE OF RECOMMENDATION

CITY OF GIG HARBOR PARKS COMMISSION

TO: Mayor Hunter and Members of the Council
FROM: Rahna Lovrovich, Chair, Parks Commission
RE: **Ancich Waterfront Park – Recommendation**

Council Directive:

On February 25, 2013, the City Council authorized the Parks Commission to conduct a public visioning process for the Ancich Waterfront Park as outlined in a memo from the Mayor. The intent of the process was to develop a shared vision for the use of the property. This was a joint effort of the Parks Commission, Public Works department and Planning Department with Lindsey Sehmel, Senior Planner, as the Commission's primary liaison.

Stakeholders Participation:

A group of approximately 20 local residents, citizens, business owners, recreationalists, and property owners participated in the visioning process through the months of April and May 2013. The first workshop occurred on April 17th, 2013 and had a focus on goal setting for the site. The stakeholders identified community needs not currently met or sufficient along the waterfront, a summary of these findings can be found in the attached packet. The focus of the second meeting on April 24th was on implementation and submitting a collaborative use approach to the Parks Commission for their consideration. The final recommendations from the stakeholders focus on primary uses to be water dependent with commercial fishing and human powered craft in addition to retention and redevelopment of the existing structures on the site. In no particular order, the stakeholders found that the top priorities of the site are:

- Uses of the site to be shared among the community – collaborative and compatible;
- Preserve and strengthen the view from both landward and waterward;
- Historic preservation of Netshed and recognition of historic features of site;
- Provide dock access and moorage facilities for both commercial fisherman and small/personal craft and that the two should not share the same float system;
- Provide storage opportunities on site and access and maneuverability to and from the storage facility; and
- Provide direct access to the shore.

Parking was not found to be a priority or need of the site. It was noted that if parking is required, it shall be provided underground and fully screened from the water and public right of way.

These findings were presented at a broadly noticed public open house on May 22, 2013.

Parks Commission Review:

The Parks Commission held work-study sessions at their regularly scheduled meetings from March 2013 through November 2013, meeting minutes are attached.

The Commission hosted a second open house prior to the public hearing on November 6th. Public notice for the open house and public hearing was provided in the Gateway, posted on the property, and on the City's webpage. There was substantial testimony supporting the Parks Commission approach for shared use at the site from a broad range of community members. After deliberation, at the public hearing session, the Parks Commission recommended that the below findings be forwarded to City Council for final consideration.

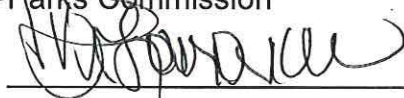
Findings of Fact:

The Parks Commission makes the following findings in relation to their recommendation to the uses on Ancich Waterfront Park, as supported by the Working Waterfront designation of the Shoreline Master Program.

These recommendations are all of high priority. Additional uses or proposals beyond the scope of these recommendations should be vetted with the broader community involved with the process prior to any implementation:

1. Allow the commercial fishing fleet to have singular use of the Ancich netshed, utilizing the opportunity for viewing of net work and educational uses. The netshed is not intended to be used for overnight storage.
2. Build a dock/float system aligned with the netshed for the Commercial fleet, supporting the historic context of the site.
3. Allow use of the commercial dock/float system for transient moorage during summer fishing season.
4. Establish public storage/locker facilities onsite for storage and easy access to and from the water for human powered craft.
5. Adjacent to the southern portion of the lot, build a low profile dock/float system for access to and from the water for small craft users.

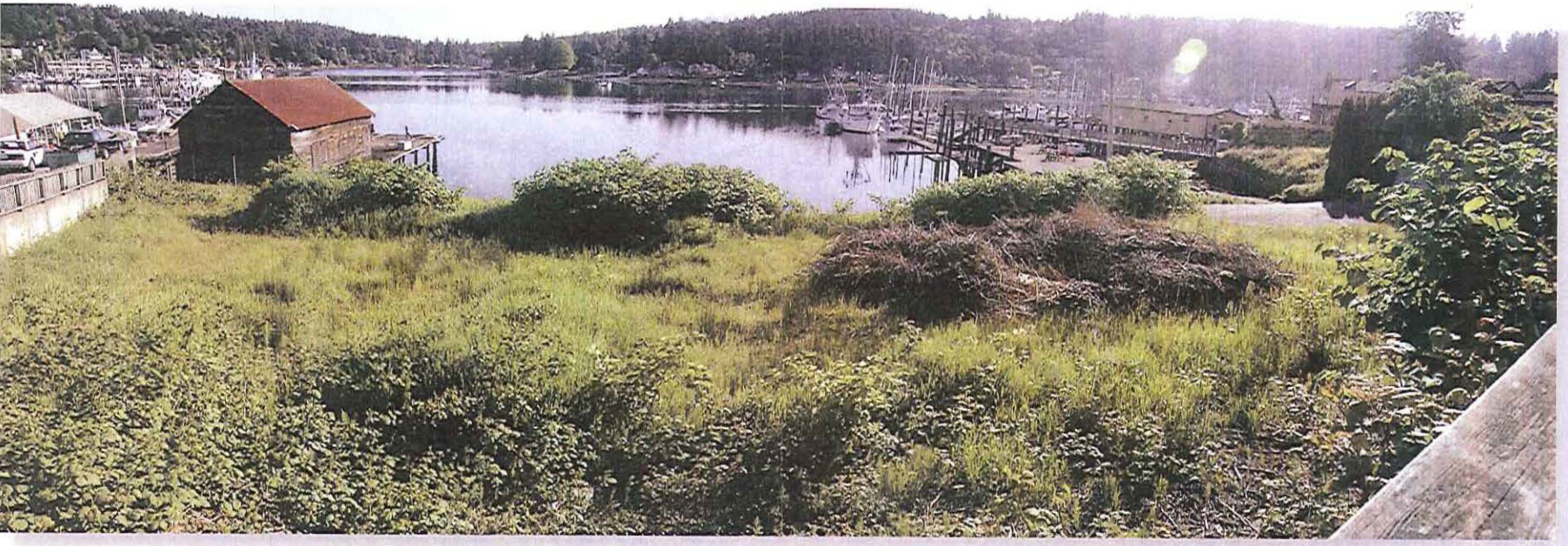
Rahna Lovrovich, Chair
Parks Commission



Date 11 / 25 / 2013

Parks Commission FINDINGS

UPLAND VIEW



WATER VIEW



List of City-Wide Park Use Priorities the Parks Commission found not appropriate for Ancich Park

Ancich Waterfront Park				
Parks Commission Use/Priority Worksheet of August 7, 2013				
Stakeholder identified UNDERMET NEEDS	Community-wide priority of UNDERMET NEEDS (1=high 2=moderate 3=low)	NEED proposed for Ancich Site?		Comments
		Yes	No	
Barefoot Access to shore	3		X	Already available at several parks, not a neccessity.
Boating Destination	2		X	Size contraints on Ancich site, city needs to provide more necessities to be able to be considered a boating destination such as fuel dock, grocery store, and public showers.
Citizen access to water/tidelands	3		X	Already available at several parks, not a neccessity.
Environmental Desitination	2		X	No structure but use allowed and supported.
Fuel Dock	1		X	Not at Ancich due to geography constraints and impacts to the residential neighborhood.
Kayak team home base	3		X	Allow use of Ancich site for team but not appropriate for a large structure/development.
Moorage bouys	3		X	Commission states that the bay is too small for moorage bouys and that they are not an appropriate form of use within the Harbor due to the amount to boat traffic. They are not recommended to be placed anywhere.

Parks Commission FINDINGS



List of Priorities for Ancich Park

Ancich Waterfront Park Parks Commission Use/Priority Worksheet of August 7, 2013		
Stakeholder identified UNDERMET NEEDS	Community-wide priority of UNDERMET NEEDS (1=high 2=moderate 3=low)	Comments
Active netshed for commercial fishing	1	Utilize opportunity for viewing of net work, educational use, supportive of historic working waterfront. Use for work and unload only, not storage.
Boaters access to land	2.5	Secondary to primary moorage, not an exclusive use. Consider proposing time limits for moorage similar to Eddon Boat.
Commercial fishing fleet moorage	1	Yes, very high priority for Ancich site due to working waterfront designation. Align with the netshed. Support the historic context and economy.
Dingy moorage	2	Similar to what is available at Jerisch.
Income producing use	3	For lease process, require leasors of space to rent at market rate cost to cover O&M of facilities.
Human powered craft storage/lockers	1	For general public use with potential to lease a portion of the structure to Kayak Team.
Low profile dock	1.5	City has two already at Eddon and Jerisch. However, this is also an appropriate use for Ancich.
Preservation of Netshed	1	Historical preservation of Ancich netshed is a high priority, and has previously been forwarded to the City Council for initial phasing to preserve and restore it.
Public Dock	2	The Commission recognizes the need for additional seasonal (summer) moorage that could cooperate with the fishing fleet being out of town. There is no proposal for a primary use of a transit moorage dock, and such as use would not be appropriate for Ancich.
Recognition of historic working waterfront	1	Yes, very high priority for Ancich site.



**City of Gig Harbor
City Council Agenda Bill**

Meeting Date: July 16, 2026

SUBJECT: 2027-28 Parks and Streets Capital Projects – Review and Ranking

SUBMITTED BY: Public Works Director Jeff Langhelm, PE

DEPARTMENT: Public Works

PHONE: 253-853-8253

SUGGESTED MOTION:

BACKGROUND INFORMATION: The city has many new capital improvements to implement and many maintenance projects to complete. Public Works staff effectively manages these improvements for their entire lifecycle. This effort includes planning and design, development and implementation, and ongoing operation and maintenance. These projects span parks, streets, the city's three utilities, and facilities.

The city's utility and facility projects are prioritized by staff and administration as these are often necessary to meet operational and permit requirements. However, the city's parks and streets projects are generally more flexible and have fewer constraints. The intent of the July 16 study session is to review and prioritize the parks and streets capital projects for inclusion in the draft 2027-28 budget.

The parks and streets project lists will include projects that public works are currently working on and other projects that staff believe are viable and needed. To help council review and prioritize future parks and streets capital projects, spreadsheets for parks and streets are provided. Project summary sheets have been developed for those projects staff believe are viable as part of the 2027-28 budget, and have been analyzed considering the current strategic plan priorities.

There are many more projects that are part of parks capital plans and streets capital plans but are not represented by these summary sheets. Potential parks capital projects and streets capital projects are provided in a comprehensive listed format as an attachment to this agenda bill. The projects are split into three categories: projects for ranking, which will have posters/summary sheets provided as described below; projects that will be underway (which have already been authorized by council); and projects not included in ranking exercise, due to staff capacity, budget restraints, etc.

When reviewing and considering project priorities, one constraint is staff capacity. This includes Engineering Division staff capacity to plan, design, and implement projects along with Operations Division staff capacity to operate and maintain the newly implemented facilities. For the past few years, both divisions have reached staff capacity and few additional resources to add to staffing levels. Another constraint is future cost of maintenance. Each project that creates new assets increases staff demand for maintenance. However, there is a lack of identified new revenue to increase staffing resources for this additional maintenance.

As part of the discussion and presentation on this topic on July 16, there will be an exercise where city councilmembers will be asked to identify their priorities for both parks capital projects and streets capital projects. This will be accomplished by councilmembers placing stickers on the project summary sheets they believe should be the city's highest priority. Councilmembers will receive six stickers for parks projects and six stickers for streets projects. Councilmembers will be allowed to place no more than two stickers on any one project. At the conclusion of the exercise, those projects with the most stickers will be considered the city's top priorities for parks and streets.

For those councilmembers who will be attending the meeting virtually, we will have staff available to be your proxy when identifying your priorities.

FISCAL CONSIDERATION:

ATTACHMENTS:

1. Streets Projects
2. Streets Posters
3. Parks Projects
4. Parks Posters

STRATEGIC PLAN PRIORITY: Ensure sustainable future for public services and facilities

Proposed Streets Projects

PROJECT NAME	BUDGET	DESCRIPTION (40-60 WORDS)
Harborview Drive Downtown Revitalization - Design	\$ 800,000	This project will complete pavement maintenance on Harborview Drive with pavement repair locations informed by the city's pavement ratings. Applicable ADA facilities will be brought into compliance with current standards. Beautification and revitalization improvements will be made consistent with the Harborview Drive Master Plan. Proposed to begin <u>design and permitting</u> in 27/28 budget cycle and construct in the next budget cycle.
New Streetlight Installations - Peacock Hill Ave and Borgen Blvd (west end)	\$ 100,000	Conduct an illumination analysis and install nine new 20-foot streetlights along Peacock Hill Avenue and the west end of Borgen Boulevard. The project will improve roadway lighting, enhance safety, and address existing lighting gaps within City-owned right-of-way.
Intersection Improvements at Grandview Street/Pioneer Way	\$ 400,000	The signal loop replacement at this intersection was completed in 2026 using Wavetronix radar sensors. The project for the 27/28 budget will complete the remaining necessary repairs at the intersection. The repairs include pavement maintenance and ADA pedestrian upgrades. The project will enhance safety, accessibility, and long-term roadway performance. Pavement maintenance project priorities will be supported by the CYVL pavement rating analysis.
50th St. Ct. Improvements - Finalize Design	\$ 100,000	The city already has bid-ready plans for this project from prior years. However, a construction contract was not awarded. The project for the 27/28 budget will bring the prior bid set to current standards in preparation for construction in 29/30. The project consists of pavement maintenance and installation of curb, gutter, sidewalk, on-street parking. Storm water low impact development BMPs will be installed where practical. Under storm capital, the project will update the existing 50th Street Culvert to current design standards. The project will replace the existing culvert with a fish-passable crossing between 33rd Avenue Court and 36th Avenue Court.

Proposed Streets Projects

Stinson Ave Pavement Maintenance and ADA Improvements (Pioneer to Grandview)	\$ 500,000	Perform pavement maintenance on Stinson Avenue between Pioneer Way and Grandview Street in accordance with the City's pavement rating program. The project includes upgrading impacted ADA pedestrian facilities along the roadway to meet current accessibility standards as part of the pavement overlay. Pavement maintenance projects will ultimately be determined by the CYVL pavement rating analysis.
Olympic Dr./Point Fosdick Dr. Right Turn Lane Expansion	\$ 530,000	Construct an extension of the eastbound right-turn lane on Olympic Drive approaching Point Fosdick Drive. The project will increase right-turn vehicle storage capacity, reduce queue lengths in the through lanes, and improve overall intersection operations and traffic flow. The project extends the right-turn pocket to Metropolation Market's driveway that is furthest west from Pt. Fosdick.
Harborview Dr./Pioneer Way Intersection Design	\$ 400,000	The intersection of Harborview Drive and Pioneer Way is a defining feature of the downtown corridor. This project will evaluate and improve the intersection to make it safer for pedestrians to cross, to protect pedestrians and adacent buildings from vehicles, to create a highly idenfiable place that fits the character of downtown, and to make the intersection appear and feel like a pedestrian, rather than vehicular space.
Harborview Dr/ Soundview Dr. Intersection Design	\$ 300,000	This project will update the intersection to enhance pedestrian safety by improving sight distance and installing ADA-compliant crosswalks. The project was identified as a priority in the 2024 comprhensive plan and the TE. City staff has received numerous requests from the public to implement this project.
Burnham Dr. Improvements Phase 1B (N. Harborview to Eagle's Club) - Finalize Design	\$ 200,000	The city already has bid-ready plans for this project from prior years. However, a construction contract was not awarded. The project for the 27/28 budget will bring the prior bid set to current standards in preparation for construction in 29/30. The project completes a sidewalk gap and will provide continuous pedestrian connectivity from Harborview Dr. to Gig Harbor north. This project is a strong candidate for future TIB funding and supports environmental restoration, multimodal access, and long-term transportation improvements.

Proposed Streets Projects

Soundview Dr/Hunt St. Intersection - Design and ROW	\$ 500,000	Implement the design and right-of-way acquisition for a future intersection improvement, evaluating either a traffic signal or roundabout. This project advances the selected alternative toward construction by completing preliminary engineering, property acquisition, and other preconstruction activities.
Hunt St/Skansie Ave Roundabout - Design and ROW	\$ 430,000	Implement the design of a roundabout at the intersection of Hunt St. and Skansie Ave. This project increases vehicular efficiency and significantly enhances vehicular and pedestrian safety. It was identified as a priority in the 2024 transportation element of the comprehensive plan.
PROJECTS THAT WILL BE UNDERWAY IN 2026		
38th Ave Improvements Ph 2 - Corridor	\$ 4,387,512	Construct half-width roadway improvements along the east side of 38th Avenue between 56th Street and Hunt Street, including coordination of dry sewer installation with the Wastewater Capital project. The project emphasizes preservation of mature trees, low-impact stormwater practices, and is supported by TIB grant funding, with right-of-way acquisition and construction extending into the 2025–26 budget cycle.
38th Ave Improvements Ph 2 - RAB	\$ 3,310,000	Construct a roundabout at the intersection of 38th/56th. This project was awarded with the 38th Ave. Improvements Phase 2 Corridor project.
SR/16/Wollochet Dr. Safety Improvements	\$ 2,850,000	Complete the design and construction of right-turn lane improvements at the SR 16 westbound on-ramp and eastbound off-ramp along Wollochet Drive. Both state-funded projects require coordination with WSDOT and may be combined to improve project delivery, reduce costs, and streamline construction.
Pavement Maintenance and ADA Improvements - Soundview, Borgen, 38th (south city limits)	\$ 8,000,000	The Pavement Maintenance and ADA Improvements Project will provide pavement maintenance, ADA upgrades, and safety improvements along Soundview Drive, Borgen Boulevard, and portions of 38th Avenue. The project will also include installation of illumination along Soundview Drive to enhance corridor visibility and safety. Due to project cost and scope, The budget # assumes that Harborview Drive has been removed from the project scope and is included in the priority list as a larger project in 27/28 budget cycle.

Proposed Streets Projects

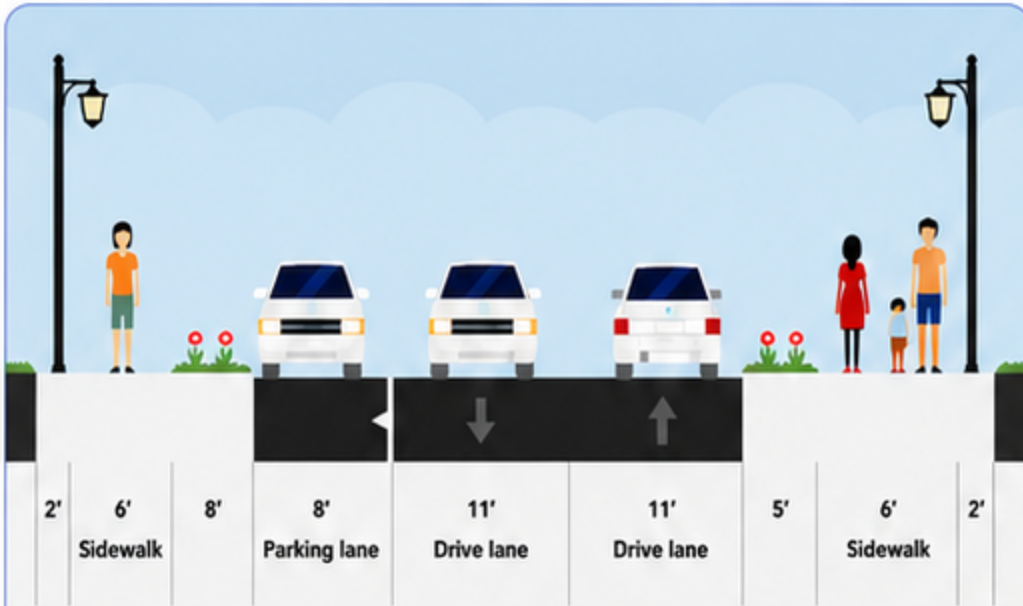
Peacock Hill Ave Half Street Improvements - Design and Permitting	\$ 7,000,000	Half-street frontage improvements along the west side of Peacock Hill Avenue between the 9900 block and Apollo Way. The project includes necessary property acquisition, installation of a new redundant water main funded by the Water Capital Fund, and coordination of roadway and utility improvements to enhance infrastructure and system reliability.
PROJECTS NOT INCLUDED IN RANKING EXERCISE		
38th Ave Improvements Ph 1B Half-Street Improvements (Briarwood Ln to 50th St)	\$ 2,500,000	Next phase of the remaining portions between phase 1a on the south end of 38th and phase 2. Connect to 1a. Might want to increase budget with higher construction costs based on construction bids of Ph 2. of \$3,308.353.10. Amount shown won't cover Design, Permitting, Bidding, and Construction.
38th Ave Improvements Ph 1C Half-Street Improvements (50th St to 56th St)	\$ 2,350,000	Next phase of the remaining portions between phase 1a on the south end of 38th and phase 2. Connects to phase 2. Might want to increase budget with higher construction costs based on construction bids of Ph 2. of \$3,308.353.10. Amount shown won't cover Design, Permitting, Bidding, and Construction.
Hunt St/38th Ave Intersection Improvements	\$ 2,000,000	This project will design and construct and roundabout at the intersection of Hunt St/38th Ave. This will tie into the 38th Ave. Phase 2 project upon completion.
Pavement Maintenance and ADA Improvements - Point Fosdick Dr (at Briarwood Ln, Cement Panel replacements)	\$ 280,000	Might not need to do based on operations repair. Ops to inspect and confirm condition of patch and all concrete road south. \$280K does not cover full project.
Roundabout Striping and Signage Analysis (Borgen BLVD/Burnham Dr Corridor)	\$ 280,000	The city routinely receives comments from the public that the signage and striping for the roundabouts in this corridor are misleading and dangerous. It has been years since these roundabouts were constructed and the striping and signage should be compared to current standards and practices. This objective would hire a consultant to analyze the signage and striping in the corridor to investigate potential low-cost safety and vehicular efficiency striping and signage enhancements. Further, the city would work with WSDOT to review and update the striping and signage for the roundabouts at the SR 16 / Burnham Drive interchange. The city is completing some of this work with the 25/26 pavement maintenance project.

Proposed Streets Projects

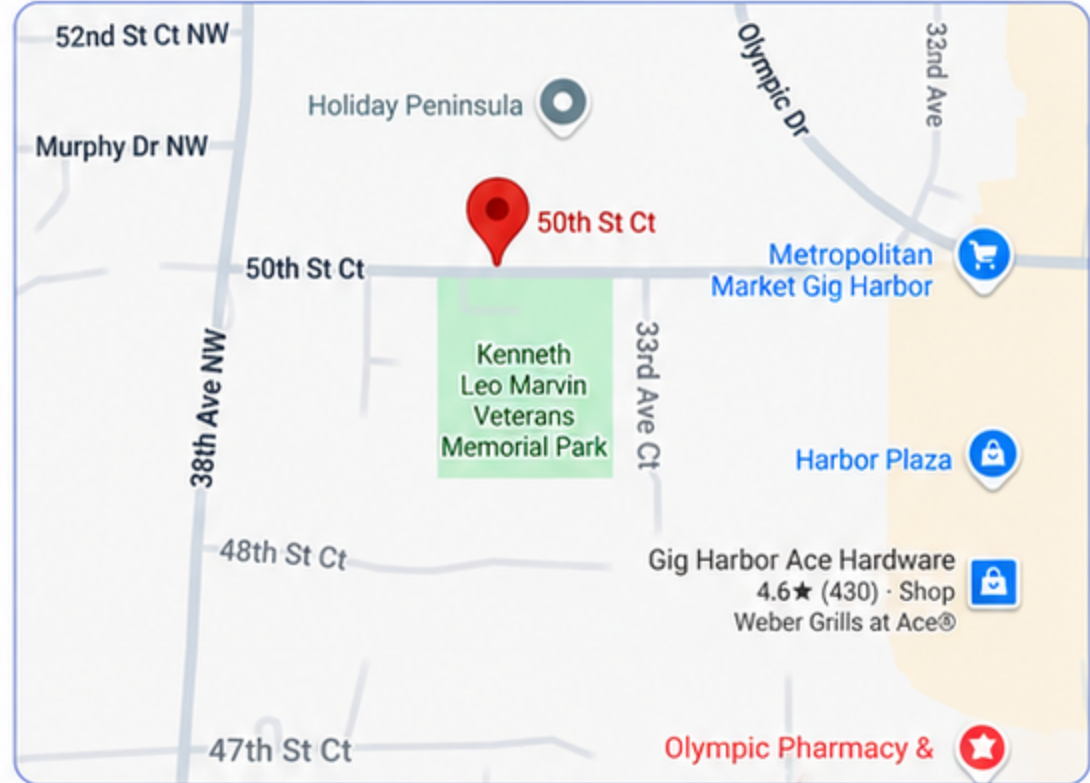
Grandview St Half-Width frontage improvements - Phase 1	\$ 2,700,000	This project was initiated by the city in 2014 through a feasibility study and has never been completed. This project would formalize curbs, gutters, streetlights, and sidewalks on at least one side of Grandview Street and replace a portion of the vehicular travel lanes.
Wagner Way Sidewalk Improvements	\$ 200,000	This objective will add sidewalk to along the west side of Wagner Way between the northern trail entrance to Adam Tallman Park and the southern driveway entrance to Mallards Landing Lot 7.
North Harborview Dr Sidewalk ADA Improvements	\$ 105,000	When a private residence was constructed at 8797 North Harborview Drive in 2006, the owner was required to install the adjacent sidewalk and associated driveway approaches. At this time, the city did not have adopted ADA standards to ensure the sidewalk and driveway approaches slopes met federal ADA standards. The resulting sidewalk and driveway approaches have slopes that far exceed ADA standards. This project would remove the existing sidewalk and driveway approaches to meet the current ADA standards.
Total:	\$ 40,222,512.00	

50TH STREET COURT IMPROVEMENTS FINALIZE DESIGN

CITY COUNCIL STUDY SESSION



Completing design to deliver safer streets, sidewalks, and critical stormwater improvements.



1 THE CHALLENGE

50th Street Court needs pavement maintenance, sidewalks, and updated stormwater infrastructure to meet current standards and provide safe, multimodal travel for all users.

Key challenges include:

- Aging pavement and narrow roadway
- Missing sidewalks and limited pedestrian facilities
- Outdated stormwater culvert not fish-passable
- Deferred in prior years; standards have evolved

PAVEMENT
CONDITIONSPEDESTRIAN
SAFETYSTORMWATER
SYSTEMMULTIMODAL
CONNECTIVITY

2 THE SOLUTION

Finalize design by updating the prior 100% design plans to meet current Public Works standards in preparation for construction in the 29/30 fiscal year.

This project will:

- ✓ Maintain pavement and install curb, gutter, sidewalk, and on-street parking
- ✓ Improve safety and accessibility for all users
- ✓ Install stormwater LID BMPs where practical
- ✓ Update the existing culvert to current standards and replace with a fish-passable crossing between 3rd Avenue Court and 36th Avenue Court

Designated as project #8 on the 27–32 TIP.

3 BUDGET



\$100,000
FINALIZE DESIGN

4 PROJECT READINESS



PLANNING

2028



DESIGN

2028



FUNDING

2028

PERMITTING /
PROCUREMENT

FUTURE PHASE

CONSTRUCTION /
IMPLEMENTATION

FUTURE PHASE

5 STRATEGIC ALIGNMENT

Strategic Priority	Rating	Project Alignment
 Economic Development	LOW	Supports long-term economic vitality by maintaining infrastructure that improves access and mobility for residents, businesses, and visitors.
 Housing	MODERATE	Enhances neighborhood livability and supports safe walking and biking, on-street parking, and better access to homes, services, and parks.
 Healthy City Organization	MODERATE	Advances proactive planning by updating prior bid-ready design to current standards and coordinating pavement, sidewalk, and stormwater improvements.
 Sustainable Public Services & Facilities	HIGH	Invests in long-term infrastructure by maintaining pavement, adding sidewalks, installing LID BMPs, and replacing the culvert with a fish-passable crossing to protect water quality and fish habitat.
 Community Outreach	MODERATE	Reflects community priorities for safer streets, pedestrian facilities, and environmental stewardship through investments in infrastructure.

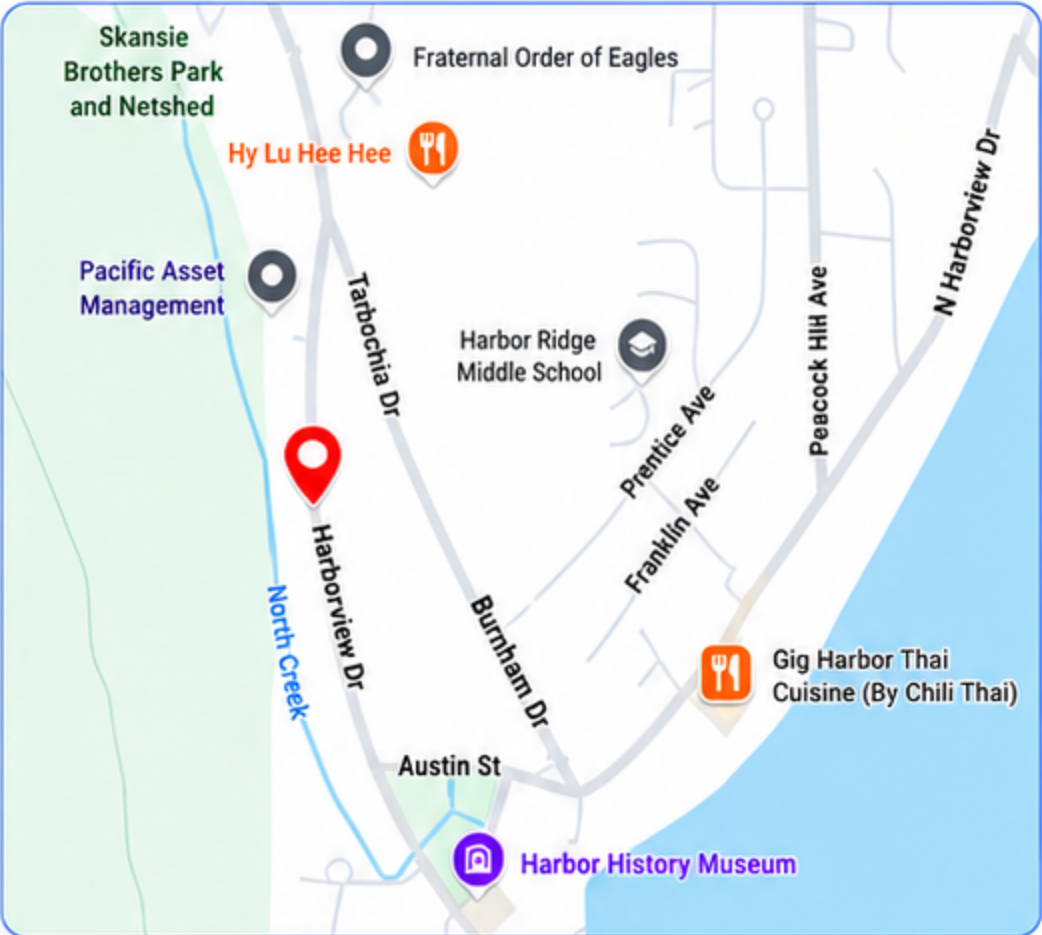
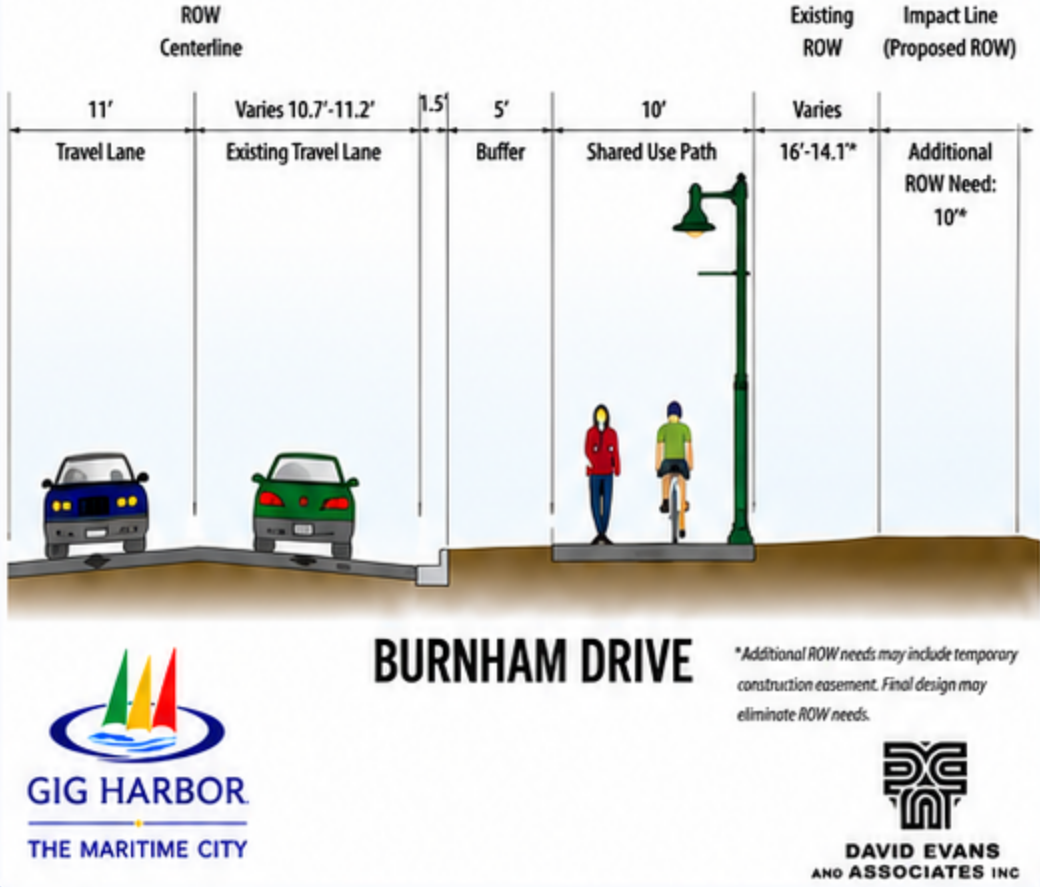
6 COMMUNITY BENEFITS

Safer streets
for all usersComplete sidewalks
and accessibilityOn-street parking
and accessAddresses community
concernsEnhances downtown
livability and character

Safer streets. Stronger neighborhoods.
Lighting the way for a brighter Gig Harbor.

BURNHAM DRIVE IMPROVEMENTS PHASE 1B FINALIZE DESIGN

CITY COUNCIL STUDY SESSION



1 THE CHALLENGE

Burnham Drive has a significant sidewalk gap that limits safe, continuous pedestrian access between Harborview Drive and the north end of Gig Harbor.

Key challenges include:

- Sidewalk gaps and lack of pedestrian connectivity
- Narrow or non-existent pedestrian facilities
- Safety concerns for pedestrians and cyclists
- Limited multimodal access to key destinations
- Coordination with North Creek project



2 THE SOLUTION

Finalize the design to complete a continuous sidewalk and improve pedestrian and multimodal access.

The project will include:

- ✓ Design finalization to current standards
- ✓ Completion of a continuous sidewalk
- ✓ Improved pedestrian safety and accessibility
- ✓ Support for multimodal transportation
- ✓ Environmental restoration and stormwater considerations

Design is complete. The project will bring the prior bid set to current standards in preparation for construction in 2029/30.

Designated as project #8 on the 27-32 TIP.

3 BUDGET



\$200,000
FINALIZE DESIGN

4 PROJECT READINESS



PLANNING

2028



DESIGN

2028



FUNDING

2028



PERMITTING /
PROCUREMENT

FUTURE PHASE



CONSTRUCTION /
IMPLEMENTATION

FUTURE PHASE

5 STRATEGIC ALIGNMENT

Strategic Priority	Rating	Project Alignment
Economic Development	MODERATE	Enhances access to downtown and waterfront businesses, strengthening economic vitality and tourism.
Housing	MODERATE	Improves safe, accessible transportation options for residents and supports neighborhood livability.
Healthy City Organization	HIGH	Promotes active transportation and improves safety, accessibility, and public health for all users.
Sustainable Public Services & Facilities	HIGH	Supports environmental restoration and long-term transportation infrastructure improvements.
Community Outreach	HIGH	Addresses significant public requests and community need for safer pedestrian connections.

6 COMMUNITY BENEFITS



Safer crossings
for pedestrians



Enhanced
downtown experience



On-street parking
and access



Supports local business
and tourism



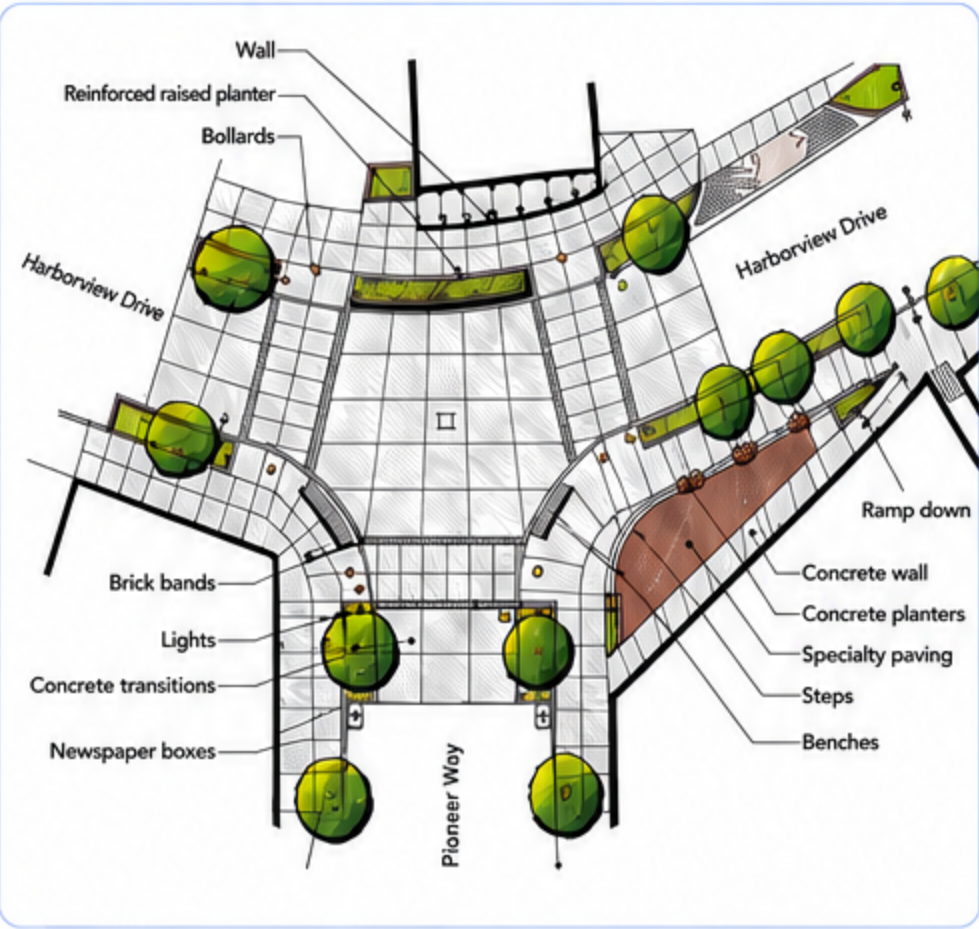
Sustainable,
people-first design



Safer streets. Stronger neighborhoods.
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HARBORVIEW DRIVE AND PIONEER WAY INTERSECTION DESIGN

CITY COUNCIL STUDY SESSION



1

THE CHALLENGE

The intersection of Harborview Drive and Pioneer Way is a defining feature of the downtown corridor.

The intersection today functions primarily as a vehicular space and lacks pedestrian comfort, protection, and a distinctive sense of place.

Key challenges include:

- Limited pedestrian safety and visibility
- High vehicle speeds near the waterfront
- Lack of identity and placemaking
- Downtown character not reflected in design


PEDESTRIAN SAFETY


PROTECTION FROM VEHICLES


DISTINCT PLACE


DOWNTOWN CHARACTER

2

THE SOLUTION

Design a safe, people-centered intersection that enhances pedestrian experience, calms traffic, and strengthens downtown's identity.

The design will evaluate and incorporate elements such as:

- ✓ Raised intersections and planters to slow vehicles and protect pedestrians
- ✓ Wider sidewalks and shorter crossings
- ✓ Distinctive paving, lighting, and streetscape improvements
- ✓ Seating, landscaping, and public art opportunities
- ✓ Fostering a pedestrian-first space that reflects downtown's waterfront character

Designated as project #12 on the 27-32 TIP.
High probability of TIB grant award.

3

BUDGET



\$100,000

DESIGN

4

PROJECT READINESS


PLANNING
2028


DESIGN
2028


FUNDING
2028


PERMITTING / PROCUREMENT
FUTURE PHASE


CONSTRUCTION / IMPLEMENTATION
FUTURE PHASE

5

STRATEGIC ALIGNMENT

Strategic Priority	Rating	Project Alignment
 Economic Development	HIGH	Strengthens downtown as a destination, supporting local businesses, tourism, and economic vitality.
 Housing	MODERATE	Improves walkability and access to homes, services, and waterfront amenities.
 Healthy City Organization	HIGH	Enhances pedestrian safety, encourages active transportation, and supports public health.
 Sustainable Public Services & Facilities	HIGH	Supports sustainable transportation goals by calming traffic, improving efficiency, and reducing emissions.
 Community Outreach	MODERATE	Creates a welcoming, people-focused gateway to downtown that reflects community values and pride.

6

COMMUNITY BENEFITS


Safer crossings for pedestrians


Enhanced downtown experience

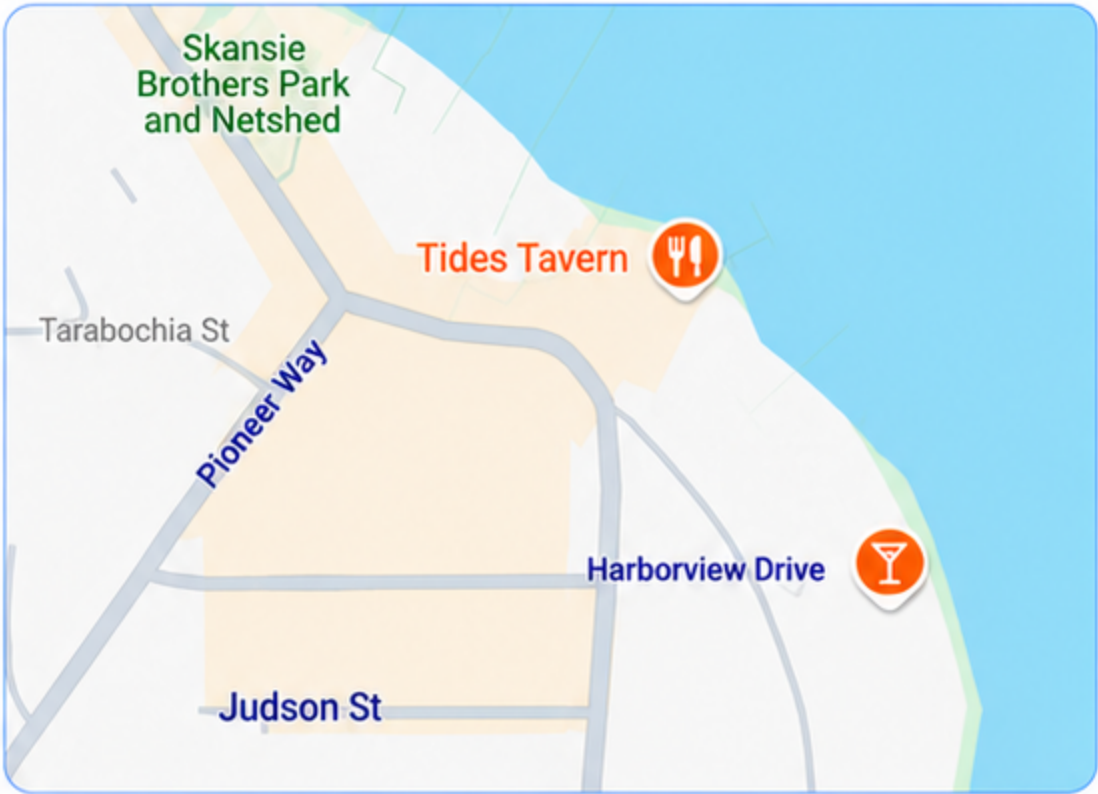
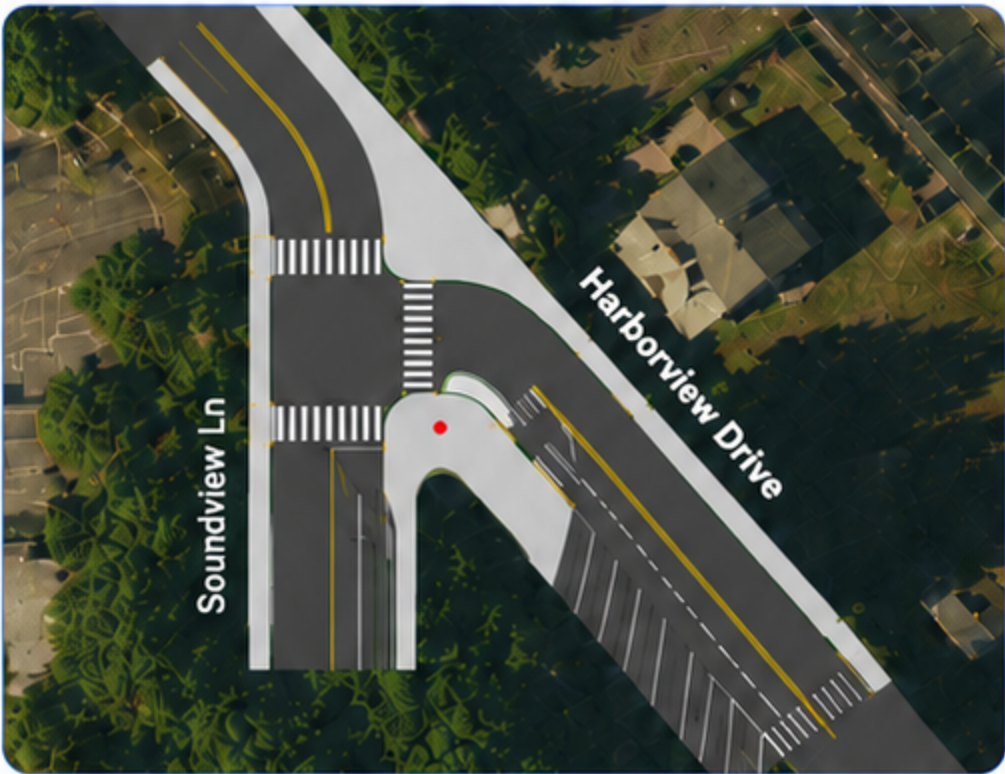

More attractive, inviting public space


Supports local business and tourism


Sustainable, people-first design

HARBORVIEW DRIVE & SOUNDVIEW DRIVE INTERSECTION IMPROVEMENTS

CITY COUNCIL STUDY SESSION



1 THE CHALLENGE

The Harborview Drive and Soundview Drive intersection has sight distance and pedestrian safety concerns.

Key challenges include:

- Limited sight distance for vehicles
- Unsafe conditions for pedestrians crossing
- Lack of ADA-compliant crosswalks
- High volume of public complaints and requests
- Coordination with North Creek project



PEDESTRIAN SAFETY



SIGHT DISTANCE



ADA ACCESSIBILITY



COMMUNITY CONCERNS

2 THE SOLUTION

Update the intersection to enhance safety, accessibility, and overall operations.

The project will include:

- ✓ Improve sight distance for vehicles
- ✓ Install ADA-compliant crosswalks and curb ramps
- ✓ Enhance pedestrian safety and visibility
- ✓ Optimize intersection geometry and traffic flow
- ✓ Address community concerns

This project was identified as a priority in the 2024 comprehensive plan and the TE.

City staff has received numerous requests from the public to implement this project.

Designated as project #7 on the 27–32 TIP.

3 BUDGET



\$300,000

DESIGN

4 PROJECT READINESS



PLANNING

2028



DESIGN

2028



FUNDING

2028



PERMITTING /
PROCUREMENT

FUTURE PHASE



CONSTRUCTION /
IMPLEMENTATION

FUTURE PHASE

5 STRATEGIC ALIGNMENT

Strategic Priority	Rating	Project Alignment
 Economic Development	HIGH	Improves access and connectivity to waterfront businesses and supports a vibrant, walkable downtown.
 Housing	MODERATE	Supports safe, accessible transportation options for residents and visitors.
 Healthy City Organization	HIGH	Enhances pedestrian safety and mobility, supporting a healthier community.
 Sustainable Public Services & Facilities	MODERATE	Invests in existing infrastructure to improve safety, efficiency, and long-term reliability.
 Community Outreach	HIGH	Responds to significant citizen requests and complaints to improve neighborhood safety and satisfaction.

6 COMMUNITY BENEFITS



Improves pedestrian safety and visibility



ADA-compliant crosswalks



Better sight distance for vehicles



Addresses community concerns



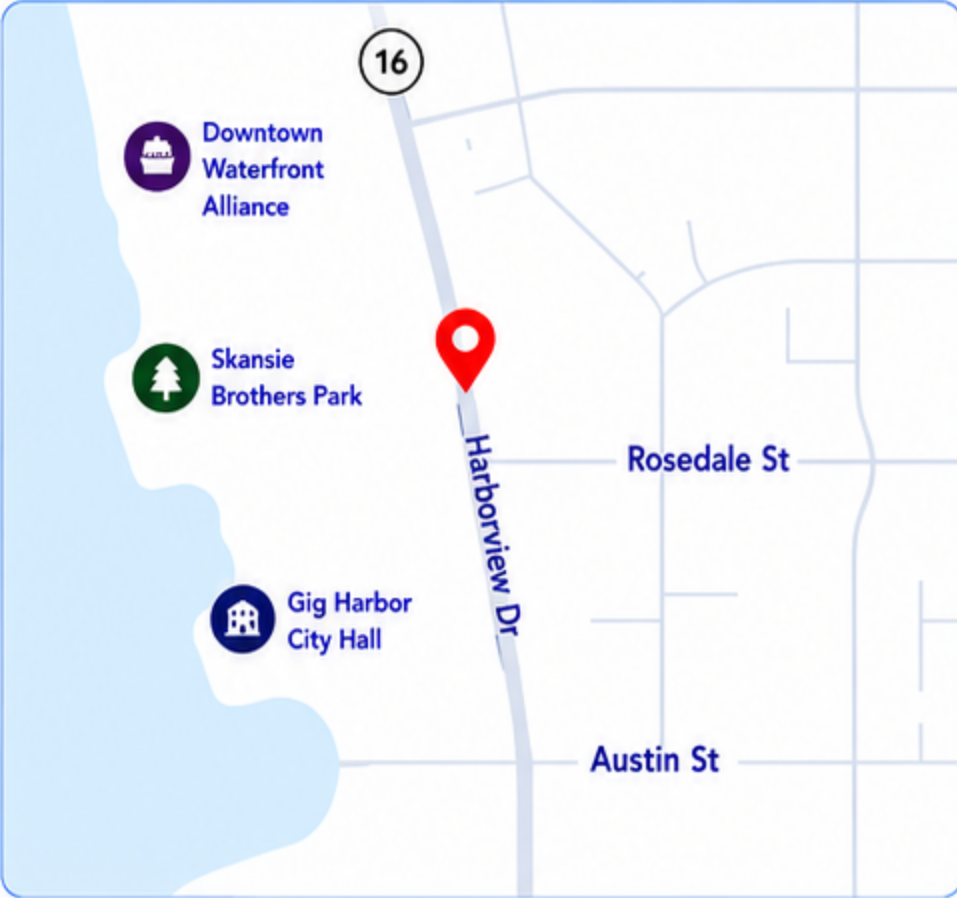
Enhances downtown livability and character

HARBORVIEW DRIVE DOWNTOWN REVITALIZATION

CITY COUNCIL STUDY SESSION



Revitalizing the heart of Gig Harbor with safer streets, vibrant places, and improved connections.



1 THE CHALLENGE

Harborview Drive is the gateway to our waterfront and downtown. Aging infrastructure, limited multimodal facilities, and outdated streetscape elements impact safety, accessibility, and the overall visitor experience.

Key challenges include:

- Aging pavement and utilities
- Limited space for pedestrians and bicyclists
- Safety concerns at key intersections
- Outdated streetscape and lack of public spaces
- Important economic corridor requiring reinvestment



2 THE SOLUTION

Revitalize Harborview Drive with a people-centered design that enhances safety, accessibility, and the downtown experience.

This project will:

- ✓ Enhance sidewalks and crossings
- ✓ Improve bicycle facilities
- ✓ Reconstruct pavement and upgrade utilities
- ✓ Add landscaping and streetscape elements
- ✓ Create inviting public spaces and support local businesses

3 BUDGET



\$800,000
DESIGN

4 PROJECT READINESS



PLANNING
2027-2028



DESIGN
2027-2028



FUNDING
2027-2028



PERMITTING /
PROCUREMENT
FUTURE
PHASE



CONSTRUCTION /
IMPLEMENTATION
FUTURE
PHASE

5 STRATEGIC ALIGNMENT

Strategic Priority	Rating	How This Project Supports Our Goals
 Economic Development	HIGH Primary Driver	Supports local businesses, tourism, and downtown economic vitality.
 Housing	MODERATE Supporting Benefit	Improves infrastructure to support safe and livable neighborhoods.
 Healthy City Organization	HIGH Primary Driver	Enhances safety, accessibility, and supports proactive infrastructure management.
 Sustainable Public Services & Facilities	HIGH Primary Driver	Invests in sustainable infrastructure and long-term community value.
 Community Outreach	HIGH Supporting Benefit	Reflects community priorities for a vibrant and connected downtown.

6 COMMUNITY BENEFITS



Improved safety
for all users



Better walkability
and accessibility



Enhanced bicycle
connections



Stronger downtown
economy



More inviting
public spaces



Infrastructure
resiliency



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HUNT STREET & SKANSIE AVENUE ROUNDABOUT

CITY COUNCIL STUDY SESSION



EXISTING CONDITIONS

This intersection is a key connection in the Downtown Corridor, linking the waterfront, business district, and surrounding neighborhoods.

PROJECT LOCATION & CONTEXT

Located in the Finholm District within the Downtown Center of Local Importance (CoLI). This intersection connects neighborhoods, parks, schools, and commercial areas, supporting safe travel for all users and access to key community destinations.

This project supports the City's goals for an inviting, accessible, and sustainable multimodal transportation system.

1 THE CHALLENGE

The Hunt Street and Skansie Avenue intersection experiences safety issues and operational deficiencies as traffic continues to grow.

Key challenges include:

- Valid accident reports
- Increased traffic volumes
- Difficult left turns and delay
- Pedestrian and bicycle crossing concerns
- Need for improved intersection control



TRAFFIC SAFETY CONGESTION & DELAY PEDESTRIAN SAFETY BICYCLE SAFETY

2 THE SOLUTION

Design and right-of-way acquisition for a roundabout at Hunt Street and Skansie Avenue.

The project will include:

- Preliminary engineering and design
- Alternative analysis and roundabout design
- Right-of-way acquisition
- Utility coordination
- Preparation for construction

Implementing a roundabout will improve safety, reduce delays, and enhance traffic flow for all users.

Designated as project #9 on the 27–32 TIP.

3 BUDGET



\$430,000
DESIGN AND RIGHT OF WAY

4 PROJECT READINESS



PLANNING DESIGN FUNDING PERMITTING / PROCUREMENT CONSTRUCTION / IMPLEMENTATION

2028 2028 2028 FUTURE PHASE FUTURE PHASE

5 STRATEGIC ALIGNMENT

Strategic Priority	Rating	Project Alignment
 Economic Development	MODERATE	Improves access to downtown businesses and neighborhood commercial areas while reducing delay and creating a more reliable transportation network that supports long-term economic growth.
 Housing	MODERATE	Supports complete neighborhood connections by improving access between residential areas, schools, parks, and services, making walking, bicycling, and driving safer and more convenient for residents.
 Healthy City Organization	HIGH	Advances the Active Transportation Plan vision by creating safe, complete connections for people walking and bicycling, encouraging active transportation for users of all ages and abilities while improving public safety.
 Sustainable Public Services & Facilities	HIGH	Supports the City's transportation goals by improving traffic operations, encouraging mode shifts, reducing congestion, lowering vehicle emissions, and providing infrastructure that is competitive for grant funding.
 Community Outreach	MODERATE	Responds to documented community safety concerns and reflects priorities identified through the City's public engagement process and Active Transportation Plan outreach.

6 COMMUNITY BENEFITS



Improves safety Reduces delay and congestion Safer for pedestrians Better access for cyclists Supports environmental goals High TIB grant probability

INTERSECTION IMPROVEMENTS AT GRANDVIEW STREET & PIONEER WAY

CITY COUNCIL STUDY SESSION



EXISTING CONDITIONS



Improving safety and traffic operations for all users at a key neighborhood intersection.

PROJECT LOCATION & CONTEXT



1 THE CHALLENGE

The intersection of Grandview Street and Pioneer Way experiences safety concerns and operational delays during peak travel times.

Key challenges include:

- Limited sight distance and visibility
- Vehicle conflicts at turns and crosswalks
- Pedestrian safety and crossing constraints
- Congestion and delay during peak periods

SAFETY CONCERNS

PEDESTRIAN SAFETY

TRAFFIC DELAYS

LIMITED TURN OPERATIONS

2 THE SOLUTION

Implement intersection improvements to enhance safety, operations, and multimodal connectivity.

This project will:

- Improve intersection geometry and traffic flow
- Enhance pedestrian crossings and accessibility
- Improve visibility and safety for all users
- Reduce congestion and delay
- Support walking, biking, and transit connections

3 BUDGET

\$400,000
DESIGN AND CONSTRUCTION

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4 PROJECT READINESS

PLANNING
2027

DESIGN
2027

FUNDING
2027

PERMITTING / PROCUREMENT
2028

CONSTRUCTION / IMPLEMENTATION
2028

5 STRATEGIC ALIGNMENT

Strategic Priority	Rating	Project Alignment
Economic Development	LOW	Improves access and reliability for residents, businesses, and visitors, supporting local commerce and economic vitality.
Housing	MODERATE	Enhances safe and efficient travel to neighborhoods and services, improving connectivity and livability.
Healthy City Organization	MODERATE	Demonstrates proactive planning and coordination to address safety and operational needs identified in the City's transportation planning.
Sustainable Public Services & Facilities	HIGH	Improves intersection safety and capacity, supports multimodal mobility, and advances the City's goal of a safe, efficient, and sustainable transportation network for all users.
Community Outreach	MODERATE	Reflects community input from Gig On The Go outreach emphasizing safety, accessibility, and investments that improve neighborhood connectivity and quality of life.

6 COMMUNITY BENEFITS

Improved safety for all users

Better walkability and accessibility

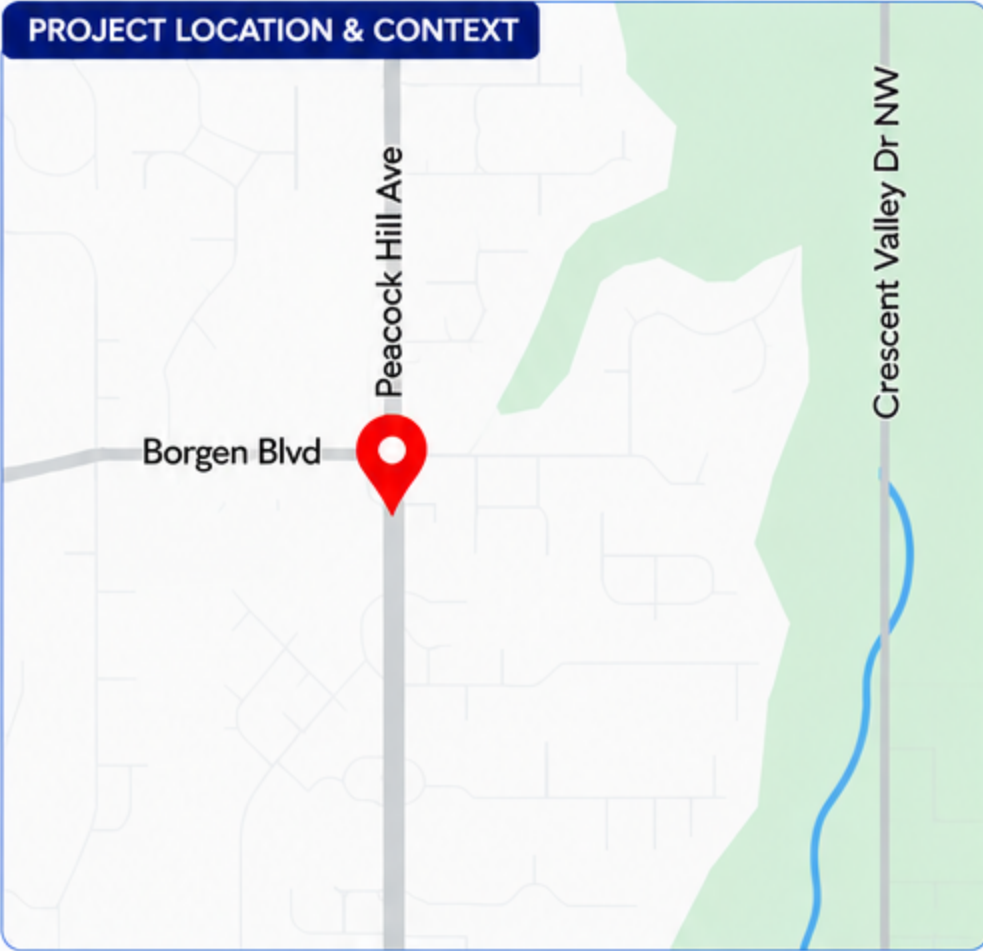
Reduced delays and congestion

Stronger neighborhood connections

Sustainable infrastructure

NEW STREETLIGHT INSTALLATIONS PEACOCK HILL AVENUE & BORGEN BOULEVARD

CITY COUNCIL STUDY SESSION



1 THE CHALLENGE

Peacock Hill Avenue and the west end of Borgen Boulevard have limited roadway lighting, creating safety concerns for people walking, rolling, and driving—especially during dark winter months.

Key challenges include:

- Lack of streetlights in this area
- Reduced visibility for all users
- Safety concerns at intersections and driveways
- Gap in lighting network within City right-of-way



2 THE SOLUTION

Conduct an illumination analysis and install nine new 20-foot streetlights along Peacock Hill Avenue and the west end of Borgen Boulevard.

This project will:

- ✓ Improve roadway lighting and visibility
- ✓ Enhance safety for all users
- ✓ Address existing lighting gaps
- ✓ Support walking and biking in our neighborhoods
- ✓ Strengthen the City's multimodal network

3 BUDGET

\$100,000
DESIGN AND CONSTRUCTION

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4 PROJECT READINESS



5 STRATEGIC ALIGNMENT

Strategic Priority	Rating	Project Alignment
Economic Development	LOW	Improves nighttime access to commercial areas and supports safe travel for residents, visitors, and employees, but the primary purpose of the project is public safety rather than economic development.
Housing	MODERATE	Enhances neighborhood livability by improving visibility and safety for residents walking or traveling near homes, parks, schools, and community services during evening hours.
Healthy City Organization	MODERATE	Demonstrates proactive asset management by addressing identified lighting deficiencies through a citywide illumination analysis and implementing targeted infrastructure improvements.
Sustainable Public Services & Facilities	HIGH	Installs nine new streetlights to improve roadway visibility, pedestrian safety, and accessibility while strengthening the City's transportation infrastructure and supporting a safe multimodal transportation network. The Transportation Element prioritizes safe, complete connections for all users and sustainable transportation investments.
Community Outreach	MODERATE	Supports priorities identified through the Transportation Element and Active Transportation Plan public engagement, which emphasized improving safety, accessibility, and connectivity for people walking, biking, and driving throughout the community.

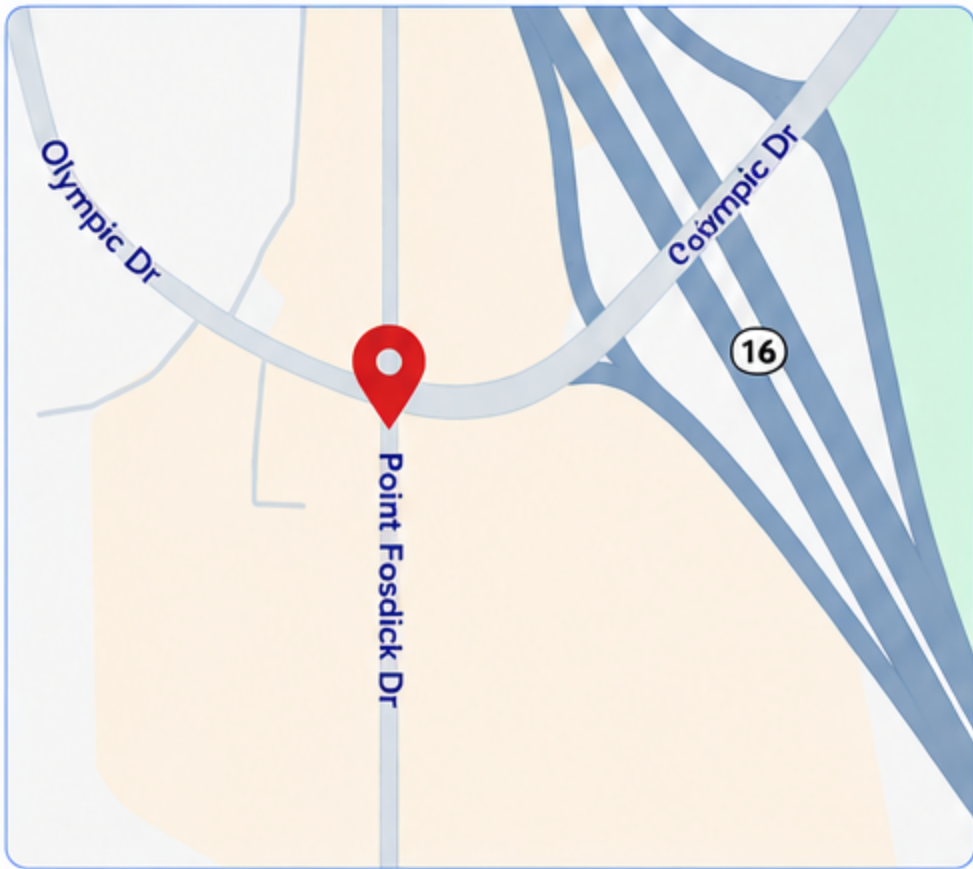
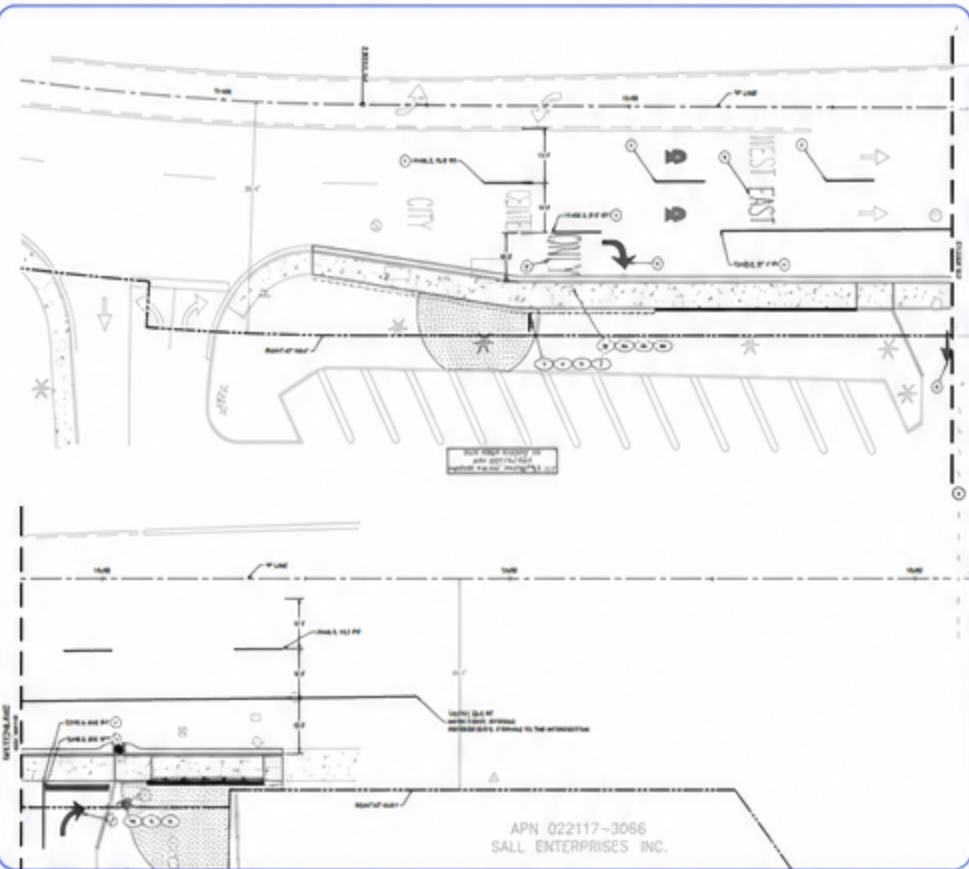
6 COMMUNITY BENEFITS



OLYMPIC DRIVE & POINT FOSDICK DRIVE RIGHT TURN LANE EXPANSION



CITY COUNCIL STUDY SESSION



1

THE CHALLENGE

The existing eastbound right-turn lane on Olympic Drive is too short, causing backups in the through lanes and reducing overall intersection efficiency.

Key challenges include:

- Long right-turn queues during peak periods
- Traffic backups impacting through traffic
- Reduced intersection capacity and safety
- Deferred in the 25/26 budget as a budget objective

CONGESTION

QUEUE LENGTHS

INTERSECTION OPERATIONS

SAFETY

4

PROJECT READINESS

PLANNING
2027

DESIGN
2027

FUNDING
2027

PERMITTING / PROCUREMENT
2027

CONSTRUCTION / IMPLEMENTATION
2027

2

THE SOLUTION

Construct an extension of the eastbound right-turn lane on Olympic Drive approaching Point Fosdick Drive.

The project will increase right-turn vehicle storage capacity, reduce queue lengths in the through lanes, and improve overall intersection operations and traffic flow.

The project extends the right-turn pocket to Metropolitan Market's driveway that is furthest west from Pt. Fosdick.

- ✓ 100% design complete and ROW acquired
- ✓ Increases right-turn storage capacity
- ✓ Reduces congestion in through lanes
- ✓ Improves safety and traffic flow
- ✓ Designated as project #4 on the 27-32 TIP
- ✓ Applying for TIB grant funding

5

STRATEGIC ALIGNMENT

Strategic Priority	Rating	Project Alignment
Economic Development	HIGH	Improves access and mobility to businesses, retail, and services, supporting economic activity and visitor experience.
Housing	MODERATE	Supports safe and efficient transportation options for residents, enhancing access to housing, jobs, and daily needs.
Healthy City Organization	MODERATE	Enhances mobility and safety for all users and supports proactive planning to address traffic demands.
Sustainable Public Services & Facilities	HIGH	Improves transportation system efficiency and reduces idling and emissions by reducing congestion and improving flow.
Community Outreach	MODERATE	Addresses community-identified traffic concerns and improves safety and convenience for all travelers.

3

BUDGET

\$530,000
(**\$50,000 DESIGN / \$480,000 CONSTRUCTION**)

6

COMMUNITY BENEFITS

Reduces congestion

Improves traffic flow and safety

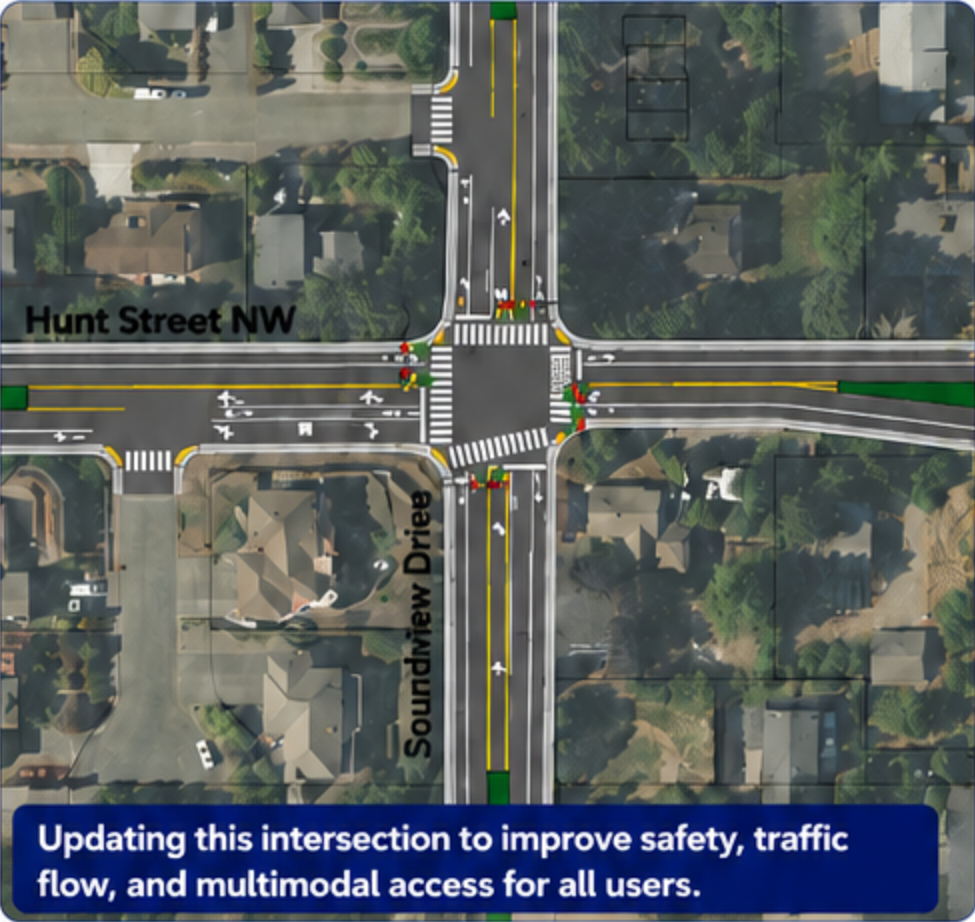
Supports local business access

Enhances intersection efficiency

Better experience for everyone

SOUNDVIEW DRIVE & HUNT STREET INTERSECTION IMPROVEMENTS

CITY COUNCIL STUDY SESSION



This project will update the intersection of Soundview Drive and Hunt Street to provide traffic calming, increase sight distance, and add an ADA-compliant crosswalk.

1 THE CHALLENGE

The Soundview Drive and Hunt Street intersection is projected to operate at a deficient level of service as traffic volumes continue to grow.

Key challenges include:

- Projected deficient vehicular level of service
- Safety concerns for all modes of travel
- Increasing traffic volumes and turning movements
- Need to evaluate optimal intersection control



2 THE SOLUTION

Implement the design and right-of-way acquisition for a future intersection improvement, evaluating either a traffic signal or roundabout.

This project includes:

- ✓ Preliminary engineering and intersection analysis
- ✓ Evaluation of traffic signal or roundabout alternatives
- ✓ Right-of-way acquisition
- ✓ Preparation for future construction

This project advances the selected alternative toward construction by completing preliminary engineering, property acquisition, and other pre-construction activities.

Designated as project #7 on the 27-32 TIP.

3 BUDGET

\$500,000
DESIGN AND
RIGHT OF WAY

4 PROJECT READINESS



PLANNING

2028



DESIGN

2028



FUNDING

2028



PERMITTING /
PROCUREMENT

FUTURE PHASE



CONSTRUCTION /
IMPLEMENTATION

FUTURE PHASE

5 STRATEGIC ALIGNMENT

Strategic Priority	Rating	Project Alignment
Economic Development	MODERATE	Improves access to Downtown and nearby businesses by reducing congestion and improving reliability on a key transportation corridor, supporting economic vitality. (2024 Transportation Element Goal 3)
Housing	MODERATE	Supports planned residential growth by improving transportation capacity, safety, and multimodal access while accommodating future development. (TE Goal 2)
Healthy City Organization	HIGH	Improves safety for pedestrians, bicyclists, and motorists through new intersection control, ADA-accessible crossings, and multimodal improvements that encourage active transportation. (TE Goal 1)
Sustainable Public Services & Facilities	HIGH	Advances the City's adopted Transportation Element by addressing a projected level-of-service deficiency with a long-term, multimodal intersection solution that supports efficient and sustainable transportation investments. (TE Goals 2 & 4)
Community Outreach	MODERATE	Reflects community transportation priorities identified through the Comprehensive Plan and Active Transportation Plan outreach processes and supports continued investment in safer multimodal travel. (2025 ATP; 2024 Transportation Element Goal 5)

6 COMMUNITY BENEFITS

Improves traffic flow and level of service

Enhances safety for all users

Supports current and future growth

Evaluates optimal intersection solution

Strong candidate for future TIB funding

STINSON AVE. PAVEMENT MAINTENANCE & ADA IMPROVEMENTS (PIONEER TO GRANDVIEW)

CITY COUNCIL STUDY SESSION



1

THE CHALLENGE

Stinson Avenue between Pioneer Way and Grandview Street has aging pavement and some sidewalks that do not meet current accessibility standards.

Key challenges include:

- Deteriorating pavement conditions
- Uneven sidewalks and barriers that impact ADA accessibility
- Safety concerns for pedestrians and drivers
- Deferred in the 25/26 budget as a budget objective

PAVEMENT CONDITIONS

PEDESTRIAN SAFETY

ADA ACCESSIBILITY

TRAVEL RELIABILITY

2

THE SOLUTION

Construct pavement maintenance repairs and upgrade impacted ADA pedestrian facilities along Stinson Avenue between Pioneer Way and Grandview Street in accordance with the City’s pavement rating program.

This project will:

- ✓ Overlay and repair pavement to extend roadway life
- ✓ Improve pedestrian accessibility by upgrading sidewalks, curb ramps, and other ADA elements
- ✓ Enhance safety and comfort for all users
- ✓ Improve long-term cost efficiency through preventative maintenance

3

BUDGET

\$400,000
DESIGN AND CONSTRUCTION

4

PROJECT READINESS

PLANNING
2027

DESIGN
2027

FUNDING
2027

PERMITTING / PROCUREMENT
2028

CONSTRUCTION / IMPLEMENTATION
2028

5

STRATEGIC ALIGNMENT

Strategic Priority	Rating	Project Alignment
Economic Development	MODERATE	Supports local businesses and visitor access by maintaining a key corridor that connects to commercial areas and the SR 16 regional route.
Housing	MODERATE	Supports neighborhood livability and access to services, parks, and schools, which helps accommodate and support future growth.
Healthy City Organization	MODERATE	Improves pedestrian safety and ADA accessibility, encouraging walking and active transportation for better public health and community well-being.
Sustainable Public Services & Facilities	HIGH	Extends pavement life, reduces future repair costs, and advances the City’s goal of sustainable, financially responsible infrastructure.
Community Outreach	MODERATE	Reflects community-identified needs for safer streets and better pedestrian access through public engagement in the Transportation Element and related planning efforts.

6

COMMUNITY BENEFITS

Safer travel for all users

Improved pedestrian accessibility

Smoother roadway conditions

Stronger, more connected neighborhoods

Cost-effective asset management

Proposed Park Projects

<u>PROJECT NAME</u>	<u>BUDGET</u>	<u>DESCRIPTION</u>
Crescent Creek Park Restroom Remodel	\$ 190,000.00	The restrooms at Crescent Creek Park were built in the 1970s and do not fully meet ADA standards. The fixtures inside the restrooms are old and wearing out. This project would improve ADA accessibility and provide modern fixtures to the popular park, provide for design and permitting for ADA improvements, a new roof, and provide lockable unisex bathrooms
Conservation Area Trails, Foundation Removal/Cleanup	\$ 50,000.00	Phase 4 of the txʷaalqəł Conservation Area was acquired in 2024. The house that was onsite burned down in 1980, but the foundation remains on the site, and could be an attractive nuisance, as it collects water and could create a drowning and fall hazard. There are also a few items from the former occupants around the foundation that need to be removed. Once those items are taken care of, a trail route will be identified to connect it to the existing Richard H. Shaw Loop Trail on Phase 2 of the Conservation Area.
Crescent Creek Park Phase 1A - Design & Permitting	\$ 240,000.00	Phase 1A of the Crescent Creek Park Master Plan would allow for design and permitting to restructure the existing volleyball courts, install two new volleyball courts, install seat walls, and a partial parking lot accessible from Crescent Valley Drive. This project would also design frontage improvements along Crescent Valley Drive and 96th Street.

Proposed Park Projects

Cushman Trail Connection to Harborview	\$ 210,000.00	Since construction of Cushman Trail Phase 2 the city, along with the morning Rotary, the Downtown Waterfront Alliance, and multiple individuals, have considered a connection trail between the Donkey Creek Park area and Cushman Trail. Due to topographic and critical area constraints, the city and its partners have considered multiple locations and trail cross sections. Now that the city has acquired the tx'aaalqəł Conservation Area properties between Harborview Drive and Cushman Trail just north of the city's Wastewater Treatment Plant across the tx'aaalqəł Conservation Area Phase 1 property, there is opportunity for a new and improved location for this proposed connection trail. This objective will design and permit this connection to the Cushman Trail.
Cushman Trail Phase 5 Design & Permitting	\$ 1,100,000.00	Cushman Trail Phase 5A will expand the Cushman Trail from the Borgen trailhead across Borgen Boulevard north to city limits at Canterwood Boulevard. It will require a bridge over Borgen, as well as boardwalks across wetland areas, and will tie in St. Anthony's hospital. The city currently has 30 percent design plans for the project.
Finholm View Climb	\$ 30,000.00	Structural failures in 2023 highlighted the need for a full structural analysis of the city's Finholm View Climb. This work will also include completion of any necessary design and permitting to complete future improvements to the structure.
Jerisich Dock - Design & Permitting	\$ 66,000.00	This project will implement the recommendations from a consultant report done in 2026 including replacement of decking materials, additional bracing, and wrapping of the piles with HDPE to extend their life.
Kayak launch	\$ 7,000.00	Staff will consider public dock sites and will permit and install a kayak launch, which will attached to an overwater dock at a city park. This device will stabilized kayaks and canoes and allow beginner and intermediate level paddlers to get in and out of their human-powered craft easily, without fear of capsizing.

Proposed Park Projects

Love Lock Art Project - Design and Installation	\$ 38,000.00	For many years, people have been adding “love locks” to both the cable railing at the Old Ferry Landing Park and the bridge over North Creek between Donkey Creek Park and the Harbor History Museum. The addition of locks adds weight to these facilities and could lead to structural concerns. This project will determine a location(s) and design for an art installation that will allow people to attach locks instead of these safety facilities and provide a receptacle for the keys.
Masonic Lodge Remodel Design and Engineering	\$ 250,000.00	In July 2024, a group of volunteers associated with the Harbor History Museum presented city council with a floor plan and site plan for the Masonic Lodge in Crescent Creek Park. The construction costs would be approximately \$4.5 million. That cost did not include design and engineering. The project would provide funds to engage an architect and engineering firm to design the building and associated site improvements.
PROS Plan Update	\$ 200,000.00	An update to the PROS Plan was last completed in 2022. It is required to be completed every six year by the Washington State Recreation and Conservation Office (RCO). This update will hire a consultant to conduct public engagement, inventory and assessments of current facilities and create goals, policies, levels of service and a capital improvement and implementation plan.
Wilkinson Farm Park Master Plan	\$ 200,000.00	Wilkinson Farm Park is a popular 18-acre park that is lacking in amenities such as restrooms and parking. A historic barn and a rental home are also on the property. A master planning process will help determine preferred uses, a master site plan and construction phases for this popular park, as well as a restoration and use plan for the barn and future use for the house.
Wilkinson Barn (& farmhouse?) Stabilization	\$ 305,000.00	Staff will hire a structural engineer to evaluate the historic Wilkinson Barn and hire a contractor to implement the recommendations. This project will stabilize the barn as a public process is conducted to determine future uses for it as well as the rest of the park.

Proposed Park Projects

7601 Soundview House Upgrades	\$ 540,000.00	Staff will contract with an architect and structural engineer to create design drawings for the house and site to enable it to be used as a public building. This includes ADA upgrades like lowering kitchen counters, structural analysis, hazardous materials survey, widening doorways, creating two ADA accessible restrooms, installing parking, widening paths and creating an ADA path from the street to the front door. This site is currently undergoing a feasibility study to create a stormwater park, and there is not a recommended site plan at this time.
Projects that will be underway by end of 2026		
Adam Tallman Wetland Review	\$ 50,000.00	The wetlands at Adam Tallman Park continue to expand and the trails frequently flood and cause tree mortality. The paved portion of the trail is hazardous due to tree root growth which causes buckling. This project would implement recommendations for tree removal and mitigation from an arborist and wetland biologist and recommend enhancements and management techniques. The pavement would likely be removed and replaced with fine gravel that would be ADA compliant, while also allowing materials to be repositioned when conditions change. Construction of the improvements would be completed by a non-profit work crew to re-establish the trails.
Commercial Fishing Homeport	\$ 4,800,000.00	This project will construct a 17 slip commercial fishing homeport for use by the commercial fishing fleet. This project has completed design and permitting, and contract will be awarded in summer 2026.

Proposed Park Projects

Crescent Creek Park Play Area Resurfacing	\$ 225,000.00	The pebble flex surface of the playground area at Crescent Creek has reached the end of its useful life. This project would install an artificial turf product designed for playground retrofits over the top of the pebble flex, keeping with the water and land themes in colored product. This same material is being used at Phase 1B of the sports complex. Additionally, the sand from the sand pit has caused degradation to the surface faster than expected when the sand inevitably leaves the sand pit. This project would either move the sand pit outside the playground or add a fence to the area.
Projects not included in Ranking Exercise		
Basketball Court at Civic Center	\$ 155,000.00	This project would design and permit an outdoor basketball court at the Skate Park located at the Civic Center campus. This work could be consolidated with the Grandview Restroom Removal/Construction project.
Conservation Area Phase 3 Parking lot design	\$ 250,000.00	This project would complete design on a small parking lot on Phase 3 of the tx ^w aalqəł Conservation Area and identify trail routes on the property.
Conservation Area Pedestrian Bridge	\$ 250,000.00	A bridge inspection completed in 2024 by Pierce County concluded that the existing bridge crossing over North Creek in the tx ^w aalqəł Conservation Area is not safe for vehicles or pedestrians. This project would identify the best location for a new, pedestrian-only bridge. The bridge could replace the existing bridge, or open up a new route where the driveway on Phase 4 is located. The bridge will be a key connection for the conservation area and Harborview Drive/ Burnham Drive.
Crescent Creek Park Phase 1B - Design & Permitting	\$ 130,000.00	Phase 1B will connect the upper terrace of Crescent Creek Park to the middle and lower terraces and future improvements there via an ADA accessible path.
Cushman Trail - 96th St. Trailhead Improvements	\$ 500,000.00	This project was identified in the 2022 PROS Plan. It would construct a parking lot and restroom where the Cushman Trail crosses 96th Street.

Proposed Park Projects

Grandview Forest/Skate Park Restroom	\$ 230,000.00	This project would remove and decommission the existing restroom in Grandview Forest and build a new restroom at a more strategic location on the Civic Center campus. The existing restroom was built in the 1980s and does not have good visibility from the rest of the Civic Center facilities, frequently get vandalized, and has had issues with homeless individuals staying in them. Moving the restroom will be easier for maintenance and will improve the park experience for visitors.
Jerisich Dock Float Extension	\$ 1,143,000.00	This project will extend Jerisich dock to the outer harbor line, approximately 67 feet from the current end of the dock. The dock is very popular with recreational boaters, and frequently gets full in the summer and on event weekends. The extension will allow more boats to dock, increasing revenue to the city, and will take full advantage of the aquatic lease area.
Shaw Park Analysis and Remediation	\$ 90,000.00	Shaw Park is located on Borgen Blvd between Heron's Key and the planned commercial Village on Harbor Hill and was partially constructed by a private developer under a development agreement. However, the initial construction lacked specifications. The resulting first phase of the park is flat terrain that was stripped of topsoil as part of the adjacent site's development projects. The combination of poor soils and the lack of a working drainage system has made it impossible to maintain vegetation or natural turf at the park. At this time, the only amenity available is a cement plaza close to Borgen Blvd with benches and donated outdoor musical equipment from the Gig Harbor Rotary. This proposed objective would purchase saplings with a higher survival rate than larger trees to reestablish a healthy diverse forest at Shaw Park. The property would be used to plant trees that are removed at other sites for city projects.

Proposed Park Projects

Sports Complex Phase 2 Design & Permitting	\$ 1,300,000.00	Phase 2 of the Sports Complex will regrade and redesign fields at Peninsula Light Fields to change two baseball fields into multi-sport fields with new lighting and artificial turf. The large baseball field will remain laid out for baseball. It will also replace the aging septic system with sewer. This layout was adopted as part of the Gig Harbor Sports Complex Phase 2 & 3 Feasibility Study that was completed in 2024.
Sports Complex Phase 3 Design & Permitting	\$ 1,700,000.00	Phase 3 of the Sports Complex will build two multi-sport lighted turf fields on the vacant parcel south of the YMCA on Harbor Hill Drive. This layout was adopted as part of the Gig Harbor Sports Complex Phase 2 & 3 Feasibility Study that was completed in 2024.
Trail Corridors	\$ 715,000.00	Identified as a project in the PROS Plan, this would enhance the trails in Gig Harbor North, improve the Harborview Waterfront Trail and the Pioneer Streetscape and provide funding for acquisition opportunities.
Veteran's Memorial Park Phase 2	\$ 550,000.00	The city acquired the Veteran's Memorial Park property in 2003 under the conceptual name of Westside Park. In 2007, the city developed a two-phased master plan for the Park. All of the Phase 1 work was completed in 2009. Then in 2020 the city performed work on portion of Phase 2 of the plan. This proposed objective would update the park site plan to accommodate a roller slide, install the roller slide and expand the trail system.
Total	\$ 15,514,000.00	

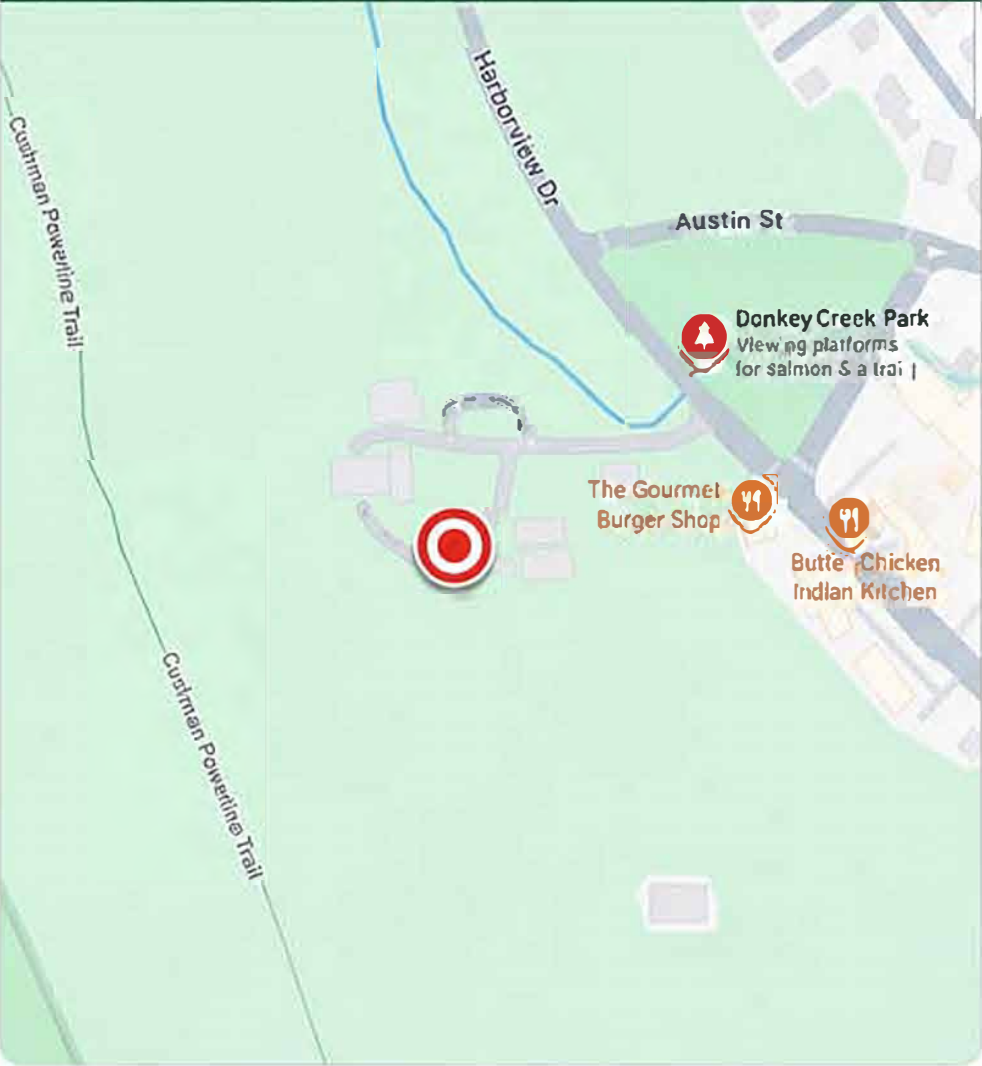
Cushman Trail Connection to Harborview

Designing a new connection between Donkey Creek Park and Cushman Trail.



- 51.95 acre Conservation Area
- Improving connectivity and access to parks and trails
- Links Donkey Creek Park & Harborview Drive to Cushman Trail
- txʷaalqəl Conservation Area Harborview Drive NW Gig Harbor, WA 98335

PROJECT LOCATION



1. THE CHALLENGE

Since construction of Cushman Trail Phase 2 the city, along with the morning Rotary, the Downtown Waterfront Alliance, and multiple individuals, have considered a connection trail between the Donkey Creek Park area and Cushman Trail.

Due to topographic and critical area constraints, the city and its partners have considered multiple locations and trail cross sections.

Now that the city has acquired the txʷaalqəl Conservation Area properties between Harborview Drive and Cushman Trail just north of the city's Wastewater Treatment Plant across the txʷaalqəl Conservation Area Phase 1 property, there is opportunity for a new and improved location for this proposed connection trail.

This objective will design and permit this connection to the Cushman Trail.

2. THE SOLUTION

- Design and permit a new trail connection between Donkey Creek Park and Cushman Trail.
- Identify and evaluate optimal trail alignment
 - Design trail to meet safety and environmental standards
 - Obtain necessary permits and approvals
 - Enhance connectivity and support active transportation
 - Preserve natural areas and minimize impacts

3. PROJECT READINESS

PLANNING / CONCEPT
Complete

DESIGN
Planned

FUNDING
Future Phase

PERMITTING / PROCUREMENT
Future Phase

CONSTRUCTION / IMPLEMENTATION
Future Phase

ESTIMATED PROJECT BUDGET

\$210,000

Funding Source: TBD

4. COMMUNITY BENEFITS

STRATEGIC PLAN PRIORITY		PROJECT FIT
Foster a Healthy City Organization		LOW
Ensure Sustainable Future for Public Services & Facilities		HIGH
Maintain Smalltown Character & Grow Responsibly		HIGH
Environmental Sustainability & Natural Beauty		HIGH
Promote & Enhance a Dynamic and Robust Economy		MODERATE
Provide a Safe, Healthy & Inclusive Community		HIGH

Conservation Area Trails Foundation Removal/Cleanup



Phase 4 of the tx^waalqəł Conservation Area was acquired in 2024.



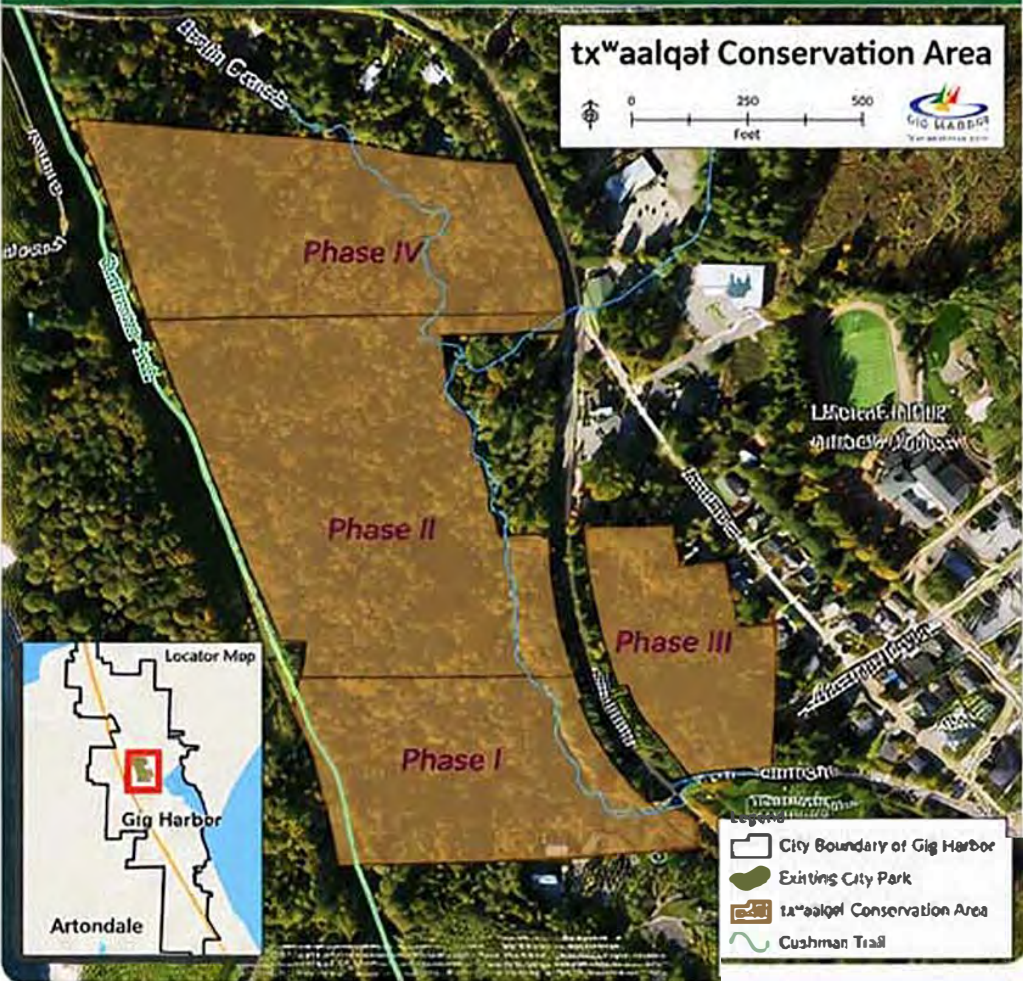
 51.95 acre Conservation Area

 Preserving natural habitat & enhancing public access

 Adjacent to North Creek & existing trails

 tx^waalqəł Conservation Area
Harborview Drive NW
Gig Harbor, WA 98335

PROJECT LOCATION



1. THE CHALLENGE

The house that was onsite burned down in 1980, but the foundation remains on the site and could be an attractive nuisance, as it collects water and could create a drowning and fall hazard.

There are also a few items from the former occupants around the foundation that need to be removed.

Key issues include:

- Remaining foundation poses safety risks
- Foundation collects water and debris
- Possible hazardous materials or debris
- Unsightly remains impact natural area

2. THE SOLUTION

Once those items are removed, a trail route will be identified to connect Phase 4 to the existing Richard H. Shaw Loop Trail on Phase 2 of the Conservation Area.

- Remove foundation and site debris
- Dispose of remaining former occupant items
- Restore and stabilize the site
- Identify and design future trail connection

3. PROJECT READINESS



ESTIMATED PROJECT BUDGET

\$50,000

Funding Source: TBD

4. COMMUNITY BENEFITS

STRATEGIC PLAN PRIORITY		PROJECT FIT
	Foster a Healthy City Organization	LOW
	Ensure Sustainable Future for Public Services & Facilities	HIGH
	Maintain Smalltown Character & Grow Responsibly	HIGH
	Environmental Sustainability & Natural Beauty	HIGH
	Promote & Enhance a Dynamic and Robust Economy	MODERATE
	Provide a Safe, Healthy & Inclusive Community	HIGH

 This project directly supports the City's goals to provide safe, accessible facilities, enhance park amenities, and build a healthy, connected community.

Crescent Creek Park Restroom Renovation

Modernizing facilities, improving accessibility, and enhancing the park experience.



10.89 acres
Community Park



One of Gig Harbor's
oldest and most
well-used parks



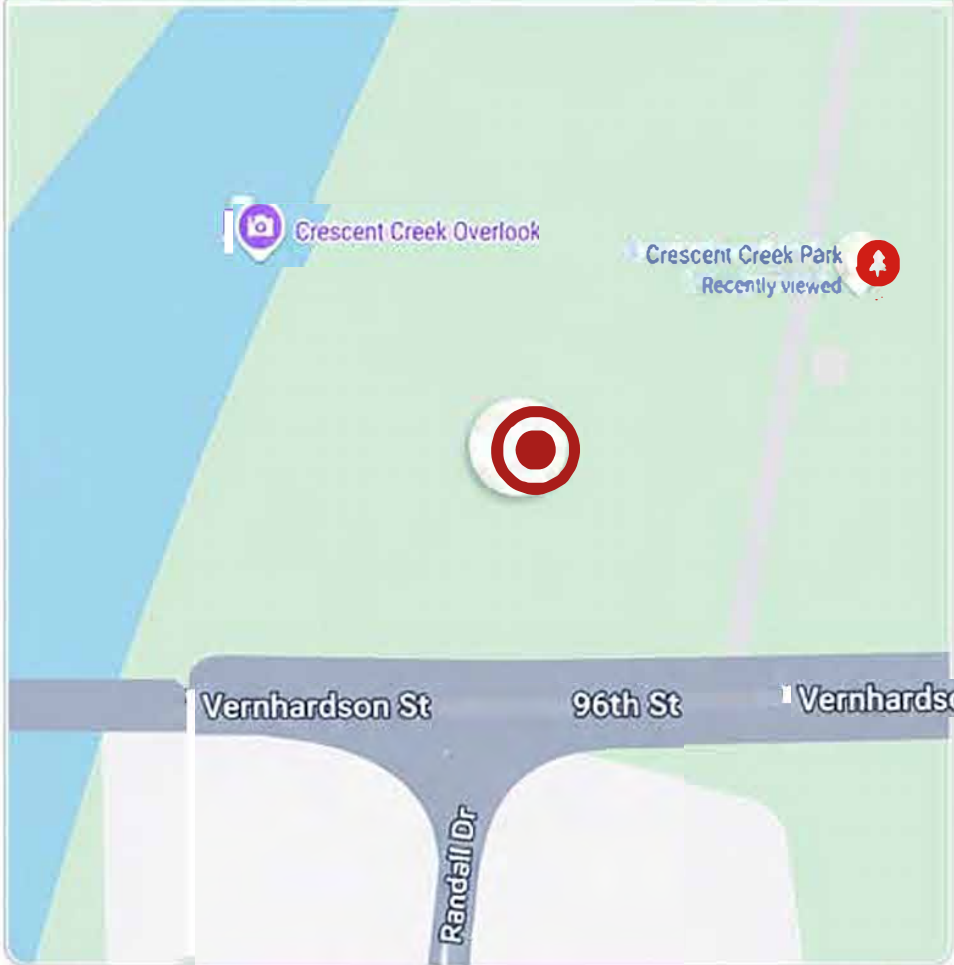
Natural area along
Crescent Creek



3303 Vernhardson St
Gig Harbor, WA 98335



PROJECT LOCATION



1. THE CHALLENGE

The restrooms at Crescent Creek Park were built in the 1970s and do not fully meet ADA standards. The fixtures inside the restrooms are old and wearing out.

Key issues include:

- Restrooms do not fully meet ADA standards
- Outdated fixtures and finishes
- Aging roof
- High use creates wear and maintenance needs
- Need for improved accessibility and security



2. THE SOLUTION

This project would improve ADA accessibility and provide modern fixtures to the popular park by providing:

- Design and permitting for ADA improvements
- A new roof
- Modern fixtures
- Lockable unisex bathrooms



3. PROJECT READINESS



PLANNING /
CONCEPT

Complete



DESIGN

Planned



FUNDING

Future Phase



PERMITTING /
PROCUREMENT

Future Phase



CONSTRUCTION /
IMPLEMENTATION

Future Phase

ESTIMATED PROJECT BUDGET

\$190,000

Funding Source: TBD



4. COMMUNITY BENEFITS

STRATEGIC PLAN PRIORITY		PROJECT FIT
Foster a Healthy City Organization		LOW
Ensure Sustainable Future for Public Services & Facilities		HIGH
Maintain Smalltown Character & Grow Responsibly		HIGH
Environmental Sustainability & Natural Beauty		MODERATE
Promote & Enhance a Dynamic and Robust Economy		MODERATE
Provide a Safe, Healthy & Inclusive Community		HIGH



This project directly supports the City's goals to provide safe, accessible facilities, enhance park amenities, and build a healthy, connected community.

gigharborwa.gov

Crescent Creek Park

Phase 1A – Design & Permitting

Improving community access, preserving natural areas, and enhancing Gig Harbor’s treasured parks.



 10.89 acres
Community Park

 One of Gig Harbor’s
oldest and most
well-used parks

 Natural area along
Crescent Creek

 3303 Vernhardson St
Gig Harbor, WA 98335

PROJECT LOCATION



1. THE CHALLENGE

Crescent Creek Park is one of Gig Harbor’s most-loved parks, but many amenities are aging and the park’s layout is fragmented.

Key issues include:

- Outdated or worn facilities and play equipment
- Limited parking and safety concerns along the street
- Need to protect and enhance Crescent Creek and natural areas
- No unified plan to guide improvements

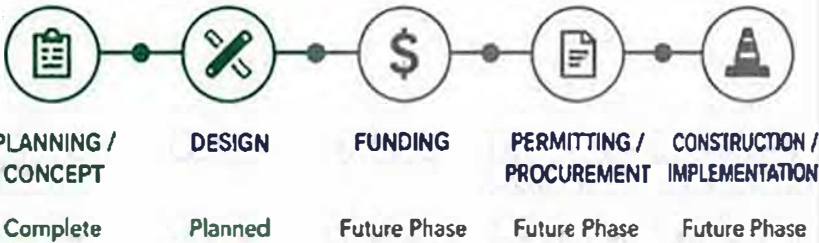
2. THE SOLUTION

Phase 1A of the Crescent Creek Park Master Plan would allow for design and permitting to:

- Restructure the existing volleyball courts
- Install two new volleyball courts
- Install seat walls
- Design a partial parking lot accessible from Crescent Valley Drive
- Design frontage improvements along Crescent Valley Drive and 96th Street

This phase will advance design and permitting to prepare the project for future construction funding.

3. PROJECT READINESS



ESTIMATED PROJECT BUDGET
\$240,000
Funding Source: TBD

4. COMMUNITY BENEFITS

STRATEGIC PLAN PRIORITY		PROJECT FIT
 Foster a Healthy City Organization		LOW
 Ensure Sustainable Future for Public Services & Facilities		HIGH
 Maintain Smalltown Character & Grow Responsibly		HIGH
 Environmental Sustainability & Natural Beauty		HIGH
 Promote & Enhance a Dynamic and Robust Economy		MODERATE
 Provide a Safe, Healthy & Inclusive Community		HIGH

 This project directly supports the City’s goals to preserve natural areas, enhance park amenities, and build a healthy, connected community.

Cushman Trail Ph. 5A

Design & Permitting

Expanding our trail network to connect more of Gig Harbor.



Expands the Cushman Trail Network



Connects to St. Anthony Hospital

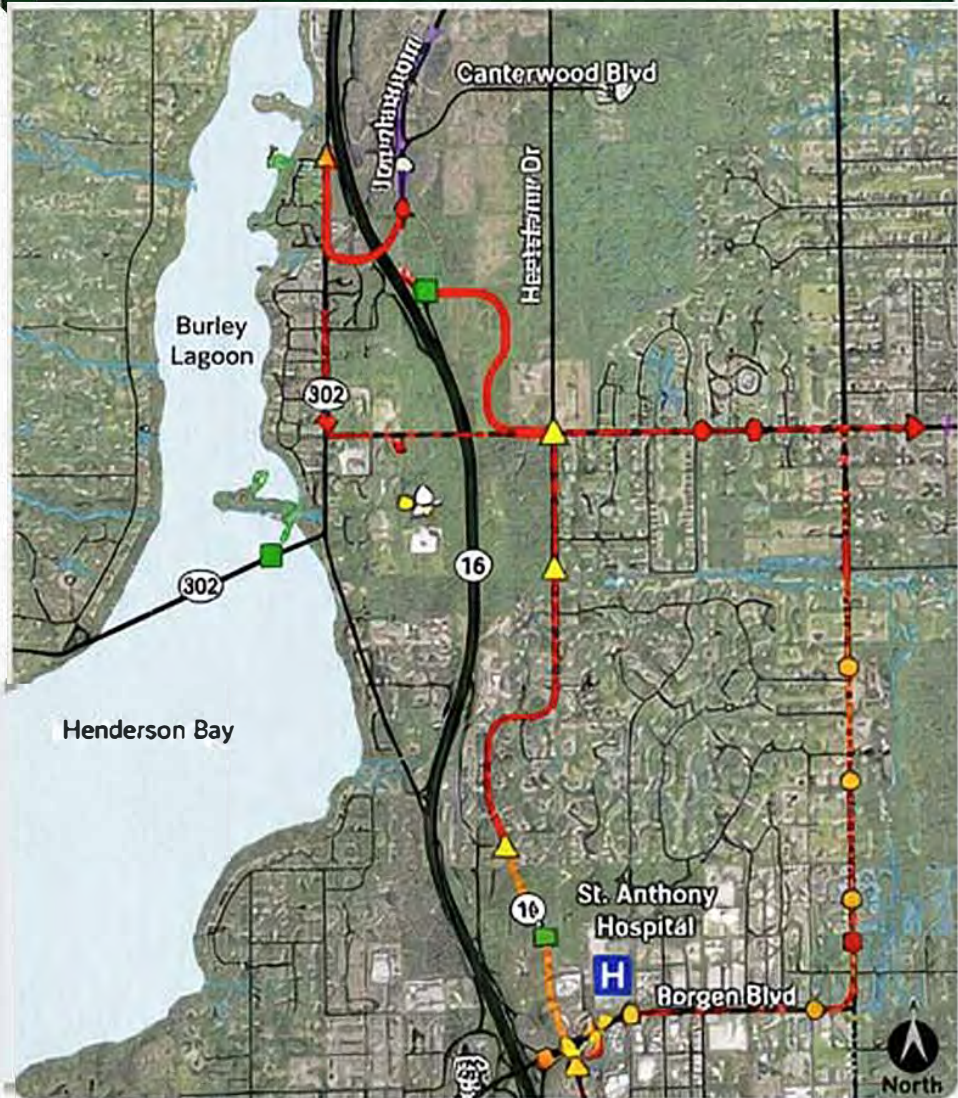


Boardwalks & bridge across wetland areas & Borgen Blvd



From Borgen Blvd north to Canterwood Blvd (City Limits)

PROJECT LOCATION



1. THE CHALLENGE

Cushman Trail Phase 5A will expand the Cushman Trail from the Borgen trailhead across Borgen Boulevard north to city limits at Canterwood Boulevard. It will require a bridge over Borgen, as well as boardwalks across wetland areas, and will tie in St. Anthony's hospital. The city currently has 30 percent design plans for the project.

Key issues include:

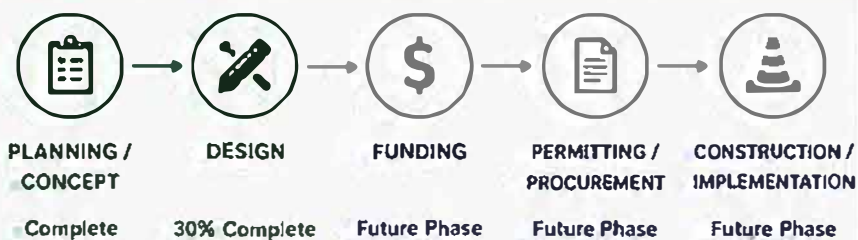
- Bridge needed over Borgen Boulevard
- Boardwalks required across wetland areas
- Complex permitting due to environmental constraints
- Coordination with St. Anthony's Hospital connection
- Securing funding to advance to final design & construction

2. THE SOLUTION

This project will finalize design and obtain permits to complete the Cushman Trail Phase 5A alignment.

- Complete 30% design to final design
- Obtain all necessary environmental permits
- Design bridge over Borgen Boulevard
- Plan boardwalks across wetland areas
- Coordinate trail connection to St. Anthony's Hospital

3. PROJECT READINESS



ESTIMATED PROJECT BUDGET

\$1,100,000

Funding Source: TBD

4. COMMUNITY BENEFITS

STRATEGIC PLAN PRIORITY		PROJECT FIT
	Foster a Healthy City Organization	LOW
	Ensure Sustainable Future for Public Services & Facilities	HIGH
	Maintain Smalltown Character & Grow Responsibly	HIGH
	Environmental Sustainability & Natural Beauty	HIGH
	Promote & Enhance a Dynamic and Robust Economy	MODERATE
	Provide a Safe, Healthy & Inclusive Community	HIGH

This project directly supports the City's goals to provide safe, accessible facilities, enhance park amenities, and build a healthy, connected community.

gigharborwa.gov

Finholm View Climb

Structural Analysis, Design & Permitting

Ensuring the safety and future of a beloved Gig Harbor landmark.



Structural analysis to ensure public safety



Design & permitting to support future improvements

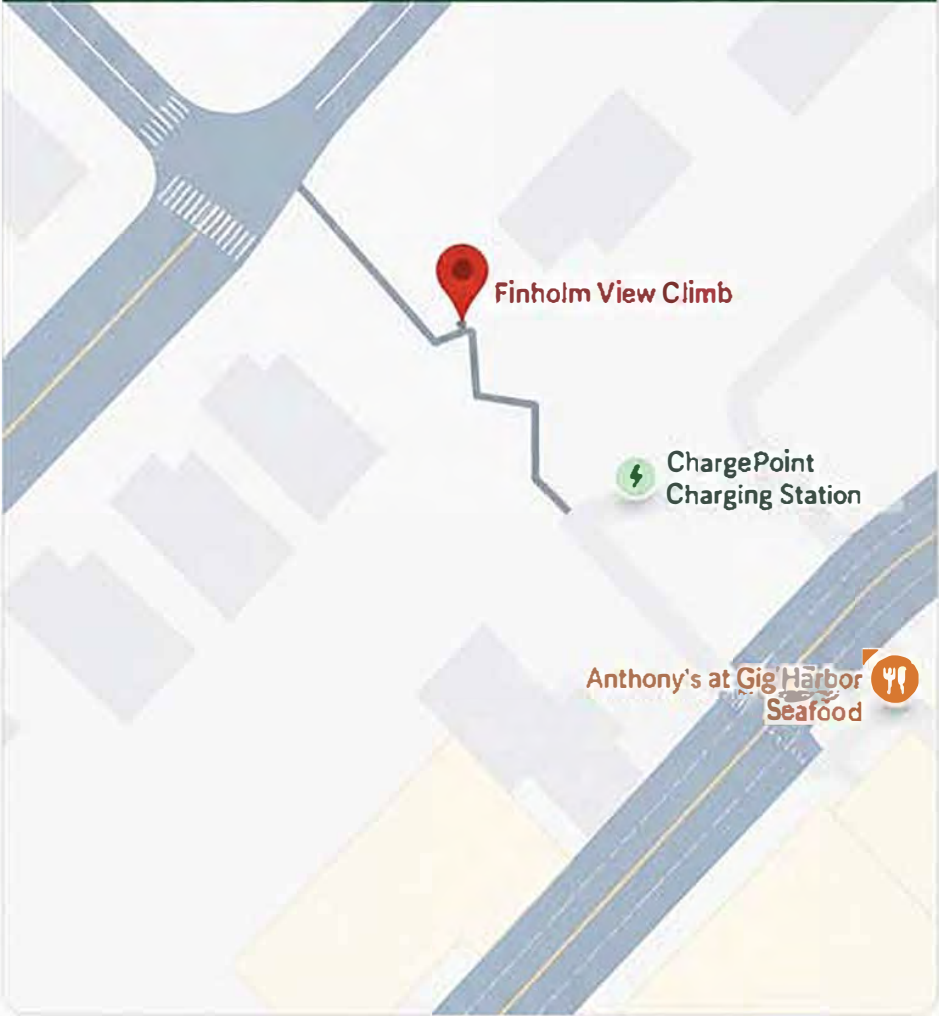


Preserving a popular landmark and view



4803 Harborview Dr
Gig Harbor, WA 98335

PROJECT LOCATION



1. THE CHALLENGE

Structural failures in 2023 highlighted the need for a full structural analysis of the city's Finholm View Climb. This work will also include completion of any necessary design and permitting to complete future improvements to the structure.

Key issues include:

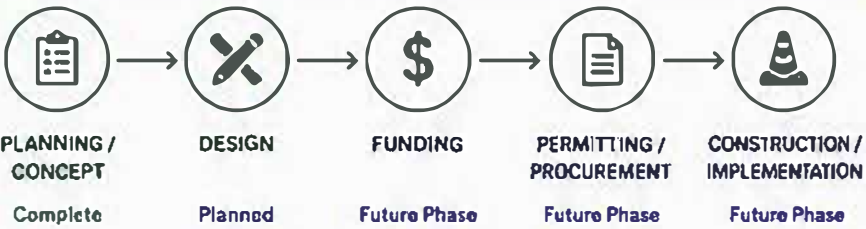
- Documented structural failures in 2023
- Unknown extent of structural deficiencies
- Need for professional structural analysis
- Potential design & permitting for future repairs or enhancements
- Ensuring long-term safety and durability

2. THE SOLUTION

This project will assess current conditions and prepare the necessary plans to guide future improvements.

- Complete full structural analysis
- Identify required repairs and improvements
- Develop design for necessary work
- Obtain all required permits
- Provide recommendations for future implementation

3. PROJECT READINESS



ESTIMATED PROJECT BUDGET

\$30,000

Funding Source: TBD

4. COMMUNITY BENEFITS

STRATEGIC PLAN PRIORITY		PROJECT FIT
	Foster a Healthy City Organization	LOW
	Ensure Sustainable Future for Public Services & Facilities	HIGH
	Maintain Smalltown Character & Grow Responsibly	HIGH
	Environmental Sustainability & Natural Beauty	HIGH
	Promote & Enhance a Dynamic and Robust Economy	MODERATE
	Provide a Safe, Healthy & Inclusive Community	HIGH

This project directly supports the City's goals to provide safe, accessible facilities, enhance park amenities, and build a healthy, connected community.

Jerisich Dock Design & Permitting

Investing in the future of our waterfront.



Implements
2026 consultant
recommendations



Strengthens
structure and
extends lifespan

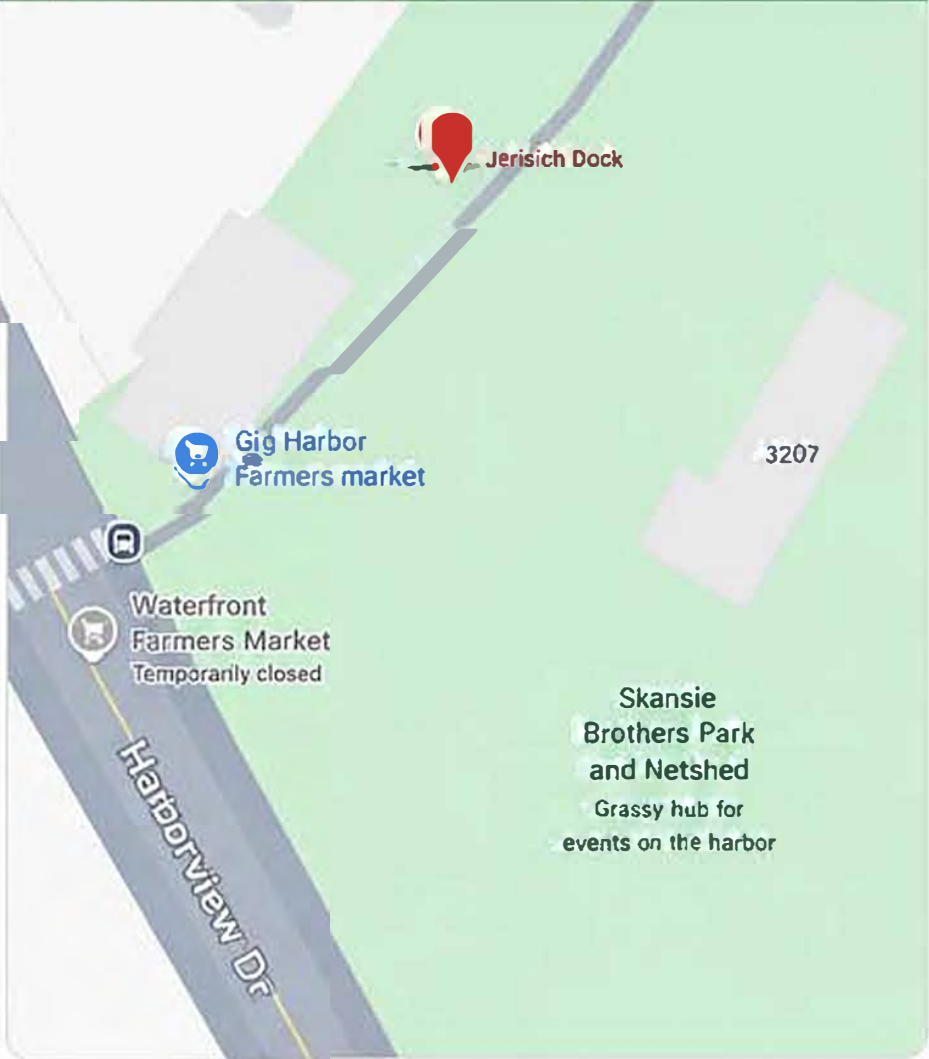


Replaces decking
materials and
improves safety



At Skansie Brothers
Park & Netshed
3207 Harborview Dr
Gig Harbor, WA 98335

PROJECT LOCATION



1. THE CHALLENGE

This project will implement the recommendations from a consultant report done in 2026 including replacement of decking materials, additional bracing, timber pile testing, timber pile caps, installation of steel angle clips to strengthen beams and joists, and wrapping piles in HDPE to lengthen the life of the pier and floats.

Key issues include:

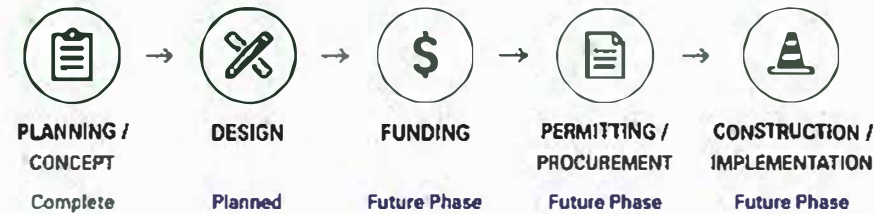
- Aging decking materials in need of replacement
- Structural elements require reinforcement
- Timber piles need assessment and protection
- Wear and tear reducing long-term durability
- Ensuring continued safe public access

2. THE SOLUTION

This project will complete design and permitting to prepare for future improvements.

- Use 2026 consultant recommendations
- Replace decking materials
- Add bracing and install steel angle clips
- Test timber piles and add pile caps
- Wrap piles in HDPE to extend service life
- Finalize design and obtain permits

3. PROJECT READINESS



ESTIMATED PROJECT BUDGET
\$66,000
Funding Source: TBD

4. COMMUNITY BENEFITS

STRATEGIC PLAN PRIORITY		PROJECT FIT
	Foster a Healthy City Organization	LOW
	Ensure Sustainable Future for Public Services & Facilities	HIGH
	Maintain Smalltown Character & Grow Responsibly	HIGH
	Environmental Sustainability & Natural Beauty	HIGH
	Promote & Enhance a Dynamic and Robust Economy	MODERATE
	Provide a Safe, Healthy & Inclusive Community	HIGH

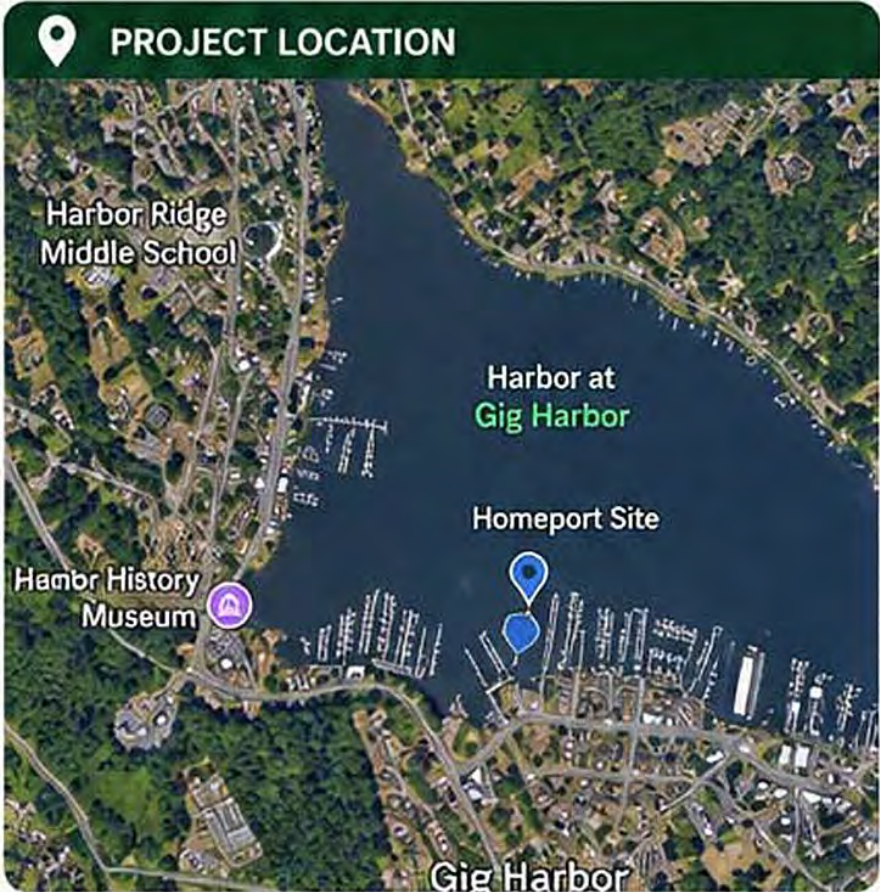
This project directly supports the City's goals to provide safe, accessible facilities, enhance park amenities, and build a healthy, connected community.

Kayak Launch

Improving Access for Human-Powered Recreation



- Requested by multiple residents and parks commission
- Easier and safer access for kayaks and canoes
- Attaches to an overwater dock at a city park
- Supports beginner and intermediate paddlers
- Enhances safety and encourages recreation



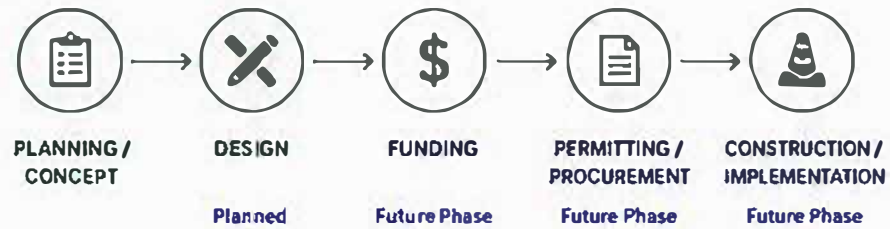
1. THE NEED

Staff will consider public dock sites and will permit and install a kayak launch, which will attached to an overwater dock at a city park. This device will stabilized kayaks and canoes and allow beginner and intermediate level paddlers to get in and out of their human-powered craft easily, without fear of capsizing.

2. PROJECT BENEFITS

- Improves access for non-motorized watercraft
- Encourages recreation and healthy lifestyles
- Enhances the usability of city waterfront parks
- Supports beginner and intermediate paddlers safely and confidently

3. PROJECT DETAILS



ESTIMATED PROJECT BUDGET
\$7,000
Funding Source: TBD

4. ALIGNMENT WITH STRATEGIC PLAN

STRATEGIC PLAN PRIORITY		PROJECT FIT
Foster a Healthy City Organization		LOW
Ensure Sustainable Future for Public Services & Facilities		HIGH
Maintain Smalltown Character & Grow Responsibly		HIGH
Environmental Sustainability & Natural Beauty		HIGH
Promote & Enhance a Dynamic and Robust Economy		MODERATE
Provide a Safe, Healthy & Inclusive Community		HIGH

This project directly supports the City’s goals to provide safe, accessible facilities, enhance park amenities, and build a healthy, connected community.

Love Lock Art Project Design and Installation

A lasting place for love, memories, and community.



Provides a safe, dedicated space for love locks



Helps protect bridges and railings from added weight



Custom art design that enhances our waterfront



Includes a receptacle for keys



Celebrates community, connection, and lasting memories

PROJECT LOCATION



1. THE NEED

For many years, people have been adding “love locks” to both the cable railing at the Old Ferry Landing Park and the bridge over North Creek between Donkey Creek Park and the Harbor History Museum. The addition of locks adds weight to these facilities and could lead to structural concerns.

This project will determine a location(s) and design for an art installation that will allow people to attach locks instead of these safety facilities and provide a receptacle for the keys.

2. PROJECT BENEFITS

- Reduces structural risks to bridges and railings
- Creates a unique, meaningful public art piece
- Provides a designated location for love locks
- Includes key receptacle to keep our parks clean
- Enhances the beauty and visitor experience of Gig Harbor

3. PROJECT DETAILS



ESTIMATED PROJECT BUDGET

\$38,000

Funding Source: TBD

25/26 Budget Deferred Objective –
Identified in 27/28 6-Year Parks Development Capital Plan

4. ALIGNMENT WITH STRATEGIC PLAN

STRATEGIC PLAN PRIORITY	PROJECT FIT
Foster a Healthy City Organization	LOW
Ensure Sustainable Future for Public Services & Facilities	HIGH
Maintain Smalltown Character & Grow Responsibly	HIGH
Environmental Sustainability & Natural Beauty	HIGH
Promote & Enhance a Dynamic and Robust Economy	MODERATE
Provide a Safe, Healthy & Inclusive Community	HIGH

This project directly supports the City's goals to provide safe, accessible facilities, enhance park amenities, and build a healthy, connected community.

gigharborwa.gov

Masonic Lodge Remodel Design and Engineering

Investing in the future of Crescent Creek Park.



Preserves a publicly owned building



Provides funding to design and engineer the project



Supports volunteer efforts and community partnerships

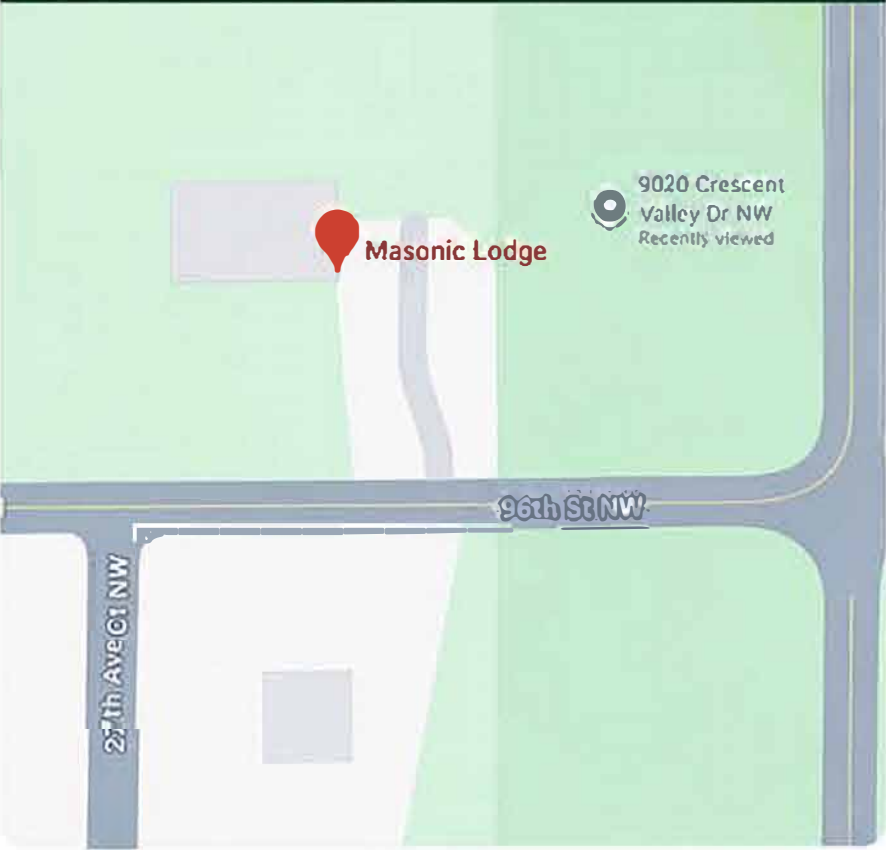


Enables future construction planning



Enhances amenities in Crescent Creek Park

PROJECT LOCATION



1. THE NEED

In July 2024, a group of volunteers associated with the Harbor History Museum presented city council with a floor plan and site plan for the Masonic Lodge in Crescent Creek Park.

The construction costs would be approximately \$4.5 million. That cost did not include design and engineering.

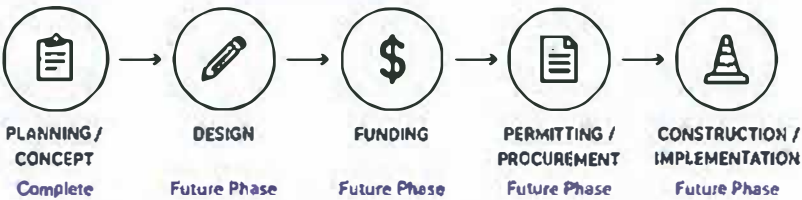
This project will provide funds to engage an architect and engineering firm to design the building and associated site improvements.

2. THE SOLUTION

Hire a professional team to develop full design and engineering plans for the Masonic Lodge remodel, including site improvements.

- Architectural design and interior/exterior plans
- Structural, mechanical, electrical, and civil engineering
- Code review and permit coordination
- Cost estimating and phasing recommendations
- Ready project for future funding and construction

3. PROJECT READINESS



ESTIMATED PROJECT BUDGET

\$250,000

Funding Source: TBD
Already in PROS Plan

4. ALIGNMENT WITH STRATEGIC PLAN

STRATEGIC PLAN PRIORITY	PROJECT FIT
Foster a Healthy City Organization	LOW
Ensure Sustainable Future for Public Services & Facilities	MODERATE
Maintain Smalltown Character & Grow Responsibly	MODERATE
Environmental Sustainability & Natural Beauty	MODERATE
Promote & Enhance a Dynamic and Robust Economy	MODERATE
Provide a Safe, Healthy & Inclusive Community	LOW

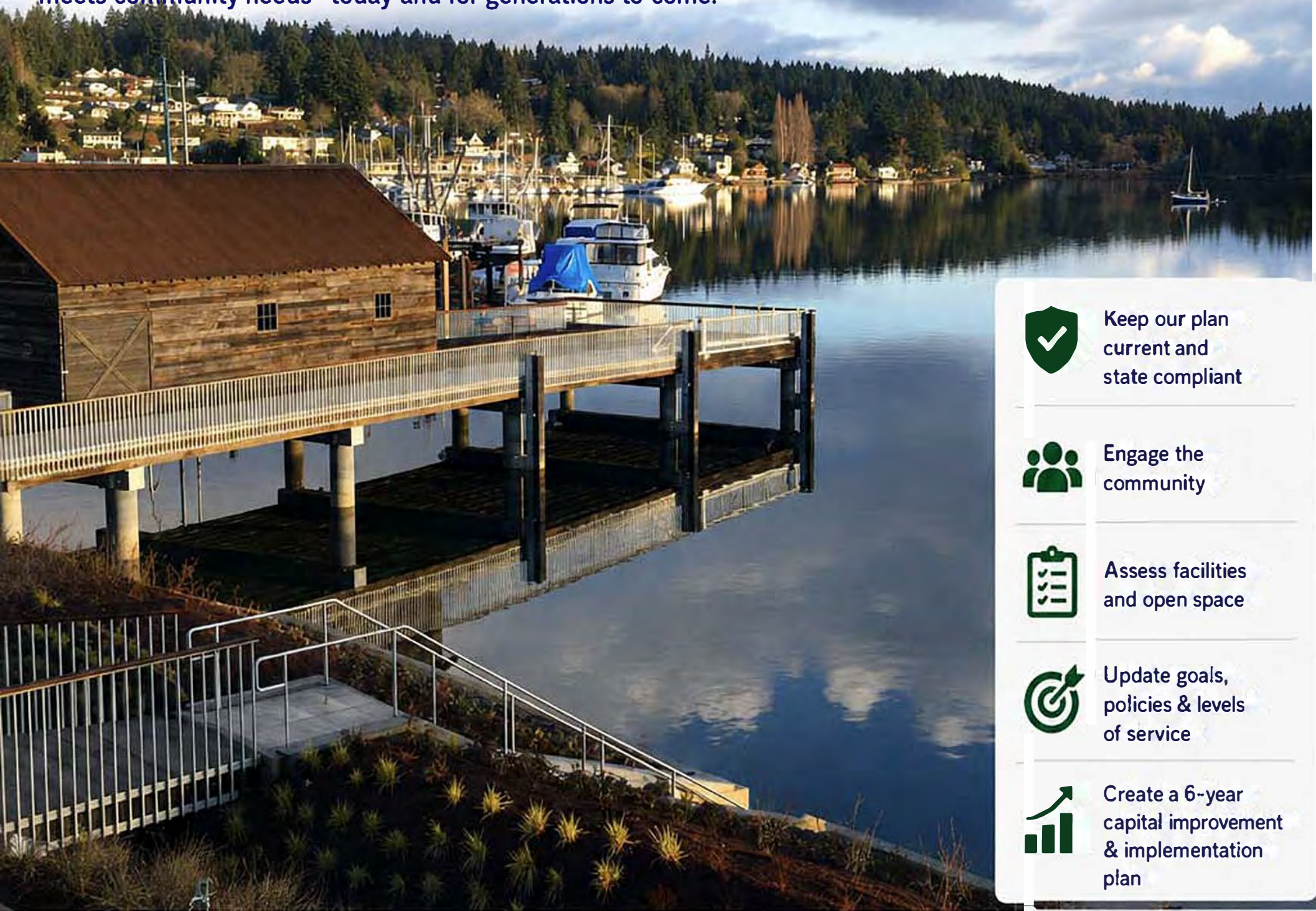
This project directly supports the City's goals to preserve historic assets, enhance park amenities, and plan responsibly for the future.

PROS Plan Update



Required by State Recreation & Conservation Office

Ensuring our parks, recreation, and open space system meets community needs—today and for generations to come.



-  Keep our plan current and state compliant
-  Engage the community
-  Assess facilities and open space
-  Update goals, policies & levels of service
-  Create a 6-year capital improvement & implementation plan

PROJECT OVERVIEW

An update to the PROS Plan was last completed in 2022. It is required to be completed every six years by the Washington State Recreation and Conservation Office (RCO).

This update will hire a consultant to conduct public engagement, inventory and assessments of current facilities and create goals, policies, levels of service and a capital improvement and implementation plan.

PLAN ELEMENTS

- ✓ Public Engagement
- ✓ Inventory & Assessment
- ✓ Goals & Policies
- ✓ Levels of Service
- ✓ Capital Improvement Plan
- ✓ Implementation Strategy

WHY IT MATTERS

A current PROS Plan helps Gig Harbor demonstrate eligibility for state grant funding and ensures our parks, recreation, and open space system continues to meet the needs of our growing community.

 **Community Driven**
Your input shapes the future of our parks and recreation system.

 **Funding Eligibility**
Stay eligible for grants and other funding opportunities.

 **Sustainable Future**
Plan for the facilities and open spaces our community needs.

 **Strategic Investments**
Align resources with priorities and long-term community goals.

ESTIMATED PROJECT BUDGET

\$200,000
Funding Source: TBD

 This project directly supports the City's goals to provide safe, accessible facilities, enhance park amenities, and build a healthy, connected community.

gigharborwa.gov

Wilkinson Farm Park Master Plan

Planning today for a better park tomorrow.

Wilkinson Farm Park is a popular 18-acre park that is lacking in amenities such as restrooms and parking. A historic barn and a rental home are also on the property. A master planning process will help determine preferred uses, a master site plan and construction phases for this popular park, as well as a restoration and use plan for the barn and future use for the house.



Provides opportunity for public to determine park future



Assesses amenities and recreation needs in the park



Creates plan for future use of historic barn and homesite



Determines costs and phases for future development



Preserves history while planning for future



PROJECT LOCATION



1. THE CHALLENGE

Wilkinson Farm Park is a popular 18-acre park that is lacking in amenities such as restrooms and parking. A historic barn and a rental home are also on the property.

A master planning process will help determine preferred uses, a master site plan and construction phases for this popular park, as well as a restoration and use plan for the barn and future use alfor the house.



2. THE SOLUTION

Hire a qualified consultant to lead the master planning process.

- Engage the community and gather input
- Assess existing conditions and identify needs
- Develop a master site plan and preferred uses
- Plan construction phases and estimated costs
- Create a restoration and use plan for the barn and future use plan for the house



3. PROJECT READINESS



PLANNING /
CONCEPT

Complete



DESIGN

Not Started



FUNDING

Future Phase



PERMITTING /
PROCUREMENT

Future Phase



CONSTRUCTION /
IMPLEMENTATION

Future Phase

ESTIMATED PROJECT BUDGET

\$200,000

Funding Source: TBD
Already in PROS Plan



4. ALIGNMENT WITH STRATEGIC PLAN

STRATEGIC PLAN PRIORITY		PROJECT FIT
 Foster a Healthy City Organization		LOW
 Ensure Sustainable Future for Public Services & Facilities		HIGH
 Maintain Smalltown Character & Grow Responsibly		HIGH HIGH
 Environmental Sustainability & Natural Beauty		MODERATE
 Promote & Enhance a Dynamic and Robust Economy		HIGH
 Provide a Safe, Healthy & Inclusive Community		



This project directly supports the City's goals to provide safe, accessible facilities, enhance park amenities, and build a healthy, connected community.

Wilkinson Barn Stabilization

Preserving our history. Planning our future.

Staff will hire a structural engineer to evaluate the historic Wilkinson Barn and hire a contractor to implement the recommendations. This project will stabilize the barn as a public process is conducted to determine future uses for it as well as the rest of the park.



Preserves a historic barn for future generations



Protects a valued community asset and cultural heritage



Ensures public safety through structural stabilization



Supports future planning and community engagement



Sustainable investment in our parks and history

PROJECT LOCATION



1. THE NEED

The historic Wilkinson Barn is an important part of the park’s heritage but has structural issues that require professional evaluation and stabilization.

This project will hire a structural engineer to assess the barn and a contractor to implement the recommended repairs to stabilize the structure while a public process is conducted to determine future uses for the barn and the park.



2. PROJECT BENEFITS

- Stabilizes the historic Wilkinson Barn
- Ensures public safety and protects the structure
- Preserves local history and cultural heritage
- Supports future use planning for the barn and park
- Engages the community in shaping the park’s future



3. PROJECT DETAILS



ENGINEERING
EVALUATION
Complete



RECOMMENDATIONS
DEVELOPED
Future Phase



CONTRACTOR
PROCUREMENT
Future Phase



CONSTRUCTION/
STABILIZATION
Future Phase

ESTIMATED PROJECT BUDGET

\$305,000

Funding Source: TBD

Already in PROS Plan



4. ALIGNMENT WITH STRATEGIC PLAN

STRATEGIC PLAN PRIORITY		PROJECT FIT
 Foster a Healthy City Organization		MODERATE
 Ensure Sustainable Future for Public Services & Facilities		HIGH
 Maintain Smalltown Character & Grow Responsibly		HIGH
 Environmental Sustainability & Natural Beauty		MODERATE
 Promote & Enhance a Dynamic and Robust Economy		LOW
 Provide a Safe, Healthy & Inclusive Community		HIGH



This project directly supports the City’s goals to provide safe, accessible facilities, enhance park amenities, and build a healthy, connected community.

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7601 Soundview House Upgrades

Design, Permitting & Construction for Public Use of House.



EXPLORING A POTENTIAL PUBLIC USE

The property at 7601 Soundview Drive NW could be considered for future public use, such as community programs, senior center, administrative services, or other public facilities.

To do so, the City would need to complete a structural analysis, design, permitting, and construction work to bring the building and site to meet current codes, safety standards, and accessibility requirements.

- Would provide additional space for services or programs
- Requires site and building upgrades to meet codes, safety, and ADA standards
- Significant investment needed to make the site suitable for public use
- This project would keep and improve the existing home as a public asset

PROJECT LOCATION



7601 Soundview Drive NW, Gig Harbor, WA 98335
The property is currently part of a feasibility study that includes evaluation of multiple future uses.

2. THE SOLUTION

This project provides funding to move forward with the full process required to keep and renovate the existing home for potential public use.

Project scope includes:

- Architectural and structural analysis
- Engineering and site planning
- ADA accessibility and code compliance design
- Hazardous materials survey
- Permitting
- Construction of all improvements needed to meet current standards

The budget includes design, permitting, and construction to make the site ready for future public service.

1. THE NEED

If the City chooses to pursue use of this site as a public facility, extensive design, permitting, and construction will be required to address the following:

- **Building Safety & Condition:** Assess structural, mechanical, electrical, plumbing, and other critical systems.
- **Accessibility & Code Compliance:** Evaluate ADA accessibility and bring the building up to current codes.
- **Site Access & Improvements:** Plan for safe access, parking, pathways, and stormwater management.
- **Permitting & Approvals:** Prepare documentation and obtain required permits for construction.
- **Construction:** Complete all upgrades to make the building and site suitable for public use.

This project includes all phases of work necessary to design, permit, and construct the improvements needed.

3. PROJECT DETAILS



ESTIMATED PROJECT BUDGET

\$540,000

Includes Design, Permitting & Construction

Funding Source: TBD

4. ALIGNMENT WITH STRATEGIC PLAN

STRATEGIC PLAN PRIORITY	PROJECT FIT
Foster a Healthy City Organization	LOW
Ensure Sustainable Future for Public Services & Facilities	MODERATE
Maintain Smalltown Character & Grow Responsibly	MODERATE
Environmental Sustainability & Natural Beauty	MODERATE
Promote & Enhance a Dynamic and Robust Economy	MODERATE
Provide a Safe, Healthy & Inclusive Community	MODERATE

This project explores the option to keep and renovate the existing home for public use, ensuring it meets current standards and can support future community needs.

5. KEY CONSIDERATIONS

- This project provides the information needed for City Council to decide whether to move forward with renovating the home for public use.
- Includes significant investment to meet safety, code, and accessibility requirements.
- The site is also being evaluated for other potential uses as part of an ongoing feasibility study.
- If pursued, the renovated facility could provide valuable space for services, senior center, or community
- Community input will be considered as part of feasibility study programs.