

City Council Meeting

May 26, 2015
5:30 p.m.



AGENDA
GIG HARBOR CITY COUNCIL
May 26, 2015 – Council Chambers

CALL TO ORDER / ROLL CALL:

PLEDGE OF ALLEGIANCE:

CONSENT AGENDA:

1. Approval of City Council Minutes May 11, 2015.
2. Liquor License Action: a) Renewals: Target, Puerto Vallarta, Round Table Pizza, Taste of Peru, 76 Gig Harbor, Julep Nail Parlor; b) Special Occasion Liquor License – Harbor History Museum; c) Waterfront Farmers Market;
3. Receive and File: a) Boards and Commissions Candidate Review 5-18-15.
4. Interlocal Agreement for Housing of Inmates.
5. Food Trucks – Planning Commission Recommendation.
6. Engagement Letter for Legal Services – Employment Counsel.
7. Appointment to Lodging Tax Advisory Board.
8. Appointments to Planning Commission.
9. Resolution No. 992 – Eliminating Two Change Funds.
10. Harborview Drive Sidewalk Extension – Consultant Services Contract.
11. Harborview Drive Stormwater Conveyance Improvements – Consultant Services Contract.
12. Harbor Hill Drive Right of Way Dedication / Harbor Hill Maintenance Association No. 2.
13. FEMA Programmatic Review Consultant Services Contract - Grette & Assoc. LLC.
14. Release and Termination of Easements – Harbor Hill LLC.
15. 50th Street Box Culvert Replacement – Consultant Services Contract / Skillings Connelly.
16. Approval of Payment of Bills: Checks #78336 through #78483 in the amount of \$1,656,077.96.

PRESENTATIONS:

1. Swearing in of Officer Hector “Eddy” Dominguez.
2. 201st Battlefield Surveillance Brigade – Col. Soller.

OLD BUSINESS: None scheduled.

NEW BUSINESS:

1. Public Hearing – Gig Harbor 2030 – Comprehensive Plan Periodic Update.

CITY ADMINISTRATOR / STAFF REPORT:

1. City Administrator Ron Williams – Legislative Update.
2. Public Works Director Jeff Langhelm – Update on Grandview Forest Park.

PUBLIC COMMENT:

MAYOR’S REPORT / COUNCIL COMMENTS:

ANNOUNCEMENT OF OTHER MEETINGS:

1. General Facility Charge Informational Meeting for the Development Community: Wed. May 27th at 3:00 p.m.
2. Sewer and Water Rate Informational Meeting for Residents: Tue. Jun 2nd at 5:30 p.m.
3. Public Works Committee – Mon. Jun 8th **POSTPONED** TO June 15th at 3:00 p.m.

ADJOURN:



















MINUTES
GIG HARBOR CITY COUNCIL
May 11, 2015 – Council Chambers

CALL TO ORDER / ROLL CALL:

Mayor - Jill Guernsey: Present
Council Member - Timothy Payne: Present
Council Member - Steven Ekberg: Present
Council Member - Casey Arbenz: Present
Council Member - Rahna Lovrovich: Present
Council Member - Ken Malich: Present
Council Member - Michael Perrow: Present
Council Member - Paul Kadzik: Present

PLEDGE OF ALLEGIANCE:

CONSENT AGENDA:

1. Approval of City Council Minutes April 27, 2015.  
2. Liquor License Action: a) Special Occasion Liquor License: Chamber Event at Skansie Netshed.  
3. Receive and File: a) Harbor Wildwatch Summary of Activities;   b) Public Works Committee Minutes: March 9, 2015;   c) Public Works Committee Minutes: April 13, 2015.  
4. East Tank Retrofit and Repainting – Construction Contract Award.  
5. Settlement agreement with ETC Investments Regarding Thurston Lane.  
6. Resolution No. 989 - Harbor Hill S8 - Final Plat and PRD Approval.  
7. Resolution No. 990 - Adoption of All Hazards Mitigation Plan.  
8. Approval of Payment of Bills: Checks #78235 through #78335 in the amount of \$699,812.66.
9. Approval of Payroll for the month of April: Checks #7496 through #7507 and direct deposits in the amount of \$363,007.81.



MOTION: Move to adopt the Consent Agenda as presented.
Ekberg / Perrow - unanimously approved.

PRESENTATIONS: Swearing In – Lieutenant Fred Douglas.

Chief Kelly Busey presented an overview of Lt. Douglas's long history with the city. Mayor Guernsey performed the ceremony, and Lt. Douglas's wife Debbie, and daughter Laila, came forward to pin on his badge.

Chief Busey announced that a new officer would be joining the department next month.

OLD BUSINESS:

1. Third Reading of Ordinance No. 1312 – Restaurants 2 & 3 in Waterfront Millville.  
- Planning Director Jennifer Kester presented a brief overview of the process to date.

MOTION: Move to adopt Ordinance No. 1312 as presented.
Arbenz /Payne -

[Councilmember Kadzik explained](#) why he would vote in favor of this ordinance.



[Councilmember Malich said](#) he was going to vote against this and explained his reasons. He also voiced appreciation for all those who participated.

[Councilmember Lovrovich said](#) she also will be voting no and shared her concerns.

MOTION: Move to adopt Ordinance No. 1312 as presented.
Arbenz /Payne - roll call vote:

Malich – no; Arbenz – yes; Ekberg – yes; Perrow – yes; Lovrovich – no; Payne – yes; Kadzik – yes.



NEW BUSINESS:

1. [Public Hearing and Resolution No. 991 – Water and Sewer Utility Extension Agreements for Cushman Pointe Plat.](#)  

Public Works Director Jeff Langhelm presented the background for this agreement to extend city water and sewer utilities to this plat located on Reid Drive.

[Mayor Guernsey opened the public hearing](#) at 5:55 p.m. No one came forward to speak and the hearing closed.

MOTION: Move to adopt Resolution No. 991 for water and sewer utility extension agreements with Block Land, LLC.
Payne / Kadzik - unanimously approved.

2. [First Reading and Adoption of Ordinance No. 1313 - Harbor Hill S8 Rezone to PRD.](#)  
Planning Director Jennifer Kester explained that this is a housekeeping ordinance directing the amendment of the official City Zoning Map to reflect the approval of the Final Planning Residential Development for Harbor Hill Division S8.

MOTION: Move to adopt Ordinance No. 1313 at first reading, as allowed by GHMC 1.08.020.C.
Payne / Kadzik - unanimously approved.

CITY ADMINISTRATOR / STAFF REPORT:

[City Administrator Ron Williams](#) explained that he received a legislative update from Association of Washington Cities. They are optimistic that a comprehensive transportation package will pass this year.

[Planning Director Jennifer Kester presented](#) an update on the recently adopted bill for Medical Marijuana and collective gardens. The Planning Commission will be reviewing Chapter 13.63 in light of this law. Any recommendations should be coming before Council in July.

[Chief Kelly Busey reported](#) on recent department activities including the successful resolution to several burglaries.

[City Administrator Williams](#) then reported that he recently toured the Sunnyside Jail, and that the city will pursue a contract in the near future to house longer term inmates at that location. This will result in substantial savings. Chief Busey addressed Council questions.

PUBLIC COMMENT:

[Mayor Guernsey thanked](#) everyone here for being respectful even when you disagree. We need to do a better job to stop personal attacks and stick to the issues.

[Jackie Olivier](#) 3316 No. Harborview. Ms. Olivier said personal attacks go both ways. She voiced appreciation for Councilmembers Malich, Kadzik, and Lovrovich for speaking out. She said the Hearing Examiner is the next point.

[Jim Pasin, Planning Commissioner.](#) Mr. Pasin spoke about the upcoming food truck ordinance asking council to consider a traveling food truck such as the one the Span Deli provided in the 1980's. He then shared his experience in serving the city over the years on the Design Review Board, City Council, and the Planning Commission. He commented on his relationship with the Mayor, Councilmembers, Staff, and fellow Commissioners over the years.

Councilmembers in turn, spoke favorable about the service that Mr. Pasin has provided over the years. They thanked him for the many years he has dedicated to the city, voicing appreciation for the value he has provided.

[Leah Hampton Philpot - 2115 95th St. NW.](#) – Ms. Philpot said since you guys ignored 91% of the Millville residents she only has one word for you...boo.

MAYOR'S REPORT / COUNCIL COMMENTS:

[Councilmember Perrow](#) mentioned a couple great events: Parks Appreciation Day, followed by the Community Cleanup Day downtown. He complimented city staff members Dan Lilley and Greg Foote, who were very helpful and enthusiastic. He then spoke of the newly opened Cushman Trail Phase 3 and 4, and asked if there is a maintenance schedule for the trail.

[Planning Director Jeff Langhelm responded](#) that staff is trying to clarify that with Tacoma Public Utilities as it is their right of way.

[Councilmember Ekberg](#) also mentioned the clean-up day, and that he saw Councilmember Perrow, but did not know that the Mayor was also busy pressure-washing that day. He said it's a great event and thanked them, saying this goes a long way to preserving the spirit and quality of life that makes Gig Harbor a great place to live.

[Councilmember Payne reminded us](#) that it is 34 days away from the U.S. Open.

ANNOUNCEMENT OF OTHER MEETINGS:

1. Boards and Commission Candidate Review: Mon. May 18 at 4:00 p.m.
2. Civic Center Closed for Memorial Day – Mon. May 25th.
3. City Council – Tuesday, May 26th at 5:30 p.m. due to Memorial Day.
4. Intergovernmental Affairs – Tue. May 26th at 4:00 p.m.

ADJOURN: The meeting was adjourned at 6:22 p.m.

Jill Guernsey, Mayor

Molly Towslee, City Clerk

C091080-2

WASHINGTON STATE LIQUOR CONTROL BOARD

DATE: 05/07/2015

LICENSED ESTABLISHMENTS IN INCORPORATED AREAS CITY OF GIG HARBOR
(BY ZIP CODE) FOR EXPIRATION DATE OF 20150831

LICENSEE	BUSINESS NAME AND ADDRESS	LICENSE NUMBER	PRIVILEGES
1. TARGET CORPORATION	TARGET STORE T-1205 11400 51ST AVE NW GIG HARBOR WA 98332 7891	087016	GROCERY STORE - BEER/WINE SPIRITS RETAILER
2. ANDRADE'S, INC.	PUERTO VALLARTA - GIG HARBOR #2 4225 HARBORVIEW DR GIG HARBOR WA 98335 0000	364637	SPIRITS/BR/WN REST LOUNGE +
3. WYVERN RESTAURANTS, INC.	ROUND TABLE PIZZA 5500 OLYMPIC DR BLDG H GIG HARBOR WA 98335 0000	076725	BEER/WINE REST - BEER/WINE
4. TASTE OF PERU, LLC	TASTE OF PERU 5500 OLYMPIC DR NW STE D101 GIG HARBOR WA 98335 1488	411943	BEER/WINE REST - BEER/WINE BEER/WINE REST - BEER/WINE
5. EMMANUEL GOLDEN GIVEN INC	76 GIG HARBOR 4803 POINT FOSDICK DR NW GIG HARBOR WA 98335 1710	418517	GROCERY STORE - BEER/WINE
6. JULEP NAIL PARLOR COMPANY	JULEP NAIL PARLOR 4751 POINT FOSDICK DR NW #200 GIG HARBOR WA 98335 2320	404132	SNACK BAR

WASHINGTON STATE LIQUOR CONTROL BOARD - License Services
3000 Pacific Ave SE - P O Box 43075
Olympia WA 98504-3075

TO: MAYOR OF GIG HARBOR

May 12, 2015

SPECIAL OCCASION #: 075213

HARBOR HISTORY MUSEUM
4121 HARBORVIEW DR
GIG HARBOR WA 98335

DATE: JUNE 13, 2015

TIME: 2 PM TO 10 PM

PLACE: MUSEUM PARKING LOT (ENCLOSED AREA) - 4121 HARBORVIEW DR, GIG HARBOR

CONTACT: MICHELLE PAULUS 253-858-6722

SPECIAL OCCASION LICENSES

- * __ Licenses to sell beer on a specified date for consumption at a specific place.
- * __ License to sell wine on a specific date for consumption at a specific place.
- * __ Beer/Wine/Spirits in unopened bottle or package in limited quantity for **off** premise consumption.
- * __ Spirituous liquor by the individual glass for consumption at a specific place.

If return of this notice is not received in this office within 20 days from the above date, we will assume you have no objections to the issuance of the license. If additional time is required please advise.

- | | | |
|--|-----------|----------|
| 1. Do you approve of applicant? | YES _____ | NO _____ |
| 2. Do you approve of location? | YES _____ | NO _____ |
| 3. If you disapprove and the Board contemplates issuing a license, do you want a hearing before final action is taken? | YES _____ | NO _____ |

<u>OPTIONAL CHECK LIST</u>	<u>EXPLANATION</u>	YES _____	NO _____
LAW ENFORCEMENT	_____	YES _____	NO _____
HEALTH & SANITATION	_____	YES _____	NO _____
FIRE, BUILDING, ZONING	_____	YES _____	NO _____
OTHER:	_____	YES _____	NO _____

If you have indicated disapproval of the applicant, location or both, please submit a statement of all facts upon which such objections are based.

DATE SIGNATURE OF MAYOR, CITY MANAGER, COUNTY COMMISSIONERS OR DESIGNEE



NOTICE OF LIQUOR LICENSE APPLICATION

JPW

RETURN TO: WASHINGTON STATE LIQUOR CONTROL BOARD
License Division - 3000 Pacific, P.O. Box 43075
Olympia, WA 98504-3075
Customer Service: (360) 664-1600
Fax: (360) 753-2710
Website: www.liq.wa.gov

TO: MOLLY TOWSLEE, CITY CLERK
RE: NEW APPLICATION

DATE: 5/14/15

UBI: 604-000-000-000-0162

License: 419568 - 6A County: 27
Tradenam: WATERFRONT FARMERS MARKET
Loc Addr: 3211 HARBORVIEW DRIVE
SKANSIE BROTHERS PARK
GIG HARBOR WA 98335
Mail Addr: 3311 HARBORVIEW DRIVE
GIG HARBOR WA 98335
Phone No.: 253-355-0603 KATHLEEN ROSE

APPLICANTS:
WATERFRONT FARMERS MARKET

Privileges Applied For:
FARMERS MARKET FOR BEER/WINE

As required by RCW 66.24.010(8), the Liquor Control Board is notifying you that the above has applied for a liquor license. You have 20 days from the date of this notice to give your input on this application. If we do not receive this notice back within 20 days, we will assume you have no objection to the issuance of the license. If you need additional time to respond, you must submit a written request for an extension of up to 20 days, with the reason(s) you need more time. If you need information on SSN, contact our CHRI Desk at (360) 664-1724.

- | | YES | NO |
|---|--------------------------|--------------------------|
| 1. Do you approve of applicant ? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Do you approve of location ? | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. If you disapprove and the Board contemplates issuing a license, do you wish to request an adjudicative hearing before final action is taken? | <input type="checkbox"/> | <input type="checkbox"/> |
| (See WAC 314-09-010 for information about this process) | | |
| 4. If you disapprove, per RCW 66.24.010(8) you MUST attach a letter to the Board detailing the reason(s) for the objection and a statement of all facts on which your objection(s) are based. | | |

DATE

SIGNATURE OF MAYOR, CITY MANAGER, COUNTY COMMISSIONERS OR DESIGNEE

Draft Minutes Board and Commissions Candidate Review

March 16, 2015- 4:00 p.m. Exec. Conference Room

Call to Order:

Councilmember Malich
Councilmember Lovrovich
Councilmember Kadzik joined the meeting at 4:25pm
Staff: Shawna Wise, Jennifer Kester

New Business:

1. Planning Commission – 4 terms end 6/30/15

Submitted request to be reappointed:

Reid Ekberg
Craig Baldwin
Rick Gagliano

New applicants:

[Greg Hoeksema](#)

[Nels Peterson](#)

[Meridith Hatch](#)

[Paris Brereton](#) – Ms. Brereton was interviewed via conference call

After the interviews, Councilmembers discussed the applicants for openings on both the Planning Commission and the Lodging Tax Advisory Committee and the following motions were made

MOTION: Move to reappoint Reid Ekberg, Craig Baldwin, and Rick Gagliano to the Planning Commission.
Malich / Lovrovich – three votes yes.

MOTION: Move to appoint Meridith Hatch to the Planning Commission.
Kadzik / Lovrovich – two votes yes. Councilmember Malich voiced a preference for Mr. Hoeksema.

2. Lodging Tax Advisory Committee – 1 vacancy

New applicant: [Jeff Ross](#)

MOTION: Move to appoint Jeff Ross to the vacant position on the Lodging Tax Advisory Committee.
Malich / Lovrovich – three votes yes.

These recommendations will be forwarded to the full Council for confirmation.

Adjourned at 5:07 p.m.



**Business of the City Council
City of Gig Harbor, WA**

Subject: Long Term Jail Inmate Housing Agreement with the City of Sunnyside, WA.

Proposed Council Action: Approve and authorize the Mayor to execute the Interlocal Agreement for Housing of Inmates.

Dept. Origin: Police Department

Prepared by: Kelly Busey *KMB*

For Agenda of: May 26, 2015

Exhibit: Jail Services Contract

	Initial & Date
Concurred by Mayor:	_____
Approved by City Administrator:	_____
Approved as to form by City Atty:	<i>email 5-8-15</i>
Approved by Finance Director:	_____
Approved by Department Head:	<i>KBB</i>

Expenditure Required	To be determined	Amount Budgeted	\$	Appropriation Required	\$ 0
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INFORMATION/BACKGROUND

Due to the current budgetary crisis at the Pierce County Jail, most Gig Harbor misdemeanants are no longer being accepted at Pierce County Jail. The Kitsap County Jail is now the primary booking jail for misdemeanor-only arrests. The Kitsap Jail charges \$86.95 per day per inmate. In an effort to reduce jail costs, other jails in Washington were examined for the housing of long term, post-conviction inmates. It was determined that the Sunnyside Jail in Yakima is the most viable option at \$42 per day per inmate staying more than 7 days. Sunnyside Corrections will be responsible for the transporting of prisoners from Gig Harbor to Sunnyside Jail. Sunnyside will be used only for post-conviction sentences lasting more than 7 days.

FISCAL CONSIDERATION

We anticipate that this will be a cost-saving measure that will arise approximately five times per year.

BOARD OR COMMITTEE RECOMMENDATION

None.

RECOMMENDATION/MOTION

Authorize the Mayor to approve and execute the Interlocal Agreement with Sunnyside, Washington for Housing of Inmates.

**INTERLOCAL AGREEMENT
BETWEEN THE CITY OF SUNNYSIDE, WASHINGTON AND
THE CITY OF GIG HARBOR, WASHINGTON, FOR THE HOUSING OF INMATES**

THIS INTERLOCAL AGREEMENT is made and entered into on this ____ day of _____ 2015 by and between the City of Gig Harbor, Washington, hereinafter referred to as "Gig Harbor", and the City of Sunnyside, Washington, hereinafter referred to as "Sunnyside", each party having been duly organized and now existing under the laws of the State of Washington.

WITNESSETH:

WHEREAS, Sunnyside and Gig Harbor are authorized by law to have charge and custody of the Sunnyside City Jail and the Gig Harbor prisoners or inmates, respectively; and

WHEREAS, Gig Harbor wishes to designate Sunnyside as a place of confinement for the incarceration of one or more inmates lawfully committed to its custody; and

WHEREAS, Sunnyside is desirous of accepting and keeping in its custody such inmate(s) in the Sunnyside Jail for a rate of compensation mutually agreed upon by the parties hereto; and

WHEREAS, RCW 39.34.080 and other Washington law, as amended, authorizes any city to contract with any other city/county to perform any governmental service, activity or undertaking which each contracting city/county is authorized by law to perform; and

WHEREAS, the governing bodies of each of the parties hereto have determined to enter into this Agreement as authorized and provided for by RCW 39.34.080 and other Washington law, as amended,

NOW, THEREFORE, in consideration of the above and foregoing recitals, the payments to be made, the mutual promises and covenants herein contained, and for other good and valuable consideration, the parties hereto agree as follows:

1. GOVERNING LAW

The parties hereto agree that, except where expressly otherwise provided, the laws and administrative rules and regulations of the State of Washington shall govern in any matter relating to an inmate(s) confined pursuant to this Agreement.

2. DURATION

This Agreement shall enter into full force and effect from May 26, 2015 and end December 31, 2015, subject to earlier termination as provided by Section 3 herein. This agreement shall be renewed automatically for like successive periods under such terms

and conditions as the parties may determine. Nothing in this Agreement shall be construed to require Gig Harbor to house inmates in Sunnyside continuously.

3. TERMINATION

(a) By either party. This Agreement may be terminated by written notice from either party to the other party and to the State Office of Financial Management as required by RCW 70.48.090 stating the grounds for said termination and specifying plans for accommodating the affected prisoners. The notice must be delivered by regular mail to the contact person identified herein. Termination shall become effective ninety (90) calendar days after receipt of such notice. Within said ninety (90) days, Gig Harbor agrees to remove its inmate(s) from Sunnyside.

(b) By Gig Harbor due to lack of funding. The obligation of Gig Harbor to pay Sunnyside under the provision of this Agreement beyond the current fiscal year is expressly made contingent upon the appropriation, budgeting availability of sufficient funds by Gig Harbor. In the event that such funds are not budgeted, appropriated or otherwise made available for the purpose of payment under this Agreement at any time after the current fiscal year, then Gig Harbor shall have the option of terminating the Agreement upon written notice to Sunnyside, except that all services provided to that point shall be compensated at the agreed rate. The termination of this Agreement for this reason will not cause any penalty to be charged to Gig Harbor.

(c) Termination for Breach. In the event Gig Harbor breaches or fails to perform or observe any of the terms or conditions herein, and fails to cure such breach or default within seven (7) days of Sunnyside giving Gig Harbor written notice thereof, or, if not reasonably capable of being cured within such seven (7) days, within such other period of time as may be reasonable in the circumstances, Sunnyside may terminate Gig Harbor's rights under this Agreement in addition to and not in limitation of any other remedy of Sunnyside at law or in equity, and the failure of Sunnyside to exercise such right at any time shall not waive Sunnyside's right to terminate for any future breach or default.

(d) In the event of termination of this agreement for any reason, Gig Harbor shall compensate Sunnyside for prisoners housed by Sunnyside after notice of such termination until Gig Harbor retakes its inmates in the same manner and at the same rates as if this agreement had not been terminated.

4. MAILING ADDRESSES

All notices, reports, and correspondence to the respective parties of this Agreement shall be sent to the following:

To Sunnyside:	City of Sunnyside 818 E. Edison Avenue Sunnyside, WA 98944
Primary Contact Person:	Al Escalera, Police Chief
Secondary Contact:	Andrew Gutierrez, Corrections Sergeant

To Gig Harbor: City of Gig Harbor
3510 Grandview Street
Gig Harbor, WA 98335

Primary Contact Person: Kelly Busey, Police Chief
Secondary Contact: Fred Douglas, Police Lieutenant

Notices mailed shall be deemed given on the date mailed. The Parties shall notify each other in writing of any change of address.

5. DEFINITIONS

The Parties hereby agree that the following terms shall have the specified meanings unless indicated otherwise herein:

(a) Day. A twenty-four hour-long unit of time commencing at 00:00:01 a.m., and ending 23:59:59 p.m.

(b) Inmate Classifications shall be pursuant to the Sunnyside's Objective Jail Inmate Classification System which is modeled after the National Institute of Corrections Jail Classification System:

(i) "Minimum" classification shall apply to those inmates who present a low risk to staff and the community.

(ii) "Medium" classification shall apply to those inmates who present a moderate risk to staff and the community.

(iii) "Maximum" classification shall apply to those inmates who present a substantial risk to staff and the community.

6. COMPENSATION

(a) Rates. Sunnyside agrees to accept and house Gig Harbor inmates for compensation per inmate at the rate of \$60.00 per day for inmates staying less than 7 days **unless** all transportation needs are met by the primary agency within the 7 day period in which the rate shall be assessed at \$42.00 per day. A rate of \$42.00 per day shall be assessed per inmate for inmates staying longer than 7 days. This includes minimum and medium classification inmates. The parties agree that Sunnyside will not charge a separate booking fee in addition to such rate. The date of booking into the Sunnyside Jail of Gig Harbor inmates shall be charged a minimum of a full daily rate per inmate regardless of the time of booking within a 24 hour period. The date of release from Sunnyside Corrections and/or returned to Gig Harbor, regardless of the time frame within a 24 hour day shall not constitute a charge by the City of Sunnyside against Gig Harbor.

(b) Billing and Payment. Sunnyside agrees to provide Gig Harbor with an itemized invoice listing all names of housed inmates, the case/citation number, the number of days housed (including the date and time of booking and date and time of

release), and the payment amount due. Sunnyside agrees to provide said invoice by the 10th of each month. Gig Harbor agrees to make payment to the City of Sunnyside within 30 days of receipt of such invoice for the amount billed for the previous calendar month.

(c) Transportation for inmates staying 7 days or more is included in the cost and is provided by Sunnyside Corrections. Inmates staying less than 7 days must be transported to Sunnyside Corrections by Gig Harbor. Inmates housed for west side agencies' will be released in their contract city by Sunnyside correctional staff or as near to their contract city that Greyhound bus lines or similar bussing companies allow for.

7. RIGHT OF INSPECTION

Gig Harbor shall have the right to inspect, at all reasonable times, all Sunnyside facilities in which inmates of Gig Harbor are confined in order to determine if such jail maintains standards of confinement acceptable to Gig Harbor and that such inmates therein are treated equally regardless of race, religion, color, creed or national origin; provided, however, that Sunnyside shall be obligated to manage, maintain and operate its facilities consistent with all applicable federal, state and local laws and regulations.

8. FURLOUGHS, PASSES, AND WORK RELEASE

Sunnyside agrees that no early releases or alternatives to incarceration, including furloughs, passes, work crews, electronic home detention or work release shall be granted to any inmate housed pursuant to this Agreement without written authorization by the committing court.

9. INMATE ACCOUNTS

Sunnyside shall establish and maintain an account for each inmate received from Gig Harbor and shall credit to such account all money which is received and shall make disbursements, debiting such accounts in accurate amounts for the inmate's personal needs. Disbursements shall be made in limited amounts as are reasonably necessary for personal maintenance. Sunnyside shall be accountable to Gig Harbor for such inmate funds. At either the termination of this Agreement, the inmate's death, and release from incarceration or return to either Gig Harbor or indefinite release to the court, the inmate's money shall be transferred to the inmate's account in care of Gig Harbor; at such time Gig Harbor shall be accountable to the inmate for said funds.

10. INMATE PROPERTY

Gig Harbor may transfer to Sunnyside only agreed amounts of personal property of Gig Harbor inmates recovered from or surrendered by inmates to Gig Harbor upon booking.

11. RESPONSIBILITY FOR OFFENDER'S CUSTODY

It shall be the responsibility of Sunnyside to confine the inmate or inmates; to provide treatment, including the furnishing of subsistence and all necessary medical and hospital services and supplies; to provide for the inmates' physical needs; to make available to them programs and/or treatment consistent with the individual needs; to retain them in said custody; to supervise them; to maintain proper discipline and control; to make certain that they receive no special privileges and that the sentence and orders

of the committing court in the State are faithfully executed; provided that nothing herein contained shall be construed to require the City of Sunnyside, or any of its agents, to provide service, treatment, facilities or programs for any inmates confined pursuant to this Agreement, which it does not provide for similar inmates not confined pursuant to this Agreement. Nothing herein shall be construed as to require Sunnyside to provide services, treatment, facilities or programs to Gig Harbor inmates above, beyond or in addition to that which is required by applicable law.

12. MEDICAL SERVICES

(a) Inmates deemed Gig Harbor inmates shall receive such medical, psychiatric and dental treatment when **emergent** and necessary to safeguard their health while housed in Sunnyside. Sunnyside shall provide or arrange for the providing of such medical, psychiatric and dental services. Except for routine minor medical services provided in the Sunnyside Jail, Gig Harbor shall pay directly or reimburse Sunnyside for any and all costs associated with the delivery of any emergency and/or major medical service provided to Gig Harbor inmates. Gig Harbor shall be responsible for any and all **emergent** medical, dental and psychiatric treatment provided outside of the Sunnyside Jail and shall be billed therefore. Discounted medical rates provided to Sunnyside shall be extended to Gig Harbor.

(b) An adequate record of all such services shall be kept by Sunnyside for Gig Harbor's review at its request, to the extent consistent with confidentiality regulations. Any medical or dental services of major consequence shall be reported to Gig Harbor as soon as time permits.

(c) Should medical, psychiatric or dental services require anticipated hospitalization or care outside the jail, Gig Harbor agrees to compensate Sunnyside dollar for dollar any amount expended or cost incurred in providing the same; provided that Gig Harbor will be notified by contacting the duty supervisor at Gig Harbor prior to the inmate's transfer to a hospital or outside medical facility, if and when circumstances allow, or by before noon on the next business day. In either case, Gig Harbor will be notified by telephone.

13. DISCIPLINE

Sunnyside shall have physical control over and power to execute disciplinary authority over all inmates of Gig Harbor. However, nothing contained herein shall be construed to authorize or permit the imposition of a type of discipline prohibited by applicable law.

14. RECORDS AND REPORTS

(a) Gig Harbor shall forward to Sunnyside before or at the time of delivery of each inmate a copy of all inmate records pertaining to the inmate's present incarceration. If additional information is requested regarding a particular inmate, the parties shall mutually cooperate to provide any additional information in a timely manner.

(b) Sunnyside shall keep all necessary and pertinent records concerning such inmates in the manner mutually agreed upon by the parties hereto. During an inmate's confinement in Sunnyside, Gig Harbor shall upon request be entitled to receive and be furnished with copies of any report or record associated with said inmate(s) incarceration.

15. REMOVAL FROM THE JAIL

An inmate of Gig Harbor legally confined in Sunnyside shall not be removed therefrom by any person without written authorization from Gig Harbor or by order of any court having jurisdiction. Gig Harbor hereby designates the Corrections Sergeant as the official authorized to direct Sunnyside to remove Gig Harbor inmates from the Sunnyside Jail. Sunnyside agrees that no early releases or alternatives to incarceration, including furloughs, passes, work release, work crews or electronic home detention shall be granted to any inmate without written authorization from the committing court. This paragraph shall not apply to an emergency necessitating the immediate removal of the inmate for medical, dental, psychiatric treatment or other catastrophic condition presenting an eminent danger to the safety of the inmate or to the inmates or personnel of Sunnyside. In the event of any such emergency removal, Sunnyside shall inform Gig Harbor of the whereabouts of the inmate or inmates so removed, at the earliest practicable time, and shall exercise all reasonable care for the safe keeping and custody of such inmate or inmates.

16. ESCAPES

In the event any Gig Harbor inmate escapes from Sunnyside's custody, Sunnyside will use all reasonable means to recapture the inmate. The escape shall be reported immediately to Gig Harbor. Sunnyside shall have the primary responsibility for and authority to direct the pursuit and retaking of the inmate or inmates within its own territory. Any cost in connection therewith shall be chargeable to and borne by Sunnyside; however, Sunnyside shall not be required to expend unreasonable amounts to pursue and return inmates from other counties, states or other countries.

17. DEATH OF AN INMATE

- (a) In the event of the death of an Gig Harbor inmate, the Yakima County Coroner shall be notified. Gig Harbor shall receive copies of any records made at or in connection with such notification.
- (b) Sunnyside shall immediately notify Gig Harbor of the death of an Gig Harbor inmate furnish information as requested and follow the instructions of Gig Harbor with regard to the disposition of the body. Gig Harbor hereby designates the Chief of Police as the official authorized to request information from and provide instructions to Sunnyside regarding deceased inmates. The body shall not be released except on written order of said appropriate official(s) of Gig Harbor. Written notice shall be provided within three weekdays of receipt by Gig Harbor of notice of such death. All expenses relative to any necessary preparation of the body and shipment charges shall be paid by Gig Harbor. With Gig Harbor's consent, Sunnyside may arrange for burial and all matters related or incidental thereto, and all

such expenses shall be paid by Gig Harbor. The provisions of this paragraph shall govern only the relations between or among the parties hereto and shall not affect the liability of any relative or other person for the disposition of the deceased or for any expenses connected therewith.

- (c) Gig Harbor shall receive a certified copy of the death certificate for any of its inmates who have died while in the City of Sunnyside's custody.

18. RETAKING OF INMATES

Upon request from Sunnyside, Gig Harbor shall, at its expense, retake any Gig Harbor inmate within thirty-six (36) hours after receipt of such request. In the event the confinement of any Gig Harbor inmate is terminated for any reason, Gig Harbor shall, at its expense, retake such inmate at the Sunnyside Facility.

19. HOLD HARMLESS AND INDEMNIFICATION

(a) Nothing contained in this Section or this Agreement shall be construed to create a right of indemnification in any third party.

(b) The terms of section 19 shall survive the termination or expiration of this Agreement.

19.1 SUNNYSIDE – HOLD HARMLESS AND INDEMNIFICATION

Sunnyside agrees to hold harmless, indemnify and defend Gig Harbor, its officers, agents and employees, from and against any and all claims, losses, or liability, for injuries, sickness or death of persons, or damage to property, arising out of any willful misconduct or negligent act, error, or omission of Sunnyside, its officials, officers, agents, volunteers or employees, in connection with the services required by this agreement, provided, however, that:

(a) Sunnyside's obligations to indemnify, defend and hold harmless shall not extend to injuries, sickness, death or damage caused by or resulting from the sole willful misconduct or negligence of Gig Harbor, its officials, agents, officers, employees or volunteers; and

(b) In the event that the officials, agents, officers, and/or employees of both Gig Harbor and Sunnyside are negligent, each party shall be liable for its contributory share of negligence for any resulting suits, actions, claims, liability, damages, judgments, costs and expenses (including reasonable attorney's fees).

19.2 Gig Harbor – HOLD HARMLESS AND INDEMNIFICATION

Gig Harbor agrees to hold harmless, indemnify and defend Sunnyside, its officers, agents and employees, from and against any and all claims, losses, or liability, for injuries, sickness or death of persons, or damage to property, arising out of any willful misconduct or negligent act, error, or omission of Gig Harbor, its officials, officers, agents, volunteers or employees, in connection with the services required by this agreement, provided, however, that:

(a) Gig Harbor's obligations to indemnify, defend and hold harmless shall not extend to injuries, sickness, death or damage caused by or resulting from the sole willful misconduct or negligence of Sunnyside, agents, officers, employees or volunteers; and

(b) In the event that the officials, agents, officers, and/or employees of both Gig Harbor and Sunnyside are negligent, each party shall be liable for its contributory share of negligence for any resulting suits, actions, claims, liability, damages, judgments, costs and expenses (including reasonable attorney's fees).

20. RIGHT OF REFUSAL AND TRANSPORTATION

(a) Sunnyside shall have the right to refuse to accept any inmate from Gig Harbor when, in the opinion of Sunnyside, its inmate census is at capacity that there is a substantial risk that, through usual operation of the jail, the reasonable operational capacity limits of the jail might be reached or exceeded.

(b) Sunnyside shall further have the right to refuse to accept any inmate from Gig Harbor who, in the judgment of Sunnyside, has a current illness or injury which may adversely affect the operations of the Sunnyside Jail, has a history of serious medical problems, presents a substantial risk of escape, or presents a substantial risk of injury to other persons or property, or is classified as a maximum security inmate pursuant to Sunnyside's Objective Jail Classification System.

(c) Gig Harbor prisoners incarcerated in Sunnyside pursuant to this Agreement shall be transported to Sunnyside by and at the expense of Sunnyside and shall be returned, if necessary, to Gig Harbor by Sunnyside personnel and at Sunnyside's expense provided that notice of the necessity of transport is received by Sunnyside three (3) days prior to time of expected transport.

21. INDEPENDENT CONTRACTOR

In providing services under this contract, Sunnyside is an independent contractor and neither it nor its officers, agents or employees are employees of Gig Harbor for any purpose, including responsibility for any federal or state tax, industrial insurance or Social Security liability. Neither shall the provision of services under this Agreement give rise to any claim of career service or civil service rights, which may accrue to an employee of Gig Harbor under any applicable law, rule or regulation.

22. GENERAL PROVISIONS

(a) Severability. In the event any provisions of this Agreement shall be determined to be unenforceable or otherwise invalid for any reason, such provisions shall be enforced and valid to the extent permitted by law. All provisions of this Agreement are severable and the unenforceability or invalidity of a single provision herein shall not effect the remaining provisions.

(b) Governing Law and Venue. This Agreement shall be governed by the laws of the State of Washington and venue for any lawsuit shall be in the Yakima County Superior Court.

(c) Attorney's Fees. In the event it is necessary for either party to utilize the services of an attorney to enforce any of the terms or this Agreement, such enforcing party shall be entitled to compensation for its reasonable attorney's fees and costs. In the event of litigation regarding any terms of this Agreement, the substantially prevailing party shall be entitled, in addition to other relief, to such reasonable attorney's fees and costs as determined by the Court.

(d) Waiver of Breach. The waiver by either party of the breach of any provision of this Agreement by the other party must be in writing and shall not operate nor be construed as a waiver of any subsequent breach by such other party.

(e) Savings Clause. Nothing in this Agreement shall be construed so as to require the commission of any act contrary to law, and wherever there is any conflict between any provisions of this Agreement and any statute, law, public regulation or ordinance, the latter shall prevail, but in such event, the provisions of this Agreement affected shall be curtailed and limited only the extent necessary to bring it within legal requirements.

(f) Filing. This Agreement shall be filed with the Yakima County Auditor's Office or, alternatively, listed by subject on each or either party's web site or other electronically retrievable public source pursuant to RCW 39.34.040.

23. INTERPRETATION

This Agreement has been submitted to the scrutiny of all parties and their counsel, if desired, and it shall be given a fair and reasonable interpretation in accordance with its words, without consideration or weight given to its being drafted by any party or its counsel. All words used in the singular shall include the plural; the present tense shall include the future tense; and the masculine gender shall include the feminine and neuter gender.

24. ACCESS TO RECORDS CLAUSE

The parties hereby agree that authorized representatives of the parties shall access to any books, documents, paper and record of the other party which are pertinent to this Agreement for the purposes of making audits, examinations, excerpts and transcriptions. All such records and all other records pertinent to this Agreement and work undertaken pursuant to this Agreement shall be retained by the parties for a period of three years after the final expiration date of this Agreement or any amendments hereto, unless a longer period is required to resolve audit, findings or litigation. In such cases, the parties may expressly agree by an amendment or separate agreement for such longer period for record retention.

25. ENTIRE AGREEMENT

This Agreement represents the entire integrated Agreement between Gig Harbor and Sunnyside and supersedes all prior negotiations, representations or agreements, either written or oral.

IN WITNESS WHEREOF, the above and foregoing Agreement has been executed in duplicate by the parties hereto and made effective on the day and year first above written:

CITY OF SUNNYSIDE

CITY OF GIG HARBOR

By: _____
Don Day, City Manager

By: _____
Jill Guernsey, Mayor

ATTEST:

ATTEST:

Delilah Saenz, City Clerk

Molly Towslee, City Clerk

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Kerr Law Group, PLLC,
Attorneys for the City of Sunnyside

Angela Summerfield
Attorney for City of Gig Harbor



DEVELOPMENT SERVICES

TO: CITY COUNCIL
FROM: LINDSEY SEHMEL, AICP 
SUBJECT: FOOD TRUCKS – PLANNING COMMISSION RECOMMENDATION
DATE: MAY 13, 2015

Overview:

The Planning Commission has completed review of the interim regulations pertaining to food trucks and has made their final recommendation for permanent zoning regulations, attached. City Council will hold a public hearing and 1st reading on the proposed amendments on June 8th.



DEVELOPMENT SERVICES

**NOTICE OF RECOMMENDATION
CITY OF GIG HARBOR PLANNING COMMISSION**

TO: Mayor Guernsey and Members of the Council
FROM: Reid Ekberg, Chair, Planning Commission
RE: Food Truck Permanent Regulations

Application:

This application was initiated by the City Council during adoption of Ordinance 1295 "Interim Food Truck Ordinance". Council directed the Planning Commission to consider permanent regulations allowing food trucks within the City of Gig Harbor. This work program is required to be in front of City Council for consideration in May.

Planning Commission Review:

The Planning Commission held 3 work study sessions and one public hearing on the topic of Food Trucks. The Commission reviewed regulations in a number of other jurisdictions to consider the magnitude of available approaches.

A public hearing on the proposed amendments was held on April 2, 2015. In order to consider the comments received, the Planning Commission held additional work study sessions after the public hearing. On April 30, 2015, the Commission recommended **APPROVAL** of the regulations contained at the end of this notice.

Upon review of existing codes and built conditions, the Planning Commission has recommended an approach that encourages and simplifies regulations regarding food trucks, such as allowing food trucks to share required parking on existing sites. This is due to two constraints identified below:

- City policy does not allow private use of public property.
 - This limits the ability for food trucks to operate on public right of way.
- Current required parking standards for site plan approval are prohibitive to the siting of food trucks.
 - Without a shared parking agreement, most sites within the city would not have adequate space for a food truck to locate.

Discussions were held in regards to allowing shared parking on sites that currently exceed, meet, or are non-conforming to existing parking requirements. Existing non-conforming sites (in regards to parking standards only) are excluded from the recommendation due to an increase in potential parking impacts.

Additionally, the Commission considered establishing limitations on the amount of annual food trucks permits issued, and ultimately chose to not limit the opportunities. However, the Commission recognizes that there may be a necessity for future code amendments in the coming years.

In addition to allowing shared parking for food trucks, the Commission, in response to staff recommendations, included a condition for annual review of food truck permits to ensure accordance with the requirements and regulations.

Planning Commission Scope of Recommendation:

Zoning Standards:

- Allowed in the following zones: RB-2, DB, B-2, C-1, PCD-C, PCD- BP, PCD-NB, MUD, ED, and WC.
- No limitation on days of operation within a calendar year.
- No limitation on amount of food truck permits issued in a calendar year.
- Annual review of permit required to determine if the food truck complies with the regulations in effect at time of review. (December)
- Food trucks may be located in a required parking stall for businesses with a building on the site, provided the site is compliant with the required number of parking stalls at time of application.
- Approvals are non-transferable to any person, firm or corporation.

Complete Application Standards:

- Signed/dated application.
- Site plan showing proposed location and existing development on site, circulation plan.
- Health Department Approval.
- Plan for restroom and hand washing needs.
- Plan for sewer, water, grease disposal.
- Agreement from property owner for siting of food truck.

Performance Standards:

- Definition: "Food Truck" means a vehicle or trailer located on private property from which a vendor prepares and serves food for sale to the general public.
- Fully operational and legally licensed vehicle or trailer.
- Signage wholly applied to the surface of the truck or vehicle is exempt from sign standards. All additional signage shall conform to the standards in GHMC 17.80.
- A secure refuse container at least 30 gallons in size shall be provided for customer use, shall be cleaned and removed from the site at the end of each day.

Additional noteworthy items:

- Criteria for approval
- Revocation standards

Findings of Fact:

The Planning Commission makes the following findings of fact in relation to their recommendation of approval:

1. The City's Comprehensive Plan includes the following goals and policies which support the amendments:

2.1.3. Serviceable Areas

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

Vibrancy

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

Economic Diversity

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

2. The Planning Commission finds that the proposed recommendations allow certain flexibility for food trucks regarding site design and parking while not significantly impacting existing brick and mortar uses.
3. The Planning Commission finds that the proposed recommendations provide additional economic opportunities in siting of desired affordable dining options and increased vitality.
4. The Planning Commission finds that the proposed amendments are consistent with the Comprehensive Plan.

Reid Ekberg, Chair
Planning Commission



Date 5/1/2015

Business of the City Council
City of Gig Harbor, WA

Subject: Letter of Engagement for Employment and Labor Law Legal Services with Sofia Mabee, Summit Law Group

Proposed Council Action:
Authorize the Mayor and/or City Administrator to sign the Engagement Letter for Employment and Labor Law Services with Sofia Mabee, Summit Law Group.

Dept. Origin: Administration
Prepared by: Mary Ann McCool, HR Analyst *mam*
For Agenda of: May 26, 2015
Exhibits: Exhibit A – Letter of Engagement from Sofia Mabee, Summit Law Group.

Concurred by Mayor: *SM 5/15/15*
Approved by City Administrator: *RW 5/19/15*
Approved as to form by City Atty: *by email 5/13/15*
Approved by Finance Director: *CP 5/15*
Approved by Department Head: *mam 5/13/15*

Initial & Date

Expenditure	Amount	Appropriation
Required	\$280.00/hr. Budgeted N/A	Required N/A

INFORMATION / BACKGROUND

In March 2015, following City Council approval, the City posted a Request for Proposals for specialized Employment and Labor Law Legal Services. *(To clarify, City Attorney services will continue to be provided as contracted by the law firm of Ogden Murphy Wallace.)* Two submissions were received by the closing date of March 27, 2015. A review committee comprised of the City Administrator, Human Resource Analyst, and City Councilmember Casey Arbenz reviewed both submissions and selected Sofia Mabee of Summit Law Group. Ms. Mabee submitted a Letter of Engagement (Exhibit A) for acceptance.

FISCAL CONSIDERATION

The City will pay \$280.00 per hour for Ms. Mabee’s specialized employment and labor law legal services.

BOARD OR COMMITTEE RECOMMENDATION

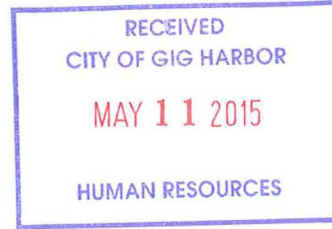
N/A

RECOMMENDATION / MOTION

Move to: Authorize the Mayor and/or City Administrator sign the Engagement Letter for Employment and Labor Law Services with Sofia Mabee, Summit Law Group.



SOFIA D. MABEE
DID: (206) 676-7112
EMAIL: sofiam@summitlaw.com



315 Fifth Ave S Suite 1000
Seattle, Washington 98104
phone · 206.676.7000
fax · 206.676.7001

May 5, 2015

Via Email and U.S. Mail

Ron Williams, City Administrator
City of Gig Harbor
3510 Grandview Street
Gig Harbor, WA 98335

Re: Terms of Engagement of Summit Law Group

Dear Mr. Williams:

Thank you for considering engaging Summit Law Group to represent the City of Gig Harbor regarding labor and employment matters, as-needed. We will represent the City's interests vigorously and do our very best to be prompt, thoughtful and practical in everything we do on your behalf.

If you have not yet had an opportunity to view the background of Summit Law Group, please take a moment to view our website (www.summitlaw.com). Summit Law Group was founded on the principles that the market for legal services has dramatically changed and that a modern firm should be leaner, more efficient and more customer-responsive. We want to form productive working partnerships with our customers, delivering a better product at greater value.

Fee Arrangements. We will build a working partnership with you to enable you to maintain control over the scope and cost of your legal work. We are especially interested in fee arrangements that provide incentives for us to be cost effective and that reward us for superior results. Unless we agree otherwise, however, we will charge for our services by the billable hour. We encourage you to consider and suggest other ways of measuring the value of our services during the course of our relationship. Whether you choose to be billed by the hour, or some other fee arrangement, we, unlike any other law firm we know of in the country, invite you to pay in accordance with your perception of the value of our legal services. To that end, within 30 days of our invoice, you are free to adjust our billed amount, upward or downward, based on your perception of the value that you have received.

**Appendix to Engagement Letter of
Summit Law Group, PLLC**

The term “you” below refers to the client in this engagement. If the client is an entity, then we have addressed the accompanying engagement letter to the client’s authorized representative, but the term “you” below refers to the entity client.

Identity of Client.

In representing a client which is an entity, we do not thereby also separately represent affiliates or other constituents of the entity, nor do we separately represent the owners, officers, directors, founders, managers, members, partners, fiduciaries, or employees of the entity in their individual capacities or with respect to their individual affairs. We will rely upon you to inform them of this fact where appropriate. Unless we agree otherwise in writing, we do not by virtue of our representation of you also represent any entity that controls you, is controlled by you or is under common control with you. We will look to the addressee of the engagement letter for our instructions on behalf of the entity, unless you inform us otherwise in writing.

Scope of Engagement.

The scope of this engagement is described in the accompanying engagement letter. The scope of our engagement may change if you ask us to provide different or additional services and we agree in writing to provide them or we actually proceed to provide them and bill you for them. If our engagement changes, the terms set out in the accompanying engagement letter and this Appendix will apply to the changed engagement, unless we enter into a further agreement modifying this one. Our engagement may be terminated by either one of us upon written notice to the other.

Summit Team Available for This Engagement.

At Summit Law Group, a team is available to assist with your engagement. Your team includes the individuals listed below.

Attorney	Direct Dial	Email	Hourly Rate
Sofia D. Mabee	(206) 676-7112	<i>sofi@m@summitlaw.com</i>	\$280
Peter Altman	(206) 676-7048	<i>petera@summitlaw.com</i>	\$235
Kristin D. Anger	(206) 676-7012	<i>kirstina@summitlaw.com</i>	\$280
Denise L. Ashbaugh	(206) 676-7094	<i>denisea@summitlaw.com</i>	\$265
Michael C. Bolasina	(206) 676-7006	<i>mikeb@summitlaw.com</i>	\$280
Elizabeth R. Kennar	(206) 676-7068	<i>bethk@summitlaw.com</i>	\$280
Otto G. Klein	(206) 676-7034	<i>ottok@summitlaw.com</i>	\$305

Attorney	Direct Dial	Email	Hourly Rate
Shannon E. Phillips	(206) 676-7092	<i>shannonp@summitlaw.com</i>	\$280
Bruce L. Schroeder	(206) 676-7052	<i>bruces@summitlaw.com</i>	\$305
Rodney B. Younker	(206) 676-7080	<i>rody@summitlaw.com</i>	\$300
Linda Swanson		<i>lindas@summitlaw.com</i>	\$125

Billing and Payment.

We review and make changes to our hourly rates from time to time, usually on an annual basis. Changes may or may not apply across the board to all timekeepers.

Timely payment in full is a condition to our continuing provision of services. You agree that we may suspend or terminate our services and may withdraw from this engagement in the event our fees and other charges are not timely paid, subject to applicable rules governing attorney withdrawal. In extreme cases, we may pursue recovery of unpaid fees through collection actions or litigation. If our engagement is terminated by either you or us for any reason, you will remain obligated to pay us all fees and other charges properly incurred up to the termination date.

Although on occasion, at your request, we may in good faith attempt to estimate in advance the fees and costs of an engagement, we are not bound by any such estimate unless agreed in writing. Also, we are not obligated to revise, amend or correct any such estimate if subsequent developments make it inaccurate.

Conflict Check.

At the beginning of each engagement we conduct a review of potential conflicts of interest to ensure compliance with the Rules of Professional Conduct, using names that you have provided. As we move forward, please be sure to immediately provide us with any new or different names of adverse or interested parties so that we may update our conflict check.

Return of Files.

After this engagement has ended, you may request the return of your files. If you do not do so and you would like us to keep your files, then we will do this. Depending on the size of the files, we may charge you for the cost of continued storage.



**Business of the City Council
City of Gig Harbor, WA**

Subject: Appointment to the Lodging Tax Advisory Committee.

Proposed Council Action: Move to appoint Jeff Ross to the Lodging Tax Advisory Committee.

Dept. Origin: Administration

Prepared by: Board and Candidate Review

For Agenda of: May 26, 2015

Exhibit: Please refer to BCCR Minutes on Consent Agenda – Receive and File

Initial &
Date

Concurred by Mayor:

Approved by City Administrator:

Approved as to form by City Atty:

Approved by Finance Director:

Approved by Department Head:

JG 5-19-15
RW 5/19/15

Expenditure Required	\$0	Amount Budgeted	\$0	Appropriation Required	\$0
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INFORMATION/BACKGROUND

There is a vacant permanent position on the Lodging Tax Advisory Committee. Jeff Ross, General Manager of the Inn at Gig Harbor, submitted an application.

The committee interviewed the applicant and suggested a recommendation to appoint Mr. Ross.

FISCAL CONSIDERATION

None

BOARD OR COMMITTEE RECOMMENDATION

The committee voted 3-0 in favor of the new candidate.

RECOMMENDATION/MOTION

Move to: Appoint Jeff Ross serve as a permanent position.



**Business of the City Council
City of Gig Harbor, WA**

Subject: Appointments to the Planning Commission.

Proposed Council Action: Move to re-appoint Reid Ekberg, Craig Baldwin, and Rick Gagliano and appoint Meridith Hatch to the Planning Commission.

Dept. Origin: Administration

Prepared by: Board and Candidate Review

For Agenda of: May 26, 2015

Exhibit: Please refer to BCCR Minutes on Consent Agenda – Receive and File

Concurred by Mayor:

Approved by City Administrator:

Approved as to form by City Atty:

Approved by Finance Director:

Approved by Department Head:

Initial &
Date

JB 5-19-15
RW 5/19/15
N/A
N/A

Expenditure Required	\$0	Amount Budgeted	\$0	Appropriation Required	\$0
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INFORMATION/BACKGROUND

There are four positions that have expired on the Planning Commission. Reid Ekberg, Craig Baldwin, and Rick Gagliano have submitted applications asking to be re-appointed. We also received applications from Greg Hoeksema, Nels Peterson, Meridith Hatch, and Paris Brereton.

The committee interviewed the new applicants and suggested a recommendation to re-appoint Mr. Ekberg, Mr. Baldwin, and Mr. Gagliano and appoint Ms. Hatch.

FISCAL CONSIDERATION

None

BOARD OR COMMITTEE RECOMMENDATION

The committee voted 3-0 in favor of the re-appointments and 2-1 in favor of the new candidate.

RECOMMENDATION/MOTION

Move to: Re-appoint Reid Ekberg, Craig Baldwin, and Rick Gagliano and appoint Meridith Hatch to serve a four-year term.



Business of the City Council
City of Gig Harbor, WA

Subject: Repeal of Change Funds

Proposed Council Action: Pass resolution repealing two change funds no longer in use.

Dept. Origin: Finance

Prepared by: David Rodenbach

For Agenda of: May 26, 2015

Exhibits: Resolution

Initial & Date

Concurred by Mayor:

DR 5-2015

Approved by City Administrator:

KW 5/20/15

Approved as to form by City Atty:

As per email 5/15/15

Approved by Finance Director:

GA for DR

Approved by Department Head:

Expenditure	Amount	Appropriation
Required \$0	Budgeted \$0	Required \$0

INFORMATION / BACKGROUND

In 1992, the Gig Harbor City Council adopted Resolution No. 363 establishing two change funds, each in the amount of \$100.00; one to be used by the Police Department and the other by the Municipal Court to facilitate the collection of receipts from its citizens. These funds have not been in use for several years and the Washington State Auditor's office has recommended the City repeal the resolution establishing these funds in order to reflect current practices. This function is currently performed by the Finance Department.

FISCAL CONSIDERATION

None

BOARD OR COMMITTEE RECOMMENDATION

None

RECOMMENDATION / MOTION

Move to: Pass resolution repealing Resolution No. 363.

RESOLUTION NO. 992

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, REPEALING RESOLUTION NO. 363, ELIMINATING TWO CHANGE FUNDS NO LONGER IN USE.

WHEREAS, the change fund established in 1992 in the amount of \$100.00 to be used by the Police Department has not been in use for several years; and

WHEREAS, the change fund established in 1992 in the amount of \$100.00 to be used by the Municipal Court has not been in use for several years; and

WHEREAS, the Washington State Auditor's office has recommended the resolution establishing these funds be officially repealed to reflect current practices;

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

Section 1. For the reasons stated above, Resolution No. 363 adopted by Gig Harbor City Council on September 14, 1992 is hereby repealed.

RESOLVED this 26th day of May, 2015.

APPROVED:

MAYOR JILL GUERNSEY

ATTEST/AUTHENTICATED:

MOLLY TOWSLEE, CITY CLERK

FILED WITH THE CITY CLERK: 5/18/15

PASSED BY THE CITY COUNCIL:

RESOLUTION NO.



**Business of the City Council
City of Gig Harbor, WA**

Subject: Harborview Drive Sidewalk Improvements (CSP-1514) – Consultant Services Contract- SCJ Alliance Consulting Services

Proposed Council Action: Authorize the Mayor to execute a Consultant Services Contract with SCJ Alliance Consulting Services in an amount not to exceed \$81,030.

Dept. Origin: Public Works/Engineering

Prepared by: Trent Ward, PE
Senior Engineer

For Agenda of: May 26, 2015

Exhibits: Consultant Services Contract with Exhibit A and B

	Initial & Date
Concurred by Mayor:	<i>JW 5/20/15</i>
Approved by City Administrator:	<i>RW 5/20/15</i>
Approved as to form by City Atty:	<i>As per email dated 5/17/15</i>
Approved by Finance Director:	<i>[Signature]</i>
Approved by Public Works Dir.:	<i>[Signature] 5/19/15</i>
Approved by City Engineer:	<i>[Signature] 5-19-15</i>

Expenditure Required	\$81,030	Amount Budgeted	383,000	Appropriation Required	\$0
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INFORMATION/BACKGROUND

The proposed Harborview Drive Sidewalk Improvement Project consists of constructing a new sidewalk along North Harborview Drive from Donkey Creek Park to Burnham Drive. The project will consist of 6' wide sidewalks along the easterly side of the roadway and will include new concrete curb and gutter, necessary storm drainage improvements and pedestrian lighting improvements. In August of 2014 the City applied for the Washington State Transportation Improvement Board (TIB) Urban Sidewalk Grant Program to procure funding for this project. The Local Match for the City outlined in the grant application was \$96,000 to include design services, construction engineering services and preparation in the contract bid documents. In November of 2014, the City was awarded this TIB grant. This contract will start the process of the design for this project, with construction planned in spring of 2016.

FISCAL CONSIDERATION

The city utilized the MRSC's Small Works Roster and interviewed consultants for the design engineering services. SCJ Alliance was determined to be the most qualified consultant. The budget summary for this item is provided in the table below:

2015-16 Budget Street Division-Capital, Objective No. 4	\$383,000.00
2015 Contracts:	
SCJ Alliance Consulting Services – Design services	(\$ 81,030.00)
Remaining 2016 Budget =	\$ 301,970.00

BOARD OR COMMITTEE RECOMMENDATION

N/A

RECOMMENDATION/MOTION

Approve and Authorize the Mayor to execute a Consultant Services Contract with SCJ Alliance Consulting Services in an amount not to exceed \$81,030.

EXHIBIT A
SCOPE OF WORK
HARBORVIEW DRIVE SIDEWALK IMPROVEMENT
GIG HARBOR, WASHINGTON

Prepared for: Stephen Misiurak, PE, City Engineer

Prepared by: Scott Sawyer, PE, Associate Principal
Patrick Holm, PE, Project Engineer

Date prepared: May 4, 2015

Overview

The objective of the Harborview Drive Sidewalk Improvement is to complete gaps in the sidewalk along the east side of Harborview Drive between North Harborview Drive and Burnham Drive NW. The project will construct a curb & gutter and a 6-foot concrete sidewalk; upgraded curb ramps per American with Disabilities Act (ADA) requirements; stormwater facilities (collection/conveyance and runoff treatment); structural earth walls; and pedestrian lighting. Design and construction is funded by Transportation Improvement Board (TIB) Sidewalk Program (SP) Grant with City local match ([P-P-127\(P04\)-1](#)).

The work will consist of the following phases:

1. Project Management
2. Survey and Right of Way Delineation (by MTN2COAST)
3. Preliminary Design
4. Geotechnical Design (by HWA)
5. SEPA and Permitting
6. Cultural and Archeological Resources (by CRC)
7. Public Involvement
8. Final Design
9. Bidding Services

Assumptions

1. "City" is the City of Gig Harbor.
2. "Consultant" is the consultant team, including SCJ Alliance (prime consultant); and MTN2COAST, HWA Geosciences (HWA), and Cultural Resource Consultants (CRC) (subconsultants).

work rather than specific tasks. Develop a critical path project schedule to match the scope of work. Identify task durations, predecessors, CITY reviews, deliverables, and milestones. Review and update the schedule on a monthly basis. Monitor earned value and actual costs on a biweekly basis. Provide monthly billing statements to the City including overall budget and schedule confirmation and review for each progress billing period.

- 2) Administration: Prepare and submit a weekly progress report. Progress reports will show: (1) prior work performed, (2) current work planned, (3) schedule and budget status (including a 3-line earned value chart), (4) a summary of scope changes/added value, and (5) items needed from the CITY and/or others. Prepare a monthly progress bill with weekly progress reports attached. Bills will show staff hours for each phase (i.e., Phase 1: Project Management). Execute and administer sub agreements. Review and approve monthly invoices. Provide senior level review of task deliverables before submittal to the CITY.

Understanding

- Project management will be provided over a 6-month timeframe.
- Progress billings will be submitted monthly to the CITY.
- Timelines and milestones will be outlined in a master schedule using Microsoft Project and will be updated for each progress billing.
- Budget for peer checks for quality control is included within budget for design tasks.

Deliverables

- Weekly Progress Report submitted via email in PDF format.
- Progress billings submitted monthly submitted via email in PDF format.
- MS Project schedule updates submitted via email in PDF and original MS project format.
- Monthly earned value to available budget graph submitted with each invoice to City.

Phase 2 Survey and Right of Way Delineation (by MTN2COAST)

Task 1 Survey and Right of Way Delineation

- 1) Control Research: Conduct research of horizontal and vertical control data.
- 2) GPS Control: Perform GPS control survey to establish horizontal and vertical control on the Washington State Plane Coordinate System.
- 3) Topographic Survey: Perform topographic survey. Survey limits to include both sides of street from right of way to right of way. Roadway slopes will be surveyed to the toe of slope is slopes extend beyond right of way.
- 4) Base Map: Prepare topographic survey basemap depicting planimetric features, 1-foot contours, and utilities.

Understanding

- Field data will be collected on NAD83/91 Washington State Plane Coordinates, South Zone, Geoid 12A, and NAVD88 Elevation datum.
- Individual trees will not be mapped on either side of the roadways.

Task 4 Retaining Walls

- 1) Layout: Prepare horizontal and vertical layout of approximately 300 linear feet of fill retaining walls to accommodate the proposed sidewalk improvements.

Task 5 Utility Mapping

- 1) Utility Mapping: Obtain system maps and as-built drawings from utility providers. Compare to survey mapping to verify mapping completeness. Field-verify the utility mapping against visible appurtenances and available system maps. Reconcile mapping discrepancies with the CITY and utility providers.
- 2) Utility Conflict Technical Memorandum: Prepare a utility conflict technical memorandum. Evaluate available data to identify utility conflicts.

Task 6 Preliminary Plans

- 1) Review Workshops with CITY: Meet with City staff in one workshop to review and comment on the progress of the Preliminary Design.
- 2) Preliminary Plans: Prepare the following plan types at 1"=20' scale (unless noted otherwise). The number of plan sheets per plan type is shown in parentheses.
 - Cover (1 sheet)
 - Typical Sections (2 sheets)
 - Plan and Profile (including stormwater) (6 sheets)
 - ADA Detail Sheets (6 sheets)

Task 7 Preliminary Cost Estimate

- 1) Cost Estimate: Develop quantities based on the Preliminary Plans. Assign unit costs for quantified items and assign lump sum costs to other items based on professional judgment. Develop a planning level construction estimate that includes a 20% contingency.

Understanding

- Roadway and sidewalk design will be based on the Gig Harbor 2014 Public Works Standards.
- Stormwater design will be based on the Gig Harbor 2010 Stormwater Management and Site Development Manual and the 2014 Public Works Standards.
- For budget purposes it is assumed treatment facilities will be small rain gardens, Filterra trees, and/or modular wetlands.
- Harborview Drive is Minor Arterial per the Gig Harbor Transportation Element to the Comprehensive Plan.

Deliverables

- Meeting summaries submitted in PDF via email.
- Utility Conflict technical memorandum submitted in PDF via email.
- Preliminary Plans (11"x17") submitted in PDF via email.

Understanding

- Federal funds will not be used for the project.
- State funds (TIB grant) will be used for the project.
- There are no wetland impacts.
- There are no discipline reports required for the SEPA Checklist.
- The City will prepare the SEPA Checklist. The SEPA determination will be Determination of Non-Significance.
- Shoreline permit is not required because Donkey Creek is not shown as a shoreline per the Gig Harbor Shoreline Master Program.
- Based on the existing culvert for Donkey Creek at Harborview Drive crossing, an Army Corps Linear Transportation Crossing will not be required.
- A Hydraulic Project Approval (HPA) from Washington Department of Fish and Wildlife will not be required.
- The City will meet with DAHP to review the review the technical memorandum prepared under Task 2.
- The City will acquire the Construction Stormwater General Permit from the Department of Ecology.
- The City will prepare a letter to tribes based on the DAHP technical memorandum prepared under Task 2.

Deliverables

- EO 05-05 technical memorandum submitted in PDF via email.

Phase 6 Cultural Resources Assessment (by CRC)

Task 1 Background Research and Utility Locates:

- 1) CRC will conduct a search of site files recorded at Washington Department of Archaeology and Historic Preservation (DAHP); review of relevant correspondence between the project proponent, stakeholders and DAHP; and, review of pertinent environmental, archaeological, ethnographic and historical information appropriate to the project area. CRC will contact the cultural resources staff of tribes that may have an interest in the project area.
- 2) CRC will provide utility locator services, per Washington State Law (RCW 19.122), prior to CRC field investigations.

Task 2 Fieldwork

- 1) CRC will provide a field investigation of the project location for identification of archaeological and historical resources and, if necessary, excavation of shovel test probes or other exploratory excavations in environments that might contain buried archaeological deposits. Field methods will be consistent with DAHP guidelines.
- 2) CRC will provide Shovel Test Probes in areas where possible. This budget was prepared with the assumption that no more than ten (10) shovel test probes would be excavated. If extensive archaeological deposits are encountered or if additional shovel test probes are warranted within the project area it may be necessary to modify this agreement to accommodate additional investigations for purposes of site identification.

Task 2 Drainage

- 1) Collection and Conveyance: Update collection and conveyance system to address previous comments.
- 2) Treatment and Flow Control: Finalize the design of water quality facilities and flow control facilities.
- 3) Drainage Control Plan: Prepare a Drainage Control Plan per the Gig Harbor Stormwater Management and Site Development Manual (2010).
- 4) Erosion and Sediment Control Plan: Prepare an Erosion and Sediment Control Plan per the Gig Harbor Stormwater Management and Site Development Manual (2010).

Task 3 Channelization and Signing

- 1) Striping: Prepare channelization design for the proposed sidewalk improvements.
- 2) Signing: Develop a signing plan to meet the requirements of the MUTCD. Identify sign type, size and location. Identify existing signs to be relocated or removed.

Task 4 90% Plan Sheets

- 1) The following plans will be prepared:
 - Cover Sheet (1 sheet)
 - Summary of Quantities (1 sheet)
 - Horizontal Alignment Plan (1 sheet)
 - Roadway Sections (2 sheets)
 - Temporary Erosion and Sediment Control Plans (6 sheets @ 20 scale full size)
 - Removal and Excavation Plans (6 sheets @ 20 scale full size)
 - Plan and Profiles (includes stormwater) (6 sheets @ 20 scale full size)
 - Stormwater Details (2 sheets)
 - ADA Detail Sheets (4 sheets)
 - Pavement Marking and Signing Plan and Illumination (6 sheets @ 20 scale full size)
 - Sign Specification Sheet (1 sheet)

Task 5 90% Engineer's Estimate

- 1) 90% Engineer's Estimate: Develop quantities based on the 90% plans. Assign unit costs for quantified item and assign lump sum costs to other items based on professional judgment. Develop a 90% construction cost estimate that includes a 10% contingency.

Task 6 90% Contract Documents

- 1) 90% Contract Documents: Write specifications for all non-standard items and select WSDOT general special provisions. Compile the special provisions into one Project Manual document.

Task 7 Final Comment Resolution

- 1) Final Comment Resolution: Respond to 90% review comments in a matrix format. Attend one meeting with the CITY to resolve comments from the 90% review.

Consultant Labor Hour Estimate

SCJ Alliance

Client: City of Gig Harbor

Project: Harborview Drive Sidewalk Improvement

Job #: To be determined

File #: 2015-0504_fee_harborview sidewalk (2).xism



Perry Scott Josh/Pat Matt Theresa Laura Yvonne Lisa

Task No.	Task Description	Principal Engineer	Associate Principle	Project Engineer I	Senior Designer	Environmental Planner	Planner	Project Coordinator I	Project Accountant	EMP Cat 9	EMP Cat 10	Total
Phase 1 - Project Management												
Task 1	Project Management											
1	Management		8.0									8.0
2	Administration		8.0					4.0	4.0			16.0
Subtotal Hours:			16.0					4.0	4.0			24.0
Total Hours All Tasks:			16.0					4.0	4.0			24.0
Total Direct Labor Estimate			\$3,520.00					\$340.00	\$580.00			\$4,440.00
Phase 2 - Survey and Right of Way Delineation (by MTN2COAST)												
Phase 3 - Preliminary Design												
Task 1	Data Collection											
1	Data Collection			2.0								2.0
2	Photographs			5.0								5.0
Subtotal Hours:				7.0								7.0
Task 2	Sidewalk											
1	Concept Development			4.0	8.0							12.0
2	ADA Assessment			6.0								6.0
3	Concept Workshop		4.0	4.0								8.0
4	Roadway and Sidewalk Layout			8.0	8.0							16.0
5	Technical Memorandum		1.0	4.0								5.0
Subtotal Hours:			5.0	26.0	16.0							47.0
Task 3	Stormwater											
1	Modeling			10.0								10.0
2	Downstream Analysis			2.0								2.0
3	Layout			2.0	4.0							6.0
4	Technical Memorandum		1.0	4.0								5.0
Subtotal Hours:			1.0	18.0	4.0							23.0
Task 4	Retaining Walls											
1	Layout			2.0	4.0							6.0
Subtotal Hours:				2.0	4.0							6.0
Task 5	Utility Mapping											
1	Utility Mapping			4.0								4.0
2	Utility Conflict Technical Memorandum		1.0	4.0								5.0
Subtotal Hours:			1.0	8.0								9.0
Task 6	Preliminary Plans											
1	Review Workshops with City		4.0	4.0								8.0
2	Preliminary Plans		1.0	20.0	36.0							57.0
Subtotal Hours:			5.0	24.0	36.0							65.0
Task 7	Preliminary Cost Estimate											
1	Preliminary Cost Estimate		1.0	4.0								5.0
Subtotal Hours:			1.0	4.0								5.0
Total Hours All Tasks:			13.0	89.0	60.0							162.0
Total Direct Labor Estimate			\$2,860.00	\$10,680.00	\$6,900.00							\$20,440.00

Consultant Labor Hour Estimate

SCJ Alliance

Client: City of Gig Harbor

Project: Harborview Drive Sidewalk Improvement

Job #: To be determined

File #: 2015-0504_fee_harborview sidewalk (2).xlsm



Task No.	Task Description	Perry	Scott	Josh/Pat	Matt	Theresa	Laura	Yvonne	Lisa	EMP Cat 9	EMP Cat 10	Total
		Principal Engineer	Associate Principle	Project Engineer I	Senior Designer	Environmental Planner	Planner	Project Coordinator I	Project Accountant			
Phase 4 - Geotechnical Design (by HWA)												
Phase 5 - SEPA and Permitting												
Task 1 SEPA and Permitting												
1	SEPA Checklist			4.0								4.0
2	DAHPC Coordination			4.0								4.0
Subtotal Hours:				8.0								8.0
Total Hours All Tasks:				8.0								8.0
Total Direct Labor Estimate				\$960.00								\$960.00
Phase 6 - Cultural Resources Assessment (by CRC)												
Phase 7 - Public Involvement												
Task 1 Public Involvement												
1	Support		10.0	4.0								14.0
Subtotal Hours:			10.0	4.0								14.0
Total Hours All Tasks:			10.0	4.0								14.0
Total Direct Labor Estimate			\$2,200.00	\$480.00								\$2,680.00
Phase 8 - Final Design												
Task 1 Sidewalk												
1	Horizontal Layout			4.0								4.0
2	Vertical Layout			2.0	6.0							8.0
Subtotal Hours:				6.0	6.0							12.0
Task 2 Drainage												
1	Collection and Conveyance			4.0								4.0
2	Treatment and Flow Control			4.0								4.0
3	Drainage Control Plan			12.0	8.0							20.0
4	Erosion and Sediment Control Plan			10.0								10.0
Subtotal Hours:				30.0	8.0							38.0
Task 3 Channelization and Signing												
1	Striping			1.0	1.0							2.0
2	Signing			1.0	2.0							3.0
Subtotal Hours:				2.0	3.0							5.0
Task 4 90% Plan Sheets												
	Cover Sheet (1 sheet)			1.0	2.0							3.0
	Summary of Quantities (1 sheet)			1.0	2.0							3.0
	Horizontal Alignment Plan (1 sheet)			1.0	3.0							4.0
	Roadway Sections (2 sheets)			1.0	3.0							4.0
	Temporary Erosion and Sediment Control Plans (6 sheets @ 20 scale full size)			3.0	6.0							9.0
	Removal and Excavation Plans (6 sheets @ 20 scale full size)			3.0	6.0							9.0
	Plan and Profiles (includes stormwater) (6 sheets @ 20 scale full size)		4.0	8.0	12.0							24.0
	Stormwater Details (2 sheets)			2.0	6.0							8.0
	Paving Plans (6 sheets @ 20 scale full size)			6.0	8.0							14.0
	ADA Detail Sheets (6 sheets)			4.0	8.0							12.0

Consultant Labor Hour Estimate

SCJ Alliance

Client: City of Gig Harbor

Project: Harborview Drive Sidewalk Improvement

Job #: To be determined

File #: 2015-0504_fee_harborview sidewalk (2).xlsm



Task No.	Task Description	Perry		Scott		Josh/Pat		Matt		Theresa		Laura		Yvonne		Lisa		Total
		Principal Engineer	Associate Principle	Project Engineer I	Senior Designer	Environmental Planner	Planner	Project Coordinator I	Project Accountant	EMP Cat 9	EMP Cat 10							
	Pavement Marking and Signing Plan and Illumination (6 sheets @ 20 scale full size)			4.0	8.0													12.0
	Sign Specification Sheet (1 sheet)			1.0	2.0													3.0
Subtotal Hours:			4.0	35.0	66.0													105.0
Task 5 90% Engineer's Estimate																		
1	90% Engineer's Estimate		0.5	5.0														5.5
Subtotal Hours:			0.5	5.0														5.5
Task 6 90% Contract Documents																		
1	90% Contract Documents		1.0	12.0														13.0
Subtotal Hours:			1.0	12.0														13.0
Task 7 Final Comment Resolution																		
1	Final Comment Resolution		2.0	2.0														4.0
Subtotal Hours:			2.0	2.0														4.0
Task 8 Final PS&E Package																		
1	Final Plans		1.0	12.0	16.0													29.0
2	Final Engineer's Estimate		1.0	2.0														3.0
3	Final Contract Documents		1.0	4.0														5.0
Subtotal Hours:			3.0	18.0	16.0													37.0
Total Hours All Tasks:			10.5	110.0	99.0													219.5
Total Direct Labor Estimate			\$2,310.00	\$13,200.00	\$11,385.00													\$26,895.00

Phase 9 - Bidding Services

Task No.	Task Description	Perry		Scott		Josh/Pat		Matt		Theresa		Laura		Yvonne		Lisa		Total
		Principal Engineer	Associate Principle	Project Engineer I	Senior Designer	Environmental Planner	Planner	Project Coordinator I	Project Accountant	EMP Cat 9	EMP Cat 10							
Task 1 Bidding Services																		
1	Bidding Services		1.0	3.0														4.0
Subtotal Hours:			1.0	3.0														4.0
Total Hours All Tasks:			1.0	3.0														4.0
Total Direct Labor Estimate			\$220.00	\$360.00														\$580.00
Total Hours All Phases			50.5	214.0	159.0						4.0	4.0						431.5
Total Direct Labor Estimate All Phases			\$11,110.00	\$25,680.00	\$18,285.00						\$340.00	\$580.00						\$55,995.00

Exhibit B

Consultant Fee Determination



SCJ Alliance

Client: City of Gig Harbor
 Project: Harborview Drive Sidewalk Improvement
 Job #: To be determined
 File #: 2015-0504_fee_harborview sidewalk (2).xlsm

Consultant Fee Determination

SALARY COST

<u>Discipline</u>	<u>Hours</u>	<u>Rate</u>	<u>Amount</u>
Principal Engineer	0.0	\$245.00	\$0
Associate Principle	50.5	\$220.00	\$11,110
Project Engineer I	214.0	\$120.00	\$25,680
Senior Designer	159.0	\$115.00	\$18,285
Environmental Planner	0.0	\$115.00	\$0
Planner	0.0	\$110.00	\$0
Project Coordinator I	4.0	\$85.00	\$340
Project Accountant	4.0	\$145.00	\$580
EMP Cat 9	0.0	\$0.00	\$0
EMP Cat 10	0.0	\$0.00	\$0

Subtotal: 431.5 Total Salary Cost \$55,995

SUBCONSULTANTS

Phase 2	Survey and Right of Way Delineation	MTN2COAST	\$10,000
Phase 2	Geotechnical Design	HWA	\$6,400
Phase 6	Cultural and Archeological Resources	CRC	\$2,700

Subconsultant Fee \$19,100

Subconsultant Markup: 2% \$382

Total Subconsultants \$19,482

REIMBURSABLES

Copies, Reproductions, etc: 2.0% of Total Salary Cost \$1,120

Mileage: 1,000 miles at \$0.575 \$575

Total Expenses: \$1,695

SUBTOTAL (SALARY, SUBCONSULTANTS AND EXPENSES)

Subtotal (Salary, Subconsultants and Expenses) **\$77,172**

MANAGEMENT RESERVE FUND (MRF)

Management Reserve 5.0% of Subtotal **\$3,859**

Total Estimated Budget: \$81,030

Consultant Labor Hour Estimate

SCJ Alliance

Client: City of Gig Harbor

Project: Harborview Drive Sidewalk Improvement

Job #: To be determined

File #: 2015-0504_fee_harborview sidewalk (2).xlsm



Task No.	Task Description	Perry	Scott	Josh/Pat	Matt	Theresa	Laura	Yvonne	Lisa	EMP Cat 9	EMP Cat 10	Total
		Principal Engineer	Associate Principle	Project Engineer I	Senior Designer	Environmental Planner	Planner	Project Coordinator I	Project Accountant			
2	Phase 1 - Project Management		16.0					4.0	4.0			24.0
Phase 3 - Preliminary Design												
Task 1 Data Collection												
1	Data Collection			2.0								2.0
2	Photographs			5.0								5.0
Task 2 Sidewalk												
1	Concept Development			4.0	8.0							12.0
2	ADA Assessment			6.0								6.0
3	Concept Workshop		4.0	4.0								8.0
4	Roadway and Sidewalk Layout			8.0	8.0							16.0
5	Technical Memorandum		1.0	4.0								5.0
Task 3 Stormwater												
1	Modeling			10.0								10.0
2	Downstream Analysis			2.0								2.0
3	Layout			2.0	4.0							6.0
4	Technical Memorandum		1.0	4.0								5.0
Task 4 Retaining Walls												
1	Layout			2.0	4.0							6.0
Task 5 Utility Mapping												
1	Utility Mapping			4.0								4.0
2	Utility Conflict Technical Memorandum		1.0	4.0								5.0
Task 6 Preliminary Plans												
1	Review Workshops with City		4.0	4.0								8.0
2	Preliminary Plans		1.0	20.0	36.0							57.0
Task 7 Preliminary Cost Estimate												
1	Preliminary Cost Estimate		1.0	4.0								5.0
Phase 5 - SEPA and Permitting												
Task 1 SEPA and Permitting												
1	SEPA Checklist			4.0								4.0
2	DAHP Coordination			4.0								4.0
Phase 7 - Public Involvement												
Task 1 Public Involvement												
1	Support		10.0	4.0								14.0
Phase 8 - Final Design												
Task 1 Sidewalk												
1	Horizontal Layout			4.0								4.0
2	Vertical Layout			2.0	6.0							8.0
Task 2 Drainage												
1	Collection and Conveyance			4.0								4.0
2	Treatment and Flow Control			4.0								4.0
3	Drainage Control Plan			12.0	8.0							20.0

Consultant Labor Hour Estimate

SCJ Alliance

Client: City of Gig Harbor

Project: Harborview Drive Sidewalk Improvement

Job #: To be determined

File #: 2015-0504_fee_harborview sidewalk (2).xlsm



Task No.	Task Description	Perry		Scott		Josh/Pat		Matt		Theresa		Laura		Yvonne		Lisa		Total
		Principal Engineer	Associate Principle	Project Engineer I	Senior Designer	Environmental Planner	Planner	Project Coordinator I	Project Accountant	EMP Cat 9	EMP Cat 10							
4	Erosion and Sediment Control Plan			10.0														10.0
Task 3 Channellization and Signing																		
1	Striping			1.0	1.0													2.0
2	Signing			1.0	2.0													3.0
Task 4 90% Plan Sheets																		
	Cover Sheet (1 sheet)			1.0	2.0													3.0
	Summary of Quantities (1 sheet)			1.0	2.0													3.0
	Horizontal Alignment Plan (1 sheet)			1.0	3.0													4.0
	Roadway Sections (2 sheets)			1.0	3.0													4.0
	Temporary Erosion and Sediment Control Plans (6 sheets @ 20 scale full size)			3.0	6.0													9.0
	Removal and Excavation Plans (6 sheets @ 20 scale full size)			3.0	6.0													9.0
	Plan and Profiles (Includes stormwater) (6 sheets @ 20 scale full size)		4.0	8.0	12.0													24.0
	Stormwater Details (2 sheets)			2.0	6.0													8.0
	Paving Plans (6 sheets @ 20 scale full size)			6.0	8.0													14.0
	ADA Detail Sheets (6 sheets)			4.0	8.0													12.0
	Pavement Marking and Signing Plan and Illumination (6 sheets @ 20 scale full size)			4.0	8.0													12.0
	Sign Specification Sheet (1 sheet)			1.0	2.0													3.0
Task 5 90% Engineer's Estimate																		
1	90% Engineer's Estimate		0.5	5.0														5.5
Task 6 90% Contract Documents																		
1	90% Contract Documents		1.0	12.0														13.0
Task 7 Final Comment Resolution																		
1	Final Comment Resolution		2.0	2.0														4.0
Task 8 Final PS&E Package																		
1	Final Plans		1.0	12.0	16.0													29.0
2	Final Engineer's Estimate		1.0	2.0														3.0
3	Final Contract Documents		1.0	4.0														5.0
Phase 9 - Bidding Services																		
Task 1 Bidding Services																		
1	Bidding Services		1.0	3.0														4.0



**Business of the City Council
City of Gig Harbor, WA**

Subject: Harborview Drive Stormwater Conveyance Improvements (CSP-1604) – Consultant Services Contract – SCJ Alliance Consulting Services

Proposed Council Action: Authorize the Mayor to execute a Consultant Services Contract with SCJ Alliance Consulting Services in an amount not to exceed \$7,122.00.

Dept. Origin: Public Works/Engineering

Prepared by: Trent Ward, PE
Senior Engineer

For Agenda of: May 26, 2015

Exhibits: Consultant Services Contract with Exhibit A and B

	Initial & Date
Concurred by Mayor:	<i>JG 5-20-15</i>
Approved by City Administrator:	<i>RW 5/20/15</i>
Approved as to form by City Atty:	<i>As per email dated 5/17/15</i>
Approved by Finance Director:	<i>[Signature]</i>
Approved by Public Works Dir.:	<i>[Signature] 5/19/15</i>
Approved by City Engineer:	<i>[Signature] 5-19-15</i>

Expenditure Required	\$7,122.00	Amount Budgeted	\$250,000	Appropriation Required	\$0
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INFORMATION/BACKGROUND

The objective of this project is to remove the existing stormwater conveyance connection located in the right-of-way adjacent to the Harbor History Museum site, and redirect the City’s storm flow to another location.

This contract will complete a preliminary analysis of options available for redirecting the stormwater flow and will also evaluate the associated costs and impacts to existing infrastructure. A subsequent contract amendment will be taken before Council at the conclusion of the analysis.

FISCAL CONSIDERATION

The city utilized the MRSC’s Small Works Roster and interviewed consultants for the design engineering services. SCJ Alliance was determined to be the most qualified consultant. The budget summary for this item is provided in the table below:

2015 - 2016 Budget Storm Division-Capital, Objective No. 4	\$250,000.00
2015 Contracts:	
SCJ Alliance Consulting Services – Design services	(\$ 7,122.00)
Remaining 2016 Budget =	\$ 242,878.00

BOARD OR COMMITTEE RECOMMENDATION

N/A

RECOMMENDATION/MOTION

Approve and Authorize the Mayor to execute a Consultant Services Contract with SCJ Alliance Consulting Services in an amount not to exceed \$7,122.00.

EXHIBIT A
SCOPE OF WORK
HARBORVIEW DRIVE STORMWATER CONVEYANCE IMPROVEMENTS
GIG HARBOR, WASHINGTON

Prepared for: Stephen Misiurak, PE, City Engineer

Prepared by: Scott Sawyer, PE, Associate Principal
Patrick Holm, PE, Project Engineer

Date prepared: May 4, 2015

Overview

The objective of the Harborview Drive Stormwater Conveyance Improvements is to remove the existing combined public stormwater flow that flows under the Harbor History Museum conveyance at the junction manhole located at the southerly intersection of Harborview Drive/North Harborview Drive, directly in front of the Museum. Due to the uncertainty of the effects of the removal of the existing stormwater split, the scope of this project will be administered in two parts. The first part will consist of project management and a stormwater scoping study to determine a solution that addresses the stormwater split problem while being cost effective. The second part will be the remaining scope to prepare plans, specifications and estimate for bidding.

Part 1 work will consist of the following phases:

1. Project Management
2. Stormwater Scoping Study

Part 2 work will consist of the following phases:

3. Preliminary Design
4. SEPA and Permitting
5. Public Involvement
6. Final Design
7. Bidding Services

Assumptions

1. "City" is the City of Gig Harbor.
2. "Consultant" is the consultant team, including SCJ Alliance (prime consultant).
3. "Stormwater Project" is the Harborview Drive Stormwater Conveyance Improvements.

4. The Projects will not require additional rights of way.
5. Temporary construction access to private property for the Stormwater Project will be handled by rights of entry. The City is responsible for securing rights of entry as identified by the Consultant.
6. The limits of the stormwater conveyance improvements along Harborview Drive for the Stormwater Project will extend from the existing manhole to the west of the museum and Harborview Drive to the outlet into Gig Harbor near Austin Estuary Park.
7. The Stormwater Project will not require flow control because runoff is discharged directly to the harbor.
8. The Stormwater Project will not require treatment because it is not adding any pollution generating surfaces.
9. Water and sewer improvements are not included.
10. Utility undergrounding is not included.
11. Part 2 Work Scope and Budget will be completed upon selection of a preferred alternative.
12. Potholes are not required for the project.

Information Provided by the CITY

1. All available record drawings for roadway, water, sewer, and stormwater.
2. Donkey Creek Restoration & Transportation Improvements Drainage Plan.
3. Topographic survey for the project limits.

Phase 1 Project Management

This phase includes tasks to plan, manage, and administer the work; attend project meetings and City Council study sessions; and provide quality assurance/quality control.

Task 1 Project Management

- 1) Management: Manage the project by directing and supervising staff and reviewing work for the duration of the project. This management is for the overall work rather than specific tasks. Provide monthly billing statements to the City including overall budget and schedule confirmation and review for each progress billing period.
- 2) Administration: Prepare a monthly progress bill with weekly progress reports attached. Bills will show staff hours for each phase (i.e., Phase 1: Project Management). Execute and administer sub agreements. Review and approve monthly invoices.
- 3) Quality Assurance/Quality Control: Provide senior level review of task deliverables before submittal to the CITY. Audit quality check activities and documentation on a periodic basis.

Understanding

- Project management will be provided over a 1-month timeframe.
- Progress billings will be submitted monthly to the CITY.

- Budget for peer checks for quality control is included within budget for design tasks.

Deliverables

- Progress billings submitted monthly submitted via email in PDF format.
- Monthly earned value to available budget graph submitted with each invoice to City.

Phase 2 Stormwater Scoping Study

Task 1 Data Collection

- 1) Data Collection: Gather and review available background data and record drawings from the CITY. Gather and review system maps from dry utility providers (power and communication).
- 2) Photographs: Walk the site and provide photo documentation.

Task 2 Stormwater

- 1) Modeling: Confirm WWTP creek basin analysis in the Donkey Creek Restoration & Transportation Improvements Drainage Plan. Use the basin analysis to assess the capacity impacts of abandoning the stormwater conveyance under the maritime museum and re-routing it down Harborview Drive to the Austin Estuary outlet.
- 2) Conveyance Calculation: Calculate the new stormwater main size necessary to accommodate the increased flow in accordance with the City of Gig Harbor Stormwater Management and Site Development Manual (GHSMSDM). Conduct a backwater analysis to verify the stormwater main will meet the standards of the GHSMSDM.
- 3) Downstream Analysis: Analyze the pre- and post- project runoff flows to the Austin Estuary outlet from the re-routed flow to the new main and from the Sidewalk Project. Design a new outlet to accommodate the increase flow to the Austin Estuary outlet.
- 4) Alternatives Analysis: Prepare an Alternatives Analysis. The Alternative Analysis will compare the existing condition, the recommendations made in the Donkey Creek Restoration & Transportation Improvements Drainage Plan, and modifying the Austin Estuary outlet. The analysis will compare the stormwater design (conveyance, tail water, outlet design) for each option as well as the related project costs.

Understanding

- Stormwater design will be based on the Gig Harbor 2010 Stormwater Management and Site Development Manual and the 2014 Public Works Standards.
- There will be two meetings for the discussion and selection of a preferred alternative.

Deliverables

- Meeting summary submitted in PDF via email.
- Alternatives Analysis submitted in PDF and MS Word via email.

END OF SCOPE OF SERVICE

N:\Marketing\Proposals\Proposal Numbers\P1608.01 Gig Harbor 2015 Multiple Projects\Scope and Budget\2015-0504_scope_harborview stormwater scope study.doc

Exhibit B

Consultant Fee Determination



SCJ Alliance

Client: Gig Harbor
 Project: Harborview Drive Stormwater Conveyance Improvements
 Job #: To be determined
 File #: 2015-0504_fee_harborview stormwater scope study.xlsm

Consultant Fee Determination

SALARY COST

<u>Discipline</u>	<u>Hours</u>	<u>Rate</u>	<u>Amount</u>
Principal Engineer	0.0	\$245.00	\$0
Sr. Project Manager	5.0	\$220.00	\$1,100
Project Engineer I	44.0	\$120.00	\$5,280
Design Engineer	0.0	\$115.00	\$0
Project Coordinator I	1.0	\$85.00	\$85
Project Accountant	0.5	\$145.00	\$73
Environmental Planner	0.0	\$115.00	\$0
Planner	0.0	\$95.00	\$0
EMP Cat 9	0.0	\$0.00	\$0
EMP Cat 10	0.0	\$0.00	\$0

Subtotal: 50.5 Total Salary Cost \$6,538

REIMBURSABLES

Copies, Reproductions, etc:	2.0%	of Total Salary Cost	\$131
Mileage:	200	miles at \$0.575	\$115

Total Expenses: \$246

SUBTOTAL (SALARY, SUBCONSULTANTS AND EXPENSES)

Subtotal (Salary, Subconsultants and Expenses) \$6,783

MANAGEMENT RESERVE FUND (MRF)

Management Reserve 5.0% of Subtotal \$339

Total Estimated Budget: \$7,122

Consultant Labor Hour Estimate



SCJ Alliance

Client: Glg Harbor

Project: Harborview Drive Stormwater Conveyance Improvements

Job #: To be determined

File #: 2015-0504_fee_harborview stormwater scope study.xlsm

Perry Scott Josh/Pat Matt Yvonne Lisa Theresa Molly

Task No	Task Description	Principal Engineer	Sr. Project Manager	Project Engineer I	Design Engineer	Project Coordinator I	Project Accountant	Environmental Planner	Planner	EMP Cat 9	EMP Cat 10	Total
Phase 1 - Project Management												
Task 1	Project Management											
1	Management		1.5									1.5
2	Administration		0.5				1.0	0.5				2.0
3	Quality Control/Quality Assurance		1.0									1.0
Subtotal Hours:			3.0				1.0	0.5				4.5
Total Hours All Tasks:			3.0				1.0	0.5				4.5
Total Direct Labor Estimate			\$660.00				\$85.00	\$72.50				\$817.50
Phase 2 - Stormwater Scoping Study												
Task 1	Data Collection											
1	Data Collection			1.0								1.0
2	Photographs			1.0								1.0
Subtotal Hours:				2.0								2.0
Task 2	Stormwater											
1	Modeling			6.0								6.0
2	Conveyance Calculation			6.0								6.0
3	Downstream Analysis			6.0								6.0
4	Alternatives Analysis		2.0	24.0								26.0
Subtotal Hours:			2.0	42.0								44.0
Total Hours All Tasks:			2.0	44.0								45.0
Total Direct Labor Estimate			\$440.00	\$5,280.00								\$5,720.00
Total Hours All Phases			5.0	44.0			1.0	0.5				50.5
Total Direct Labor Estimate All Phases			\$1,100.00	\$5,280.00			\$85.00	\$72.50				\$6,537.50



Consultant Labor Hour Estimate

SCJ Alliance

Client: Gig Harbor

Project: Harborview Drive Stormwater Conveyance Improvements

Job #: To be determined

File #: 2015-0504_fee_harborview stormwater scope study.xlsm

Task No.	Task Description	Perry Principal Engineer	Scott Sr. Project Manager	Josh/Pat Project Engineer I	Matt Design Engineer	Yvonne Project Coordinator I	Lisa Project Accountant	Theresa Environmental Planner	Molly Planner	EMP Cat 9	EMP Cat 10	Total
3	Phase 1 - Project Management		3.0			1.0	0.5					4.5
Phase 2 - Stormwater												
Task 1 Data Collection												
1	Data Collection			1.0								1.0
2	Photographs			1.0								1.0
Task 2 Stormwater												
1	Modeling			6.0								6.0
2	Conveyance Calculation			6.0								6.0
3	Downstream Analysis			6.0								6.0
4	Alternatives Analysis		2.0	24.0								26.0

City of Gig Harbor Harborview Drive Stormwater Conveyance Improvements					
ID	Task Name	Task Mode	Duration	Start	Finish
1	Notice to Proceed		0 days	Mon 5/18/15	Mon 5/18/15
2	Phase 1 - Project Management		20 days	Mon 5/18/15	Fri 6/12/15
3	Phase 2 - Stormwater Scoping Study		20 days	Mon 5/18/15	Fri 6/12/15
4	Data Collection		5 days	Mon 5/18/15	Fri 5/22/15
5	Data Collection		5 days	Mon 5/18/15	Fri 5/22/15
6	Photographs		5 days	Mon 5/18/15	Fri 5/22/15
7	Stormwater		15 days	Mon 5/25/15	Fri 6/12/15
8	Modeling		5 days	Mon 5/25/15	Fri 5/29/15
9	Conveyance Calculation		5 days	Mon 5/25/15	Fri 5/29/15
10	Downstream Analysis		5 days	Mon 5/25/15	Fri 5/29/15
11	Alternatives Analysis		10 days	Mon 6/1/15	Fri 6/12/15

Task	Inactive Task	Manual Summary Rollup	External Milestone	Manual Progress
Task				
Split				
Milestone				
Summary				
Project Summary				

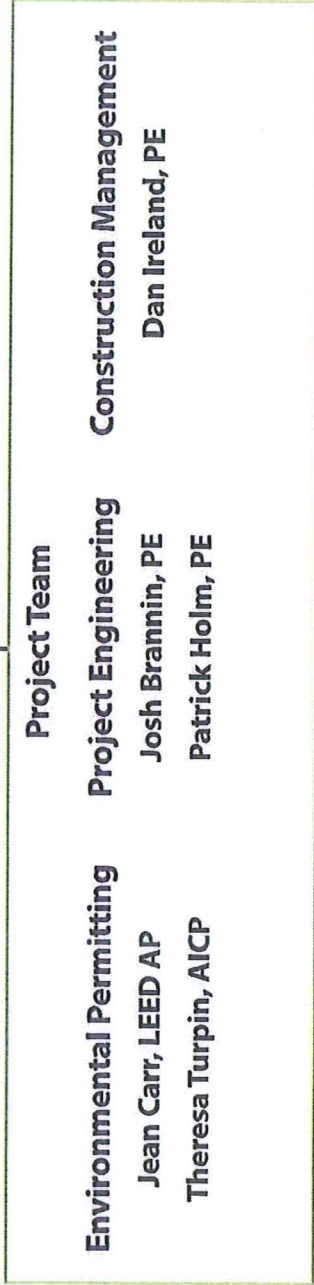
Organizational Chart

Harborview Drive Stormwater Conveyance Improvement Project



Principal-in-Charge
Perry A. Shea, PE

Project Manager
Scott Sawyer, PE





Business of the City Council
City of Gig Harbor, WA

Subject:

Dedication of Right-of-Way Agreement of a portion of Tract B of the Business Park at Harbor Hill.

Proposed Council Action:

Accept and authorize the Mayor to execute the Dedication of Right-of-Way Agreement.

Dept. Origin: Public Works/Engineering

Prepared by: Stephen T. Misiurak, P.E.
City Engineer

For Agenda of May 26, 2015

Exhibits: Dedication of Right-of Way Agreement
Vicinity Map
New roundabout configuration

	Initial & Date
Concurred by Mayor:	\$6 5-20-15
Approved by City Administrator:	RW 5/20/15
Approved as to form by City Atty:	Via email
Approved by Finance Director:	N/A
Approved by Department Head:	A 5-20-15

Expenditure Required	\$0	Amount Budgeted	\$0	Appropriation Required	\$0
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INFORMATION/BACKGROUND

A component of the Harbor Hill Drive extension includes the provision for the construction of a new roundabout at the most southern end of Harbor Hill Drive where it intersects the recently constructed Sentinel Drive. In order to accommodate this roundabout, dedication of right is required at this time.

This Dedication Of Right-of-Way Agreement, upon adoption and recordation, will convert a portion of Tract B of the Business Park at Harbor Hill (parcel No. 4002470080) to street right-of-way and will increase additional area to an existing portion of a right-of-way easement area by approximately 0.29 acres to be utilized for right-of-way and utility purposes for the proposed roundabout. Specifically, the new area to be dedicated to the City at zero cost to the City consists of a 25 foot wide by approximately 364 feet long portion along the south side of said parcel and north of the existing 35 foot wide right-of-way of Sentinel Drive (AFN 201311140064) and an additional triangular corner piece abutting Harbor Hill Drive

BOARD OR COMMITTEE RECOMMENDATION

None

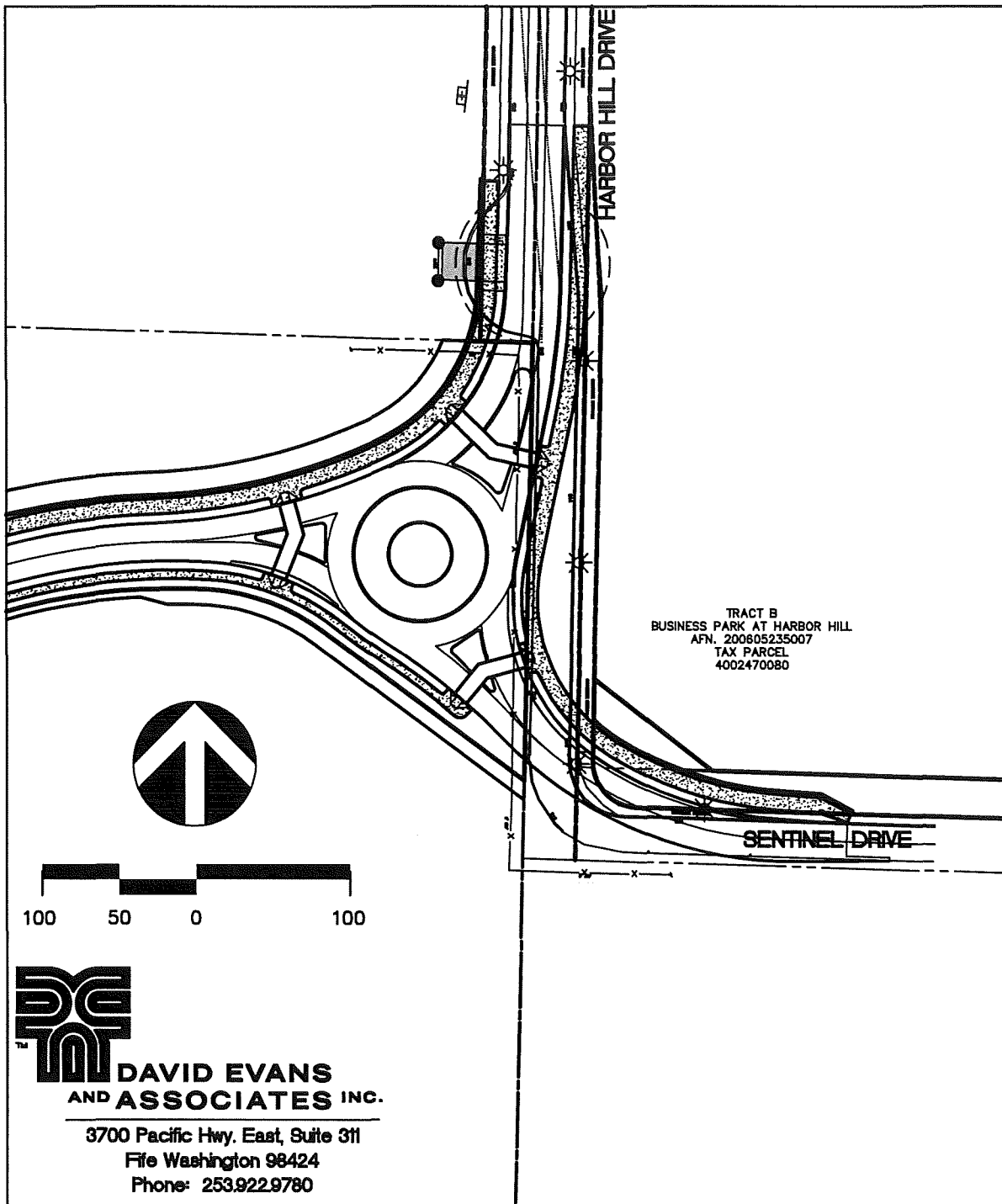
FISCAL CONSIDERATION

This right of way dedication is being provided by Olympic Property Group, (OPG) at zero cost to the City.

RECOMMENDATION/MOTION

Accept and authorize the Mayor to execute the Dedication of Right-of-Way Agreement.





DE
DAVID EVANS
AND ASSOCIATES INC.
3700 Pacific Hwy. East, Suite 311
Fife Washington 98424
Phone: 253.922.9780

PROJECT	HARBOR HILL DRIVE EXTENSION						SHEET
TITLE	ROUNABOUT EXHIBIT						1
DWG. REF.	PROJECT	SCALE	DRAWN BY	DESIGN BY	APPROVED BY	AMENDMENT NO.	DATE
	COGH0045	1"=100'	GEN	---	AMTE	0.0	05/18/2015

AFTER RECORDING RETURN TO:

The City of Gig Harbor
Attn: City Clerk
3510 Grandview Street
Gig Harbor, WA 98335

WASHINGTON STATE COUNTY AUDITOR/RECORDER'S INDEXING FORM

Document Title(s) (or transactions contained therein):

Dedication of Right-of-Way

Grantor(s) (Last name first, then first name and initials)

Harbor Hill Maintenance Association No. 2

Grantee(s) (Last name first, then first name and initials)

City of Gig Harbor

Legal Description (abbreviated: i.e., lot, block, plat or section, township, range)

Section 31, Township 22, Range 02, Quarter 42

Assessor's Property Tax Parcel or Account Number: 4002470080

Reference Number(s) of Documents assigned or released: _____

**DEDICATION OF
RIGHT-OF-WAY**

THIS DEDICATION OF RIGHT-OF-WAY, executed this date by Harbor Hill Maintenance Association No. 2, a Washington non-profit corporation, whose mailing address is 19958 7th Avenue N.E., Suite 200, Poulsbo, WA 98370, as the "Grantor" herein:

WITNESSETH:

WHEREAS, Grantor owns a fee simple interest in the following real property, commonly known as Tract B of the Plat of Business Park at Harbor Hill, Gig Harbor, Washington, 98332 and legally described in **Exhibit A** attached hereto and incorporated herein (the "Property"); and

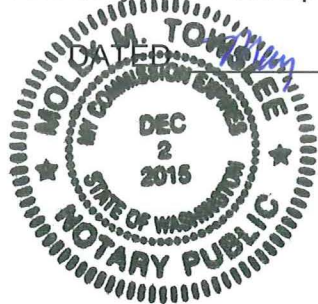
WHEREAS, Grantor desires to grant to the City of Gig Harbor (the "City") an easement area of approximately 0.29 acres to be utilized for right-of-way and utility purposes for the proposed Harbor Hill Drive Extension Project consisting of a 25 foot wide by approximately 364 feet long portion along the south side of said parcel and north of the existing 35 foot wide right-of-way of Sentinel Drive (AFN 201311140064) and an additional triangular corner piece abutting Harbor Hill Drive;

NOW, THEREFORE, for valuable consideration, receipt of which is hereby acknowledged,

GRANTOR HEREBY GRANTS AND CONVEYS to the City, a perpetual, nonexclusive right-of-way easement, to erect, construct, install, lay and thereafter use, operate, inspect, repair, maintain, improve, replace and remove right-of-way and right-of-way related improvements and utilities under, over, in, along, across and upon that portion of the Property described in **Exhibit B** attached hereto and incorporated herein (the "Right-of-Way Easement"). The location of the Right-of-Way Easement is shown on the Right-of-Way Easement Location Map attached hereto as **Exhibit C** and incorporated herein.

[Remainder of page intentionally left blank.]

voluntary act of such party for the uses and purposes mentioned in the instrument.



Dec 20, 2015

Molly Towslee

Printed: Molly Towslee
Notary Public in and for Washington,
Residing at Gig Harbor
My appointment expires: 12/2/15

STATE OF WASHINGTON)
) ss.
COUNTY OF PIERCE)

I certify that I know or have satisfactory evidence that Jill Guernsey is the person who appeared before me, and said person acknowledged that she signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Mayor of THE CITY OF GIG HARBOR, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED: _____

Printed: _____
Notary Public in and for Washington,
Residing at _____
My appointment expires: _____

**EXHIBIT A
PROPERTY LEGAL DESCRIPTION**

Tract B of Business Park at Harbor Hill as recorded under Pierce County Auditor File Number 200605235007, records of Pierce County, State of Washington.

**EXHIBIT B
RIGHT-OF-WAY EASEMENT LEGAL DESCRIPTION**

THAT PORTION OF TRACT B OF THE PLAT OF BUSINESS PARK AT HARBOR HILL, AS FILED UNDER PIERCE COUNTY RECORDING NUMBER 200605235007, SITUATE IN THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 22 NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, STATE OF WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID TRACT B;
THENCE SOUTH 01°10'47" WEST ALONG THE WEST LINE OF SAID TRACT B, ALSO BEING THE EAST MARGIN OF HARBOR HILL DRIVE RIGHT-OF-WAY, 180.29 FEET TO THE NORTH END OF THAT CERTAIN RIGHT-OF-WAY EASEMENT DESCRIBED BY DOCUMENT FILED UNDER PIERCE COUNTY RECORDING NUMBER 201311140064;
THENCE SOUTH 03°03'32" EAST ALONG THE EASTERLY LINE OF SAID RIGHT-OF-WAY EASEMENT 135.46 FEET;
THENCE CONTINUING ALONG SAID EASTERLY LINE SOUTH 01°10'47" WEST 234.35 FEET TO THE **POINT OF BEGINNING**;
THENCE CONTINUING ALONG SAID EASTERLY LINE SOUTH 01°10'47" WEST 52.35 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 30.00 FEET;
THENCE CONTINUING ALONG SAID EASTERLY LINE AND NORTHERLY LINE OF SAID RIGHT-OF-WAY EASEMENT, SOUTHEASTERLY 46.83 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°26'19";
THENCE CONTINUING ALONG SAID NORTHERLY LINE SOUTH 88°15'32" EAST 364.30 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 655.00 FEET;
THENCE CONTINUING ALONG SAID NORTHERLY LINE, EASTERLY 12.68 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°06'34" TO THE EASTERLY LINE OF SAID TRACT B;
THENCE NORTH 45°28'21" EAST ALONG SAID EASTERLY LINE OF TRACT B 34.42 FEET;
THENCE NORTH 88°15'32" WEST ALONG A LINE 60.00 FEET NORTHERLY OF AND PARALLEL WITH THE SOUTHERLY LINE OF SAID TRACT B, A DISTANCE OF 352.96 FEET;
THENCE NORTH 52°15'06" WEST 97.06 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 12,505 SQUARE FEET, OR 0.29 ACRES, MORE OR LESS.

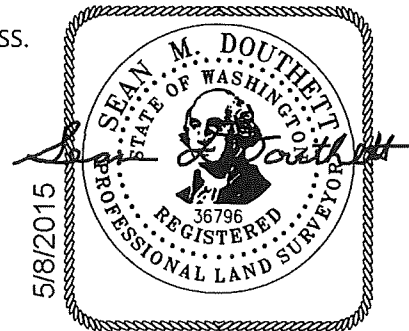


EXHIBIT C
RIGHT-OF-WAY EASEMENT LOCATION MAP



**Business of the City Council
City of Gig Harbor, WA**

Subject: FEMA Programmatic Review - Consultant Services Contract – Grette Associates, LLC

Proposed Council Action: Authorize the Mayor to execute Consultant Services Contract between the City of Gig Harbor and Grette Associates, LLC in an amount not to exceed \$11,300.00.

Dept. Origin: Planning

Prepared by: Jennifer Kester, Planning Director 

For Agenda of: May 26, 2015

Exhibit: Contract with exhibits

Concurred by Mayor:

Approved by City Administrator:

Approved as to form by City Atty:

Approved by Finance Director:

Approved by Department Head:

Initial & Date

JG 5-26-15
RW 5/20/15
email 5/12/15
GU for DR
JK 5/12/15

Expenditure Required	\$11,300	Amount Budgeted	\$15,000	Appropriation Required	\$ 0
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INFORMATION/BACKGROUND

Under FEMA required regulations, almost all projects within the Special Flood Hazard Area or within a 200-foot wide buffer must complete a habitat assessment to show that the project will not affect or will not likely adversely affect endangered species (GHMC 18.10.100). Currently, the review is conducted on a project-by-project basis, with each project paying an average of between \$2,000 and \$5,000 in consultant fees to prepare the assessment.

After discussion with FEMA personnel, they are open to the possibility of the City conducting a programmatic habitat assessment. Such programmatic assessment would identify a range of development activities that are subject to the requirements and that through the use of “program,” a standardized range of project thresholds, best management practices and mitigation measures, can meet the “No Effect” or “May effect, but not likely to adversely affect” determination of the Environmental Species Act.

If a programmatic assessment is accepted by FEMA, the City would amend the Flood Hazard Code in order to offer the programmatic review path to applicants that agree to the approach. This approach significantly decreases the time and cost associated with a full review per the city’s standard approach.

Since the City does not have an employee with the scientific expertise to prepare the programmatic habitat assessment and consult with FEMA and State agencies, this contract has been prepared

for Grette Associates LLC to provide these services. Grette Associates LLC is an established company with a local office (Tacoma) that has provided thorough and timely review of critical area reports for projects submitted to the City since 2007. They are well versed in the City's codes and work well with the planning staff.

FISCAL CONSIDERATION

The adopted biennial budget includes \$15,000.00 for the hiring of an consultant to prepare the programmatic habitat assessment and consult with FEMA and State agencies

BOARD OR COMMITTEE RECOMMENDATION

N/A

RECOMMENDATION/MOTION

Authorize the Mayor to execute Consultant Services Contract between the City of Gig Harbor and Grette Associates in an amount not to exceed \$11,300.00.

**CONSULTANT SERVICES CONTRACT
BETWEEN THE CITY OF GIG HARBOR AND
GRETTE ASSOCIATES**

THIS AGREEMENT is made by and between the City of Gig Harbor, a Washington municipal corporation (the "City"), and Grette Associates LLC, a limited liability company organized under the laws of the State of Washington (the "Consultant").

RECITALS

WHEREAS, as required by FEMA, projects within the City's FEMA-designated Special Flood Hazard Area and the adjacent 200-ft wide riparian buffer shall be compliant with the Endangered Species Act (ESA), as required under GHMC 18.10.100; and

WHEREAS, the process chosen by the City to ensure ESA compliance within the FEMA-designated Special Flood Hazard Area and the riparian buffer is the "project by project" approach. This approach entails each applicant preparing a habitat assessment to analyze the potential impacts of their project and describing any potential effects on ESA-listed species, regardless of the project scope or existing conditions within the site; and

WHEREAS, the City desires to develop a programmatic approach to review of projects proposed under the City's Flood Hazard Construction Standards (Gig Harbor Municipal Code [GHMC] Chapter 18.10). The programmatic approach to be developed would streamline the habitat assessment review process, providing applicant's whose projects involve minimal disruption to the shoreline and/or riparian buffer a less costly and time consuming review; and

WHEREAS, the City desires that the Consultant prepare an approach for programmatic habitat assessment review of development projects within the Special Flood Hazard Area and consult with FEMA and State agencies; and

WHEREAS, the Consultant agrees to perform the services more specifically described in the Scope of Work including any addenda thereto as of the effective date of this Agreement, all of which are attached hereto as **Exhibit A – Scope of Work**, and are incorporated by this reference as if fully set forth herein;

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed by and between the parties as follows:

TERMS

1. **Retention of Consultant - Scope of Work**. The City hereby retains the Consultant to provide professional services as defined in this Agreement and as necessary to accomplish the scope of work attached hereto as **Exhibit A** and incorporated herein by this reference as if set forth in full. The Consultant shall furnish all services, labor and related equipment necessary to conduct and complete the work, except as specifically noted otherwise in this Agreement.

2. Payment.

A. The City shall pay the Consultant an amount based on time and materials, not to exceed Eleven Thousand Three Hundred Dollars (\$11,300.00) for the services described in Section 1 herein. This is the maximum amount to be paid under this Agreement for the work described in **Exhibit A**, and shall not be exceeded without the prior written authorization of the City in the form of a negotiated and executed supplemental agreement. The Consultant's staff and billing rates shall be as described in **Exhibit B – Schedule of Rates**. The Consultant shall not bill for Consultant's staff positions not identified or listed in **Exhibit B** or bill at rates in excess of the hourly rates shown in **Exhibit B**, unless the parties agree to a modification of this Contract, pursuant to Section 17 herein.

B. The Consultant shall submit monthly invoices to the City after such services have been performed, and a final bill upon completion of all the services described in this Agreement. The City shall pay the full amount of an invoice within forty-five (45) days of receipt. If the City objects to all or any portion of any invoice, it shall so notify the Consultant of the same within fifteen (15) days from the date of receipt and shall pay that portion of the invoice not in dispute, and the parties shall immediately make every effort to settle the disputed portion.

3. **Relationship of Parties.** The parties intend that an independent contractor-client relationship will be created by this Agreement. As the Consultant is customarily engaged in an independently established trade which encompasses the specific service provided to the City hereunder, no agent, employee, representative or subconsultant of the Consultant shall be or shall be deemed to be the employee, agent, representative or subconsultant of the City. In the performance of the work, the Consultant is an independent contractor with the ability to control and direct the performance and details of the work, the City being interested only in the results obtained under this Agreement. None of the benefits provided by the City to its employees, including, but not limited to, compensation, insurance, and unemployment insurance are available from the City to the employees, agents, representatives, or subconsultants of the Consultant. The Consultant will be solely and entirely responsible for its acts and for the acts of its agents, employees, representatives and subconsultants during the performance of this Agreement. The City may, during the term of this Agreement, engage other independent contractors to perform the same or similar work that the Consultant performs hereunder.

4. **Duration of Work.** The City and the Consultant agree that work will begin on the tasks described in **Exhibit A** once the City has transmitted a copy of the signed Agreement to the Consultant. This Agreement shall expire on or before December 31, 2016, provided however, that the contract may be extended by agreement of both parties.

5. **Termination.** The City reserves the right to terminate this Agreement at any time upon ten (10) days written notice to the Consultant. Any such notice shall be given to the address specified above. In the event that this Agreement is terminated by the City other than for fault on the part of the Consultant, a final payment shall be made to the Consultant for all services performed. No payment shall be made for any work completed after ten (10) days following receipt by the Consultant of the notice to terminate. In the

event that services of the Consultant are terminated by the City for fault on part of the Consultant, the amount to be paid shall be determined by the City with consideration given to the actual cost incurred by the Consultant in performing the work to the date of termination, the amount of work originally required which would satisfactorily complete it to date of termination, whether that work is in a form or type which is usable to the City at the time of termination, the cost of the City of employing another firm to complete the work required, and the time which may be required to do so.

6. Non-Discrimination. The Consultant agrees not to discriminate against any customer, employee or applicant for employment, subcontractor, supplier or materialman, because of race, color, creed, religion, national origin, marital status, sex, sexual orientation, age or handicap, except for a bona fide occupational qualification. The Consultant understands that if it violates this provision, this Agreement may be terminated by the City and that the Consultant may be barred from performing any services for the City now or in the future.

7. Indemnification.

A. The Consultant agrees to hold harmless, indemnify and defend the City, its officers, agents, and employees, from and against any and all claims, losses, or liability, for injuries, sickness or death of persons, including employees of the Consultant, or damage to property, arising out of any willful misconduct or negligent act, error, or omission of the Consultant, its officers, agents, subconsultants or employees, in connection with the services required by this Agreement; provided, however, that:

1. The Consultant's obligations to indemnify, defend and hold harmless shall not extend to injuries, sickness, death or damage caused by or resulting from the sole willful misconduct or sole negligence of the City, its officers, agents or employees; and

2. The Consultant's obligations to indemnify, defend and hold harmless for injuries, sickness, death or damage caused by or resulting from the concurrent negligence or willful misconduct of the Consultant and the City, or of the Consultant and a third party other than an officer, agent, subconsultant or employee of the Consultant, shall apply only to the extent of the negligence or willful misconduct of the Consultant.

B. It is further specifically and expressly understood that the indemnification provided herein constitutes the consultant's waiver of immunity under industrial insurance, title 51 RCW, solely for the purposes of this indemnification. The parties further acknowledge that they have mutually negotiated this waiver. The consultant's waiver of immunity under the provisions of this section does not include, or extend to, any claims by the consultant's employees directly against the consultant.

C. The provisions of this section shall survive the expiration or termination of this Agreement.

8. Insurance.

A. The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the Consultant's own work including the work of the Consultant's agents, representatives, employees, subconsultants or subcontractors.

B. Before beginning work on the project described in this Agreement, the Consultant shall provide evidence, in the form of a Certificate of Insurance, of the following insurance coverage and limits (at a minimum):

1. Business auto coverage for any auto no less than a \$1,000,000 each accident limit, and
2. Commercial General Liability insurance no less than \$1,000,000 per occurrence with a \$2,000,000 aggregate. Coverage shall include, but is not limited to, contractual liability, products and completed operations, property damage, and employers liability, and
3. Professional Liability insurance with no less than \$1,000,000 per occurrence. All policies and coverages shall be by an 'A' rated company licensed to conduct business in the State of Washington. If such coverage is written on a claims made form, then a minimum of a three (3) year extended reporting period shall be included with the claims made policy, and proof of this extended reporting period provided to the City of Gig Harbor.

C. The Consultant is responsible for the payment of any deductible or self-insured retention that is required by any of the Consultant's insurance. If the City is required to contribute to the deductible under any of the Consultant's insurance policies, the Contractor shall reimburse the City the full amount of the deductible within 10 working days of the City's deductible payment.

D. The City of Gig Harbor shall be named as an additional insured on the Consultant's commercial general liability policy. This additional insured endorsement shall be included with evidence of insurance in the form of a Certificate of Insurance for coverage necessary in Section B. The City reserves the right to receive a certified and complete copy of all of the Consultant's insurance policies upon request.

E. Under this Agreement, the Consultant's insurance shall be considered primary in the event of a loss, damage or suit. The City's own comprehensive general liability policy will be considered excess coverage with respect to defense and indemnity of the City only and no other party. Additionally, the Consultant's commercial general liability policy must provide cross-liability coverage as could be achieved under a standard ISO separation of insured's clause.

F. The Consultant shall request from his insurer a modification of the ACORD certificate to include language that prior written notification will be given to the City of Gig Harbor at least 30 days in advance of any cancellation, suspension or material change in the Consultant's coverage.

9. Ownership and Use of Work Product. Any and all documents, drawings, reports, and other work product produced by the Consultant under this Agreement shall

become the property of the City upon payment of the Consultant's fees and charges therefore. The City shall have the complete right to use and re-use such work product in any manner deemed appropriate by the City, provided, that use on any project other than that for which the work product is prepared shall be at the City's risk unless such use is agreed to by the Consultant.

10. City's Right of Inspection. Even though the Consultant is an independent contractor with the authority to control and direct the performance and details of the work authorized under this Agreement, the work must meet the approval of the City and shall be subject to the City's general right of inspection to secure the satisfactory completion thereof. The Consultant agrees to comply with all federal, state, and municipal laws, rules, and regulations that are now effective or become applicable within the terms of this Agreement to the Consultant's business, equipment, and personnel engaged in operations covered by this Agreement or accruing out of the performance of such operations.

11. Records. The Consultant shall keep all records related to this Agreement for a period of three years following completion of the work for which the Consultant is retained. The Consultant shall permit any authorized representative of the City, and any person authorized by the City for audit purposes, to inspect such records at all reasonable times during regular business hours of the Consultant. Upon request, the Consultant will provide the City with reproducible copies of any such records. The copies will be provided without cost if required to substantiate any billing of the Consultant, but the Consultant may charge the City for copies requested for any other purpose.

12. Work Performed at the Consultant's Risk. The Consultant shall take all precautions necessary and shall be responsible for the safety of its employees, agents, and subconsultants in the performance of the work hereunder and shall utilize all protection necessary for that purpose. All work shall be done at the Consultant's own risk, and the Consultant shall be responsible for any loss of or damage to materials, tools, or other articles used or held by the Consultant for use in connection with the work.

13. Non-Waiver of Breach. The failure of the City to insist upon strict performance of any of the covenants and agreements contained herein, or to exercise any option herein conferred in one or more instances shall not be construed to be a waiver or relinquishment of said covenants, agreements, or options, and the same shall be and remain in full force and effect.

14. Resolution of Disputes and Governing Law.

A. Should any dispute, misunderstanding, or conflict arise as to the terms and conditions contained in this Agreement, the matter shall first be referred to the City Planning Director and the City shall determine the term or provision's true intent or meaning. The City Planning Director shall also decide all questions which may arise between the parties relative to the actual services provided or to the sufficiency of the performance hereunder.

B. If any dispute arises between the City and the Consultant under any of the provisions of this Agreement which cannot be resolved by the City Engineer or Director of

Operations determination in a reasonable time, or if the Consultant does not agree with the City's decision on the disputed matter, jurisdiction of any resulting litigation shall be filed in Pierce County Superior Court, Pierce County, Washington. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. The prevailing party in any such litigation shall be entitled to recover its costs, including reasonable attorney's fees, in addition to any other award.

15. Written Notice. All notices required to be given by either party to the other under this Agreement shall be in writing and shall be given in person or by mail to the addresses set forth below. Notice by mail shall be deemed given as of the date the same is deposited in the United States mail, postage prepaid, addressed as provided in this paragraph.

CONSULTANT:
Grette Associates LLC
ATTN: Matthew Boyle
2102 North 30th Street
Suite A
Tacoma, WA 98403

City of Gig Harbor
ATTN: Jennifer Kester
Planning Director
3510 Grandview Street
Gig Harbor, WA 98335
(253) 851-6170

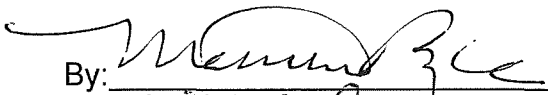
16. Subcontracting or Assignment. The Consultant may not assign or subcontract any portion of the services to be provided under this Agreement without the express written consent of the City.

17. Entire Agreement. This Agreement represents the entire integrated agreement between the City and the Consultant, superseding all prior negotiations, representations or agreements, written or oral. This Agreement may be modified, amended, or added to, only by written instrument properly signed by both parties hereto.

IN WITNESS WHEREOF, the parties have executed this Agreement this 15
day of May, 2015.

CONSULTANT

CITY OF GIG HARBOR

By: 
Its: principal

By: _____
Mayor Jill Guernsey

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

E X H I B I T A

SCOPE OF WORK

This cost proposal is for providing assistance to the City of Gig Harbor Planning Department in developing a programmatic approach to review of projects proposed under the City's Flood Hazard Construction Standards (Gig Harbor Municipal Code [GHMC] Chapter 18.10). Specifically, this programmatic review approach is meant to ensure project proposals within the City's FEMA-designated Special Flood Hazard Area and the adjacent 200-ft wide riparian buffer are compliant with the Endangered Species Act (ESA), as required under GHMC 18.10.100.

The process chosen by the City to ensure ESA compliance within the FEMA-designated Special Flood Hazard Area and the riparian buffer is the "project by project" approach. However, this approach entails each applicant preparing a habitat assessment to analyze the potential impacts of their project and describing any potential effects on ESA-listed species, regardless of the project scope or existing conditions within the site. The programmatic approach to be developed would streamline the habitat assessment review process, providing applicant's whose projects involve minimal disruption to the shoreline and/or riparian buffer a less costly and time consuming review.

Task 100: Research of examples from other jurisdictions

Grette Associates will examine the programmatic review frameworks of other jurisdictions in the region (such as King County) to provide examples of processes that satisfy FEMA's requirements for addressing impacts to ESA-listed species, and to evaluate aspects which may be applicable to the shoreline environment in Gig Harbor.

Estimated Cost \$1,100.00

Task 200: Meetings, Coordination and Development of Programmatic Review Approach

This Task includes time to consult with City, FEMA and Ecology staff regarding the programmatic review approach. This includes meetings and conference calls to discuss the development of the review approach and the relevant requirements of those agencies for this programmatic review. Development of the review approach framework and identification of the review path through FEMA and Ecology will also be conducted under this task.

Estimated Cost \$3,800.00

Task 300: Programmatic Habitat Assessment

Grette Associates will prepare the Programmatic Habitat Assessment for the City. This document will assess the condition of the shoreline and riparian buffer habitat present within the City, as well as the currently-listed species that may be affected by development activities in those areas. The assessment will be prepared using existing data sets (e.g., WDFW PHS maps, StreamNet database, etc.). Depending on the specific approach defined in Task 200, this document will also identify the range of development activities that are subject to GHMC 18.10.100, and the standardized range of project thresholds, best management practices and mitigation measures that can be implemented to qualify a project for programmatic review. This Task includes time for a meeting with City staff to discuss the draft Programmatic Habitat Assessment and for incorporating City comments into a final document that the City can submit to FEMA and Ecology.

Estimated Cost \$4,500.00

EXHIBIT A

Task 400: Agency Review Support

Grette Associates will support the City during FEMA and Ecology's review of the Programmatic Habitat Assessment and review approach. This may include meeting with FEMA, Ecology and City staff to discuss questions, and providing additional information requested by those agencies.

Estimated Cost \$1,900.00

Estimated Contract Amount \$11,300.00

EXHIBIT B

SCHEDULE OF RATES

GRETTE ASSOCIATES^{LLC}
BILLING RATES
2015

<u>Title</u>	<u>Rate</u>
Principal	210.00
Biologist 5	145.00
Biologist 4	130.00
Biologist 3	115.00
Biologist 2	105.00
Biologist 1	92.00
Environmental Planner II	105.00
Administrative Assistant	74.00
Subconsultants	8% MU
Expenses ¹	8% MU
Mileage (per mile)	0.60
Copy Charge (per page)	0.10

¹Includes Narrows Bridge tolls



Business of the City Council
City of Gig Harbor, WA

Subject: Release and Termination of Storm Water Conveyance System Pond Easement Agreement and Storm Water Pond Easement Agreement – Harbor Hill LLC

Proposed Council Action:
Authorize the Mayor to execute the Release and Termination of Easements

Dept. Origin: Public Works Engineering

Prepared by: Emily Appleton, P.E.
Senior Engineer

EA 5.20.15

For Agenda of May 26, 2015

Exhibits: Release and Termination of Easements Agreement
Harbor Hill S7 Plat Diagram
Easement Release with proposed M2 Diagram

Concurred by Mayor:

Approved by City Administrator:

Approved as to form by City Atty:

Approved by Finance Director:

Approved by Department Head:

Initial & Date
Sto 5-20-15
RW 5/20/15
Via email
N/A
ADD 5/20/15

Expenditure Required	\$0	Amount Budgeted	\$0	Appropriation Required	\$0
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INFORMATION/BACKGROUND

Two Easement Agreements titled “Storm Water Pond Easement Agreement” (AFN 200005080092) and “Access And Storm Water Conveyance System Easement Agreement” (AFN 200005080090) were initially created in 2005 on Olympic Properties LLC parcels (now Harbor Hill LLC) to provide a storm water detention pond and a maintenance access road for storm water detention from Borgen Boulevard. These easements have subsequently been replaced by a new pond located on Tract 921 of the Harbor Hill Plat S7 development and a new Emergency Vehicle Access Easement (AFN 201504080022) that provides access to the new pond and the proposed Heron’s Key M2 development. The new pond is privately maintained and a Stormwater Maintenance Agreement has been recorded for the Final Plat of Harbor Hill Division S7 (AFN 201204250236). The two Easements to be released and terminated lie within the S7 and proposed Heron’s Key Plats and are no longer required. Harbor Hill LLC has requested that the Easement Agreements for these two Plats be terminated. City staff has agreed that these Easement Agreements are no longer necessary and can be terminated and released.

BOARD OR COMMITTEE RECOMMENDATION

None

FISCAL CONSIDERATION

None

RECOMMENDATION/MOTION

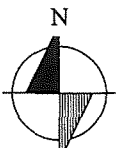
Authorize the Mayor to execute the Release and Termination of Easements

VOL/PG

HARBOR HILL

DIVISION S7 FINAL PLAT AND PLANNED RESIDENTIAL DEVELOPMENT

PORTION OF THE NW 1/4, SW 1/4, NE 1/4 AND SE 1/4 OF THE NE 1/4 SECTION 31, TOWNSHIP 22 N., RANGE 2 E., W.M.
CITY OF GIG HARBOR, PIERCE COUNTY, WASHINGTON



SCALE: 1" = 150'

0 75 150 300

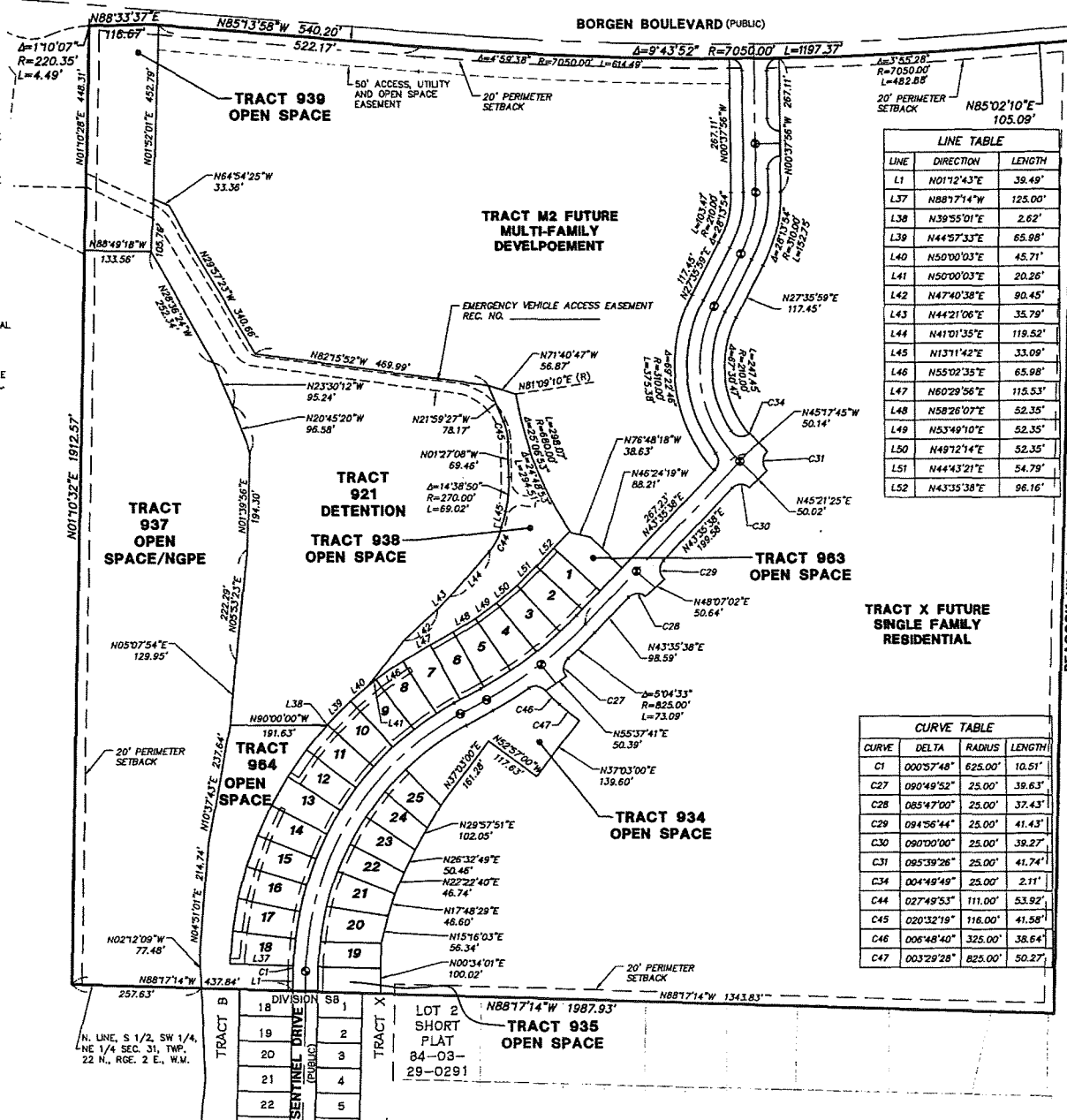
HORIZONTAL DATUM
NAD 83 (WASHINGTON STATE PLANE COORDINATE SYSTEM - WA SOUTH)

BASIS OF BEARINGS
HELD A BEARING OF N 1° 26' 48" E FROM THE MON IN CASE AT THE SOUTHEAST CORNER OF SECTION 30, TOWNSHIP 22 NORTH, RANGE 2 EAST TO A PUNCH IN 3" BRASS DISC AT THE EAST QUARTER CORNER OF SECTION 30, TOWNSHIP 22 NORTH, RANGE 2 EAST

LEGEND
⊙ SET MONUMENT
⊙ NOTES

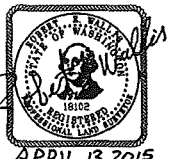
NOTES
1. REFER TO SHEET 2 FOR ADDITIONAL EASEMENT INFORMATION

ADDRESS NOTE
ALL LOT ADDRESSES THIS SHEET ARE LOCATED ON _____



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N01°12'43"E	39.49'
L37	N88°17'14"W	125.00'
L38	N39°55'01"E	2.62'
L39	N44°57'33"E	65.98'
L40	N50°00'03"E	45.71'
L41	N50°00'03"E	20.26'
L42	N47°40'38"E	90.45'
L43	N44°21'06"E	35.79'
L44	N41°01'35"E	119.52'
L45	N13°11'42"E	33.09'
L46	N55°02'35"E	65.98'
L47	N60°29'56"E	115.53'
L48	N58°26'07"E	52.35'
L49	N53°49'10"E	52.35'
L50	N49°12'14"E	52.35'
L51	N44°43'21"E	54.79'
L52	N43°35'38"E	96.16'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	000°57'48"	625.00'	10.51'
C27	090°49'52"	25.00'	39.63'
C28	085°47'00"	25.00'	37.43'
C29	094°56'44"	25.00'	41.43'
C30	090°00'00"	25.00'	39.27'
C31	095°39'26"	25.00'	41.74'
C34	004°49'49"	25.00'	2.11'
C44	027°49'53"	111.00'	53.92'
C45	020°32'19"	116.00'	41.58'
C46	006°48'40"	325.00'	38.64'
C47	003°29'28"	825.00'	50.27'



APRIL 13, 2015

CITY OF GIG HARBOR FILE NO. FP _____

HARBOR HILL, DIVISION S7
CITY OF GIG HARBOR
FILE NUMBER: _____
CITY OF GIG HARBOR,
PIERCE COUNTY, WASHINGTON

triad
20300 Woodinville Snohomish Rd NE • Woodinville, WA 98072
P: 425.415.2000 F: 425.486.5059 W: triadassociates.net

JOB NO 08-058
SHEET 8 OF 8

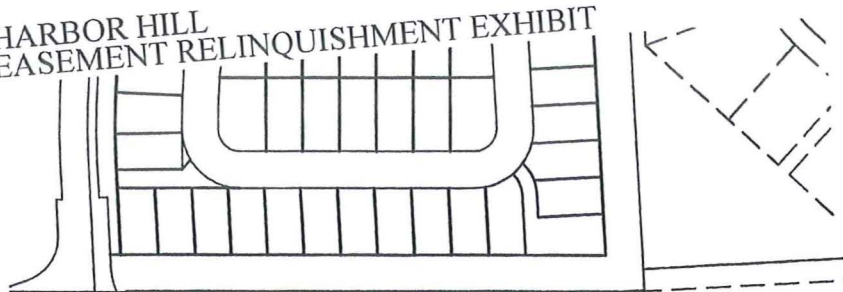
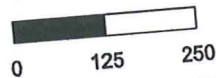
VOL/PG

HARBOR HILL
EASEMENT RELINQUISHMENT EXHIBIT

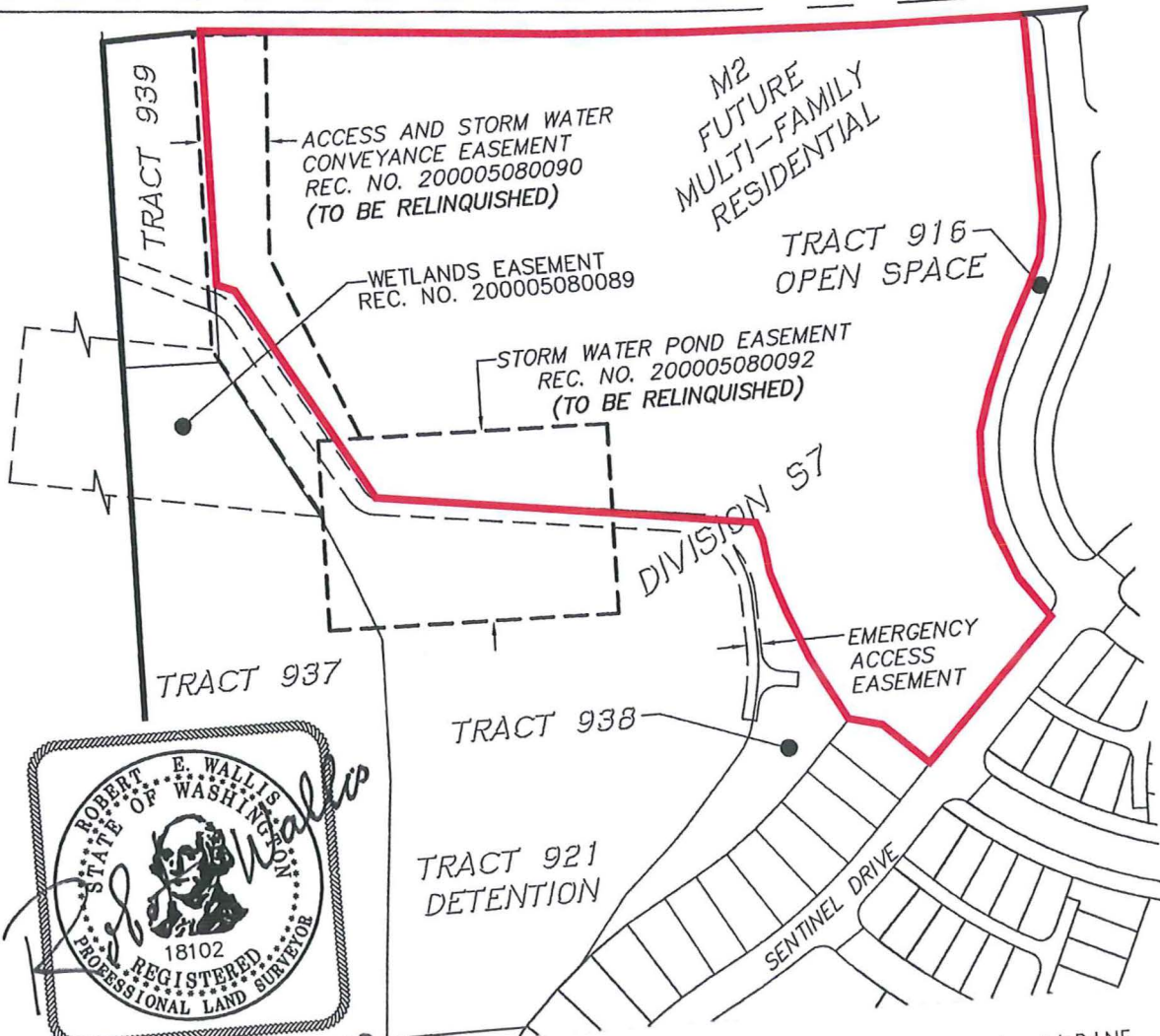
TRIAD JOB # 08-058
APRIL 20, 2015



SCALE: 1" = 250'



BORGEN BOULEVARD



APRIL 20, 2015



20300 Woodinville Snohomish Rd NE
Suite A • Woodinville, WA 98072
p: 425.415.2000 f: 425.486.5059
w: triadassociates.net

08058-EXH-S7-ESMT-RELINQUISH.dwg

AFTER RECORDING RETURN TO:

The City of Gig Harbor
Attn: City Clerk
3510 Grandview Street
Gig Harbor, WA 98335

WASHINGTON STATE COUNTY AUDITOR/RECORDER'S INDEXING FORM

Document Title(s) (or transactions contained therein):

Release and Termination of Storm Water Conveyance System Pond Easement Agreement and Storm Water Pond Easement Agreement

Grantor(s) (Last name first, then first name and initials)

City of Gig Harbor

Grantee(s) (Last name first, then first name and initials)

Harbor Hill LLC

Legal Description (abbreviated: i.e., lot, block, plat or section, township, range)

Section 31, Township 22, Range 02, Quarter 13

Assessor's Property Tax Parcel or Account Number(s): 4003100800

Reference Number(s) of Documents assigned or released: AFN 200005080090
and AFN 200005080092

**RELEASE AND TERMINATION
OF
STORM WATER CONVEYANCE SYSTEM POND EASEMENT AGREEMENT
AND
STORM WATER POND EASEMENT AGREEMENT**

THIS RELEASE AND TERMINATION OF EASEMENT AGREEMENTS is made by and between HARBOR HILL LLC, a Washington limited liability company, as successor-in-interest to OLYMPIC PROPERTY GROUP LLC, a Washington limited liability company, and the CITY OF GIG HARBOR, a municipal corporation of the State of Washington ("City").

WHEREAS, on April 24, 2000, the parties entered into that certain Access and Storm Water Conveyance System Easement Agreement recorded at Auditor's File No. 200005080090, records of Pierce County (the "Conveyance System Agreement"); and

WHEREAS, on April 24, 2000, the parties entered into that certain Storm Water Pond Easement Agreement recorded at Auditor's File No. 200005080092 (the "Pond Agreement"); and

WHEREAS, due to subsequent development by Harbor Hill LLC, a Washington limited liability company, the storm water conveyance system and storm water pond that are the subject of the two above easement agreements, respectively, are no longer necessary; and

WHEREAS, the parties desire to terminate all rights and obligations under the above easement agreements;

NOW, THEREFORE, the parties hereto mutually agree as follows:

1. Termination of Conveyance System Agreement. The Conveyance System Agreement is hereby terminated in its entirety, and each party releases the other from all obligations under the Conveyance System Agreement.
2. Termination of Pond Agreement. The Pond Agreement is hereby terminated in its entirety, and each party releases the other from all obligations under the Pond Agreement.
3. Termination of Easement. For clarity of record, the above terminations include the City's release of all easement rights and interests in the real property as described in

[Remainder of page intentionally blank.]

EXHIBIT A

EASEMENT RELEASE LEGAL DESCRIPTIONS

AFN 200005080090

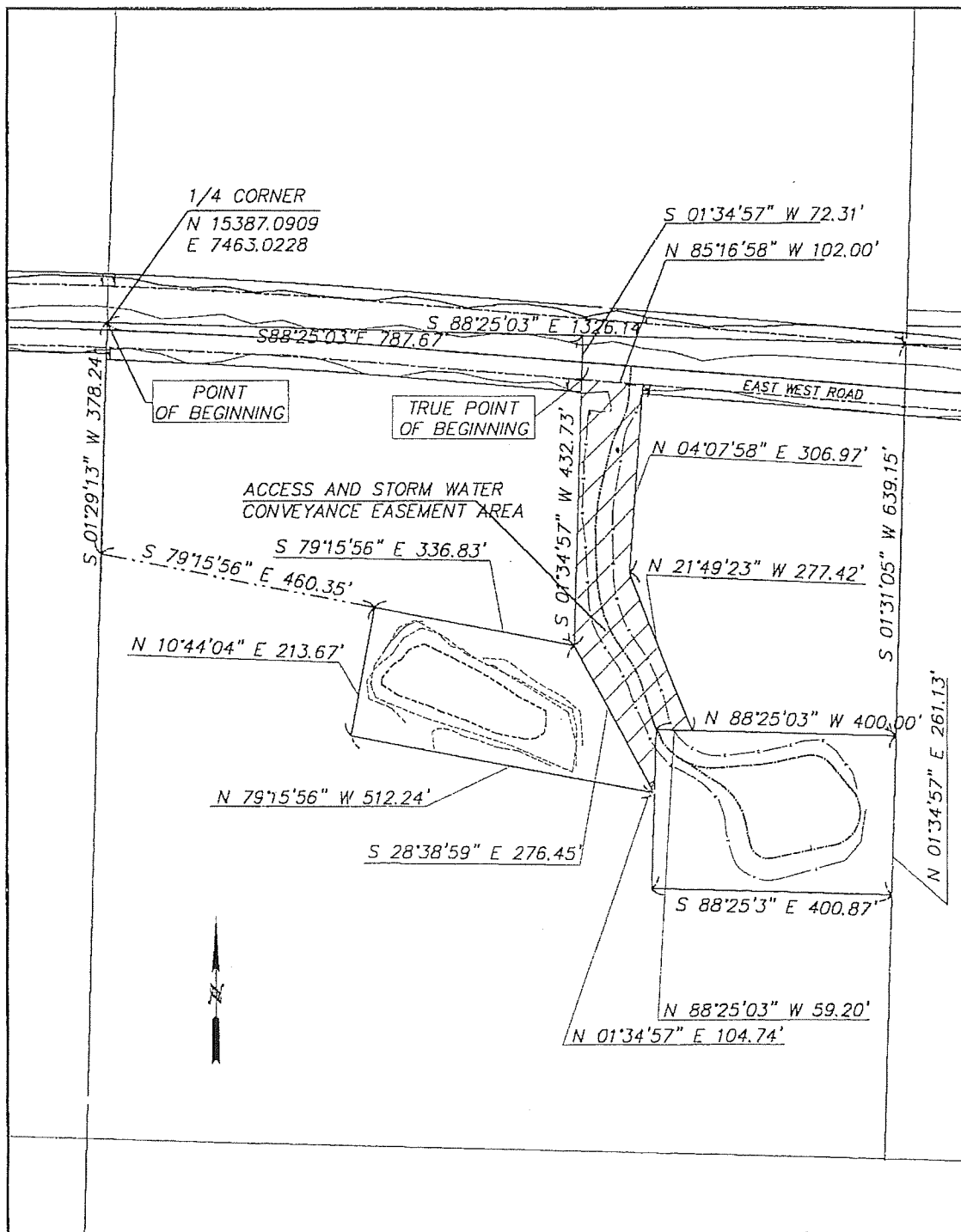
Beginning at the Northwest corner of the West half of the Northeast quarter of SECTION 31, EAST 787.67 feet along a bearing of South 88°, 25', 03" East; thence South 01°, 34', 57" West 72.31 feet to the TRUE POINT OF BEGINNING; thence South 01°, 34', 57" West 432.73 feet; thence South 28°, 38', 59" East 276.45 feet; thence North 01°, 34', 57" East 104.74 feet; thence South 88°, 25' 03" East 59.20 feet; thence North 21°, 49', 23" West 277.42 feet; thence North 04°, 07', 58" East 306.97 feet; thence North 85°, 16', 58" West 102 feet to the TRUE POINT OF BEGINNING.

AFN 200005080092

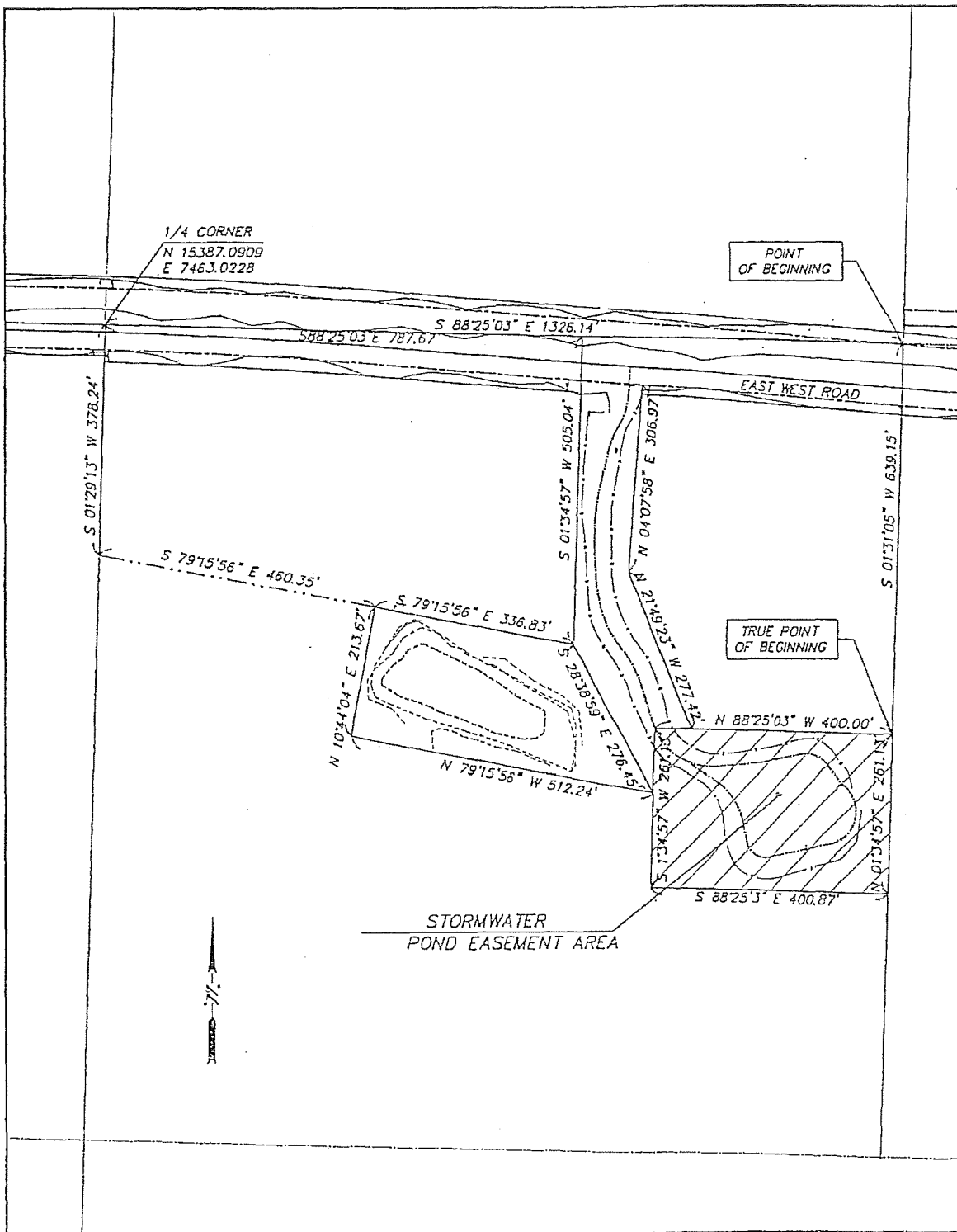
Beginning at the Northeast corner of the West half of the Northeast quarter of SECTION 31, SOUTH 639.15 feet along a bearing of South 01°, 31', 05" West to the TRUE POINT OF BEGINNING; thence North 88°, 25', 03" West 400 feet; thence South 01°, 34', 57" West 261.13 feet; thence South 88°, 25', 03" East 400.87 feet; thence North 01°, 34', 57" East 261.13 feet; to the TRUE POINT OF BEGINNING.

EXHIBIT B
EASEMENT RELEASE MAPS

AFN 200005080090



AFN 200005080092





Business of the City Council
City of Gig Harbor, WA

Subject: 50th Street Culvert Replacement – Consultant Services Contract – Skillings Connolly, Inc.

Proposed Council Action: Approve and authorize the Mayor to execute Consultant Services Contract with Skillings Connolly, Inc. an amount not to exceed \$119,705.00.

Dept. Origin: Public Works/Engineering

Prepared by: Marcos McGraw *MMG*
Project Engineer

For Agenda of: May 26, 2015

Exhibits: Consultant Agreement with Exhibit A – Scope of Work and Exhibit B – Schedule of Rates

	Initial & Date
Concurred by Mayor:	<i>JG 5-20-15</i>
Approved by City Administrator:	<i>RW 5/20/15</i>
Approved as to form by City Atty:	<i>by email 5/19/15</i>
Approved by Finance Director:	
Approved by Public Works Director:	<i>AK 5/20/15</i>
Approved by City Engineer:	

Expenditure Required	\$ 119,705.00	Amount Budgeted	\$ 375,000.00	Appropriation Required	\$0
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INFORMATION/BACKGROUND

An identified 2015 Storm Water Capital Objective provides for the replacement of the drainage culvert located just east of KLM Park under 50th Street. In addition to the culvert replacement, the roadway and sidewalk within the limits of the project will be improved. This contract with Skillings Connolly, Inc. provides for design services, preparation of bidding documents and bidding assistance for the above mentioned project.

The consultant selection process was in accordance with City of Gig Harbor Resolution number 884. We selected five consultants from the current Municipal Research and Services Center (MRSC) consultant roster for various city projects including Harborview Drive Storm Water Conveyance Improvements, Harborview Drive Sidewalk Improvements, Cushman Trail Phase 5 Alignment Planning, Stinson Avenue Water/Street Improvements and 50th Street Culvert. We found Skillings Connolly, Inc. to be the most qualified for engineering services on this culvert project.

FISCAL CONSIDERATION

This project is included in the City of Gig Harbor 2015/2016 Budget with a budgeted amount of \$375,000 from the Storm Water Capital Fund. The budget summary for this item is provided in the table below.

Project Funding:	
2015/2016 Budget Storm Water Capital, Objective 5	\$ 375,000.00
Design Expenses:	
Project Design – Skillings Connolly, Inc.	\$ 119,705.00
Construction Expenses:	
Material Testing & Construction	\$ 255,295.00
Total Remaining Budget:	
	\$ 0

BOARD OR COMMITTEE RECOMMENDATION

None.

RECOMMENDATION/MOTION

Approve and authorize the Mayor to execute Consultant Services Contract with Skillings Connolly, Inc. an amount not to exceed \$119,705.00.

**PROFESSIONAL SERVICES CONTRACT
BETWEEN THE CITY OF GIG HARBOR AND
SKILLINGS CONNOLLY, INC.**

THIS AGREEMENT is made by and between the City of Gig Harbor, a Washington municipal corporation (the "City"), and Skillings Connolly, Inc., a corporation organized under the laws of the State of Washington (the "Consultant").

RECITALS

WHEREAS, the City is presently engaged in Design for 50th St. Ct. NW Culvert Replacement and desires that the Consultant perform services necessary to provide the following consultation services; and

WHEREAS, the Consultant agrees to perform the services more specifically described in the Scope of Work including any addenda thereto as of the effective date of this Agreement, all of which are attached hereto as **Exhibit A – Scope of Work**, and are incorporated by this reference as if fully set forth herein;

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed by and between the parties as follows:

TERMS

1. **Retention of Consultant - Scope of Work.** The City hereby retains the Consultant to provide professional services as defined in this Agreement and as necessary to accomplish the scope of work attached hereto as **Exhibit A** and incorporated herein by this reference as if set forth in full. The Consultant shall furnish all services, labor and related equipment necessary to conduct and complete the work, except as specifically noted otherwise in this Agreement.

2. **Payment.**

A. The City shall pay the Consultant an amount based on time and materials, not to exceed One Hundred Nineteen Thousand Seven Hundred Five Dollars and Zero Cents (\$119,705.00) for the services described in Section 1 herein. This is the maximum amount to be paid under this Agreement for the work described in **Exhibit A**, and shall not be exceeded without the prior written authorization of the City in the form of a negotiated and executed supplemental agreement. The Consultant's staff and billing rates shall be as described in **Exhibit B – Schedule of Rates and Estimated Hours**. The Consultant shall not bill for Consultant's staff not identified or listed in **Exhibit B** or bill at rates in excess of the hourly rates shown in **Exhibit B**, unless the parties agree to a modification of this Contract, pursuant to Section 17 herein.

B. The Consultant shall submit monthly invoices to the City after such services have been performed, and a final bill upon completion of all the services described in this Agreement. The City shall pay the full amount of an invoice within forty-five (45) days of receipt. If the City objects to all or any portion of any invoice, it shall so notify the Consultant of the same within fifteen (15) days from the date of receipt and shall pay that portion of the invoice not in dispute, and the parties shall immediately make every effort to settle the disputed portion.

3. **Duration of Work.** The City and the Consultant agree that work will begin on the tasks described in **Exhibit A** immediately upon execution of this Agreement. The parties agree that the work described in **Exhibit A** shall be completed by March 1, 2016; provided however, that additional time shall be granted by the City for excusable days or extra work.

4. **Termination.** The City reserves the right to terminate this Agreement at any time upon ten (10) days written notice to the Consultant. Any such notice shall be given to the address specified above. In the event that this Agreement is terminated by the City other than for fault on the part of the Consultant, a final payment shall be made to the Consultant for all services performed. No payment shall be made for any work completed after ten (10) days following receipt by the Consultant of the notice to terminate. In the event that services of the Consultant are terminated by the City for fault on part of the Consultant, the amount to be paid shall be determined by the City with consideration given to the actual cost incurred by the Consultant in performing the work to the date of termination, the amount of work originally required which would satisfactorily complete it to date of termination, whether that work is in a form or type which is usable to the City at the time of termination, the cost of the City of employing another firm to complete the work required, and the time which may be required to do so.

5. **Non-Discrimination.** The Consultant agrees not to discriminate against any customer, employee or applicant for employment, subcontractor, supplier or materialman, because of race, color, creed, religion, national origin, marital status, sex, sexual orientation, age or handicap, except for a bona fide occupational qualification. The Consultant understands that if it violates this provision, this Agreement may be terminated by the City and that the Consultant may be barred from performing any services for the City now or in the future.

6. **Independent Status of Consultant.** The parties to this Agreement, in the performance of it, will be acting in their individual capacities and not as agents, employees, partners, joint ventures, or associates of one another. The employees or agents of one party shall not be considered or construed to be the employees or agents of the other party for any purpose whatsoever.

7. **Indemnification.**

A. The Consultant shall defend, indemnify and hold the City, its officers, officials, employees and volunteers, harmless from any and all claims, injuries, damages, losses or

suits including attorneys fees, arising out of or resulting from the acts, errors or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

B. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the City, its officers, officials, employees or volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Consultant's waiver of immunity under Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

8. Insurance.

A. The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the Consultant's own work including the work of the Consultant's agents, representatives, employees, subconsultants or subcontractors.

B. Before beginning work on the project described in this Agreement, the Consultant shall provide evidence, in the form of a Certificate of Insurance, of the following insurance coverage and limits (at a minimum):

1. Business auto coverage for any auto no less than a \$1,000,000 each accident limit, and
2. Commercial General Liability insurance no less than \$1,000,000 per occurrence with a \$2,000,000 aggregate. Coverage shall include, but is not limited to, contractual liability, products and completed operations, property damage, and employers liability, and
3. Professional Liability insurance with no less than \$1,000,000 per occurrence. All policies and coverages shall be on an occurrence basis by an 'A' rated company licensed to conduct business in the State of Washington.

C. The Consultant is responsible for the payment of any deductible or self-insured retention that is required by any of the Consultant's insurance. If the City is required to contribute to the deductible under any of the Consultant's insurance policies, the Contractor shall reimburse the City the full amount of the deductible within 10 working days of the City's deductible payment.

D. The City of Gig Harbor shall be named as an additional insured on the Consultant's commercial general liability policy. This additional insured endorsement shall be included with evidence of insurance in the form of a Certificate of Insurance for

coverage necessary in Section B. The City reserves the right to receive a certified and complete copy of all of the Consultant's insurance policies upon request.

E. Under this Agreement, the Consultant's insurance shall be considered primary in the event of a loss, damage or suit. The City's own comprehensive general liability policy will be considered excess coverage with respect to defense and indemnity of the City only and no other party. Additionally, the Consultant's commercial general liability policy must provide cross-liability coverage as could be achieved under a standard ISO separation of insured's clause.

F. The Consultant shall request from his insurer a modification of the ACORD certificate to include language that prior written notification will be given to the City of Gig Harbor at least 30 days in advance of any cancellation, suspension or material change in the Consultant's coverage.

9. Ownership and Use of Work Product. Any and all documents, drawings, reports, and other work product produced by the Consultant under this Agreement shall become the property of the City upon payment of the Consultant's fees and charges therefore. The City shall have the complete right to use and re-use such work product in any manner deemed appropriate by the City, provided, that use on any project other than that for which the work product is prepared shall be at the City's risk unless such use is agreed to by the Consultant.

10. City's Right of Inspection. Even though the Consultant is an independent contractor with the authority to control and direct the performance and details of the work authorized under this Agreement, the work must meet the approval of the City and shall be subject to the City's general right of inspection to secure the satisfactory completion thereof. The Consultant agrees to comply with all federal, state, and municipal laws, rules, and regulations that are now effective or become applicable within the terms of this Agreement to the Consultant's business, equipment, and personnel engaged in operations covered by this Agreement or accruing out of the performance of such operations.

11. Records. The Consultant shall keep all records related to this Agreement for a period of three years following completion of the work for which the Consultant is retained. The Consultant shall permit any authorized representative of the City, and any person authorized by the City for audit purposes, to inspect such records at all reasonable times during regular business hours of the Consultant. Upon request, the Consultant will provide the City with reproducible copies of any such records. The copies will be provided without cost if required to substantiate any billing of the Consultant, but the Consultant may charge the City for copies requested for any other purpose.

12. Work Performed at the Consultant's Risk. The Consultant shall take all precautions necessary and shall be responsible for the safety of its employees, agents, and subconsultants in the performance of the work hereunder and shall utilize all protection necessary for that purpose. All work shall be done at the Consultant's own risk, and the

Consultant shall be responsible for any loss of or damage to materials, tools, or other articles used or held by the Consultant for use in connection with the work.

13. Non-Waiver of Breach. The failure of the City to insist upon strict performance of any of the covenants and agreements contained herein, or to exercise any option herein conferred in one or more instances shall not be construed to be a waiver or relinquishment of said covenants, agreements, or options, and the same shall be and remain in full force and effect.

14. Resolution of Disputes and Governing Law.

A. Should any dispute, misunderstanding, or conflict arise as to the terms and conditions contained in this Agreement, the matter shall first be referred to the City Engineer or Director of Operations and the City shall determine the term or provision's true intent or meaning. The City Engineer or Director of Operations shall also decide all questions which may arise between the parties relative to the actual services provided or to the sufficiency of the performance hereunder.

B. If any dispute arises between the City and the Consultant under any of the provisions of this Agreement which cannot be resolved by the City Engineer or Director of Operations determination in a reasonable time, or if the Consultant does not agree with the City's decision on the disputed matter, jurisdiction of any resulting litigation shall be filed in Pierce County Superior Court, Pierce County, Washington. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. The prevailing party in any such litigation shall be entitled to recover its costs, including reasonable attorney's fees, in addition to any other award.

15. Written Notice. All notices required to be given by either party to the other under this Agreement shall be in writing and shall be given in person or by mail to the addresses set forth below. Notice by mail shall be deemed given as of the date the same is deposited in the United States mail, postage prepaid, addressed as provided in this paragraph.

CONSULTANT:
Skillings Connolly, Inc.
ATTN: Robert Connolly, PE
5016 Lacey Boulevard S.E.
Lacey, WA 98503

City of Gig Harbor
ATTN: Marcos McGraw
3510 Grandview Street
Gig Harbor, WA 98335
(253) 851-6170

16. Subcontracting or Assignment. The Consultant may not assign or subcontract any portion of the services to be provided under this Agreement without the express written consent of the City. If applicable, any subconsultants approved by the City at the outset of this Agreement are named on **Exhibit C** attached hereto and incorporated herein by this reference as if set forth in full.

is deposited in the United States mail, postage prepaid, addressed as provided in this paragraph.

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Skillings Connolly, Inc.
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17. Entire Agreement. This Agreement represents the entire integrated agreement between the City and the Consultant, superseding all prior negotiations, representations or agreements, written or oral. This Agreement may be modified, amended, or added to, only by written instrument properly signed by both parties hereto.

IN WITNESS WHEREOF, the parties have executed this Agreement this _____ day of _____, 20____.

CONSULTANT

CITY OF GIG HARBOR

By: _____
Its: _____

By: _____
Mayor Jill Guernsey

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

**EXHIBIT A
SCOPE OF WORK**

Prepared for:

**CITY OF GIG HARBOR
50TH ST. CT. NW CULVERT REPLACEMENT**
May 14, 2015

Introduction

The following scope of work delineates tasks to be performed as part of the agreement between Skillings Connolly, Inc. (Consultant) and City of Gig Harbor (Client).

Client has requested that Consultant complete an engineering design and estimate, obtain all the required permits and prepare a public works contract for the replacement of the existing stream crossing culvert located under 50th Street Ct. NW between 36th Ave. Ct. NW and 34th Ave. NW with a fish friendly crossing.

General Assumptions:

- Limits of the work for downstream improvements to correct the plunge-pool at the culvert outfall will likely go beyond the 60-ft of right-of-way (ROW).
- Construction easements or "Right of Entry" required for survey and construction will be prepared by the Client.
- Plans and specifications to be in accordance to City of Gig Harbor Standards and WSDOT Standard Specifications version 2016 (if project does not advance to construction this year).
- Assumption is that there will be only one public outreach meeting attended by Client and Consultant.
- WDFW's "Hydraulic" method and "Stream Simulation" method for culvert design per their Water Crossing Design Guidelines (2013), will be followed for design comparisons and ultimate culvert selection. The "No Slope" method will not be employed due to the up-stream and downstream high natural-channel gradient.
- This scope of work does not include design of a bridge structure.
- If a box culvert is the selected crossing method it is assumed that prefabricated sections will be used and that structural design will be provided by manufacturer.
- Consultant will utilize and incorporate prior design work by HDR Engineering.
- By-pass road is not anticipated to be required, road segment is to be closed to traffic during construction and Consultant will provide a signed detour route.
- No Record of Survey is required.

The following tasks shall be performed by Consultant:

Task 100	Project Administration and Management
-----------------	--

The work associated with this task involves administration of this Agreement and management of the tasks to complete this Scope of Work (SOW) defined herein.

Objectives

- Consultant will establish and maintain communication within the design team, Client, Consultant, and other involved agencies and stakeholders.

- Consultant will monitor and report on the status of scope, schedule, and budget throughout the duration of project.
- Consultant will assure that contractual obligations of this Agreement are met and, if necessary, that appropriate supplements are made.

Assumptions

- Consultant will provide overall administration and management services.
- The duration of this work effort will be up to 9 months.

Tasks

1. Provide Principal QA/QC review.
2. Prepare up to nine monthly invoices and progress reports to include the status of deliverable items, a list of technical issues to be resolved and a record of decisions made and resolutions to issues reached.
3. Prepare and manage Project Management Plan and Project Schedule.
4. Attend project start-up meeting with City staff.
5. Meet with City staff twice during preparation of plans to review major project elements.
6. Project Management and Coordination. This includes preparing for and attending two coordination and direction setting meetings one with Washington Department of Fish and Wildlife (WDFW) Area Biologist and another with the Corps of Engineers staff. Preparation of meeting agenda and minutes is included.
7. Assist Client with obtaining Right-of-Entry documents for project affected properties. It is assumed that up to two properties may be affected in addition to the City owned parcel. Consultant will provide sketches of parcels showing areas to be surveyed and possible limits of construction.

Deliverables

- Project Schedule with monthly updates.
- Monthly invoices and progress reports.
- Meeting agenda and minutes for coordination and direction setting meeting.

Task 200	Applications and Environmental Documentation Review
-----------------	--

Assumptions

- Client will provide copies of all previously submitted project related reports, studies, plans and applications. This should include copies of the HPA, JARPA, SEPA Checklist and Determination, 401 Water Quality Certification, and Section 404 permit.
- Client will provide a copy of the previously performed wetland mapping, classification and report will be provided by Client.
- City will be the SEPA lead agency

Tasks

1. Latest applications will be reviewed for completeness and to determine whether they need to be updated to present standards or resubmitted.
2. Perform a field review of the wetland boundaries and classification to see if previous wetland delineation, rating and report need to be updated. Wetland flagging will be provided for both upstream and downstream for a length of 100 feet each way.
3. Assess stream morphology as necessary for WDFW fish passage design requirements (e.g., gravel type, stream flow, channel characteristics, etc.).

4. Contact COE to review status of project and to see if a Wetland Mitigation Plan needs to be submitted.
5. Prepare a memorandum for Client's review outlining any additional work needed for compliance. See Task 1100 below for possible additional work. If wetland mitigation becomes a requirement, a scope and budget for a Mitigation Plan will be agreed to with the City and be considered extra work.

Deliverables

- Permit and wetland Review memorandumSite Characterization letter.

NOTE: See TASK 1100 below for list of possible tasks to be added to contract if additional permitting or environmental work becomes required.

Task 300	Surveying
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Assumptions

- The surveying will be based on established City of Gig Harbor Horizontal and vertical datums. Specifically, horizontal datum as "NAD1983 HARN State Plane So. FIPS 4-602" & vertical datum as "NGVD29".
- Property lines, Right of Way lines and easements in the project area will be researched and shown on the base map. Property lines in the vicinity of the project will be verified in the field.
- The following information will be collected and documented, as required by WDFW culvert design guidelines, Water Crossing Design Guidelines (2013).
 - ✓ Horizontal and vertical location of crossing, invert elevations and culvert diameter, and water level and estimated velocity.
 - ✓ Survey road and ground within 200 feet along the road and 100 feet up-and downstream from the existing crossing.
 - ✓ Survey stream centerline 100 feet up and downstream of the existing crossing.
 - ✓ Location of wetland boundaries within 100 feet of existing crossing.
- The Consultant will field locate the culvert, roadbed, ditches and cut and fill slopes as well as match lines for most recent roadway construction. Extend the survey laterally beyond the cut and fill slopes to allow for design of roadway improvements. Locate the streambed, banks of the creeks, and delineated wetland boundaries. Locate the limits of any exposed bedrock.
- Consultant will review proposed construction and recommend a permanent right-of-way easement or property acquisition as necessary for such work.
- Consultant will establish rebar control points outside of the proposed construction area.

Tasks

1. Perform a topographic survey of the road and streams in the vicinity of the existing culvert crossing.
2. Prepare Base Map for project location.
3. Prepare a legal description and sketch for the proposed right-of-way dedication deed for 50th Street along the north side of the City of Gig Harbor Park located just east of the planned culvert replacement.

Deliverables

- Consultant will provide electronic and hard copy of base map.
- Base map, base map files shall be in PDF and drawing format, and shall also contain the DTM COGO linked database to the Auto CAD drawings.
- Right-of-way legal description and sketch.

Task 400	Geotechnical Investigations
-----------------	------------------------------------

Assumptions

- HWA, Inc. will perform geotechnical investigations as a subconsultant to Consultant.
- Geotechnical engineering evaluation will investigate the subsurface conditions at the stream crossing in order to provide geotechnical engineering recommendations for design and construction of the replacement structure.
- No geotechnical field work may commence until after the City reviews and approves applicable traffic control plans.

Tasks

1. Consultant will manage subconsultant and provide QA/QC of geotechnical deliverable.

Geotechnical Investigation

Tasks

1. Attend one meeting with Skillings Connolly to discuss the results of our investigation and design alternatives.
2. General planning and site visit. City representative shall be notified in order to attend.
3. Field work including logging two test pits, one on each side of existing culvert. One lane will be closed. Flagging of traffic will be provided by Consultant.
4. Maintain a detailed log of each exploration, visually classify the soil and rock encountered, obtain soil samples as appropriate for the soil conditions encountered, and observe groundwater conditions in each exploration.
Conduct the following laboratory tests using soil and rock samples obtained from the explorations:
 - a. 2 Moisture Content tests (ASTM D 2216-05).
 - b. 1 Atterberg Limits tests (ASTM D 4318-05)
 - c. 1 Grainsize distribution
5. Report will be prepared and foundation scour protection depths, gravel, bearing pressure and settlement will be recommended. Pavement restoration recommendations will be made.

Deliverables

- A paper copy and a MS Word electronic version of the geotechnical report will be provided to the Client by the Consultant.

Task 500	Hydraulic Evaluation
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Assumptions

- WDFW's "Hydraulic" method and "Stream Simulation" method for culvert design per their Water Crossing Design Guidelines (2013) will be followed for design comparisons and ultimate culvert selection.
- Consultant will use the Santa Barbara Unit Hydrograph methodology for calculating hydrologic flows.
- Consultant will use the WDFW Integrated Streambank Protection Guidelines (2003) for scour analysis.
- Client shall provide copy of previously prepared study of Garr Creek.

Tasks

1. Identify contributing watershed for stream basin and calculate 100-year event flow volume.
2. Conduct Scour Analysis.

3. Prepare Hydraulic Technical Memorandum

Deliverables

- A Hydraulic Technical Memorandum will be submitted to Client as well as a summarization of the major contents of the memorandum.

Task 600	Pre-design Alternatives Analysis
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Assumptions

- Consultant will evaluate the following three replacement structures for the crossing location:
 - ✓ Round or elliptical culvert
 - ✓ Structural plate, open bottomed arch on precast or cast in place concrete footings.
 - ✓ Prefabricated concrete box culvert

Tasks

1. Conduct site visit.
2. Prepare a stream profile including upstream, culvert area and downstream.
3. Analyze alternatives for final stream bed and proposed culvert vertical and horizontal positioning.
4. Determine whether to use existing culvert or install a bypass during installation of new culvert.
5. Develop conceptual designs for the three replacement structure options.
6. Prepare preliminary Engineer's Estimates for Probable Cost to Construct for each alternative design.
7. Meet with Client to discuss options (included in TASK 100 above).
8. Prepare a Technical Memorandum describing alternatives for the culvert replacements, discussing advantages and disadvantages of the alternatives including biological, engineering, and cost aspects, identifying a preferred option, and explaining the selection rationale. Factors to be considered are construction feasibility, biological benefit, cost, and social criteria. Consultant will make a recommendation on the preferred alternative to Client.

Deliverables

- Pre-design Alternatives Analysis Technical Memorandum

Task 700	Preliminary Design- 60%
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Assumptions

- Client will select a preferred crossing structure, based on the Pre-design Alternatives Analysis. Consultant will proceed with preliminary design of the preferred crossing structure type.

Tasks

1. Conduct site visit.
2. Prepare preliminary plans of preferred crossing structure type.
Plans to include:
 - Existing Conditions & Clearing Plan
 - Plan & Profile of Culvert and Roadway (1"=20', half size plan view)
 - Details of Roadway Sections
 - Culvert Plan and Section Views (including diversion and construction sequencing)
 - Culvert Detail Sheet

- Wingwalls detail sheet
 - Creek Profile at 1"=20' horizontal half size scale (upstream, culvert and downstream)
 - Creek Restoration Grading Plan
3. Prepare preliminary specifications
 4. Prepare Preliminary Engineer's Estimate of Probable Cost to Construct.
 5. Update Design Documentation Notebook.
 6. Update Quantity Calculation Notebook.
 7. Submit preliminary plans, specifications and estimate (PS&E) to Client for review

Deliverables

- Preliminary Plans, 11"x17" – ½ size paper, 3 sets full size, PDF electronic version.
- Preliminary Specifications, both paper and PDF version.
- Preliminary Engineer's estimate, both paper and PDF version.

Task 800	Final Design and PS&E- 90%
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Assumptions

- It is assumed that Client will provide review comments on preliminary PS&E.
- It is assumed that Consultant will need to make an additional site visit after comments are received from Client and/or applicable regulatory agencies.
- Client will provide public works specification template.

Tasks

1. Conduct site visit.
2. Prepare final plans of preferred crossing structure type.
Plans to include:
 - Cover Sheet
 - Legend & Abbreviations
 - Existing Conditions & Clearing Plan
 - Temporary Construction Easement Plan
 - Conceptual Traffic Control Plan
 - Temporary Erosion Control Plan
 - Plans & Profile of Culvert and Roadway (1"=20', half size plan view)
 - Details of Erosion Control and Roadway Section
 - Culvert Plan and Section Views (including diversion and construction sequencing)
 - Culvert Detail Sheet
 - Wingwalls Detail Sheet
 - Creek Profile at 1"=20' horizontal half size scale (upstream, culvert and downstream)
 - Creek Restoration Grading Plan
 - Proposed Creek Cross Sections
 - Permanent Erosion Control including Stream Bank Remediation Plan and Details
 - Creek Restoration Planting Plan
 - Temporary Irrigation Plan
 - Planting and Irrigation Detail Sheets
3. Prepare final specifications
4. Prepare final engineer's estimate of probable cost to construct. Estimate shall be stamped and sealed.
5. Update Design Documentation Notebook.

6. Update Quantity Calculation Notebook.
7. Prepare comment response matrix.
8. Prepare draft Public Works contract for Bid, Ad, and Award

Deliverables – All will be provided in PDF, MSWord, MS Excel and AutoCAD format, as applicable.

- Final Plans
- Final Specifications
- Final Engineer’s Estimate
- Draft Public Works Contract
- Design Documentation Notebook
- Quantity Calculation Notebook
- Comment Response Matrix

NOTE: City to review and determine if final set of PS&E is ready prior to advertising for bid. If not ready, Consultant will make the necessary revisions and return to Client for final review of incorporated Client comments.

Task 900	Bid Support Services
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Assumptions

Client will prepare and put construction ad out for publication.

Tasks

1. Submit PDF version of final bid set of plans and contract documents.
2. Attend pre-bid meeting.
3. Answer questions from bidders and suppliers during bid period.
4. Issue up to two contract addenda to clarify information prior to bidding.

Deliverables - All will be provided in PDF, MSWord, MS Excel and AutoCAD format, as request by Client.

- Final Plans
- PDF of bid documents
- Up to 2 addenda
- Listing of contractor’s questions

Task 1000	Construction Support Services (Extra Work)
------------------	---

Assumptions

- It is assumed that Consultant will provide construction staking and other construction support services (e.g. response to RFI’s, review of contractor submittals) prior to construction of crossing. The scope and level of effort associated with this task is dependent on the final design of the crossing replacement. Once the final design has been selected, a supplement to this scope of work will be prepared for construction staking and /or management services.

Task 1100	Permitting and Environmental Work Assistance
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Assumptions

- This task is essential to the completion of the project. A Site Characterization Letter has been previously prepared describing identified wetlands, potential impacts to effected wetlands, stream characteristics, and proposed mitigation measures, and recommended updates to environmental documentation and permit applications.
- The Hydraulic Project Approval (HPA) application will be via WDFW's online APPS System not via the JARPA.
- Items not identified in this Scope of Work, as determined by the applicable permitting agencies, shall be completed under a supplement to this Scope of Work.
- A Critical Areas Report will be prepared based on the results of Task 200 that focuses on wetlands and Fish and Wildlife Habitat Conservation areas.

Tasks

1. Meet with WDFW Area Habitat Biologist to review fish passage design.
2. Prepare New or addenda to Joint Aquatic Resource Permit Application (JARPA)
3. Prepare new or addenda to HPA application via WDFW APPS on-line system.
4. Prepare a Critical Areas Report in Accordance with Chapter 18.08 COGH MC.
5. Complete a new SEPA Checklist or amend existing.
6. Meet with COE to discuss wetland mitigation requirements and develop wetland mitigation prospectus.
7. Prepare a Biological Evaluation to meet Endangered Species Act requirements.

Deliverables - All will be provided in PDF, MSWord, MS Excel and AutoCAD format, as request by Client.

- JARPA
- SEPA Checklist
- HPA Online Application
- Wetland Mitigation Prospectus
- Biological Evaluation
- Critical Areas Report

The Management Reserve Fund consists of contingency work and its use will be at the sole direction of the City but only to the extent of the available funds. Contingency work may include work items listed above as exclusionary work or additional work due to project delays, contract extensions, or extra requests by the Client. Contingency work done by Consultant will be done at the same rates and costs approved for the project.

END SCOPE OF WORK

Prepared by: Robert G. Connolly, PE 05/05/2015

Reviewed by: Patrick E. Skillings, PMP 05/05/2015

**EXHIBIT B
CONSULTANT FEE DETERMINATION – MAN-HOURS**

PROJECT NAME: 15095 CITY OF GIG HARBOR 50TH STREET COURT NW CULVERT REPLACEMENT		PRINCIPAL-IN- CHARGE	PROJECT MANAGER	PROJECT ENGINEER	SR ENVIRONMENTAL SCIENTIST	STAFF SCIENTIST	ENGINEER	SURVEY MANAGER	SURVEYOR	2 MAN SURVEY CREW	TECHNICIAN	PROJECT ADMINISTRATOR
TASK #	TASK DESCRIPTION											
100	PROJECT ADMINISTRATION AND MANAGEMENT											
100.1	Provide Principal QA/QC review.	8										
100.2	Prepare up to nine monthly invoices and progress reports to include the status of deliverable items, a list of technical issues to be resolved and a record of decisions made and resolutions to issues reached.		4									12
100.3	Prepare and manage the project management plan and project schedule.		4									
100.4	Attend project start-up meeting with City staff.		4	4								
100.5	Meet with City staff twice during preparation of plans to review major project elements.		6	6								
100.6	Project management and coordination to include preparing for and attending two coordination and direction setting meetings, one with WDFW Area Biologist and another with ACOE. Preparation of meeting agenda and minutes will be provided.		8			8						
100.7	Assist Client with obtaining Right of Entry documents for project affected properties. It is assumed up to two properties may be affected in addition to the City owned parcel.				2			4				8
200	APPLICATIONS AND ENVIRONMENTAL DOCUMENTATION REVIEW											
200.1	Review latest applications for completeness to determine whether or not they need be updated or resubmitted to present standards.				2	4						
200.2	Perform a field review of the wetland boundaries and classification to see if previous wetland delineation, rating and report need to be updated. Wetland flagging will be provided for both upstream and downstream for a length of 100-feet each way.				6	6						

PROJECT NAME: 15095 CITY OF GIG HARBOR 50TH STREET COURT NW CULVERT REPLACEMENT		PRINCIPAL-IN- CHARGE	PROJECT MANAGER	PROJECT ENGINEER	SR ENVIRONMENTAL SCIENTIST	STAFF SCIENTIST	ENGINEER	SURVEY MANAGER	SURVEYOR	2 MAN SURVEY CREW	TECHNICIAN	PROJECT ADMINISTRATOR
200.3	Assess stream morphology as necessary for WDFW fish passage design requirements.				4							
200.4	Contact COE to review status of project and to see if a Wetland Mitigation Plan needs to be submitted.					2						
200.5	Prepare a memorandum for Client's review outlining any additional work needed for compliance.		1		2							
300	TOPOGRAPHIC SURVEY											
300.1	Perform a topographic survey of the road and streams in the vicinity of the existing culvert crossing.		2						2	16	4	
300.2	Prepare Base Map for project location.			2					2		8	
300.3	Prepare a legal description and sketch for the proposed right-of-way dedication deed for the City of Gig Harbor Park located just east of the planned culvert replacement.		1					1	8			
400	GEOTECHNICAL INVESTIGATIONS											
400.1	Firm will manage subconsultant and provide QA/QC of geotechnical deliverable.			2								
500	HYDRAULIC EVALUATION											
500.1	Identify contributing watershed for stream basis and calculate 100-year event flow volume.		1	2			10					
500.2	Conduct Scour Analysis.			2			6					
500.3	Prepare Hydraulic Technical Memorandum.		2	2			10					
600	PRE-DESIGN ALTERNATIVES ANALYSIS											
600.1	Prepare a stream profile including upstream, culvert area and downstream.			1			4					
600.2	Analysis alternatives for final stream bed and proposed culvert vertical and horizontal positioning.		2	4		4	8					
600.3	Determine method of culvert replacement, use existing culvert or a bypass.			4								
600.4	Develop conceptual designs for the three replacement structure options.		2	12			16					

PROJECT NAME: 15095 CITY OF GIG HARBOR 50TH STREET COURT NW CULVERT REPLACEMENT		PRINCIPAL-IN- CHARGE	PROJECT MANAGER	PROJECT ENGINEER	SR ENVIRONMENTAL SCIENTIST	STAFF SCIENTIST	ENGINEER	SURVEY MANAGER	SURVEYOR	2 MAN SURVEY CREW	TECHNICIAN	PROJECT ADMINISTRATOR
600.5	Prepare preliminary engineer's estimates for each alternative design.			3			12					
600.6	Meet with Client to discuss options (included in TASK 100 above).			3								
600.7	Prepare a technical memorandum describing alternatives for the culvert replacements.		2	4			8					
700	PRELIMINARY DESIGN - 60%											
700.1	Conduct site visit.			4			4					
700.2	Prepare preliminary plans of preferred crossing structure type. Plans to include:											
700.2.1	Existing Conditions & Clearing Plan			1			1				3	
700.2.2	Plan & Profile of culvert and roadway.			1			4				4	
700.2.3	Details of roadway sections.			1			2				2	
700.2.4	Culvert plan and sections views (including diversion and construction sequencing).		2	4			8				8	
700.2.5	Culvert Detail Sheet			1			1				3	
700.2.6	Wingwalls Detail Sheet.			1			4				4	
700.2.7	Creek Profile, upstream, culvert and downstream.		1	1			4				4	
700.2.8	Creek Restoration Grading Plan.		1	2			5				3	
700.3	Prepare preliminary specifications.			1			8					
700.4	Prepare preliminary Engineer's Estimate of Probable Cost to Construct.		1	2			8					
700.5	Update Design Documentation Notebook.		1	2			4					
700.6	Update Quantity Calculation Notebook.		1	2			4					
700.7	Submit preliminary PS&E to Client for review.		1	2			2					2
800	FINAL DESIGN AND PS&E - 90%											
800.1	Conduct site visit.			4			4					
800.2	Prepare final plans of preferred crossing structure type. Plans to include:											
800.2.1	Cover Sheet.			1			1				4	
800.2.2	Legend & Abbreviations.						1				2	
800.2.3	Existing Conditions & Clearing Plan.						1				4	
800.2.4	Temporary Construction Easement Plan.						4				4	
800.2.5	Conceptual Traffic Control Plan.			1			2				4	

PROJECT NAME: 15095 CITY OF GIG HARBOR 50TH STREET COURT NW CULVERT REPLACEMENT		PRINCIPAL-IN- CHARGE	PROJECT MANAGER	PROJECT ENGINEER	SR ENVIRONMENTAL SCIENTIST	STAFF SCIENTIST	ENGINEER	SURVEY MANAGER	SURVEYOR	2 MAN SURVEY CREW	TECHNICIAN	PROJECT ADMINISTRATOR
800.2.6	Temporary Erosion Control Plan.			1			4				4	
800.2.7	Plans & Profile of culvert and roadway.		1	2			8				8	
800.2.8	Details of erosion control and roadway section.			1			2				8	
800.2.9	Culvert plan and section views (including diversion and construction sequencing).		2	2			8				12	
800.2.10	Culvert Detail Sheet.						1				4	
800.2.11	Wingwalls Detail Sheet.						1				4	
800.2.12	Creek Profile, upstream, culvert and downstream.		2	4			8				8	
800.2.13	Creek Restoration Grading Plan.		2	2			4				4	
800.2.14	Proposed Creek cross-sections.			1			4					
800.2.15	Temporary Irrigation Plan.											
800.2.16	Planting and Irrigation Detail sheets.											
800.3	Prepare final specifications.		1	4			8					
800.4	Prepare Final Engineer's Estimate of Probable Cost to Construct.		1	2			8					
800.5	Update Design Documentation Notebook.		1	2			4					
800.6	Update Quantity Calculation Notebook.		1	2			4					
800.7	Prepare comment response matrix.			2			4					
800.8	Prepare draft Public Works Contract for Bid, Ad and Award.		1	4			8					
900	BID SUPPORT SERVICES											
900.1	Submit PDF version of final bid set of plans and contract documents.		2	2			4					
900.2	Answers questions from bidders and suppliers during bid period.			4			6					
900.3	Issue up to two contract addenda to clarify information prior to bidding.		1	2			4					1
900.4	Attend bid opening at City of Gig Harbor.			4								
1000	CONSTRUCTION SUPPORT SERVICES											
	TO BE ADDED BY CONTRACT SUPPLEMENT.											
1100	PERMITTING AND ENVIRONMENTAL ASSISTANCE											
1100.1	Meet with WDFW Area Habitat Biologist to review fish passage design.		1	4	4	4						
1100.2	Prepare new or addend Joint Aquatic Resource Permit Application (JARPA).				2	8						

PROJECT NAME: 15095 CITY OF GIG HARBOR 50TH STREET COURT NW CULVERT REPLACEMENT		PRINCIPAL-IN- CHARGE	PROJECT MANAGER	PROJECT ENGINEER	SR ENVIRONMENTAL SCIENTIST	STAFF SCIENTIST	ENGINEER	SURVEY MANAGER	SURVEYOR	2 MAN SURVEY CREW	TECHNICIAN	PROJECT ADMINISTRATOR
1100.3	Prepare new or addend HPA on-line application					8						
1100.4	Prepare Critical Area Report		1		12	48					8	
1100.5	Complete a new SEPA Checklist or amend existing.				2	16						
1100.6	Prepare Wetland Mitigation Prospectus				8							
1100.7	Biological Evaluation to meet ESA requirements.		1		4	68					8	
	HOURS PER DISCIPLINE	8	65	129	46	176	236	5	12	16	137	15

CONSULTANT FEE DETERMINATION – EXPENSES

Item	Description	Basis	Quantity	Rate	Total
1	Telephone	Month			\$0.00
2	Auto Rental	Each			\$0.00
3	Lodging	Day			\$0.00
4	Per Diem-Meal	Day			\$0.00
5	Photo Copies - Blk & White	Each		\$0.10	\$0.00
6	Photo Copies - Color	Each		\$0.35	\$0.00
7	Half Sized Prints	Each	200	\$0.50	\$100.00
8	Full Sized Prints	Each	200	\$6.00	\$1,200.00
9	Postage	Month			\$0.00
10	Shipping	Month			\$0.00
11	FAXs	Each			\$0.00
12	Miscellaneous Project Costs	Month			\$0.00
13	Miscellaneous Survey Costs	Estimated			\$0.00
14	Traffic Control	Estimated			\$0.00
Total Miscellaneous Expenses					\$1,300.00
	Mileage	Per Mile	600	0.575	\$345.00
Total Expenses					\$1,645.00
Assumptions					
1	Telephone	Estimated			
2	Auto Rental	Estimated trips			
3	Mileage	Estimated miles	10 trips	60 miles per trip	
4	Lodging				
5	Per Diem-Meal				
6	Photo Copies - Blk & White	Estimated			
7	Photo Copies - Colored	Estimated			
8	Half Sized Prints				
9	Full Sized Prints				
10	Postage	Estimated			
11	Shipping	Estimated			
12	FAXs	Estimated			
13	Miscellaneous Project Costs	Estimated			
14	Miscellaneous Survey Costs	Estimated			
15	Purchase Order	Estimated			
Prepared by: Robert G. Connolly, PE		04/28/2015			

SUBCONSULTANT FEE DETERMINATION – SCOPE AND SUMMARY HWA GEOSCIENCES, INC

Project Cost Estimate
Culvert Replacement at 50th St. Ct. NW
Gig Harbor, WA
Prepared for: Robert Connolly of Skillings and Connolly



HWA Ref: 2015-P002-21
Date: 3-May-15
Revised Date:
Prepared By: SSI

Scope of Work: Perform geotechnical investigation for the proposed culvert replacement at 3500 50th St. Ct. NW, Gig Harbor, WA. The existing culvert (24 inch concrete pipe) is located approximately 150 feet south of a house address at 3612 50th St. Ct. NW, Gig Harbor. The existing culvert will be replaced with a precast concrete box culvert under the road and the culvert will be extended 10 feet on both sides. WSDOT will perform soil borings at the project site. HWA will arrange traffic control and provide an engineer to log the explorations. One lane will be closed during the field exploration. Flaggers will be used for traffic control. HWA will develop exploration logs. Soil samples will be analyzed for gradation and plasticity indices (Atterberg Limits). HWA will prepare a report providing recommendations for the culvert replacement and pavement restoration.

ESTIMATED HWA LABOR:

WORK TASK DESCRIPTION	PERSONNEL & 2015 HOURLY BILLING RATES					TOTAL HOURS	TOTAL AMOUNT	
	Principal \$180.00	Sr. Engr. \$157.00	Geologist \$110.00	CAD \$75.00	Admin \$65.00			
1. Project setup and site visit to observe conditions		2	8			10	\$1,194	
2. Borehole logging			12			12	\$1,330	
3. Engineering Analysis	4	8	2			14	\$2,196	
4. Reporting	2	12	4	4	2	24	\$3,114	
TOTAL LABOR:		6	22	26	4	2	60	\$7,834

SOIL LABORATORY TEST SUMMARY:

Test	Est. No. Tests	Unit Cost	Total Cost
Natural Moisture Content	0	\$12	\$0
Swrch Size Distribution	4	\$95	\$380
Atterberg Limits (plasticity index)	2	\$155	\$310
Modified Proctor (compaction)	0	\$230	\$0
LABORATORY TOTAL:			\$690

HWA DIRECT EXPENSES:

Message	\$200
HWA Lab Testing (detail to left)	\$690
TOTAL:	\$890

SUBCONTRACTOR EXPENSES:

Traffic Control	\$1,500
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HWA Markup on	\$225
SUB EXPENSE TOTAL:	\$1,725

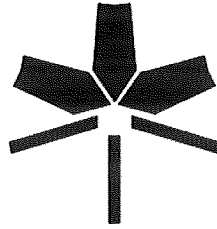
PROJECT TOTALS:

HWA Labor	\$7,834
HWA Direct Expenses	\$890
Subcontractor Expense	\$1,725
TOTAL:	\$10,459

CONDITIONS:

1. Street Use Permit shall be issued by the owner at no costs to the consultant.
2. Geotechnical design/evaluation includes physical soil properties only; does not include evaluation of contamination of soil and ground water.
3. HWA's project manager has the discretion to transfer labor and budget dollars between tasks to satisfy project objectives.

SUBCONSULTANT FEE DETERMINATION – SCOPE AND SUMMARY
JEFFREY B. GLANDER & ASSOCIATES



JEFFREY B. GLANDER & ASSOCIATES

Landscape Architecture and Site Planning

April 22, 2015

Mr. Bob Connolly
Skillings and Connolly, Inc.
5016 Lacey Blvd. S.E.
Lacey, WA. 98503

RE: 50th Street Ct. NW Culvert Replacement
Gig Harbor, WA.

Dear Bob,

Pursuant to your request, we are pleased to submit this proposal for professional landscape architectural services for the above referenced project. Based on our discussions, my firm proposes to provide the following services:

SCOPE OF WORK: (Approx. 100' upstream and 100' downstream of new culvert)

1. Coordination/Programming with engineer and other sub consultants as required for design development and construction documents. Includes one site visit to observe existing conditions.
2. Preliminary Streambed Landscape Restoration Plan showing proposed plant material types, sizes and locations. Includes color photos of proposed plants.
3. Preliminary Cost Estimate giving approximate installation costs of the preliminary plan.
4. Review preliminary plan with owner/engineer. Revise if required to an agreeable final design concept.
5. Submit plan for approval for by City of Gig Harbor.
6. Final Landscape Construction Documents: Once the City has commented on the landscape plan, all required landscape revisions shall be incorporated onto the final landscape plan, which shall also include installation details and special provision specifications per WSDOT format.

50th Street Proposal
Page 2

7. Irrigation System Plan for a fully automatic temporary sprinkler irrigation system, technical specifications and installation details.

Fee for the above services shall be as follows:

A. Tasks 1-6 (Landscape design work/site visit/specs/ details): \$4620.00

B. Task 7 (Irrigation Design): \$1680.00

Total Proposed Fee: \$6300.00.

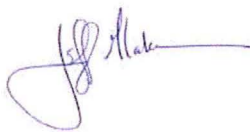
Revisions that may be required after the preliminary plan is submitted, due to changes in the site plan layout, shall be considered an additional service. This fee assumes an AutoCAD site plan disk that includes existing tree locations will be provided by the client for our use. Final deliverables will be one set of reproducible documents of our work.

ADDITIONAL SERVICES

Additional services are not included in this proposal and if desired, shall be provided at our standard hourly rates.

If this proposal meets with your approval, please provide your standard contract agreement for our review.

Sincerely,



Jeff Glander, ASLA
Jeffrey B. Glander & Associates, PLLC



Business of the City Council
City of Gig Harbor, WA

Subject: Public Hearing – 2015 Major Periodic Review of the Comprehensive Plan – “Gig Harbor 2030”.

Proposed Council Action: Hold a public hearing on the proposed amendments to the Comprehensive Plan.

Dept. Origin: Planning Department

Prepared by: Lindsey Sehmel, AICP
Senior Planner

LWS

For Agenda of: May 26, 2015

Exhibits: Bulleted summary of amendments
Planning Commission recommendations
Draft ordinance with attachments
Written comments received to date

Initial & Date

Concurred by Mayor:

JG 5/20/15

Approved by City Administrator:

Ron W 5/20/15

Approved as to form by City Atty:

Via email 5/19

Approved by Finance Director:

N/A

Approved by Department Head:

JK 5/20/15

Expenditure Required	0	Amount Budgeted	0	Appropriation Required	0
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INFORMATION / BACKGROUND

The attached ordinance reflects the proposed amendments to the Comprehensive Plan. A public hearing should be held on the proposed amendments and consideration given to the written comments received. First reading of the Ordinance will be held on June 8th during the regularly scheduled City Council meeting.

These amendments are proposed based upon the changes in the Growth Management Act and associated laws since the last periodic review in 2004.

Active Application:

PL-COMP-14-0001 – Major Periodic Update of Comprehensive Plan “Gig Harbor 2030”

Summary: Text, table, figure, and map updates and additions are considered for the following elements of the comprehensive plan; Introduction, Land Use, Housing, Environment, Economic Development, Capital Facilities, Transportation. In addition, code amendments to Chapter 17.12 and 18.08 of the Gig Harbor Municipal Code are proposed for consistency and clarity in the processing of site specific rezones and use of the new Department of Ecology wetland rating system.

Attached to this packet is a bulleted list of all amendments included in the exhibits to the ordinance. Please make use of this reference material as you acquaint yourself with the proposed amendments. Additionally, staff has made edits since the Planning Commission finalized their recommendations. These changes were based upon updated findings, information, and comments received to date from WSDOT. A summary of the post recommendation edits is also listed on the bulleted summary.

POLICY ANALYSIS

The process for Comprehensive Plan amendment (Chapter 19.09) states that the City Council shall consider the criteria found in GHMC 19.09.170 and make written findings regarding each application's consistency or inconsistency with the criteria. Those amendments which are consistent with the criteria should be approved. The applicable criteria for approval are included in the ordinance under Section 1.

ENVIRONMENTAL ANALYSIS

The SEPA Responsible Official issued a Determination of Non-Significance (DNS) for the proposed amendments on April 1, 2015 per WAC 197-11-340(2). The DNS was integrated with the 60 day Notice of Intent to Adopt as required by the Washington State Department of Commerce. The deadline for comments is May 30, 2015.

FISCAL CONSIDERATION

None

BOARD OR COMMITTEE RECOMMENDATION

The Planning Commission made recommendations for the Land Use, Housing, Economic Development, Environment, Transportation and Capital Facilities Elements.

RECOMMENDATION / MOTION

Hold public hearing on proposed amendments to the Comprehensive Plan.

Proposed Amendments to the Gig Harbor Comprehensive Plan and Development Regulations

- **Introduction:**
Regional Coordination Statement added as required by Vision 2040
- **Land Use:**
Creation of Centers of Local Importance (CoLIs)
Land Use and Zoning consistency amendments- Creating two new land use designations; amended the land use map; and proposed a land use/zoning district consistency table.
Added language regarding the City's urban growth areas
Update and creation of goals and policies relating to; Tacoma Narrows Airport, critical areas, and public health and physical activity
Updated population projections to adopted growth targets of 2010
- **Housing:**
Text and table updates referencing 2010 census and 2014 buildable lands reports
Update and addition of housing affordability policies and goals
- **Economic Development:**
Text and table updates referencing 2010 Census, 2012 American community survey data, and the 2014 Buildable lands report
- **Environment:**
Addition of policy reflecting allowance of low impact development to help reduce greenhouse gases and provide clean energy sources
- **Transportation:**
New goals and policies relating to transportation planning
Updates to existing goals to reflect non-motorized connections
Addition of policies regarding safety and complete streets design
Update to the short and long range transportation project lists, maps and associated tables
Text edits for consistency and concurrency compliance
- **Capital Public Facilities:**
Adoption of outside utility providers Capital Facilities Plan (Fire District #5 and Peninsula School District) and inclusion of GH Phase II WWTP Engineering report
Updates to text regarding wastewater, stormwater, water and parks and recreation inventory and level of services summaries
Updated inventory tables and aligned level of service tables for existing parks and recreation sites
Updates to financial aspects of revenue and expenditures
Capital Improvement Project list inclusion
- **Critical Areas development code (GHMC 18.08)**
Amended wetland rating system in response to changes passed down from Department of Ecology
Updated definition of Geologically hazardous areas.

Staff edits made post Planning Commission Recommendations:

- **Transportation:**
Edits in response to WSDOT comment letter
Corrected an error on the long range and short range project list – moving the Hunt Street Crossing to the short range list
Corrected mapping errors
- **Introduction:**
Addition of required language for regional planning statement
Updated dates and minor language clean up
- **Capital Facilities Element:**
Based upon ongoing GFC rate study, amended stormwater and water project lists and associated maps and funding graphics.
Amended Transportation Improvement Program list to reflect changes in short and long range project lists identified in the Transportation Element.
- **Land Use Element:**
Based upon discussion at October Joint Study Session, staff expanded the Filholm CoLI to include the museum district and connecting parcels and updated text in the element to reflect this expansion.
Proposed code amendments to implement the land use and zoning district consistency table
- **General Edits**
Fixed chapter numbering based on comments from TPCHD
Grammar fixes based upon attorney review



DEVELOPMENT SERVICES

NOTICE OF RECOMMENDATION

CITY OF GIG HARBOR PLANNING COMMISSION PL-COMP-14-0001

TO: Mayor Guernsey and Members of the Council
FROM: Jim Pasin, Chair, Planning Commission
RE: PL-COMP-14-0001 – Gig Harbor 2030 “Land Use Element”

Through the Gig Harbor 2030 project, an update to the Land Use Element is required under the Growth Management Act (GMA). The identified amendments to the Land Use Element are represented in the attached document in legislative format. The action proposed herein:

- a. Updates to introduction and projected population growth policies.
- b. Addition of Urban Growth Area (UGA) annexation discussion and policies.
- c. Establishment of five Centers of Local Importance (CoLI).
- d. Addition of two new land use categories: Residential High Transition and Downtown Business.
- e. Updated and creation of goals and policies relating to; Tacoma Narrows Airport, critical areas, and public health & physical activity.

Having held three work study sessions, and an open house and public hearing on August 7, 2014, the City of Gig Harbor Planning Commission recommends the City Council **APPROVE** the following Comprehensive Plan Element as part of the Gig Harbor 2030 amendment process:

PL-COMP-14-0001: Land Use Element. Update of the element to align with the Growth Management Act and requirements of the 2015 Periodic Review.

Please see Attachment “A” – Copy of complete proposed chapter.

CRITERIA FOR APPROVAL

The Planning Commission made this recommendation after reviewing the criteria for approval found in GHMC 19.09.170. The Planning Commission has determined that criterion E does not apply as the proposal is not a land use amendment and does not increase the density or intensity of permitted development. The recommendation is based on the following analysis of the applicable criteria:

A. The proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan; and

The update to the Land Use Element furthers the goals and policies adopted throughout the Comprehensive Plan as required by the Growth Management Act and adopted by the City of Gig Harbor. The goals and policies proposed for amendment and adoption stem from the updates to requirements of the Growth Management Act since the 2004 periodic review. Goals, policies and objectives to support these amendments include:

Goals, policies and objectives:

Goal 2.2 Define Identity and create community based urban form.

Updates to the element incorporate specific goals and policies relating to the identified UGA neighborhoods, and establishment of Centers of Local Importance in the Westside, Gig Harbor North, Kimball, Downtown, and the Finholm neighborhoods. Furthermore, the draft amendments establish a new land use category specifically for the downtown area, known as the Downtown Business land use designation. All of these amendments enhance and further the identity and create community based urban form within Gig Harbor.

Goal 2.7 Effective Land Use Management

The proposed amendments to the City Land Use Map bring consistency to the established zoning districts. Establishing two new land use designations (Residential High Transition and Downtown Business) and categorizing the associated zoning districts that fall within all of the Land Use Designations will help with effective land use management as well as establishing a well-defined process and understanding to what zoning districts are allowed within each land use designation.

Goal 3.6 Retain and protect the unique character of historic business and residential neighborhoods within The Harbor

The establishment of the new land use category of Downtown Business creates a containment designation for the Downtown Business zoning district. This helps to better delineate the appropriate retail and commercial services for the historic business neighborhood within the Harbor. Furthermore, creation and adoption of the Downtown and Finholm Centers of Local Importance offer additional opportunities for the corridor enhancement and preservation of the historical business districts within The Harbor.

B. The proposed amendment is consistent with the Growth Management Act, the countywide planning policies and other applicable interjurisdictional policies and agreements, and/or other state or local laws; and

The Planning Commission finds that the proposed policies are consistent with the Growth Management Act, Vision 2040 and the Pierce County Countywide Planning Policies as follows:

The Growth Management Act requires jurisdictions to periodically review their Comprehensive Plan on an eight year cycle. Gig Harbor 2030 amendments are in response to this required review and further align the City's Comprehensive Plan to Washington State law. The Planning Commission finds the Land Use Element is consistent with the remainder of the Comprehensive Plan.

Vision 2040 calls for supporting the development of centers within all jurisdictions, including town centers and activity nodes (MPP-DP-11) as represented in the adoption of the Centers of Local Importance.

The adopted Countywide Planning Policies (CPPs) support the development of Centers of Local Importance (CoLI) through the following goals:

CPP UGA-49: A CoLI may be located in either an urban or rural area, and shall include activities that provide a focal point or sense of place for a community and its surrounding area.

CPP UGA-51: The size of a CoLI and the mix of density of uses are to be locally determined to meet community goals.

CPP UGA-52: Each jurisdiction shall define the role that the CoLI plays in supporting planned growth.

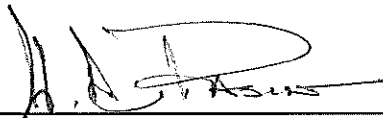
C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and

The Planning Commission finds that the proposed policies do not adversely affect the City's sewer, water or transportation facilities. The Land Use Element amendments do not alter the intensity of future development. Additional development regulation amendments are not required for implementation of the Land Use Element.

D. The proposed amendment advances the public interest; and

This amendment serves the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.

Jim Pasin, Chairman
Planning Commission

A handwritten signature in black ink, appearing to read "J. Pasin", written over a horizontal line.

Date 8/21/14

cc: Planning File



DEVELOPMENT SERVICES

NOTICE OF RECOMMENDATION

CITY OF GIG HARBOR PLANNING COMMISSION PL-COMP-14-0001

TO: Mayor Guernsey and Members of the Council
FROM: James A. Pasin, Chair, Planning Commission
RE: PL-COMP-14-0001 – Gig Harbor 2030 "Environment Element"

Through the Gig Harbor 2030 project, an update to the Environment Element is required under the Growth Management Act (GMA). The identified amendments to the Element are represented in the attached document in legislative format. The action proposed herein:

- a) Addition of policy reflecting allowance of low impact development to help reduction of greenhouse gases and provide clean energy sources.

Having held one study session, and a public hearing on October 2, 2014, the City of Gig Harbor Planning Commission recommends the City Council **APPROVE** the following Comprehensive Plan Element as part of the Gig Harbor 2030 amendment process:

PL-COMP-14-0001: Environment Element. Update of the element to align with the Growth Management Act and requirements of the 2015 Periodic Review.

Please see Attachment "A" – Copy of complete proposed chapter.

CRITERIA FOR APPROVAL

The Planning Commission made this recommendation after reviewing the criteria for approval found in GHMC 19.09.170. The Planning Commission has determined that criterion E does not apply as the proposal is not a land use amendment and does not increase the density or intensity of permitted development. The recommendation is based on the following analysis of the applicable criteria:

A. The proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan; and

The update to the Environment Element furthers the goals and policies adopted throughout the Comprehensive Plan as required by the Growth Management Act and adopted by the City of Gig Harbor. The goals and policies proposed for amendment and adoption stem from the updates to requirements of the Growth Management Act since the 2004 periodic review. Goals, policies and objectives to support these amendments include:

Goals, policies and objectives:

Goal 5.1: *Respect the Natural Environment – Maintain a harmonious relationship between the natural environment and proposed future urban development.*

Updates to the element incorporate a new policy which has been added to continue to move forward with low impact development opportunities and reduction of greenhouse gases as required by the Puget Sound Clean Air Agency.

B. The proposed amendment is consistent with the Growth Management Act, the countywide planning policies and other applicable interjurisdictional policies and agreements, and/or other state or local laws; and

The Planning Commission finds that the proposed policy is consistent with the Growth Management Act, Vision 2040 and the Pierce County Countywide Planning Policies as follows:

The Growth Management Act requires jurisdictions to periodically review their Comprehensive Plan on an eight year cycle. Gig Harbor 2030 amendments are in response to this required review and further align the City's Comprehensive Plan to Washington State law. The Planning Commission finds the Environment Element is consistent with the remainder of the Comprehensive Plan.

The adopted Countywide Planning Policies (CPPs) support the amendments to the Environment Element through the following goals:

CPP Env-7: The County, and each municipality in the County, as well as the other governmental entities specified in subpolicy 1 shall be in compliance with and seek to exceed federal and state environmental quality standards where required to achieve the objectives of this Policy.

CPP Env-16: The County, and each municipality in the County, should protect and enhance the natural ecosystems through comprehensive plan policies and development regulations that reflect natural constraints and protect sensitive features.

CPP Env-26: Ensure that all residents, regardless of social or economic status, live in a healthy environment with minimal exposure to pollution.

CPP Env-27: Locate development in a manner that minimizes impacts to natural features and promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.


CPP Env-29: Reach and maintain air pollution attainment level/standards for carbon monoxide, ozone, and particulates as determined by the Environmental Protection Agency or the Puget Sound Clean Air Agency.

C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and

The Planning Commission finds that the proposed policies do not adversely affect the City's sewer, water or transportation facilities. The Environment Element amendment does not alter the intensity of future development. Additional development regulation amendments may be desired for implementation of the new policy in the Environment Element.

D. The proposed amendment advances the public interest; and
This amendment serves the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.

James A. Pasin, Chairman
Planning Commission



Date 10-15-14

cc: Planning File



DEVELOPMENT SERVICES

NOTICE OF RECOMMENDATION

CITY OF GIG HARBOR PLANNING COMMISSION PL-COMP-14-0001

TO: Mayor Guernsey and Members of the Council
FROM: Jim Pasin, Chair, Planning Commission
RE: PL-COMP-14-0001 – Gig Harbor 2030 “Housing Element”

Through the Gig Harbor 2030 project, an update to the Housing Element is required under the Growth Management Act (GMA). The identified amendments to the Housing Element are represented in the attached document in legislative format. The action proposed herein:

- a) Text and table updates referencing 2010 Census and 2014 Buildable Lands reports.
- b) Update and addition of housing affordably policies and goals.

Having held three work study sessions, and an open house and public hearing on August 7, 2014, the City of Gig Harbor Planning Commission recommends the City Council **APPROVE** the following Comprehensive Plan Element as part of the Gig Harbor 2030 amendment process:

PL-COMP-14-0001: Housing Element. Update of the element to align with the Growth Management Act and requirements of the 2015 Periodic Review.

Please see Attachment “A” – Copy of complete proposed chapter.

CRITERIA FOR APPROVAL

The Planning Commission made this recommendation after reviewing the criteria for approval found in GHMC 19.09.170. The Planning Commission has determined that criterion E does not apply as the proposal is not a land use amendment and does not increase the density or intensity of permitted development. The recommendation is based on the following analysis of the applicable criteria:

A. The proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan; and

The update to the Housing Element furthers the goals and policies adopted throughout the Comprehensive Plan as required by the Growth Management Act and adopted by the City of Gig Harbor. The goals and policies proposed for amendment and adoption stem from the updates to requirements of the Growth Management Act since the 2004 periodic review. Goals, policies and objectives to support these amendments include:

Goals, policies and objectives:

Goal 6.4: *Maintain a "No Net Loss" policy toward affordable housing units.*

Updates to the element incorporate new goals and policies which have been added to continue to move forward with housing affordability of all income levels.

Goal 6.5: *Preserve Gig Harbor as a place to live for people of all occupations, incomes and abilities.*

The proposed amendments to the Housing Element further preserve and enhance opportunities for the City to continue as a place to live for people of all occupations, incomes and abilities.

B. The proposed amendment is consistent with the Growth Management Act, the countywide planning policies and other applicable interjurisdictional policies and agreements, and/or other state or local laws; and

The Planning Commission finds that the proposed policies are consistent with the Growth Management Act, Vision 2040 and the Pierce County Countywide Planning Policies as follows:

The Growth Management Act requires jurisdictions to periodically review their Comprehensive Plan on an eight year cycle. Gig Harbor 2030 amendments are in response to this required review and further align the City's Comprehensive Plan to Washington State law. The Planning Commission finds the Land Use Element is consistent with the remainder of the Comprehensive Plan.

Vision 2040 calls for supporting the development of centers within all jurisdictions, including town centers and activity nodes (MPP-DP-11) as represented in the adoption of the Centers of Local Importance.

The adopted Countywide Planning Policies (CPPs) support the amendments to the Housing Element through the following goals:

CPP AH-1: The County, and each municipality in the County, shall determine the extent of the need for housing for all economic segments of the

population, both existing and projected for its jurisdiction over the planning period.

CPP AH-3: The County, and each municipality in the County, shall encourage the availability of housing affordable to all economic segments of the population for each jurisdiction.

CPP AH-5: Jurisdictions should plan to meet their affordable and moderate-income housing needs goal by utilizing a range of strategies that will result in the preservation of existing, and production of new, affordable and moderate-income housing that is safe and healthy.

CPP AH-7: The County, and each municipality in the County, should explore and identify opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing.

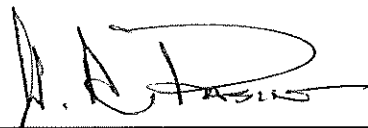
CPP AH-8: The County, and each municipality in the County, shall periodically monitor and assess their success in meeting the housing needs to accommodate their 20-year population allocation.

C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and

The Planning Commission finds that the proposed policies do not adversely affect the City's sewer, water or transportation facilities. The Housing Element amendments do not alter the intensity of future development. Additional development regulation amendments are not required for implementation of the Housing Element.

D. The proposed amendment advances the public interest; and
This amendment serves the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.

Jim Pasin, Chairman
Planning Commission



Date 8/21/14

cc: Planning File



DEVELOPMENT SERVICES

NOTICE OF RECOMMENDATION
CITY OF GIG HARBOR PLANNING COMMISSION
PL-COMP-14-0001

TO: Mayor Guernsey and Members of the Council
FROM: James A. Pasin, Chair, Planning Commission
RE: PL-COMP-14-0001 – Gig Harbor 2030 “Economic Development Element”

Through the Gig Harbor 2030 periodic review, an update to the Economic Development Element is required under the Growth Management Act (GMA). The identified amendments to the Element are represented in the attached document in legislative format. The action proposed herein:

- a) Text and table updates referencing 2010 Census, 2012 American Community Survey data, and the 2014 Buildable Lands report.

Having held two work study sessions, and a public hearing on October 2, 2014, the City of Gig Harbor Planning Commission recommends the City Council **APPROVE** the following Comprehensive Plan Element as part of the Gig Harbor 2030 amendment process:

PL-COMP-14-0001: Economic Development Element. Update of the element to align with the Growth Management Act and requirements of the 2015 Periodic Review.

Please see Attachment “A” – Copy of complete proposed chapter.

CRITERIA FOR APPROVAL

The Planning Commission made this recommendation after reviewing the criteria for approval found in GHMC 19.09.170. The Planning Commission has determined that criterion E does not apply as the proposal is not a land use amendment and does not increase the density or intensity of permitted development. The recommendation is based on the following analysis of the applicable criteria:

A. The proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan; and

The update to the Economic Development Element furthers the goals and policies adopted throughout the Comprehensive Plan as required by the Growth Management Act and adopted by the City of Gig Harbor. The goals and policies proposed for amendment and adoption stem from the updates to requirements of the Growth Management Act since the 2004 periodic review. Goals, policies and objectives to support these amendments include:

Goals, policies and objectives:

Goal 6.5: *Preserve Gig Harbor as a place to live for people of all occupations, incomes and abilities.*

The proposed amendments to the Economic Element further preserve and enhance opportunities for the City to continue as a place to live for people of all occupations, incomes and abilities.

B. The proposed amendment is consistent with the Growth Management Act, the countywide planning policies and other applicable interjurisdictional policies and agreements, and/or other state or local laws; and

The Planning Commission finds that the proposed policies are consistent with the Growth Management Act, Vision 2040 and the Pierce County Countywide Planning Policies as follows:

The Growth Management Act requires jurisdictions to periodically review their Comprehensive Plan on an eight year cycle. Gig Harbor 2030 amendments are in response to this required review and further align the City's Comprehensive Plan to Washington State law. The Planning Commission finds the Economic Development Element is consistent with the remainder of the Comprehensive Plan.

The adopted Countywide Planning Policies (CPPs) support the amendments to the Economic Development Element through the following goals:

CPP Ec-1: The County, and each municipality in the County, will work to achieve a prospering and sustainable regional economy by supporting business and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life [...]

CPP Ec-2: The County, and each municipality in the County, shall promote diverse economic opportunities for all citizens of the County, especially the unemployed, disadvantaged persons, minorities and small businesses. The following measures may be used in accomplishing this policy, where appropriate:

2.1: Determining a reasonable "jobs/housing" balance and then coordinating land use and development policies to help achieve the designated balance of adequate affordable housing accessible to employment centers.

C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and

The Planning Commission finds that the proposed policies do not adversely affect the City's sewer, water or transportation facilities. The Economic Development Element amendments do not alter the intensity of future development. Additional development regulation amendments are not required for implementation of the Economic Development Element.

D. The proposed amendment advances the public interest; and
This amendment serves the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.

James A. Pasin, Chairman
Planning Commission



Date 10-15-14

cc: Planning File



DEVELOPMENT SERVICES

NOTICE OF RECOMMENDATION

CITY OF GIG HARBOR PLANNING COMMISSION PL-COMP-14-0001

TO: Mayor Guernsey and Members of the Council
FROM: Reid Ekberg, Chair, Planning Commission
RE: PL-COMP-14-0001 – Gig Harbor 2030 “Transportation Element”

Through the Gig Harbor 2030 periodic review, an update to the Transportation Element is required under the Growth Management Act (GMA). The identified amendments to the Element are represented in the attached document in legislative format. The action proposed herein:

- New goals and policies relating to transportation.
- Updates to existing goals to reflect non-motorized connections.
- Addition of policies regarding safety and complete streets.
- Update to the short and long range transportation projects and associated maps and tables.
- Updated text regarding federal transportation funding, House Bill 1487 compliance, WsDOT infrastructure, Pierce Transit data, PSRC standards.
- Text edits for consistency and concurrency compliance.

Having held four work study sessions, and a public hearing on March 19, 2015, the City of Gig Harbor Planning Commission recommends the City Council **APPROVE** the following Comprehensive Plan Element as part of the Gig Harbor 2030 amendment process:

PL-COMP-14-0001: Transportation Element. Update of the element to align with the Growth Management Act and requirements of the 2015 Periodic Review.

Please see Attachment “A” – Copy of complete proposed chapter.

CRITERIA FOR APPROVAL

The Planning Commission made this recommendation after reviewing the criteria for approval found in GHMC 19.09.170. The Planning Commission has determined that criterion E does not apply as the proposal is not a land use amendment and does not increase the density or intensity of permitted

development. The recommendation is based on the following analysis of the applicable criteria:

A. The proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan; and

The update to the Transportation Element furthers the goals and policies adopted throughout the Comprehensive Plan as required by the Growth Management Act and adopted by the City of Gig Harbor. The goals and policies proposed for amendment and adoption stem from the updates to requirements of the Growth Management Act since the 2004 periodic review and comments from PSRC submitted to the City in 2011. Goals, policies and objectives to support these amendments include:

Goals, policies and objectives:

Concurrency requirement as discussed in the Introduction of the Comprehensive Plan.

Goal 2.2 Define Identity and create community based urban form.

Goal 2.7 Effective Land Use Management.

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

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

Goal 6.1 Maintain and protect the scale and character of existing neighborhoods.

Goal 13.4 The City should manage its fiscal resources to support the provision of needed capital improvements for all developments.

Goal 13.6 The City should coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted levels of services standards, measureable objectives and provide existing future facility needs.

The proposed amendments to the Transportation Element are consistent with the requirements of reviewing and updating the Comprehensive Plan per GMA.

B. The proposed amendment is consistent with the Growth Management Act, the countywide planning policies and other applicable interjurisdictional policies and agreements, and/or other state or local laws; and

The Planning Commission finds that the proposed policies are consistent with the Growth Management Act, Vision 2040 and the Pierce County Countywide Planning Policies as follows:

The Growth Management Act requires jurisdictions to periodically review their Comprehensive Plan on an eight year cycle. Gig Harbor 2030 amendments are in response to this required review and further align the City's Comprehensive Plan to Washington State law. The Planning Commission finds the Transportation Element is consistent with the remainder of the Comprehensive Plan.

The adopted Countywide Planning Policies (CPPs) support the amendments to the Transportation Element through the following goals:

CPP CU-1. The County, and each municipality in the County, will develop high quality, compact communities that:

- 1.1 impart a sense of place;
- 1.2 preserve local character;
- 1.3 provide for mixed uses and choices in housing types; and
- 1.4 encourage walking, bicycling, and transit use.

CPP CU-3. The County, and each municipality in the County, shall design transportation projects and other infrastructure to achieve community development objectives and improve the community.

CPP CU-4. Promote context-sensitive design of transportation facilities, both for facilities to fit in the context of the communities in which they are located, as well as applying urban design principles for projects in centers and transit station areas.

CPP HW-1. The County, and each municipality in the County, will be designed to promote physical, social, and mental well-being so that all people can live healthier and more active lives by:

- 1.1 designing communities to provide an improved environment for walking and bicycling(...)

CPP HW-3. The County, and each municipality in the County, shall promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

CPP HW-4. The County, and each municipality in the County, shall promote and develop transportation systems and options that minimize negative impacts to human health by:

- 4.1 improving the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and disabling injuries; and
- 4.2 improve local street patterns-including their design and how they are used, for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity, such as through the adoption of "Complete Streets" policies.

CPP ENV 31.7 Jurisdictions should include climate change mitigation strategies in local transportation planning.

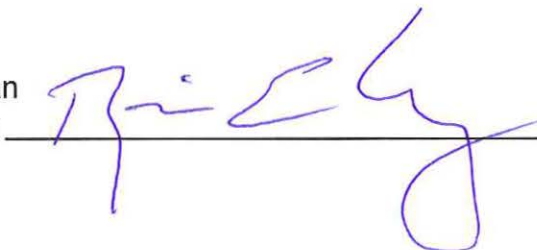
- 31.7.1 Cooperate with regional and countywide transportation initiatives to develop strong regional public transportation options;
- 31.7.2 Increase alternatives to driving alone; and
- 31.7.3 Encourage private and public development of transit oriented development throughout the county to reduce the need for personal vehicle use.

C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and

The Planning Commission finds that the proposed amendments do not adversely affect the City's sewer, water or transportation facilities. The Transportation Element amendments do not alter the intensity of future development and are consistent with the Land Use Element. Additional development regulation amendments are not required for implementation of the Transportation Element.

D. The proposed amendment advances the public interest; and
This amendment serves the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.

Reid Ekberg, Chairman
Planning Commission



Date

2/2/15

cc: Planning File



DEVELOPMENT SERVICES

NOTICE OF RECOMMENDATION

CITY OF GIG HARBOR PLANNING COMMISSION PL-COMP-14-0001

TO: Mayor Guernsey and Members of the Council
FROM: Reid Ekberg, Chair, Planning Commission
RE: PL-COMP-14-0001 – Gig Harbor 2030 “Capital Facilities Element”

Through the Gig Harbor 2030 periodic review, an update to the Capital Facilities Element is required under the Growth Management Act (GMA). The identified amendments to the Element are represented in the attached document in legislative format. The action proposed herein:

- Inclusion of information on outside utility providers (PSD, Fire #5).
- Updates to discussion on Wastewater system and treatment plant needs.
- Updates to water and stormwater system discussions.
- Updates to inventory and existing facilities for Parks, Recreation and Open Space facilities, aligned level of service table to existing inventory.
- Inclusion of GH Phase II WWTP Improvements Engineering Report to the functional plan list.
- Financial aspects of revenue and expenditures forecast updated based upon Ashley Emory rate study.
- Added graphics showing the funding breakdown for the six-year capital improvement programs that include sewer, water, and stormwater.
- Updated the six-year capital facilities project lists and associated maps.

Having held four work study sessions, and a public hearing on March 19, 2015, the City of Gig Harbor Planning Commission recommends the City Council **APPROVE** the following Comprehensive Plan Element as part of the Gig Harbor 2030 amendment process:

PL-COMP-14-0001: Capital Facilities Element. Update of the element to align with the Growth Management Act and requirements of the 2015 Periodic Review.

Please see Attachment "A" – Copy of complete proposed chapter.

CRITERIA FOR APPROVAL

The Planning Commission made this recommendation after reviewing the criteria for approval found in GHMC 19.09.170. The Planning Commission has determined that criterion E does not apply as the proposal is not a land use amendment and does not increase the density or intensity of permitted development. The recommendation is based on the following analysis of the applicable criteria:

A. The proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan; and

The update to the Capital Facilities Element furthers the goals and policies adopted throughout the Comprehensive Plan as required by the Growth Management Act and adopted by the City of Gig Harbor. The proposed text amendments and adoption stem from the updates to requirements of the Growth Management Act since the 2004 periodic review. Goals, policies and objectives to support these amendments include:

Goals, policies and objectives:

Concurrency requirement as discussed in the Introduction of the Comprehensive Plan.

Goal 2.7 Effective Land Use Management.

Goal 6.1 Maintain and protect the scale and character of existing neighborhoods.

Goal 13.4 The City should manage its fiscal resources to support the provision of needed capital improvements for all developments.

Goal 13.6 The City should coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted levels of services standards, measureable objectives and provide existing future facility needs.

The proposed amendments to the Capital Facilities Element are consistent with the requirements of reviewing and updating the Comprehensive Plan per GMA.

B. The proposed amendment is consistent with the Growth Management Act, the countywide planning policies and other applicable interjurisdictional policies and agreements, and/or other state or local laws; and

The Planning Commission finds that the proposed policies are consistent with the Growth Management Act, Vision 2040 and the Pierce County Countywide Planning Policies as follows:

The Growth Management Act requires jurisdictions to periodically review their Comprehensive Plan on an eight year cycle. Gig Harbor 2030 amendments are in response to this required review and further align the City's Comprehensive Plan to Washington State law. The Planning Commission finds the Capital Facilities Element is consistent with the remainder of the Comprehensive Plan.

The adopted Countywide Planning Policies (CPPs) support the amendments to the Capital Facilities Element through the following goals:

CPP CU-3. The County, and each municipality in the County, shall design transportation projects and other infrastructure to achieve community development objectives and improve the community.

CPP Ec-1. The County, and each municipality in the County, will work to achieve a prospering and sustainable regional economy by supporting business and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life. This will involve assuring consistency between economic development policies and adopted comprehensive plans by: (...)

1.4 providing adequate public facilities and services to employment centers and an adequate supply of housing with good access to employment centers.

CPP Ec-4. The County, and each municipality in the County, shall take the following steps to ensure that economic growth remains within the capacities of the state's natural resources, public services and public facilities:

4.1 identifying existing and future demand for services;

4.2 encouraging the location of economic development within Urban Growth Areas;

4.3 limiting incompatible economic development activities in or adjacent to designated natural resource lands and critical areas and/or requiring adequate buffers between economic development projects and designated natural resource lands and critical areas, and ensuring that economic development activities occur in areas with adequate public facilities.

CPP Ec-5. The County, and each municipality in the County, shall plan for sufficient economic growth and development to ensure an appropriate balance of land uses which will produce sound financial position given the fiscal/economic costs and benefits derived from different land uses by: (...)

5.4 coordinating the provision of public facilities and services and/or insuring that new development supports the cost of public facility and service expansions made necessary by such development;

5.5 promoting development in areas with existing available public facility capacity;

5.6 encouraging joint public/private development as appropriate;

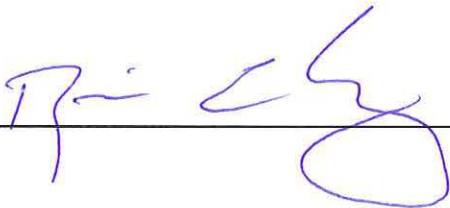
C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and

The Planning Commission finds that the proposed amendments do not adversely affect the City's sewer, water or transportation facilities. The Capital Facilities Element amendments do not alter the intensity of future development and are consistent with the Land Use Element. Additional development regulation amendments are not required for implementation of the Capital Facilities Element.

D. The proposed amendment advances the public interest; and

This amendment serves the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.

Reid Ekberg, Chairman
Planning Commission



Date 4/4/15

cc: Planning File



DEVELOPMENT SERVICES

NOTICE OF RECOMMENDATION
CITY OF GIG HARBOR PLANNING COMMISSION
PL-COMP-14-0001

TO: Mayor Guernsey and Members of the Council
FROM: Reid Ekberg, Chair, Planning Commission
RE: PL-COMP-14-0001 – GHMC 18.08 “Critical Areas”

Through the Gig Harbor 2030 periodic review, an update to the Critical Areas code in GHMC 18.08 is required under the Growth Management Act (GMA). The identified amendments are represented in the attached document in legislative format. The action proposed herein:

- Updated definition of Geologically Hazardous Areas
- Updated wetland scoring categories to reflect recent changes based upon the Department of Ecology wetland rating system of 2014.

Having held one work study sessions, and a public hearing on March 19, 2015, the City of Gig Harbor Planning Commission recommends the City Council **APPROVE** the following code amendment as part of the Gig Harbor 2030 amendment process:

PL-COMP-14-0001: GHMC 18.08 Critical Areas. Update of the chapter to align with the Growth Management Act and requirements of the 2015 Periodic Review.

Please see Attachment “A” – Copy of complete proposed chapter.

CRITERIA FOR APPROVAL

The Planning Commission made this recommendation after reviewing the criteria for approval found in GHMC 19.09.170. The Planning Commission has determined that criterion E does not apply as the proposal is not a land use amendment and does not increase the density or intensity of permitted development. The recommendation is based on the following analysis of the applicable criteria:

A. The proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan; and

The update to the Critical Area code furthers the goals and policies adopted throughout the Comprehensive Plan as required by the Growth Management Act and adopted by the City of Gig Harbor. The proposed text amendments and adoption stem from the updates to requirements of the Growth Management Act since the 2004 periodic review. Goals, policies and objectives to support these amendments include:

Goals, policies and objectives:

Concurrency requirement as discussed in the Introduction of the Comprehensive Plan.

Goal 2.7 Effective Land Use Management.

Policy 5.1.1. Tributary drainage

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

Policy 5.1.2. Stream and drainage corridors

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

Policy 5.1.12. Wetlands

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

Policy 5.3.3. Best Available Science

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

The proposed amendments to the Critical Area code are consistent with the requirements of reviewing and updating the Comprehensive Plan per GMA.

B. The proposed amendment is consistent with the Growth Management Act, the countywide planning policies and other applicable interjurisdictional policies and agreements, and/or other state or local laws; and

The Planning Commission finds that the proposed amendments are consistent with the Growth Management Act, Vision 2040 and the Pierce County Countywide Planning Policies as follows:

The Growth Management Act requires jurisdictions to periodically review their Comprehensive Plan on an eight year cycle. Gig Harbor 2030 amendments are in response to this required review and further align the City's Comprehensive Plan and development standards to Washington State law. The Planning Commission finds the Critical Area amendment is consistent with the Comprehensive Plan.

The adopted Countywide Planning Policies (CPPs) support the amendments to the Critical Area code through the following goals:

CPP Env-3. The governmental entities specified in subpolicy 1 shall work cooperatively and consistently with each other to achieve this Policy through:

3.1 identifying, designating, maintaining, conserving, enhancing, and/or protecting, as appropriate, natural resources through the adoption of specific elements in the county and municipal comprehensive plans;

3.2 developing appropriate implementation strategies and regulations;

3.3 adopting local capital improvement programs designed to achieve the objectives of this Policy;

3.4 coordinating standards and criteria between the programs of the governmental entities specified in subpolicy 1, including where necessary the use of inter-governmental agreements, so as to be consistent with the objectives of this Policy;

3.5 using integrated and interdisciplinary approaches for environmental planning and assessment; and

3.6 using the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by the local, state, or federal government.

CPP Env-5. Environmentally sensitive lands, for the purpose of the Policy, shall include all designated critical areas pursuant to RCW 36.70A.030(5) including, but not limited to, wetlands, aquifer recharge areas, fish and wildlife habitat, geologically hazardous lands and shall include water supply areas, shorelines, creeks, streams, lakes, rivers, deltas, frequently flooded areas, estuaries, and unique geologic features such as canyons. The County, and each municipality in the County, shall maintain the following relationship between environmentally sensitive lands and development:

5.1 give priority to protection of environmentally sensitive lands;

5.2 develop standards and criteria for limiting development, if allowed, in the County or in municipal comprehensive plans;

5.3 where development is allowed, provide protection for environmentally-sensitive lands through the provision of appropriate buffers;

5.4 adopt a "no net loss" approach;

5.5 utilize positive incentives for conservation;

5.6 utilize transfer of development rights, purchase of development rights, or other flexible, clustered or compensatory regulatory approaches;

5.7 designate environmentally sensitive lands of local, county and statewide significance;

CPP Env-7. The County, and each municipality in the County, as well as the other governmental entities specified in subpolicy 1 shall be in compliance with and seek to exceed federal and state environmental quality standards where required to achieve the objectives of this Policy.

CPP Ec-1. The County, and each municipality in the County, will work to achieve a prospering and sustainable regional economy by supporting business and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life. This will involve assuring consistency between economic development policies and adopted comprehensive plans by: (...)

1.4 providing adequate public facilities and services to employment centers and an adequate supply of housing with good access to employment centers.

CPP Ec-4. The County, and each municipality in the County, shall take the following steps to ensure that economic growth remains within the capacities of the state's natural resources, public services and public facilities:

4.1 identifying existing and future demand for services;

4.2 encouraging the location of economic development within Urban Growth Areas;

4.3 limiting incompatible economic development activities in or adjacent to designated natural resource lands and critical areas and/or requiring adequate buffers between economic development projects and designated natural resource lands and critical areas, and ensuring that economic development activities occur in areas with adequate public facilities.

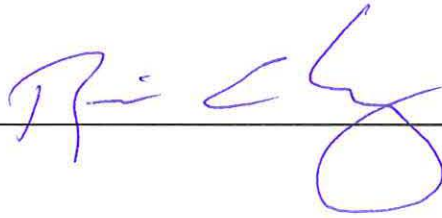
C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and

The Planning Commission finds that the proposed amendments do not adversely affect the City's sewer, water or transportation facilities. The Critical Areas code amendments do not alter the intensity of future development and are consistent with the Comprehensive Plan. Additional development regulation amendments are not required for implementation.

D. The proposed amendment advances the public interest; and

This amendment serves the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.

Reid Ekberg, Chairman
Planning Commission



Date 4/2/15

cc: Planning File

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF GIG HARBOR, WASHINGTON, RELATING TO GROWTH MANAGEMENT AND PLANNING, UPDATING THE COMPREHENSIVE PLAN AND GIG HARBOR MUNICIPAL CODE IN RESPONSE TO CHANGES IN THE GROWTH MANAGEMENT ACT SINCE 2004; ADDING A NEW MAP RELATING TO CENTERS OF LOCAL IMPORTANCE; ADDING A NEW MAP RELATING TO GIG HARBOR'S ASSOCIATED URBAN GROWTH AREAS; UPDATING THE LAND USE MAP; UPDATING THE INTRODUCTION, LAND USE, HOUSING, ENVIRONMENT, ECONOMIC, TRANSPORTATION AND CAPITAL FACILITIES ELEMENTS; AMENDING GHMC 17.12; AMENDING GHMC 17.100; AMENDING GHMC 18.08; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the City of Gig Harbor plans under the Growth Management Act (GMA) under chapter 36.70A RCW; and

WHEREAS, the Act requires the City conduct a periodic review of the Comprehensive Plan every 7 years; and

WHEREAS, the City adopted a revised GMA Comprehensive Plan as required by RCW 36.70A.130 (4) in December 2004; and

WHEREAS, the City is required to consider suggested changes to the Comprehensive Plan under RCW 36.70A.470; and

WHEREAS, except under circumstances not applicable here, the City may not amend the Comprehensive Plan more than once a year (RCW 36.70A.130); and

WHEREAS, the City is required to provide public notice and public hearing for any amendments to the Comprehensive Plan and the adoption of any elements thereto (RCW 36.70A.035, RCW 36.70A.130); and

WHEREAS, the City received a grant from the Department of Commerce for \$18,000 to assist in the periodic review process; and

WHEREAS, staff reviewed all elements and aspects of the Comprehensive Plan to identify where amendments were necessary to meet concurrence and consistency requirements; and

WHEREAS, staff found that amendments were necessary for the Introduction, Land Use, Environment, Housing, Economic, Transportation and Capital Facilities Elements; and

WHEREAS, staff finds that amendments were not necessary for The Harbor, Community Design, Essential Public Facilities, Utilities, Shoreline Management, and Parks, Recreation and Open Space elements due to their consistency and concurrency with state law and proposed amendments; and

WHEREAS, staff held a kick off open house on May 15, 2014 to inform the public of the scope, timeline and process for the periodic review; and

WHEREAS, VISION 2040 and the Pierce County Countywide Planning Policies authorize small cities to designate centers of local importance through local authority; and

WHEREAS, the Washington State Department of Ecology updated its Wetlands Rating System in 2014 based upon best available science of the ecological function of wetlands, and such updates must be incorporated into the City's Critical Areas Ordinance as part of the City's periodic review of the Comprehensive Plan; and

WHEREAS, Planning Commission held nine study sessions over the course of their review; and

WHEREAS, the Planning Commission held three public hearings on the proposed amendments, August 7, 2014, October 2, 2014, and March 19, 2015.

WHEREAS, on October 6, 2014 and April 6, 2015, the City Council and Planning Commission held joint study sessions to discuss the proposed amendments; and

WHEREAS, the staff notified the Washington State Department of Commerce of the City's intent to amend the Comprehensive Plan and forwarded a copy of the proposed amendments on April 1, 2015, pursuant to RCW 36.70A.106; and

WHEREAS, on April 1, 2015 the City's SEPA Responsible Official issued an Integrated 60 Day Notice of Intent to Adopt and Determination of Non-Significance (DNS) for comprehensive plan amendment applications, pursuant to WAC 197-11-340(2); and

WHEREAS, a notice of public hearing was published per GHMC 19.09.110 on May 6, 2015 in the local newspaper; and

WHEREAS, the Gig Harbor City Council had a Public Hearing of an Ordinance implementing the recommendations for Gig Harbor 2030 on May 26, 2015; and

WHEREAS, the Gig Harbor City Council had a first reading of an Ordinance implementing the periodic review amendments to the Comprehensive Plan on June 8, 2015; and

WHEREAS, the Gig Harbor City Council had a second reading of an Ordinance implementing the periodic review amendments to the Comprehensive Plan on June 22, 2015;

Now, Therefore,

THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, ORDAINS AS FOLLOWS:

Section 1. Comprehensive Plan Text and Map Amendments.

A. **Notice.** The City Clerk confirmed that public notice of the public hearings held by the City Council on the following applications were provided.

B. **Hearing Procedure.** The City Council's consideration of the comprehensive plan text amendments is a legislative act. The Appearance of Fairness doctrine does not apply.

C. **Testimony.** TBD -

D. **Criteria for Approval.** The process for Comprehensive Plan amendments (Chapter 19.09) states that the City Council shall consider the criteria found in GHMC 19.09.170 make written findings regarding the applications consistency or inconsistency with the criteria. The criteria found in GHMC 19.09.170 are as follows:

19.09.170 Criteria for approval.

A. The proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan; and

B. The proposed amendment is consistent with the Growth Management Act, the countywide planning policies and other applicable inter-jurisdictional policies and agreements, and/or other state or local laws; and

C. The proposed amendment will not adversely impact the city's ability to provide sewer and water, and will not adversely affect transportation facilities and other public facilities and services such as parks, police, fire, emergency medical services and governmental services; and

D. The proposed amendment advances the public interest; and

E. For text amendments which propose to increase density or intensity of permitted development and all land use map amendments, the following approval criteria also apply:

1. Adequate infrastructure, facilities and services are available to serve the proposed or potential development expected as a result of this amendment, according to one of the following provisions:

a. The city has adequate funds for needed infrastructure, facilities and services to support new development associated with the proposed amendments; or

b. The city's projected revenues are sufficient to fund needed infrastructure, facilities and services, and such infrastructure, facilities and services are included in the schedule of capital improvements in the city's capital facilities plan; or

c. Needed infrastructure, facilities and services will be funded by the developer under the terms of a development agreement associated with the comprehensive plan amendment; or

d. Adequate infrastructure, facilities and services are currently in place to serve expected development as a result of this comprehensive plan amendment based upon an assessment of land use assumptions; or

e. Land use assumptions have been reassessed, and required amendments to other sections of the comprehensive plan are being processed in conjunction with this amendment in order to ensure that adopted level of service standards will be met; and

2. For a land use map amendment, the subject parcels being redesignated are physically suitable for the allowed land uses in the designation being requested, including compatibility with existing and planned surrounding land uses; and

3. The proposed amendment will not create a demand to change land use designations of other properties, unless the change in land use designation for other properties is in the long-term interest of the community in general.

E. Applications. The City Council hereby enters the following findings and conclusions for each application:

1. PL-COMP-14-0001 – 2015 Major Comp Plan Amendment Update – Introduction Element

Summary: A text amendment adding discussion relating to the regional planning growth strategy of VISION 2040 and minor edits to reflect changes in circumstance since 2004.

Findings:

- a) The City Council finds that the proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan.
- b) The City Council finds that the proposed amendment is consistent with the Growth Management Act, the countywide planning policies and multi-county planning policies.
- c) The City Council finds that the proposed amendments do not adversely affect the City's transportation facilities.
- d) The City Council finds that the infrastructure, facilities and services needed are currently in place or planned to meet current land use assumptions for the growth potential of the City.
- e) The City Council finds that the proposed amendments advance the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.
- f) Criterion GHMC 19.09.170(e) does not apply to this process.

Conclusion: After consideration of the materials in the file, staff presentation, the City's Comprehensive Plan, criteria for approval found in Chapter 19.09 GHMC, applicable law, and public testimony, the City Council hereby **approves the**

Introduction Element of application **PL-COMP-14-0001**, as identified in **Exhibit A** attached to this Ordinance.

2. PL-COMP-14-0001 – 2015 Major Comprehensive Plan Amendment Update – Land Use Element

Summary: A text amendment including updates to the introduction and projected population growth policies; addition of Urban Growth Area annexation discussion, policies, and associated map; Establishment of five Centers of Local Importance with text addition and associated map; Addition of two new land use designations, Residential High Transition and Downtown Business and associated map amendments for consistency with allocated zoning districts; Updated and established goals and policies relating to Tacoma Narrows Airport, critical areas, and public health and physical activity.

Findings:

- a) The City Council finds that the proposed amendments will further and be consistent with the goals, policies and objectives of the comprehensive plan. (*Goal 2.2, Goal 2.7, Goal 3.6*)
- b) The City Council finds that the proposed amendment is consistent with the Growth Management Act, the countywide planning policies and multi-county planning policies. (*VISION 2040 MPP-DP-11, countywide planning policies UGA-49, UGA-51, and UGA-52*)
- c) The City Council finds that the proposed policies do not adversely affect the City's capital facilities of sewer, water or transportation.
- d) The City Council finds that the infrastructure, facilities and services needed are currently in place or planned to meet current land use assumptions for the growth potential of the City.
- e) City Council finds that land use assumptions have been reassessed, and required amendments to other sections of the comprehensive plan are being processed in conjunction with this amendment in order to ensure that adopted level of service standards will be met.
- f) The City Council finds that the Land Use Map amendment areas are physically suitable for the allowed land uses in the designation and increase compatibility with existing and planned surrounding land uses.
- g) The City Council finds that the proposed amendments will not create a demand to change land use designations of other properties without being in the interest of the community in general.

Conclusion: After consideration of the materials in the file, staff presentation, the City's Comprehensive Plan, criteria for approval found in Chapter 19.09 GHMC, applicable law, and public testimony, the City Council hereby **approves the Land Use Element** of application **PL-COMP-14-0001**, as identified in **Exhibit B, Exhibit B.1, Exhibit B.2 and Exhibit B.3** attached to this Ordinance

3. PL-COMP-14-0001 – 2015 Major Comprehensive Plan Amendment Update – Environment Element

Summary: A text amendment adding policy language reflecting allowance of low impact development to assist in reduction of greenhouse gases and provide clean energy sources.

Findings:

- a) The City Council finds that the proposed amendments will further and be consistent with the goals, policies and objectives of the comprehensive plan. (*Goal 5.1*)
- b) The City Council finds that the proposed amendment is consistent with the Growth Management Act, the countywide planning policies and multi-county planning policies. (*VISION 2040, countywide planning policies ENV-7, ENV-16, ENV-26, ENV-27, ENV-29*)
- c) The City Council finds that the proposed policies do not adversely affect the City's capital facilities of sewer, water or transportation.
- d) The City Council finds that the infrastructure, facilities and services needed are currently in place or planned to meet current land use assumptions for the growth potential of the City.
- e) City Council finds that land use assumptions have been reassessed, and required amendments to other sections of the comprehensive plan are being processed in conjunction with this amendment in order to ensure that adopted level of service standards will be met.
- f) The City Council finds that the proposed amendments advance the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.
- g) Criterion GHMC 19.09.170(e) does not apply to this process.

Conclusion: After consideration of the materials in the file, staff presentation, the City's Comprehensive Plan, criteria for approval found in Chapter 19.09 GHMC, applicable law, and public testimony, the City Council hereby **approves the Environment Element** of application **PL-COMP-14-0001**, as identified in **Exhibit C** attached to this Ordinance.

4. PL-COMP-14-0001 – 2015 Major Comprehensive Plan Amendment Update – Housing Element

Summary: Text amendments updating tables and references incorporating 2010 Census and 2014 Buildable Lands reports and data and the inclusion of housing affordability policies and goals.

Findings:

- a) The City Council finds that the proposed amendments will further and be consistent with the goals, policies and objectives of the comprehensive plan. (*Goal 6.4 and 6.5*)
- b) The City Council finds that the proposed amendment is consistent with the Growth Management Act, the countywide planning policies and multi-county planning policies. (*VISION 2040, countywide planning policies AH-1, AH-3, AH-5, AH-7 and AH-8*)

- c) The City Council finds that the proposed policies do not adversely affect the City's capital facilities of sewer, water or transportation.
- d) The City Council finds that the infrastructure, facilities and services needed are currently in place or planned to meet current land use assumptions for the growth potential of the City.
- e) The City Council finds that the proposed amendments advance the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.
- f) Criterion GHMC 19.09.170(e) does not apply to this process.

Conclusion: After consideration of the materials in the file, staff presentation, the City's Comprehensive Plan, criteria for approval found in Chapter 19.09 GHMC, applicable law, and public testimony, the City Council hereby **approves the Housing Element** of application **PL-COMP-14-0001**, as identified in **Exhibit D** attached to this Ordinance.

5. PL-COMP-14-0001 – 2015 Major Comprehensive Plan Amendment Update – Economic Development Element

Summary: Text amendments relating to the 2010 Census, 2012 American Community Survey data and the 2014 Buildable Lands Report.

Findings:

- a) The City Council finds that the proposed amendments will further and be consistent with the goals, policies and objectives of the comprehensive plan. (*Goal 6.5*)
- b) The City Council finds that the proposed amendment is consistent with the Growth Management Act, the countywide planning policies and multi-county planning policies. (*VISION 2040, countywide planning policies EC-1, EC-2 and EC-2.1*)
- c) The City Council finds that the proposed policies do not adversely affect the City's capital facilities of sewer, water or transportation.
- d) The City Council finds that the infrastructure, facilities and services needed are currently in place or planned to meet current land use assumptions for the growth potential of the City.
- e) The City Council finds that the proposed amendments advance the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.
- f) Criterion GHMC 19.09.170(e) does not apply to this process.

Conclusion: After consideration of the materials in the file, staff presentation, the City's Comprehensive Plan, criteria for approval found in Chapter 19.09 GHMC, applicable law, and public testimony, the City Council hereby **approves the Economic Development Element** of application **PL-COMP-14-0001**, as identified in **Exhibit E** attached to this Ordinance.

6. PL-COMP-14-0001 – 2015 Major Comprehensive Plan Amendment Update – Transportation Element

Summary: Text, table and figure updates relating to transportation improvements, capital projects, non-motorized connections, safety and complete street discussion, federal funding, WSDOT infrastructure, Pierce Transit data, Puget Sound Regional Council requirements and consistency with the Comprehensive Plan as a whole.

Findings:

- a) The City Council finds that the proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan. (*Goal 2.2, Goal 2.7, Goal 3.1, Goal 3.2, Goal 6.1, Goal 13.4, Goal 13.6*)
- b) The City Council finds that the proposed amendment is consistent with the Growth Management Act, the countywide planning policies and multi-county planning policies. (*VISION 2040, countywide planning policies CU-1, CU-3, CU-4, HW-1, HW-3, HW-4, and ENV 31.7*)
- c) The City Council finds that the proposed policies do not adversely affect the City's transportation facilities. Instead the policies help support improvements to the city's transportation facilities.
- d) The City Council finds that the infrastructure, facilities and services needed are currently in place or planned to meet current land use assumptions for the growth potential of the City.
- e) The City Council finds that the proposed amendments advance the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.
- f) Criterion GHMC 19.09.170(e) does not apply to this process.

Conclusion: After consideration of the materials in the file, staff presentation, the City's Comprehensive Plan, criteria for approval found in Chapter 19.09 GHMC, applicable law, and public testimony, the City Council hereby **approves the Transportation Element** of application **PL-COMP-14-0001**, as identified in **Exhibit F** attached to this Ordinance.

7. PL-COMP-14-0001 – 2015 Major Comprehensive Plan Amendment Update – Capital Facilities Element

Summary: Text, table and figure updates relating to all aspects of capital facilities planning. Including the capital facility plans of the Peninsula School District and Pierce County Fire District #5, updating language relating to wastewater system and treatment plant needs, updating language to water and stormwater discussions, updates to the inventory and existing facilities for parks, recreation and open space facilities – aligning levels of service table to existing inventory, including reference of the GH Phase II WWTP Improvements Engineering Report, including discussion and graphics of the six year revenue and expenditure forecast, updated the six-year capital improvement lists and associated figures.

Findings:

- a) The City Council finds that the proposed amendment will further and be consistent with the goals, policies and objectives of the comprehensive plan. (*Goal 2.7, Goal 6.1, Goal 13.4, Goal 13.6*)
- b) The City Council finds that the proposed amendment is consistent with the Growth Management Act, the countywide planning policies and multi-county planning policies. (*VISION 2040, countywide planning policies CU-3, EC-1, EC-4, EC-5*)
- c) The City Council finds that the proposed policies do not adversely affect the City's transportation facilities. Instead the policies help support improvements to the city's transportation facilities.
- d) The City Council finds that the infrastructure, facilities and services needed are currently in place or planned to meet current land use assumptions for the growth potential of the City.
- e) The City Council finds that the proposed amendments advance the public interest by updating and establishing compliance with the Washington State Growth Management Act, as required by law.
- f) Criterion GHMC 19.09.170(e) does not apply to this process.

Conclusion: After consideration of the materials in the file, staff presentation, the City's Comprehensive Plan, criteria for approval found in Chapter 19.09 GHMC, applicable law, and public testimony, the City Council hereby **approves the Capital Facilities Element** of application **PL-COMP-14-0001**, as identified in **Exhibit G** attached to this Ordinance.

Section 2. A new section 17.12.015 is hereby added to the Gig Harbor Municipal Code, which shall read as follows:

17.12.015 Land Use Designation and Zoning District Consistency Table

The following table lists the Gig Harbor Comprehensive Plan Land Use Map Designations with corresponding GHMC Title 17 implementing zoning districts.

Comprehensive Plan Land Use Designation	Implementing Zoning Districts
Residential Low	R-1
Residential Medium	RB-1
	R-2
Residential High Transition	RB-2
	R-3
Downtown Business	DB
Public/Institutional	PI
Employment Center	ED
Commercial/Business Primary retail and wholesale facilities.	C-1
	B-1
	B-2
Waterfront	WM
	WC
	WR
PCD Residential Low	PCD Neighborhood Business District
	PCD Low Density Residential
PCD Residential Medium	PCD Medium Density Residential
	PCD Neighborhood Business District
PCD Commercial	PCD Commercial
PCD Business Park	PCD Business Park District
Mixed Use	MUD Overlay

Section 3. Subsection 17.12.030(A) of the Gig Harbor Municipal Code is hereby amended, to read as follows:

A. No changes of any nature shall be made in the official zoning maps or matters shown thereof except in conformity with the procedures set forth in Chapter 17.100 GHMC and when consistent with GHMC Section 17.12.015.

* * *

Section 4. Subsection 17.100.035(A) of the Gig Harbor Municipal Code is hereby amended, to read as follows:

Applications for amendments to the zoning district map (which include, but are not limited to, site specific rezones) may only be approved if all of the following criteria are satisfied:

A. The application for the zoning district map amendment must be consistent with and further the goals, policies and objectives of the comprehensive plan and GHMC Section 17.12.015;

* * *

Section 5. The definition of Geologically hazardous area is hereby amended in subsection 18.08.030(G), to read as follows:

G. "Geologically hazardous areas" means those areas as designated in the city of Gig Harbor comprehensive plan as "landslide hazards," in the Washington Department of Ecology Coastal Zone Atlas, Volume 7, and ~~which are further defined in WAC 365-190-080(5) and this title.~~ "areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to siting commercial, residential, or industrial development consistent with public health or safety concerns" (WAC 365-190-030(9)).

Section 6. Subsection 18.08.040(B) of the Gig Harbor Municipal Code is hereby amended, to read as follows:

* * *

B. Wetland Ratings. Wetlands shall be rated according to the ~~Washington State Department of Ecology wetland rating system found in the~~ most recent version of the Washington State Department of Ecology's Wetland Rating System for Western Washington. ~~These~~his documents ~~contains~~contains the definitions and methods for determining if the criteria below are met.

1. Wetland Rating Categories.

a. Category I. Category I wetlands are those wetlands of exceptional resource value based on their functional value and diversity. Category I wetlands are:

- i. Undisturbed estuarine wetlands larger than one acre;
- ii. Wetlands designated by Washington Natural Heritage Program as high quality;
- iii. Bogs;
- iv. Mature and old-growth forested wetlands larger than one acre;

v. Wetlands in coastal lagoons;

vi. Wetlands that perform high functions (wetlands scoring 23 to 27
~~70 points or more~~ on the Ecology wetland rating form).

b. Category II. Category II wetlands are those wetlands of significant resource value based on their functional value and diversity. Category II wetlands are:

i. Estuarine wetlands smaller than one acre or disturbed estuarine wetlands larger than one acre; or

ii. Wetlands scoring ~~between 20 to 2251 and 69~~ between 20 to 2251 points on the Ecology wetland rating form.

c. Category III. Category III wetlands are those wetlands of important resource value based on their functional value and diversity. Category III wetlands are wetlands with a moderate to low level of functions (wetlands scoring 16 to 1930 to 50 points on the wetland rating form).

d. Category IV. Category IV wetlands are those wetlands with the lowest level of functions scoring 9 to 15~~less than 30~~ points on the Ecology wetland rating form. Hydrologically isolated Category IV wetlands less than 1,000 square feet are exempt as per GHMC 18.08.202(H).

Section 7. Subsection 18.08.070(D) of the Gig Harbor Municipal Code is hereby amended, to read as follows:

* * *

D. Request for Official Determination. A request for an official determination of whether a proposed use or activity at a site is subject to this chapter must be in writing and made to the planning department~~city office of community development~~. The request can be accompanied by a SEPA environmental checklist. The request shall contain plans, data and other information in sufficient detail to allow for determination, including a wetland delineation report. The applicant shall be responsible for providing plans and the wetland delineation report to the department.

* * *

Section 8. Subsection 18.08.100(D) through (G) of the Gig Harbor Municipal Code is hereby amended, to read as follows:

* * *

D. Category I Wetlands. The following buffer widths for Category I wetlands are required:

Wetland Characteristics	Buffer Widths by Impact of Land Use	Other Protection Measures Required
Natural Heritage Wetlands	Low – 125 feet Moderate – 190 feet High – 250 feet	No additional surface discharges to wetland or its tributaries No septic systems within 300 feet of wetland Restore degraded parts of buffer
Bogs	Low – 125 feet Moderate – 190 feet High – 250 feet	No additional surface discharges to wetland or its tributaries Restore degraded parts of buffer
Forested	Buffer width to be based on score for habitat functions or water quality functions	If forested wetland scores high for habitat, need to maintain connections to other habitat areas Restore degraded parts of buffer
Estuarine	Low – 100 feet Moderate – 150 feet High – 200 feet	None required
Wetlands in coastal lagoons	Low – 100 feet Moderate – 150 feet High – 200 feet	None required
High level of function for habitat (score for habitat 8-929 —36)	Low – 150 feet Moderate – 225 feet	Maintain connections to other habitat areas

points)	High – 300 feet	Restore degraded parts of buffer
Moderate level of function for habitat (score for habitat 5-720 — 28 points)	Low – 75 feet Moderate – 110 feet High – 150 feet	None required
High level of function for water quality improvement (24 — 328 - 9 points) and low for habitat (less than 203 - 4 points)	Low – 50 feet Moderate – 75 feet High – 100 feet	No additional surface discharges of untreated runoff
Not meeting any of the above characteristics	Low – 50 feet Moderate – 75 feet High – 100 feet	N/A

E. Category II Wetlands. The following buffer widths for Category II wetlands are required:

Wetland Characteristics	Buffer Widths by Impact of Land Use	Other Protection Measures Required
High level of function for habitat (score for habitat 8 – 9 29 — 36 points)	Low – 150 feet Moderate – 225 feet High – 300 feet	Maintain connections to other habitat areas
Moderate level of function for habitat (score for habitat 5 – 720 — 28 points)	Low – 75 feet Moderate – 110 feet High – 150 feet	None required
High level of function for water quality improvement and low for habitat (score for water	Low – 50 feet	No additional surface discharges of

quality <u>8 – 924 – 32</u> points; habitat <u>3 – 4</u> less than 20 points)	Moderate – 75 feet High – 100 feet	untreated runoff
Estuarine	Low – 75 feet Moderate – 110 feet High – 150 feet	None required
Interdunal	Low – 75 feet Moderate – 110 feet High – 150 feet	None required
Not meeting above characteristics	Low – 50 feet Moderate – 75 feet High – 100 feet	None required

F. Category III Wetlands. The following buffer widths for Category III wetlands are required:

Wetland Characteristics	Buffer Widths by Impact of Land Use	Other Protection Measures Required
Moderate to high level of function for habitat (score for habitat <u>5 – 920 – 36</u> points)	Low – 75 feet Moderate – 110 feet High – 150 feet	None required
Not meeting above characteristic	Low – 40 feet	None required

	Moderate – 60 feet High – 80 feet	
--	--------------------------------------	--

G. Category IV Wetlands. The following buffer widths for Category IV wetlands are required:

Wetland Characteristics	Buffer Widths by Impact of Land Use	Other Protection Measures Required
Score for all three basic functions is <u>9 - 15</u> less than 30 points	Low – 25 feet Moderate – 40 feet High – 50 feet	None required

* * *

Section 9. Subsection 18.08.110(A) of the Gig Harbor Municipal Code is hereby amended, to read as follows:

* * *

A. Wetland Buffer Reductions. Buffer width reductions shall be considered on a case-by-case basis to take varying values of individual portions of a given wetland into consideration. Buffers shall not be reduced where the buffer has been degraded as a result of a documented code violation. Reductions may be allowed where the applicant demonstrates to the department that the wetland contains variations in sensitivity due to existing physical characteristics and that reducing the buffer width would not adversely affect the wetland functions and values.

1. Maximum Buffer Reductions. The buffer widths required for uses of land with “high” impacts to wetlands can be reduced to those required for “moderate” impacts under the conditions below:

a. For wetlands that score moderate or high for habitat (~~205~~ 205 points or more for the habitat functions), the width of the buffer can be reduced if both of the following conditions are met:

- i. A relatively undisturbed, vegetated corridor at least 100 feet wide is protected between the wetland and any other priority habitats as defined by the Washington State Department of Fish and Wildlife. Priority habitats include, but may not be limited to, wetlands, riparian zones, aspen stands, cliffs, prairies, caves, stands of Oregon White Oak, old-growth forests, estuaries, marine/estuarine shorelines, eelgrass meadows, talus slopes and urban natural open space. The corridor must be protected for the entire distance between the wetland and the priority habitat via some legal protection such as a conservation easement; and
- ii. Measures to minimize the impacts of different land uses on wetlands are applied, as summarized in the following table:

Examples of Disturbance	Activities That Cause Disturbances	Examples of Measures to Minimize Impacts
Lights	Parking lots, warehouses, manufacturing, residential	Direct lights away from wetland.
Noise	Manufacturing, residential	Locate activity that generates noise away from wetland.
Toxic runoff ¹	Parking lots, roads, manufacturing, residential areas, application of agricultural pesticides, landscaping	Route all new, untreated runoff away from wetland while ensuring wetland is not dewatered.
		Establish covenants limiting use of pesticides within 150 ft. of wetland.
		Apply integrated pest management.
Stormwater runoff	Parking lots, roads, manufacturing, residential areas, commercial, landscaping	Retrofit storm water detention and treatment for roads and existing adjacent development.
		Prevent channelized flow from lawns that directly enters the buffer.
Change in water regime	Impermeable surfaces, lawns, tilling	Infiltrate or treat, detain, and disperse into buffer new runoff from impervious

		surfaces and new lawns.
Pets and human disturbance	Residential areas	Use privacy fencing; plant dense vegetation to delineate buffer edge and to discourage disturbance using vegetation appropriate for the ecoregion; place wetland and its buffer in a separate tract.
Dust	Tilled fields	Use best management practices to control dust.
This is not a complete list of mitigation measures. Additional mitigation measures that minimize impacts may be proposed.		

¹ These examples are not necessarily adequate for minimizing toxic runoff if threatened or endangered species are present at the site.

b. For wetlands that score less than 205 points for habitat functions, the width of the buffer can be reduced if measures to minimize the impacts of different uses of land are applied, as summarized in the table in subsection (A)(1)(a) of this section.

* * *

Section 10. Preparation of Final Comprehensive Plan Document. The Administration is directed to complete preparation of the final Comprehensive Plan document, including updates to policy numbers; corrections of any typographical edits; minor editorial revisions; and inclusion of appropriate graphics and illustrations.

Section 11. Preparation of Final Land Use Map. The Planning Director shall make amendments to the Official Land Use Map in alignment with the designation changes depicted in **Exhibit B.3**.

Section 12. Transmittal to State. The Planning Director is directed to forward a copy of this Ordinance, together with all of the exhibits, to the Washington State Commerce Department within ten days of adoption, pursuant to RCW 36.70A.106.

Section 13. Severability. If any portion of this Ordinance or its application to any person or circumstances is held by a court of competent jurisdiction to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the remainder of the Ordinance or the application of the remainder to other persons or circumstances.

Section 14. Effective Date. This ordinance shall take effect and be in full force five (5) days after passage and publication of an approved summary consisting of the title.

PASSED by the Council and approved by the Mayor of the City of Gig Harbor this 22nd day of June 2015.

CITY OF GIG HARBOR

Mayor Jill Guernsey

ATTEST/AUTHENTICATED:

Molly M. Towslee, City Clerk

APPROVED AS TO FORM:
Office of the City Attorney

Angela G. Summerfield

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.

CITY OF GIG HARBOR COMPREHENSIVE LAND USE PLAN

Chapter 1 INTRODUCTION

HISTORICAL OVERVIEW

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

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

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

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

EXHIBIT A

- Urban Growth Areas

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

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

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

The Growth Management Act requires that each subject county and its cities review and update its comprehensive plan and development regulations by a prescribed year and every seven years thereafter to ensure consistency with the Act. This 2004~~14~~ update of the City's Comprehensive Plan includes changes to reflect current conditions and new policy requirements. The Planning Commission's recommendation includes minor modifications but no significant departure from the policy groundwork laid out in the 1994 plan.

PUBLIC PARTICIPATION

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

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

EXHIBIT A

survey was not intended to be a scientifically based assessment, given the size of the population surveyed. Nonetheless, it serves as a valuable benchmark upon which to base policy over the course of revising the plan.

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

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

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

PLANNING GOALS

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

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

PLAN IMPLEMENTATION AND INTERPRETATION

The revised Comprehensive Land Use Plan serves as the basic blueprint for the City's growth within the defined urban area over the next twenty years. The plan is specific in that it formulates a growth management plan based upon population demographics, suitable land available for development, residential densities and the capability of the City to provide needed public services such as sewer, water, parks, police protection and adequate administrative facilities. The Plan does not purport to be the legal instrument to carry out the objectives of the Plan. This is the role of several programs and documents including the City's capital facilities

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plan, the annual budget process, the zoning code, design review guidelines, shoreline master program, floodplain management codes, environmental protection code and any future codes the City adopts which would better serve the interest of the Community and the intent of the Plan.

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

REGIONAL PLANNING STATEMENT

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

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

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

We coordinated with a variety of participants in development of the 2015 update through advertised open houses, website updates, email notices, newspaper and direct mailing notices.

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CONCURRENCY

The Growth Management Act requires that public facilities and services necessary to serve new development at adopted levels of service must be available at the time of development.

Specifically, RCW 36.70A.020(12) states:

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

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

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

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

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Chapter 2 LAND USE ELEMENT

Introduction

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

Additionally, the Growth Management Act requires that the land use element designate “... the proposed general distribution and general location and extent of the uses of land for agriculture, housing, commerce, industry, recreation, education, public buildings and lands, and other categories of public and private use of land, including a statement of the standards of population density and building intensity recommended for the various areas in the jurisdiction and estimates of future population growth in the area covered by the comprehensive plan, all correlated with the land use element of the comprehensive plan.” ~~“the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities and facilities and other land uses. The land use element shall include population densities, building intensities and estimates of future population growth.”~~

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

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

PROJECTING THE DEMAND

Population Growth Target

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Since the City adopted its Comprehensive Plan in 1994, the City has grown by 111 percent based on infill and annexations, adding 3,373 residents for a 2010 population of 7,126. Pierce County has allocated to the City an additional 3,437 residents by 2030 for a projected population of 10,563, as part of the County’s overall population forecast from the Washington State Office of Financial Management (OFM). The City is required to plan for this OFM population target.

MEETING THE HOUSING DEMAND

Buildable Lands

The Washington State Growth Management Act (GMA) requires communities such as Gig Harbor to accommodate anticipated population growth during the 20-year planning period. Pierce County works with cities and towns to produce the Buildable Lands Report to measure the amount of space a community can accommodate in order to meet future growth allocations from the Washington State Office of Financial Management. This report collects and analyzes data regarding the projected need and capacity for buildable land in terms of housing and employment and by zoning category. The 2014 Buildable Lands report identifies that Gig Harbor can accommodate the predicted growth as is shown in detail below.

Required number of units

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

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

Existing Residential Capacity

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

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

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

Source: Pierce County Buildable Lands Report 2014

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

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

GOAL 2.1: MANAGE URBAN GROWTH POTENTIALS

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

2.1.1. Capable Areas

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

2.1.2. Suitable Areas

- a) As much as possible, allocate urban development onto lands which are suitable for urban use and which have the least social value in an undeveloped state.

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- b) To the extent feasible and necessary, locate high intensity urban uses away from sites which have significant archaeological, historical, cultural or special social significance.

2.1.3. Serviceable Areas

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

2.1.4. Urban Growth Area

- a) Define and delineate boundaries between those areas which are capable of being provided efficient urban level services over the next twenty years and those areas which should remain rural or are not capable of being provided urban level services. To this extent, the City of Gig Harbor has identified an urban growth area of ~~3900~~ 2800 acres of unincorporated land surrounding the city and which is also defined on the Land Use Map.

~~b) Allocate sufficient land within the urban growth area to allow efficient operation of market forces and to account for areas which have environmental limitations to building construction such as wetlands, steep slopes, geologically hazardous areas and critical fish and wildlife habitat.~~

e) ~~b)~~At a minimum, review the urban growth area boundary every five years. As appropriate, make adjustments which account for projected population rate changes, adjustments in available service capacity, changes which reflect community desires or goals and which promote sound and reasonable land use development patterns. In reviewing revisions to the urban growth boundary, consideration should be given to the potential impacts on environmentally sensitive areas.

2.1.5. Growth Management Priorities

- a) Determine the developable acreage within the urban area and determine population or land use holding capacities and service requirements of the proposed urban growth area.

~~b) Provide sufficient land area to accommodate a projected population of 20,750 within the defined urban growth area over the next twenty years at an average net residential density of four to four and one half dwelling units per acre.~~

e) Ensure sufficient residential capacity to accommodate ~~10,800~~ 10,563 residents by 2030 ~~2022~~ within the existing city limits.

2.1.6. Urban Growth Phasing

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

Historically, the City of Gig Harbor considers annexations when a private party request initiation.

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In regards to urban growth area annexation phasing, the City will continue to operate in this manner for the 2030 planning timeframe.

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

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

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

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

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

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

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

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

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

Reid Road: The Reid Road UGA is approximately 341 acres in size, and has almost reached its full development potential under existing land use and zoning.

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Development patterns in this UGA consist of large lot single family homes in addition to a small portion of higher density multi-family development. Capital improvements would require sewer lift and pump stations for this area to be serviced.

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

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

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

2.1.7 Centers of Local Importance

Gig Harbor’s Centers of Local Importance (CoLIs) are local centers that promote compact, pedestrian-oriented development with a mix of uses, they provide a close proximity to diverse services, and a variety of high and medium density housing. CoLIs serve as a focal point and sense of place while meeting both the needs of the community and the region. In addition to this criteria, the CoLIs of Gig Harbor and their associated transportation corridors tend to accommodate a high amount of vehicular trips and commercial services to support the greater Gig Harbor and Key Peninsula areas. Each of the City’s identified CoLIs serve a unique purpose to the City residents as well as residents of the greater Gig Harbor Peninsula. A map of the CoLIs is located in the Appendix.

Discussion of the centers is below:

- Gig Harbor’s Westside CoLI serves as a local and regional retail gathering place. It is zoned for Gig Harbor’s highest intensity commercial development. Strategic in-fill development with pedestrian and bicycle amenities would enhance the existing compact pedestrian scale here. A functional connection to the Cushman Trail from the west side of State Route 16 would also help to promote equal transportation access to the commercial services. Mixed-use and affordable multi-family residential housing should continue to be located within and adjacent to this center providing a transition to lower density single family outside the perimeter. The center contains pedestrian and bicycle connectivity which should continue to be expanded upon to make walking or cycling a comfortable transportation option to and from this CoLI.

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- The Gig Harbor North CoLI serves the big box retailer needs of the surrounding region. As well as being home to St. Anthony’s Hospital and the YMCA which provide essential services as well as jobs for within this center. Pocket parks serve as both buffers and pedestrian amenities which are required to be preserved and included as an essential character element of the area as development continues. Gig Harbor North accommodates higher density single family residential development and utilizes pedestrian pathways between the activity center and residences, providing residents easy access to services and public spaces. In addition to the pedestrian pathways, the Cushman Trail, a regional trail amenity, crosses through this center providing pedestrian and non-motorized connectivity to the City’s Westside CoLI and beyond.
- The Downtown CoLI contains the Downtown Business zone, abutting Waterfront Commercial and a single parcel of RB-1 zone designation. It is a central gathering place for the community with weekly engagements during the summer and fall season occurring at Jerisich Park. Easy pedestrian access and seasonal transit serves as both a recreational and connectivity element for this CoLI.
- The Finholm District is a small activity node with dining options, a convenience store, personal services and retail bordered on one side by the Bay and Single Family Residential on the remaining sides. The Finholm District CoLI includes the Harbor History Museum and the area recently daylighted at Donkey Creek. Both Downtown and the Finholm District are included in The Harbor Element.
- The Kimball CoLI contains higher density residential, low-income and senior housing, a branch of Tacoma Community College, Gig Harbor Civic Center, Pierce Transit park and ride, and a hotel, all which increase pedestrian use in the area. A majority of the commercial services in the area are in strip mall format and have a high potential for redevelopment. This CoLI is a critical transportation nexus linking vehicular and public transportation to the greater Gig Harbor Peninsula. It provides a central park and ride with nearby access to Highway 16 this side of the Narrows and should grow with Gig Harbor as a multi-modal service hub focused around pedestrian scale. The primary impact of State Route (SR) 16’s close proximity is traffic entering the community heading towards the unincorporated areas of Pierce County. To lighten the load of traffic in the Kimball CoLI, the City should continue to work with WSDoT, Pierce County, Pierce Transit and other potential funding sources to establish better connectivity through the area as well as additional options to cross SR 16.

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

Define a pattern of urban development which is recognizable, provides an identity and reflects

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local values and opportunities.

2.2.1. Urban Form

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

2.2.2. Neighborhood Planning Areas

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

2.2.3. Generalized Land Use Categories

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

~~a) Residential~~

~~Provides primarily for residential uses and facilities that would ordinarily be associated with or closely linked to residential uses and neighborhoods. Two density ranges are defined for residential: RL (urban residential low density, 4.0 dwelling units per acre) and RM (urban residential moderate density, 4.0–12.0 dwelling units per acre)~~

~~In residential-medium designations, conditional allowance may be provided for professional offices or businesses which would not significantly impact the character of residential neighborhoods. The intensity of the non-residential use should be compatible with the adjacent residential area. Such conditional allowance shall be established under the appropriate land use or zoning category of the development regulations and standards.~~

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

a.) Residential Low

Provides for low density single-family residential uses. Community services such

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as schools and parks are allowed. Use natural buffers or innovative site design to retain natural site character, as a mitigation technique to minimize noise impacts, and to serve as natural drainage ways.

b.) Residential Medium

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

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

c.) Residential High Transition

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

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

Public/Institutional

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

d.) Employment Centers

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

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

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e.) Commercial/Business

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

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

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

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

f.) Downtown Business

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

g.) Waterfront

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

h.) Planned Community Development

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

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

Residential	60% maximum
Commercial	18% maximum
Employment	22% minimum

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

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and to reduce the demand for vehicular access.

i.) Mixed Use

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

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

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

Parcels or developments ten acres or greater in area may use the defined allocation regardless of the underlying zoning code designation of the property. Properties or developments less than ten acres are limited to the uses as defined by the official zoning map of the City.

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

j.) Preservation Areas

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

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

2.2.4. Special Districts

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

GOAL 2.3: PROMOTE COMMUNITY DIVERSITY AND DISTINCTION AND

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INCREASE HOUSING OPPORTUNITIES

Create and refine district definitions which allows for innovation and performance. Provide a control and review process that permits maximum design flexibility while meeting social and community needs for employment, housing, education and recreation. Provide for a range of residential densities which would accommodate the City's ~~2030~~2022 residential growth target of ~~10,563~~ 40,800, within a broad variety of housing types and tenures.

2.3.1. Innovative Districts

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

2.3.2. Airport Overlay Districts

- a) ~~The City of Tacoma's Pierce County's~~ Tacoma Narrows Airport is an essential public facility in close proximity to the City's southern boundary. The City ~~intends to~~ shall support the continued growth and development of the general aviation airport facilities at Tacoma Narrows airport when consistent with the Gig Harbor Comprehensive Plan goals, Washington Aviation System Plan (WASP) and Federal Aviation Administration standards Regulations (FAR) and Advisory Circulars (AC).
- b) Lands that may be detrimentally affected by airport activities should be designated and regulated to limit the potential for harm. Regulation of such lands should balance the interests of residents and property owners with preservation of public safety.
- c) Evaluate all proposed amendments to the Urban Growth Area (UGA) that will increase incompatible land uses or potential of incompatible development adjacent to the airport through inappropriate land use or zoning designations and/or inadvertent land use policies and formally consult with the Washington State Department of Transportation Aviation Division and Tacoma Narrows Airport.

2.3.3. Housing Choice

- a) Expand residential districts and code definitions to allow a broad choice of housing types, locations and tenures.
- b) Provide housing opportunities for varied types and ages of households to include single-parent and two-parent families, individuals and the elderly.

EXHIBIT B

- c) To the extent appropriate, recognize social area specializations by household and age group and provide public services which reflect the areas needs.

2.3.4. Residential Densities

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

2.3.5. Public Schools and Education

- a) Coordinate with the Peninsula School District in a joint-planning process to consider capital facilities needs and requirements for school development and expansion, school site location decisions, joint use of playgrounds/recreational facilities, development of facility siting criteria and the development of a common data base for sharing.
- b) Coordinate with the Peninsula School District for the siting of new and expanded educational facilities within the urban growth area. Consider the School District's Master Facility Siting Plan and Process for location and development of new schools and to ensure the availability of essential urban services as needed or required.
- c) Encourage the development of a broad tax base through the appropriate land-use planning process for the siting and development of significant revenue generators such as new or expanded businesses and employment centers and retail sales/services.

EXHIBIT B

- d) Consider the development and implementation of an impact fee schedule to offset the costs of new development on school district services. Adopt an interlocal agreement with the Peninsula School District which defines a process and implementation of an impact fee collection and disbursement program.
- e) Provide for safe pedestrian linkages between neighborhoods and schools.

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

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

2.4.1. Aquifer Recharge Area and Site Suitability

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

2.4.2. Adequate Wastewater Treatment and Potable Water Supplies

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

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

2.5.1. Adequate Provisions for Storm and Surface Water Management

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

EXHIBIT B

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

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

GOAL 2.6: OPEN SPACE/PRESERVATION AREAS

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

2.6.1. Critical Areas

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

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

2.6.2. Incentives and Performance

- a) Provide bonus densities to property owners that allow them to include the preservation area as part of the density-bonus calculation.

EXHIBIT B

- b) Provide a variety of site development options which preserve open space but which allow the property owner maximum flexibility in site design and construction.

2.6.3. Acquisition of Quality Natural Areas

Consider the purchase of natural areas which are of high quality and which the public has expressed a clear interest in the protection and preservation of these areas. ~~The following areas have been identified as areas of interest:~~

~~_____The Wilkenson property located south of Rosedale Street (1992 Visioning Survey,
_____Item 89)~~

GOAL 2.7: EFFECTIVE LAND USE MANAGEMENT

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

2.7.1. Planning Unit Boundaries

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

GOAL 2.8: PROVIDE LAND USE SITE DEVELOPMENT FLEXIBILITY

2.8.1. Planned Community Development

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

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

EXHIBIT B

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

2.8.2. Land Use Map

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

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

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

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

2.9.2 Internal pedestrian circulation systems shall be provided within and between existing or

EXHIBIT B

redeveloping commercial, multifamily or single-family developments, and other appropriate activity centers and shall conveniently connect to frontage pedestrian systems and future transit facilities.

2.9.3 Coordinate non-motorized improvements to promote continuous trails, waterways, and bike paths.

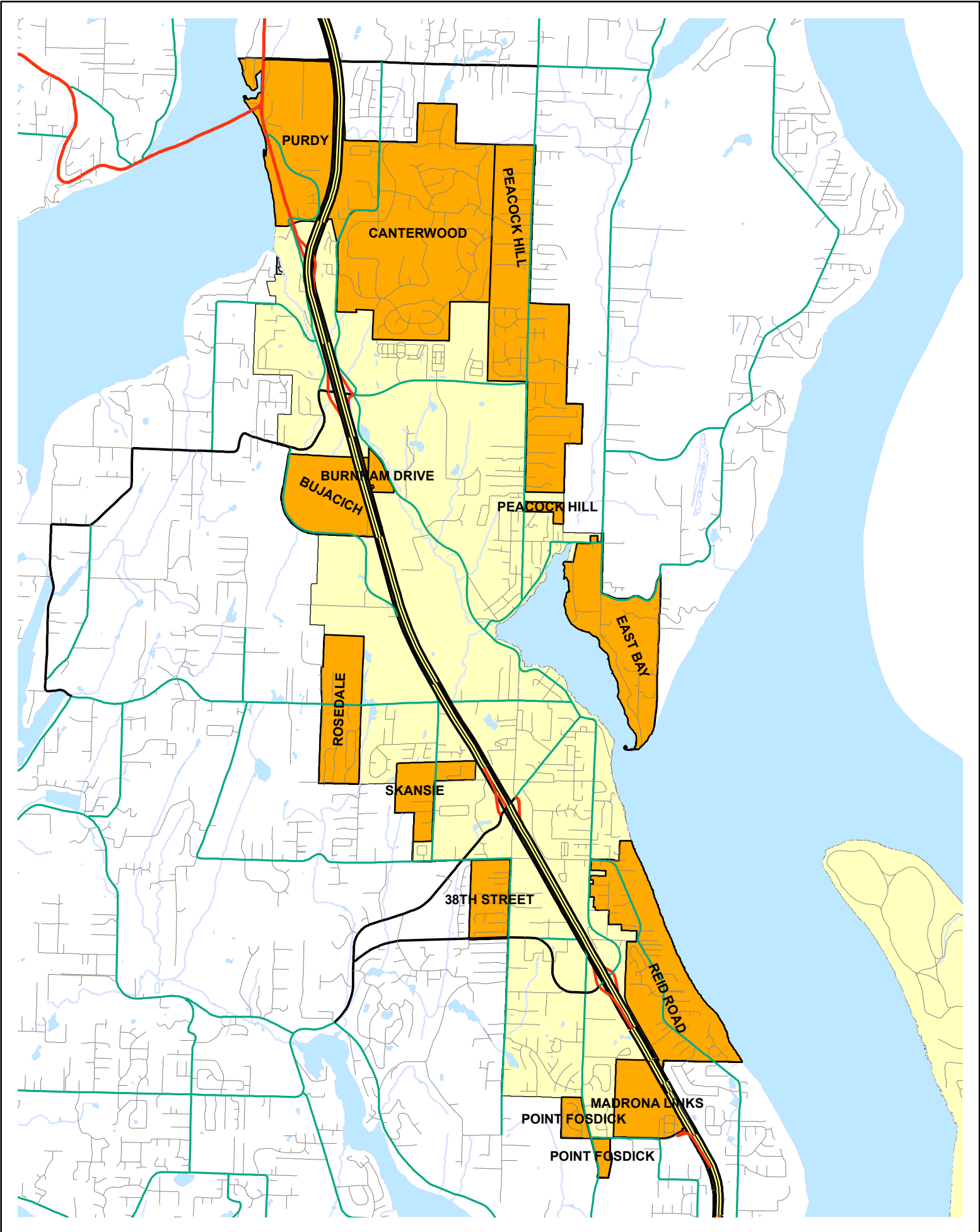
2.9.4 Collaborate with organizations and volunteers in public education and/or activity programs to promote use and safety of non-motorized transportation.

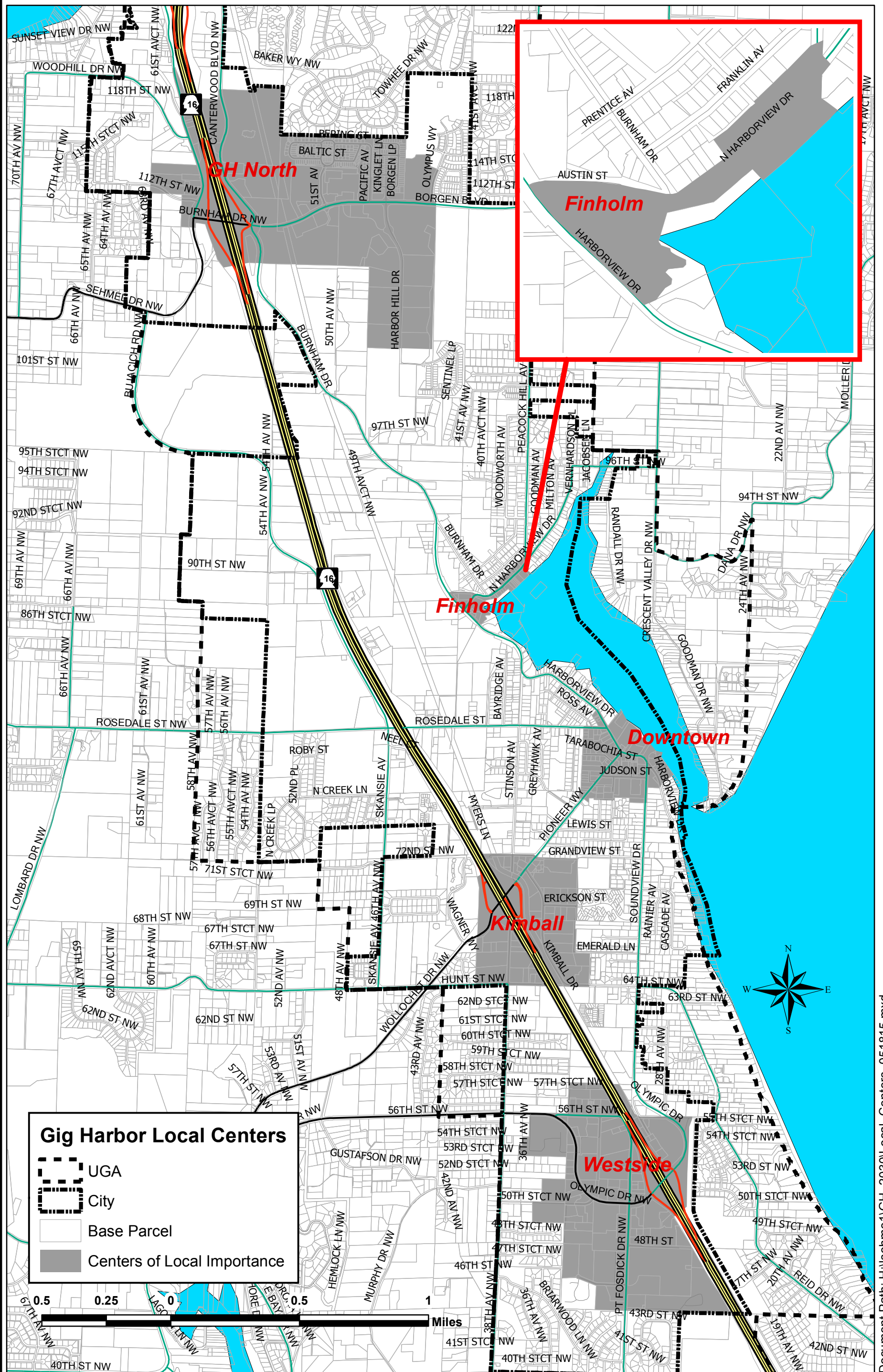
2.9.5 Encourage the retention and development of attractively designed small to medium scale neighborhood markets that offer convenience goods, healthy choices, and services for the daily needs of nearby neighborhoods, which can also serve as gathering places.

2.9.6 Allow and encourage higher density residential areas close to commercial centers, shops, parks and services.

2.9.7 Consider the use of a Health Impact Assessment when developing and evaluating planning projects to identify possible impacts of projects on community health.

EXHIBIT B.1 *New Business - 1*
CITY OF GIG HARBOR URBAN GROWTH AREAS *4 of 245*



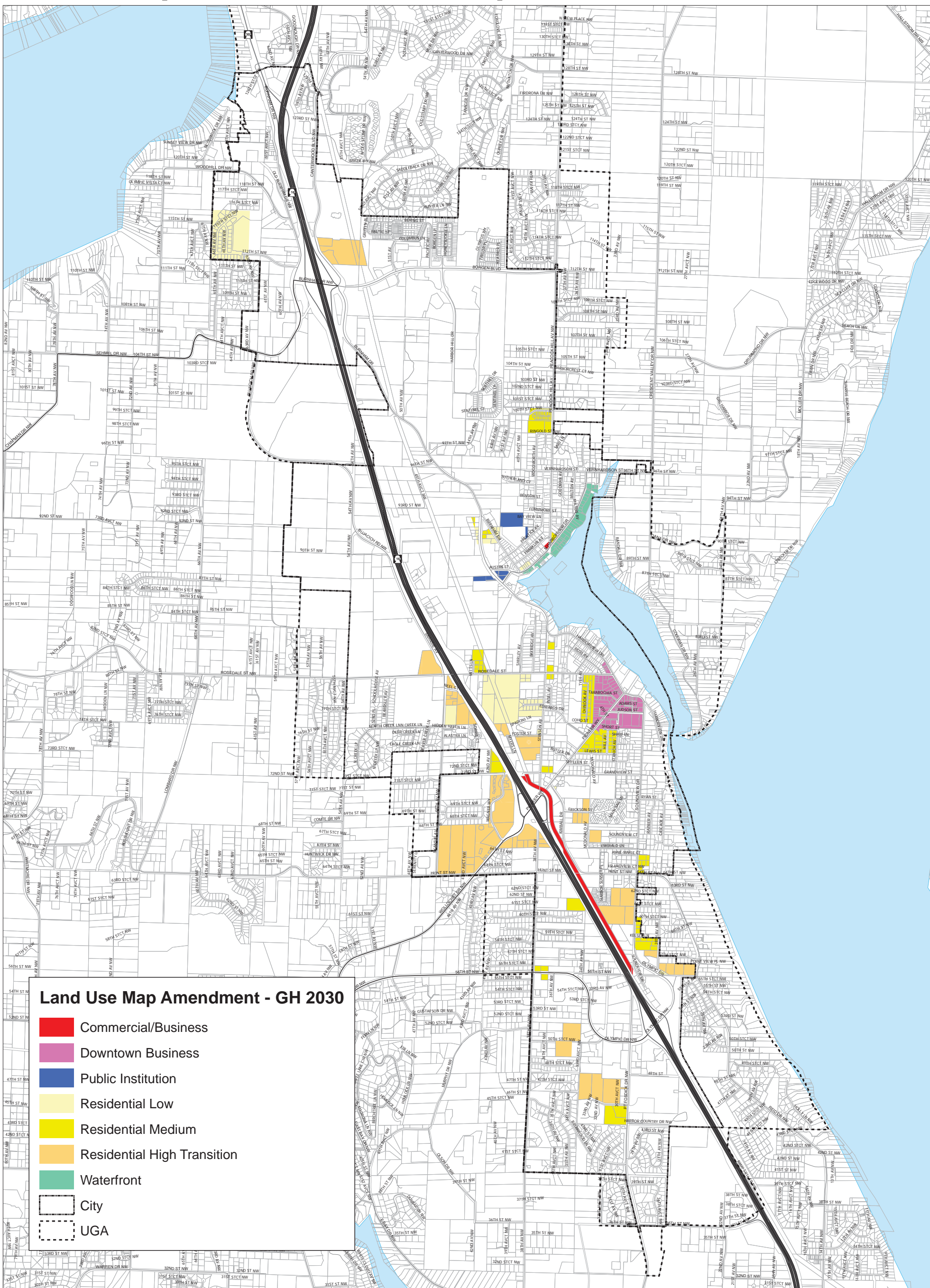


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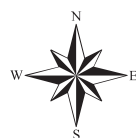
City of Gig Harbor Proposed Centers of Local Importance

Proposed Land Use Map Amendment Areas



Land Use Map Amendment - GH 2030

- Commercial/Business
- Downtown Business
- Public Institution
- Residential Low
- Residential Medium
- Residential High Transition
- Waterfront
- City
- UGA



Chapter 5

ENVIRONMENT ELEMENT

Introduction

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

GOAL 5.1: RESPECT THE NATURAL ENVIRONMENT

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

5.1.1. Tributary drainage

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

5.1.2. Stream and drainage corridors

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

5.1.3. Floodplains

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

5.1.4. Dams and beaches

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

5.1.5. Impermeable soils

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

5.1.6. Septic System use

EXHIBIT C

Enforce exacting performance governing land use developments on soils which have fair to poor

permeability, particularly the possible use of septic sewage drainage fields or similar leaching systems. In areas which are prone to septic field failure, work with the Tacoma-Pierce County Health district to encourage the use of City sewer, as available and where appropriate.

5.1.7. High water table

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

5.1.8. Noncompressive soils

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

5.1.9. Bedrock escarpments

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

5.1.10. Landslide

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

5.1.11. Erosion

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

5.1.12. Wetlands

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

5.1.13. Fish and wildlife habitat conservation areas

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

5.1.14. Functions of shoreline vegetation

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

GOAL 5.2: CONSERVE NATURAL RESOURCES AND ACTIVITIES

Conserve and protect natural areas within the environment to provide a continuing place for wildlife which are representative of the area's ecological heritage. Protect harbor, agricultural and

EXHIBIT C

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

5.2.1. Harbor resources

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

5.2.2. Agricultural resources

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

5.2.3. Timber resources

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

5.2.4. Mineral Resources

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

5.2.5. Open space wildlife habitat

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

5.2.6. Wetland wildlife habitat

Protect lands, soils or other wetland areas which have prime wildlife habitat characteristics. Promote use of site retention ponds, natural drainage methods and other site improvements which

EXHIBIT C

conserve or increase wetland habitats. Incorporate or implement the standards adopted in the Washington State Administrative Guidelines for the identification and protection of critical wildlife habitat, as appropriate.

5.2.7. Woodland wildlife habitat

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

GOAL 5.3: LAND MANAGEMENT POLICIES

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

5.3.1. Best to least allocation policies

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

5.3.2. Performance criteria

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

5.3.3. Best Available Science

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

GOAL 5.4: URBAN LAND USE OPERATING STANDARDS

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

5.4.1. Noise - development characteristics

Monitor the master planning process of the Tacoma Narrows Airport to ensure ultimate developments do not have adverse noise impacts on residential areas within Gig Harbor's planning area. Promote use of materials with extra acoustical properties in building developments, landscape and earth berm buffers in site improvements, and other innovations which will reduce noise impacts on residential developments, particularly along major highways

EXHIBIT C

like State Route 16 and about airport approach areas.

5.4.2. Noise - operating characteristics

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

5.4.3. Groundwater

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

5.4.4. Stormwater - development standards

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

5.4.5. Stormwater - operating standards

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

5.4.6. Air - operating standards

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

5.4.7. Environmental Stewardship

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

Chapter 6

HOUSING ELEMENT

Introduction

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

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

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

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

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

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

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

EXHIBIT D

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

EXISTING HOUSING STOCK

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

In ~~2010~~ ~~2000~~, ~~2,882~~ 3,825 residential units comprised Gig Harbor's housing stock. (Source: ~~2010~~ ~~200~~ U.S. Census) This total included ~~2,095~~ 1,665 single family homes and ~~1,712~~ 1,174 multi-family dwellings. The proportion of single family has increased from about 48 percent in 1993 prior to adoption of the first Growth Management comprehensive plan to about 59 percent in 2000 and fell to 54 percent in 2012. ~~While the rate of development of new multi-family units has declined relative to single family, it still represents~~ Multi-family units remain as a significant portion of the total housing stock. ~~However, despite the prevalence of multi-family housing~~ Although the development of multi-family units will continue as allowed, the single family character of the community has been maintained. It should be recognized, however, that most multi-family units are located near the City's fringe - an area not typically associated with the City's historic character. Moreover, where multi-family housing has encroached into the harbor basin, it has been the target of criticism due to imposing scales and designs.

GOAL 5.1: MAINTAIN AND PROTECT THE SCALE AND CHARACTER OF EXISTING NEIGHBORHOODS

5.1.1. Encourage infill

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

5.1.2. Develop design guidelines

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

GOAL 5.2: ENCOURAGE HIGH DENSITY HOUSING WHICH MAINTAINS GIG HARBOR'S HISTORIC VISUAL CHARACTERISTIC AS A SINGLE FAMILY COMMUNITY

5.2.1. Identify areas where small lot sizes are appropriate

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

5.2.2. Minimize appearance of multi-family structures

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

EXHIBIT D

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

5.2.3. Reward acceptance of density with corresponding benefits

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

EXISTING HOUSING CONDITIONS

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

GOAL 5.3: ENCOURAGE MAINTENANCE AND/OR ADAPTIVE REUSE OF EXISTING STRUCTURES FOR RESIDENTIAL USE.

5.3.1. Provide renovation incentives

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

5.3.2. Provide financial incentives

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

EXHIBIT D

5.3.3. Sponsor clean-up campaigns

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

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

ALLOCATION OF HOUSING

It is assumed that all persons residing within the City of Gig Harbor are housed. However, the allocation of housing by economic status is not immediately apparent. Homes in Gig Harbor typically demand a high price due to a strong market demand but may currently be occupied by long term residents of limited economic means. For example, many of Gig Harbor's senior citizens may be living in houses with market values far greater than either their current mortgages or original purchase prices would indicate. The 1990 census indicates that the median value of an owner-occupied home in Gig Harbor was \$142,000 while the median value of a home in 2000 was \$215,400. ~~(values taken from the 1990 and 2000 Census for Gig Harbor city).~~ During the decade, this median value increased from 4.3 to almost 5 times the median household income in the City. In 2010 the median value continued to rise to a median of was \$421,800, this value is over 6.5 times the median household income (values taken from the 1990, 2000 and 2010 Census for City of Gig Harbor). The fact that property values have increased at a greater rate than income is an issue for the community.

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

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

GOAL 5.4: MAINTAIN A "NO NET LOSS" POLICY TOWARD AFFORDABLE HOUSING UNITS

5.4.1. Discourage demolitions

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

- a) Consider fee waivers for building permits to renovate or repair existing houses.
- b) Consider high demolition permit fees with the proceeds applying toward other affordable housing programs in the Gig Harbor area.

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- c) Support "existing use" tax assessment as opposed to taxation based upon speculative highest and best use.

5.4.2. Mitigate effects of gentrification

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

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

~~HOUSING OCCUPANCY & TENURE~~

~~For planning purposes, a 7% 12.7% vacancy rate has been determined to reflect a healthy housing market—one which maintains enough vacancies to allow residents to choose housing suitable to their needs without creating a market "glut". According to 2000 2010 Census data, the vacancy rate in the City has been about 6.6 12.7%. The corresponding 93.4% 87.3% occupancy rate reflects a healthy housing market and suggests that some residents may not be living in housing suitable to their personal needs. The cost burdened household figures in Tables and 3 & 4, for example, indicate a need for more affordable housing which is difficult to achieve in the single family market.~~

HOUSING AFFORDABILITY

Income Characteristics.

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

Table 2 - Gig Harbor 2012 Income Characteristics

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

Source: 2008-2012 American Community Survey

*Average household size for this survey is 2.12

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

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

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

Table 1 – Gig Harbor Income Characteristics

Household income	Percent of households
<\$10k	5.2%
\$10k – 19.9k	14.2%
\$20k – 34.9k	21.6%
\$35k – 49.9k	14.1%
\$50k – 75.9	18.5%
\$75+	26.5%
Gig Harbor Median Income (1999): \$43,456	

Source: 2000 U.S. Census

Cost Burdened Households

For planning purposes, a household is considered cost burdened when its income is less than 95% of the median income level, and its housing cost is more than 30% of its income. The following matrices indicate that at least 11.4 30% of homeowner households and 34.8 46.4% of renter households were cost burdened in 2012 1999.

Table 32 – Cost Burdened Households

Owner Occupied Households (Total: 1,857)					
% Income Spent on Housing	Income ranges				
	<\$20k	\$20-34.9k	\$35-49.9k	\$50-74.9k	\$75k+
Pop. in bracket	7.40%	6.30%	12.50%	12.90%	60.90%
<20%	0	0.50%	3.80%	7.00%	40.90%
20-29%	0	1.80%	2.10%	1.20%	12.60%
30%+	7.40%	3.90%	6.70%	4.60%	7.40%

Renter Occupied Households (Total: 1,482)					
% Income Spent on Housing	Income ranges				
	<\$20k	\$20-34.9k	\$35-49.9k	\$50-74.9k	\$75k+
Pop. in bracket	24.00%	12.50%	12.60%	24.20%	19.60%
<20%	0.00%	0.00%	0.00%	4.80%	13.00%
20-29%	1.80%	1.50%	7.00%	12.50%	6.00%
30%+	22.30%	11.00%	5.50%	7.00%	0.60%

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

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Owner Occupied Households (Total: 1,857)					
% Income Spent on Housing	Income ranges				
	<\$20k	\$20-34.9k	\$35-49.9k	\$50-74.9k	\$75k+
Pop. in bracket	7.40%	6.30%	12.50%	12.90%	60.90%
<20%	0	0.50%	3.80%	7.00%	40.90%
20-29%	0	1.80%	2.10%	1.20%	12.60%
30%+	7.40%	3.90%	6.70%	4.60%	7.40%

Renter Occupied Households (Total: 1,482)					
% Income Spent on Housing	Income ranges				
	<\$20k	\$20-34.9k	\$35-49.9k	\$50-74.9k	\$75k+
Pop. in bracket	24.00%	12.50%	12.60%	24.20%	19.60%
<20%	0.00%	0.00%	0.00%	4.80%	13.00%
20-29%	1.80%	1.50%	7.00%	12.50%	6.00%
30%+	22.30%	11.00%	5.50%	7.00%	0.60%

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

% Income Spent on Housing	Income ranges					
	<\$10k	\$10-19.9k	\$20-34.9k	\$35-49.9k	\$50-75.9k	\$75k+
Renter Occupied Households (Total: 1,267)						
<20%	27	0	22	87	103	118
20-24%	0	15	40	76	7	6
24-29%	26	6	99	35	7	0
30-34%	0	36	100	23	0	0
35%	31	176	98	17	25	9
Not counted*	35	0	8	7	21	7

Source: 2000 U.S. Census

* Units for which no cash rent is paid and units occupied by households that reported no income or a net loss in 1999.

As Tables 1 and 2 and 3 indicate, the Gig Harbor community is composed of a broad range of household income and there is an unmet need for affordable housing for current residents. The challenge is to ensure existing affordable housing as well as ensuring additional opportunities for the lower end of the economic spectrum.

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

GOAL 5.5: PRESERVE GIG HARBOR AS A PLACE TO LIVE FOR PEOPLE OF ALL OCCUPATIONS, INCOMES AND ABILITIES.

To ensure adequate provisions of existing and projected housing needs for all economic

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

5.5.1. Accommodate group housing

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

- a) Consider defining maximum family size of unrelated individuals sharing a housing unit according to the ability of the structure to accommodate more persons:
 - i. Are there sufficient numbers of bedrooms to avoid overcrowding.
 - ii. Is there adequate parking to meet the needs of licensed drivers within the family facility.
- b) Redefine density standards to allow for higher numbers of single room occupancy units (SRO's) and increased numbers of beds in senior or group housing complexes.

5.5.2. Encourage accessory units

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

5.5.3 Address the relationship between employment and housing

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

5.5.4 Allow the transfer of City owned property for affordable housing needs

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

~~PROJECTING THE DEMAND~~

Population Growth Target

~~Since the City adopted its Growth Management Comprehensive Plan in 1994, the City has grown by almost 80 percent, adding over 2,900 residents. Pierce County has allocated to the City an additional 4,120 residents by 2022 for a total population of 10,800, as part of the County's overall population forecast from the Washington State Office of Financial Management. This is the population target for which the City is expected to plan.~~

~~MEETING THE HOUSING DEMAND~~

Required number of units

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~~To determine whether the City’s residential capacity is sufficient to accommodate the growth target, the population increase must be translated into households. According to the 2000 Census, the City averaged 2.16 persons per household. Therefore, the 2022 population of 10,800 equates to 5,000 households.~~

Existing residential capacity

~~As of 2004, the year of the most recent capacity analysis, Gig Harbor contained about 3,093 housing units. Therefore, an additional 1,907 units will be needed to accommodate the forecast growth. Table 3 shows the City’s remaining residential capacity by zoning district.~~

MEETING THE HOUSING DEMAND

Required number of units

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

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Table 3 - Housing Unit Needs

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

¹2010 Census.

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

Existing Residential Capacity

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

Table 4 – Existing zoned capacity

<u>Table 4 - City of Gig Harbor: Housing Unit Capacity</u>	
<u>Zoning District</u>	<u>Housing Capacity</u>
<u>R-1</u>	<u>975</u>
<u>R-2</u>	<u>805</u>
<u>R-3</u>	<u>13</u>
<u>RB-1</u>	<u>23</u>
<u>RB-2</u>	<u>291</u>
<u>MUD</u>	<u>271</u>
<u>PCD-RLD</u>	<u>644</u>
<u>PCD-RMD</u>	<u>466</u>
<u>B-2</u>	<u>0</u>
<u>Total Housing Capacity</u>	<u>3,488</u>

Source: Pierce County Buildable Lands Report 2014

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

According to the analysis above, available capacity is sufficient to accommodate the forecasted growth including available land in each land-use category. (This can accommodate government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities but only in appropriate zones.) The existing capacity provides an excess cushion of 23-30 percent above the projected need. This cushion is required both to account for temporary vacancy of housing units and to allow the real estate market to

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freely function without artificially increasing pressure on housing costs.

Table 3 – Existing zoned capacity (2003)

Zoning district	Single family units	Multi-family units	Unit totals by zone
R-1	743		743
R-2		122	122
R-3		16	16
MUD		167	167
RB-1	23		23
RB-2		143	143
WR		8	8
WM		3	3
WC		5	5
PCD-RLD	783		783
PCD-RMD		531	531
Subtotals:	1,549	995	2544
Units displaced through redevelopment:			-197
Total capacity:			2,347

Source: City of Gig Harbor

Identifying the Affordable Housing Gap

It is evident from Tables 1 & 32 that many single family homes are unaffordable to a significant portion of Gig Harbor's current households. A household at the City's 2010 median income of \$63,269 could pay a monthly payment of approximately \$1,580, or a maximum mortgage of about \$232,513, to be under the 30% cost burdened household status. This shows that the average 2010 household is cost burdened by the average 2010 household cost of \$421,800. It is evident that this either excludes a large portion of the community from homeownership or cost-burdens these households.

~~In 2000, the median value of a house in Gig Harbor was \$215,400. It is estimated that a household at the City's 1999 median income could afford a mortgage of approximately \$140,000 – \$150,000 (depending on interest rates) and not be cost burdened (i.e., not pay more than 30% of gross income toward housing). The monthly payment for a \$145,000 mortgage at a 5.75% interest rate would be about \$1080.00 including taxes and insurance. A household would require an annual income of about \$63,000 to afford a mortgage of a 2000 median value home. It is evident that this either excludes a large portion of the community from homeownership or cost burdens these households.~~

It is also apparent from Table 23 that the City's rental housing stock does not fully provide for all economic segments. However, at the lower end of the income spectrum, market-rate housing may not be an option. Government and non-profit programs may need to provide for the neediest households. The City can also encourage provision of affordable housing through incentives and regulatory strategies. Regulatory strategies may include control of development costs and allowing flexibility to implement creative solutions like reuse of structures, accessory

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units, manufactured housing, and mixed-use projects.

COUNTY-WIDE FAIR SHARE ALLOCATIONS

The future need for affordable housing in Gig Harbor is based upon the City's assessment of 2010 Census data. The future need for affordable housing in Gig Harbor is based upon the City's 1993 socio-economic mix and the 1990 Census. County-wide planning policies require that each municipality provide for its fair share of the County's affordable housing needs. This policy is based upon the State Growth Management Act stipulation that all county-wide plans shall ". . . consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution". Accordingly, Pierce County has developed a fair share formula for determining the City's existing and projected need of affordable housing units.

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

~~It has been estimated that the projected need for the City's fair share of affordable housing for the year 2010, adjusted for jobs, will be 772 units with 1990 adjusted need being 540 units. Pierce County has not updated the fair share formula according to the 2000 Census.~~

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

GOAL 5.6: SUPPORT COUNTY-WIDE FAIR SHARE HOUSING ALLOCATIONS

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

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

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

5.6.2. Allow flexible zoning standards

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

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

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5.6.3. Encourage conversions

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

5.6.4 Partner with affordable housing organizations

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

5.6.5 Meet County-wide fair share affordable housing allocation

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

5.6.6 Inclusionary Housing Program

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

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

ADDRESSING HOUSING COSTS

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

GOAL 5.7: MINIMIZE DIRECT COSTS OF NEW HOUSING CONSTRUCTION

5.7.1. Minimize costs associated with land

Reduce housing costs associated with land through policy reform.

- a) Identify areas where small lots may be allowed or required to accommodate smaller single family houses, patio houses, or townhouses.

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- b) Encourage condominium development as a means of providing ownership opportunities.
- c) Provide incentives for increased densities on residential lots or consider density based upon performance standards as opposed to maximum unit allowances.
- d) Provide for the siting of manufactured housing based upon the same performance standards as other single family units, which address minimum/maximum development parcel size, buffering, landscaping and open space.
- e) Establish a "no net loss" policy toward land occupied by affordable housing units.
- f) Identify and retain parcels with the fewest environmental and site constraints for high density and/or affordable housing development.
- g) Allow (or require) utilization of space over commercial structures to be used for residential units.

5.7.2. Minimize high material costs

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

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

5.7.3. Support labor cost-saving opportunities

Support regulations or programs which provide owner/builder opportunities.

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

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GOAL 5.8: ELIMINATE INCENTIVES TO BUILD LARGER HOMES THAN ARE NEEDED FOR TYPICAL SIZED HOUSEHOLDS IN GIG HARBOR.

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

5.8.1. Minimize per-unit land values

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

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

5.8.2. Encourage retention of existing smaller houses

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

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

GOAL 5.9: MINIMIZE INFRASTRUCTURE COSTS ASSOCIATED WITH HOUSING DEVELOPMENT

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

5.9.1. Consider alternatives

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

5.9.2. Promote cost effective designs

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

GOAL 5.10: MINIMIZE COSTS ASSOCIATED WITH PERMIT PROCESSING AND APPROVALS BY STREAMLINING TURN AROUND TIME FOR NEW APPLICATIONS FOR AFFORDABLE HOUSING

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5.10.1. Provide clear standards for development

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

5.10.2. Reduce environmental review time

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

GOAL 5.11: PROVIDE ASSISTANCE IN MINIMIZING INDIRECT HOUSING COSTS.

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

5.11.1. Minimize sewer rates for affordable housing

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

GOAL 5.12: SEEK FUNDING FOR IMPLEMENTATION OF AFFORDABLE HOUSING

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

Chapter 7

ECONOMIC DEVELOPMENT ELEMENT

Introduction

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

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

Current Employment Conditions and Trends

Traditionally, the City's economic base centered around resource extraction industries, chiefly fishing and forestry. ~~Over the past 20-25 years,~~ Since the late 1970's there has been a marked shift away from the traditional "founding" industries toward a local service economy of retail facilities and small, specialty businesses. However, the primary source of income which drives the local economy is off the Peninsula where most of the employment base is located.

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

~~The Puget Sound Regional Council (PSRC) developed estimates of jobs within various subareas (FAZ). According to the PSRC data, a total of 5,346 jobs were on the Gig Harbor Peninsula in 1990. Comparing jobs to population (31,636), the ratio obtained is 5.92 : 1. This compares with a ratio of 2.58 : 1 for Pierce County overall, which is indicative that a significant number of Peninsula residents are employed "out of the area" and most likely east of the Narrows Bridge.~~

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

~~The City of Gig Harbor Comprehensive Plan Final Environmental Impact Statement (1986)~~

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

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stated that the 1980 population to employment ratio for the City of Gig Harbor was 2.59:1, based upon data from the 1980 U.S. Census count.

Area	Employed Labor Force	Resident Population	Population/Jobs Ratio
State wide	1,794,354	4,132,156	2.30:1
Pierce County	181,909	485,643	2.76:1
Gig Harbor Pen.	9,322	22,042	2.36:1
City of Gig Harbor	937	2,429	2.59:1

The Puget Sound Regional Council's (PSRC) jobs forecast for the years 2000 and 2010 for the Gig Harbor Peninsula are shown in the following table and are based upon existing (1992) Comprehensive Plans for the area:

Year	1990	2000	2010
Population	31,636	42,154	51,400
Jobs	5,346	7,245	8,829
Ratio	5.92 : 1	5.82 : 1	5.82 : 1

(SOURCE: Final Environmental Impact Statement, Gig Harbor North Annexation, Waddell and Associates, Feb. 1993)

Based upon the PSRC data, the ratio of jobs to population would essentially remain the same at 2.5: 1 for Pierce County, based upon Comprehensive Plan in effect in 1992. Comparing the 1980 data to the 1990 data, the jobs to population ratio for the Gig Harbor Peninsula has more than doubled, indicating that the increasing population continues to be employed out of the area at a higher rate.

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

The continued "export" of jobs to other areas out of Gig Harbor plays a significant role in traffic patterns and volumes, particularly as it relates to the Narrows Bridge during peak commute hours. Reversing this trend, even slightly, to a higher (lower number) jobs to population ratio could have some reduction effect on the peak hour commute congestion and could contribute to a more localized jobs and tax base economy and increased overall economic well being. This, in turn, could provide increased opportunities for funding and developing more public services such as parks and recreation and police and fire protection.

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Buildable Lands Employment Analysis

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

Table 1 - Employment Needs – Buildable Lands Report					
<u>2010 Total Employment Estimate¹</u>	<u>Adopted 2030 Total Employment Target²</u>	<u>Total Employment Growth (2010-2030)</u>	<u>Adjusted Employment Growth³</u>	<u>Displaced Employees</u>	<u>Additional Employment Needs⁴</u>
9,155	9,954	799	702	249	952

¹PSRC Land Use Targets 2010 Employment Estimate.

²Adopted by Ordinance No. 2011-36s.

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

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

Although new employment will displace some existing employment, the 997 jobs expected from pipelined projects fulfills Gig Harbor’s 2030 allocation of 799 additional jobs. As shown in Table 2 from the Buildable Lands Report, Gig Harbor has total employment capacity of 5,611 jobs based on available land zoned for employment uses.

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

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

As more companies, state and nationwide, seek to "downsize" for economic efficiency in an

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~~increasingly competitive world market, the employed find themselves—many for the first time in their careers unemployed. Many professional and technical workers are increasingly relying upon their homes as either a supplement or primary component of their economic livelihood. The American Planning Association Magazine stated in a June 1993 article that, "According to a national survey of home based businesses conducted annually by Link Resources, 39 million Americans worked out of their residences in 1992, a nine percent increase over the previous year. Of those, 12.1 million were 'primary, self-employed home workers...". Providing for home based businesses which are compatible with residential neighborhoods is becoming increasingly important is maintaining and promoting the economic health of small communities statewide.~~

Requirements of the Growth Management Act

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

County-Wide Planning Policy

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

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

² Frank, Michael, Homework (American Planning Association Magazine, June 1993, Volume 59, No. 6)

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6. Strengthen existing businesses and industries to add to the diversity of economic opportunity and employment.
7. Provide both the private and public sector with information necessary to support and promote economic development.

Goals:**GOAL 6.1: DEVELOP A SOUND FISCAL BASE**

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

6.1.1. Job creation

- a) Help create employment opportunities within the local economy, particularly for residents who now commute across the Tacoma Narrows Bridge to work. Participate with other public agencies and private interests in marketing projects, labor force training programs, and other efforts to attract new businesses to Pierce County and Gig Harbor Peninsula area.
- b) Determine reasonable jobs-to-housing balance by coordinating land use and development policies to help achieve the designated balance of adequate affordable housing near employment centers.
- c) Encourage the redevelopment of declining commercial areas through a variety of incentives such as reduced fees for permits or utility connections and the consideration of waivers from land use performance standards, as appropriate.
- d) ~~Establish a "target" population to jobs ratio of 2.5:1 as an appropriate, reasonable and attainable balance for the projected population to the year 2014. Meet the 2030 employment target allocation established by the Pierce County Buildable Lands Report for Gig Harbor (shown in Table 1) of 9,954 jobs.~~

6.1.2. Site identification

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

6.1.3. Site efficiencies

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

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6.1.4. Site priorities

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

6.1.5. Capture revenues

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

GOAL 6.2: INCREASE LOCAL ECONOMIC OPPORTUNITIES

Support local business development efforts and property investment projects and programs, ~~and~~ protect local economic opportunities, ~~and~~ ~~Provide for an increasing home-based business sector, as more citizens rely upon this manner of livelihood as either their supplemental or primary economic means.~~

6.2.1. Small business development

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

6.2.2. Property revitalization

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

6.2.3. Financial programs

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

6.2.4. Future development opportunities

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

6.2.5. Home Based Occupations and Businesses

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Provide reasonable guidelines and standards for the siting of home-based businesses (home occupations) in residential neighborhoods. Insure that home-based businesses do no alter or impact the residential character of neighborhoods.

Chapter 12

TRANSPORTATION

SECTION 1. EXISTING CONDITIONS

The City of Gig Harbor is required, under the state Growth Management Act (GMA), to prepare a Transportation Element as part of its Comprehensive Plan. Revisions to the Comprehensive Plan occur periodically to accommodate updated information or changes related to the City of Gig Harbor and the Gig Harbor Urban Growth Area (UGA). **Figure 12-1** shows the current limits of the Gig Harbor UGA and the greater area considered in the transportation demand analysis (“study planning area”).

The specific goal of the GMA, with regard to transportation, is to “encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.” The GMA requires that the local comprehensive plans, including the land use and transportation elements, be consistent and coordinated with required regional programs. In addition, the GMA requires that transportation facility and service improvements be made concurrent with development.

Existing Transportation System

This section of the transportation plan describes the existing transportation system conditions in the study area, including a description of the roadway characteristics, functional classification, traffic volumes, level of service, accidents, and transit service. Planned transportation improvements from the Washington State Department of Transportation (WSDOT) Plan, Pierce County Capital Facilities Element of the Comprehensive Plan, the Pierce County Six-Year Transportation Improvement Program (TIP) and Gig Harbor Six-Year TIP are also described.

Functional Classification and Connectivity

Roadway hierarchy by functional classification provides a network of streets based on distinct travel movements and the service they provide. Roadway layout shall be based primarily on the safety, efficiency of traffic flow, and functional use of the roadway. Functional roadway classifications consist of arterials, major and minor collectors, major and minor local residential streets, private streets, and alleys.

Roadways of all classifications shall be planned to provide for connectivity of existing and proposed streets in relation to adjoining parcels and possible future connections as approved by the Community Development Department. New development roadway systems should be designed so as to minimize pedestrian travel to bus stops.

Arterials are intended for the efficient movement of people and goods and have the highest level of access control. They have limited access and accommodate controlled intersections.

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Collectors generally connect commercial, industrial, and residential projects to other collectors, and arterials and have a moderate level of access control. Minor collectors may be used if turn lanes are not required. If the collector connects to another collector or to an arterial, the roadway shall be a major collector. The City will determine if a collector is a major or minor, type I or type II, based on a review of the development potential of all contributing properties, the ~~existing~~ existing right-of-way if it is an existing roadway, and the necessity of turn lanes. Auxiliary left turn lanes are desired when connecting to arterials and major collectors.

Roadways that are currently functionally classified within the City of Gig Harbor as arterials, major collectors or minor collectors are shown in **Figure 12-2**. The City Traffic Engineer will classify all new roadways. Later in this chapter, revisions to the functional classification map are proposed to provide consistency between the transportation plan map and the transportation capital facilities plan and to identify potential future roadway improvements that likely to be provided by development as the land use plan is implemented.

Major and minor local residential streets shall interconnect with each other and with minor collectors and have a minimum level of access control. Alleys in residential neighborhoods are encouraged. If the local residential street connects to a major collector or to an arterial, the street shall be a major local residential. In such developments, connectivity shall be a key design factor, although the internal flow shall be discontinuous to discourage cut-through traffic movement and excessive speed. Traffic calming techniques shall be designed into all residential subdivisions.

The pedestrian network shall be paramount in the residential roadway network. Minor local residential streets serve as land access from residences and generally connect with major local residential and minor collectors. Safety is always the major consideration when determining intersection locations and connectivity.

State-owned transportation facilities and highways of statewide significance [See also Section 4]

In 1998, the Washington State Legislature enacted the “Level of Service Bill” (House Bill 1487) which amended the Growth Management Act (GMA) to include additional detail regarding state-owned transportation facilities in the transportation element of comprehensive plans. Within Gig Harbor, SR 16 has been designated as a Highway of Statewide Significance (HSS) in WSDOT’s Highway System Plan (HSP). SR 16 provides the major regional connection between Tacoma, Bremerton, and the Olympic Peninsula. It connects to Interstate 5 in Tacoma and to SR 302 in Purdy. Through Gig Harbor, SR 16 is a full limited access four lane freeway with interchanges at Olympic Drive, Pioneer Way and Burnham Drive. It is classified as an urban principal arterial. The level of service established for state facilities in Gig Harbor is LOS D.

The only other state-owned facility within the planning area is SR 302 which connects SR 16 across the Key Peninsula with SR 3 to Shelton. It is a two-lane state highway with ~~no~~ managed access control (Class 3) as defined in WAC-468-51 and 468-52.

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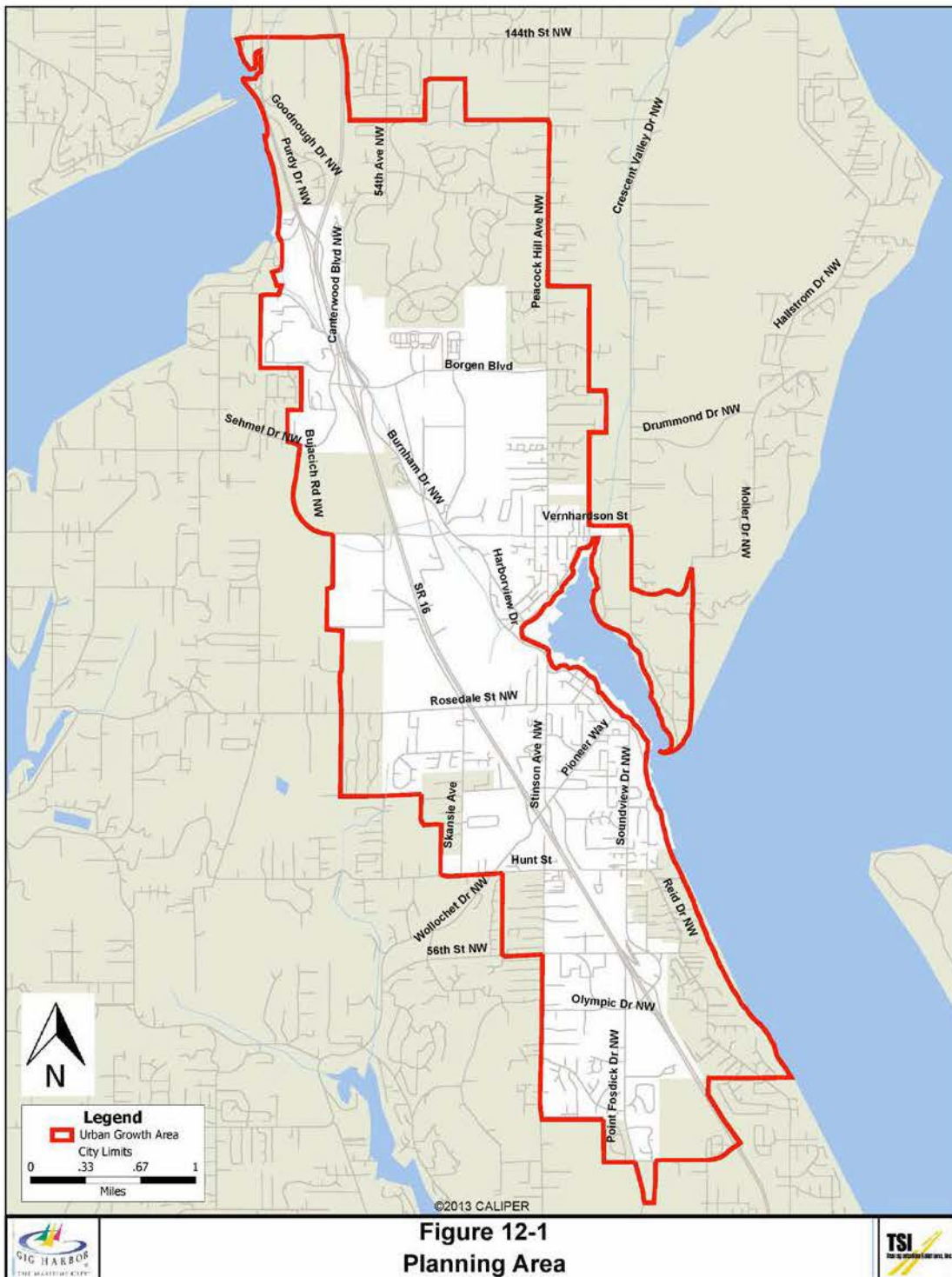


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Local Transportation System

The ~~downtown~~ Harbor area of Gig Harbor and surrounding residences are served by the interchange with SR 16 at Pioneer Way. The southern portion of the city is served by the Olympic Drive NW interchange, and in the northern portion of the city access from SR 16 is provided by the Burnham Drive / Borgen Boulevard interchange.

One of the key north-south arterials serving the city and local residences is Soundview Drive, which becomes Harborview Drive through ~~downtown Gig~~ the Harbor and continues north as Burnham Drive and east as North Harborview Drive. Pioneer Way also provides access to residences and ~~downtown Gig~~ the Harbor. Access to the areas in the northern portion of the city and UGA is provided by Peacock Hill Road, Crescent Valley Drive, Burnham Drive NW, and Borgen Boulevard. Outside the city limits to the southwest, Olympic Drive NW/56th Street and Wollochet Drive NW/Fillmore Avenue provide access to residential areas in unincorporated Pierce County.

The roadway characteristics of these arterials in the study area are shown in **Figure 12-3**. The majority of roadways within the city limits are two lanes with a speed limit of 25 mph. The speed is reduced to 20 mph along North Harborview Drive in the ~~downtown~~ Harbor area known as the Finholm area. There are retail shops on both sides of the street in this area, and the reduced speed provides increased safety for pedestrians crossing the street between shops. In addition, Soundview Drive, Kimball Road and Harbor Hill Drive have has three lanes (one lane in each direction and a center, two-way, left-turn lane along portions of the roadway) and are currently posted at 25 mph. Outside of the city limits, all ~~Other~~ other functionally classified roadways within the city limits and the UGA ~~have roadways~~ are also two lanes, with the exception of Olympic Drive NW (56th Street NE), Point Fosdick Drive, and Borgen Boulevard, which have ~~three~~ five lanes in ~~some~~ most sections. The speed limit on these roadways varies between 30 and 35 mph.

Pedestrian and bicycle facilities are an integral part of the transportation network, and the provision for these facilities ~~are will be~~ incorporated in the transportation improvement program. Currently, sidewalks are provided at least on one side of the roadway on most city arterials. In addition, separate bicycle lanes are provided on various roadways, including Soundview Drive and on portions of Rosedale Street, Point Fosdick Drive, and North Harborview Drive. Parking is allowed in the retail center on Harborview Drive and North Harborview Drive. Combined use paths have been constructed along Harbor Hill Drive.

Existing intersection traffic control devices also are indicated on **Figure 12-3**. Within the city, there are signalized intersections at Pioneer Way/Grandview Street, Pioneer Way/Kimball Drive, Olympic Drive/Point Fosdick Drive, Olympic Drive/50th Street, Olympic Drive/56th Street, Point Fosdick Drive/Uptown Avenue, Point Fosdick Drive/48th Street NW, Wollochet Drive/Hunt Street, ~~Wollochet Drive/Wagner Way (to be constructed 2008)~~, Olympic Drive/Hollycroft Street, Rosedale Street/Schoolhouse Avenue, and 38th Avenue/56th Street. In addition, the SR 16 northbound and southbound ramps at Olympic Drive, and the SR 16 northbound and southbound ramps at Pioneer Way, are signalized.

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The intersections of Borgen Boulevard/51st Street, Borgen Boulevard/Harbor Hill Drive, and Harbor Hill Drive/Costco Road are controlled by two-lane roundabouts. Single lane roundabouts are located at the intersections of Burnham Drive/Sehmel Drive, Borgen Boulevard/Peacock Hill Road and Point Fosdick Drive/36th Street. The SR 16/Burnham Drive northbound and southbound ramps also intersect roundabouts, with a two-lane roundabout at the northbound ramp and a single lane roundabout at the southbound ramp. All other major intersections are stop sign controlled.

~~All other major intersections are stop sign controlled, except the SR 16/Burnham Drive northbound and southbound ramps, which intersects a single lane roundabout on the southbound ramps and a two lane roundabout on the northbound ramps and the intersections of Borgen Boulevard/51st Street, Borgen Boulevard/Harbor Hill Drive and Harbor Hill Drive/Costco Road which are controlled by two lane roundabouts and the intersection of Borgen Boulevard/Peacock Hill Road and Point Fosdick Drive/36th Avenue which are controlled by a single lane roundabout.~~

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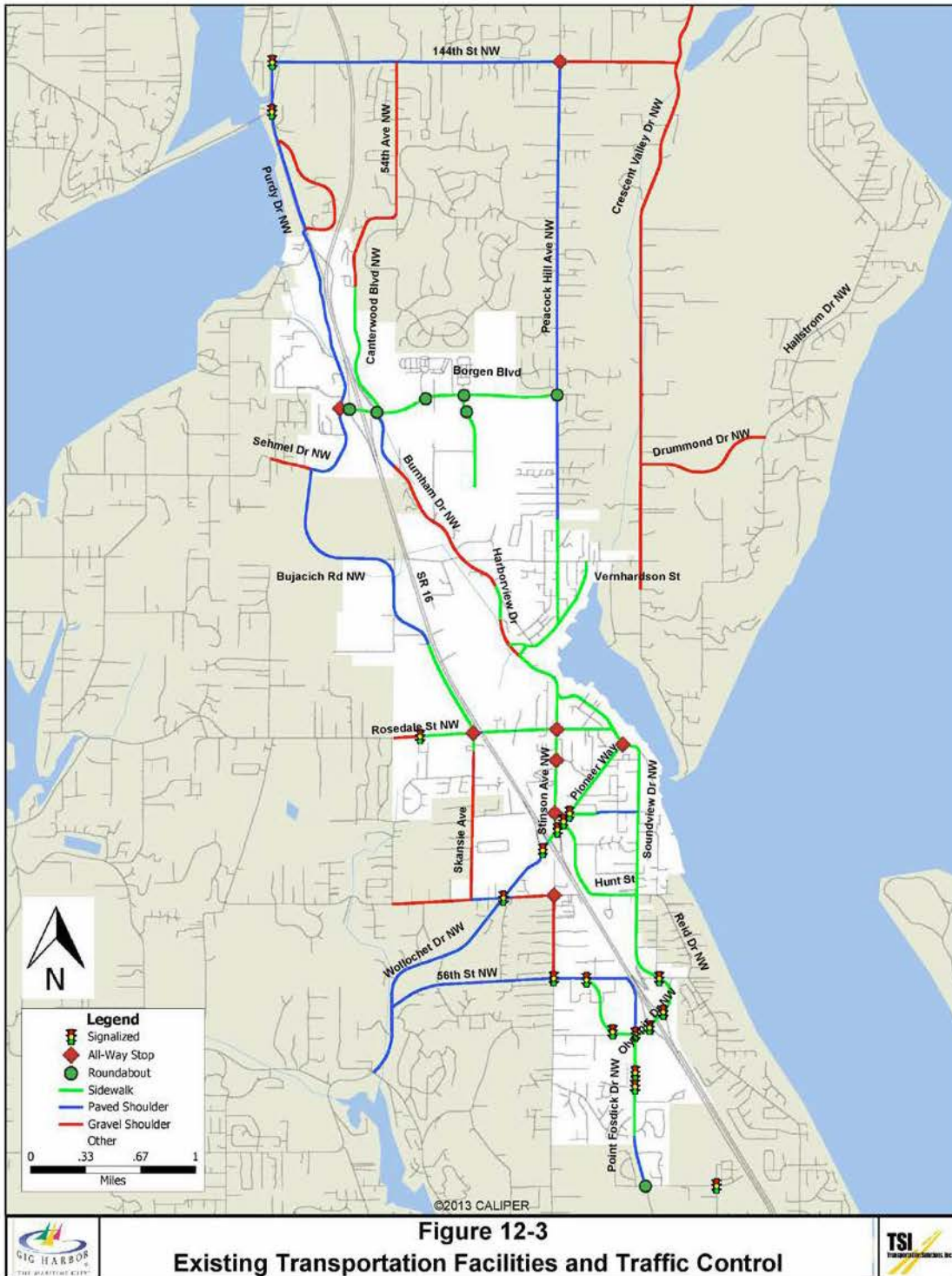


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Traffic Volumes

A comprehensive set of street and intersection traffic counts was collected in ~~2005~~ 2014. P.M. peak hour traffic volumes (PMPH) are summarized in **Figure 12-4** P.M. peak hour traffic volumes represent the highest hourly volume of vehicles passing through an intersection during the 4-6 p.m. peak period. Since the p.m. peak period volumes usually represent the highest volumes of the average day, these volumes were used to evaluate the worst case traffic scenario that would occur as a result of proposed development.

Intersection Level of Service

~~The acknowledged method for determining intersection capacity is described in the current edition of the Highway Capacity Manual (Transportation Research Board [TRB], Special Report 209). Capacity analyses are described in terms of Level of Service (LOS). LOS is a qualitative term describing the operating conditions a driver will experience while driving on a particular street or highway during a specific time interval. It ranges from LOS A (little or no delay) to LOS F (long delays, congestion).~~

The methods used to calculate the levels of service are described in the ~~2000~~ 2010 Highway Capacity Manual (~~Special Report 209, Transportation Research Board~~). The measure of effectiveness for signalized intersections is control delay, which is defined as the sum of the initial deceleration delay, queue move up delay, stopped delay and final acceleration delay.

For unsignalized intersections, level of service is based on an estimate of average stopped delay for each movement or approach group. The evaluation procedure is a sequential analysis based on prioritized use of gaps in the major traffic streams for stop controlled and yield controlled movements (i.e., left turns off of the major street); these two movement types at unsignalized intersections will be referred throughout the remainder of this ~~report~~ plan as “controlled movements”.

The 2010 Highway Capacity Manual made substantial changes to the analysis methodology for roundabouts. The initial methodology has been deemed too conservative and often indicates worse LOS than is actually observed in the field. Also, the delay criteria for roundabouts is set to equal the delay criteria for stop signs which are much lower than those for signals. Roundabout in Gig Harbor will be evaluated using the HCM 2010 methodology, adjusted for updated capacities as made available, and using the signalized delay criteria for LOS.

The City of Gig Harbor has adopted a standard of LOS D or better defined as acceptable at all functionally classified intersections with the following exceptions: at the Burnham/Borgen/Canterwood/SR16 roundabout LOS E is acceptable and LOS F is acceptable in the “Harbor Downtown Strategy Area” as defined in this chapter.

The City of Gig Harbor is required by RCW 36A.070(6)(b) “to prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless

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transportation improvements or strategies to accommodate the impacts of the development are made concurrent with the development.”

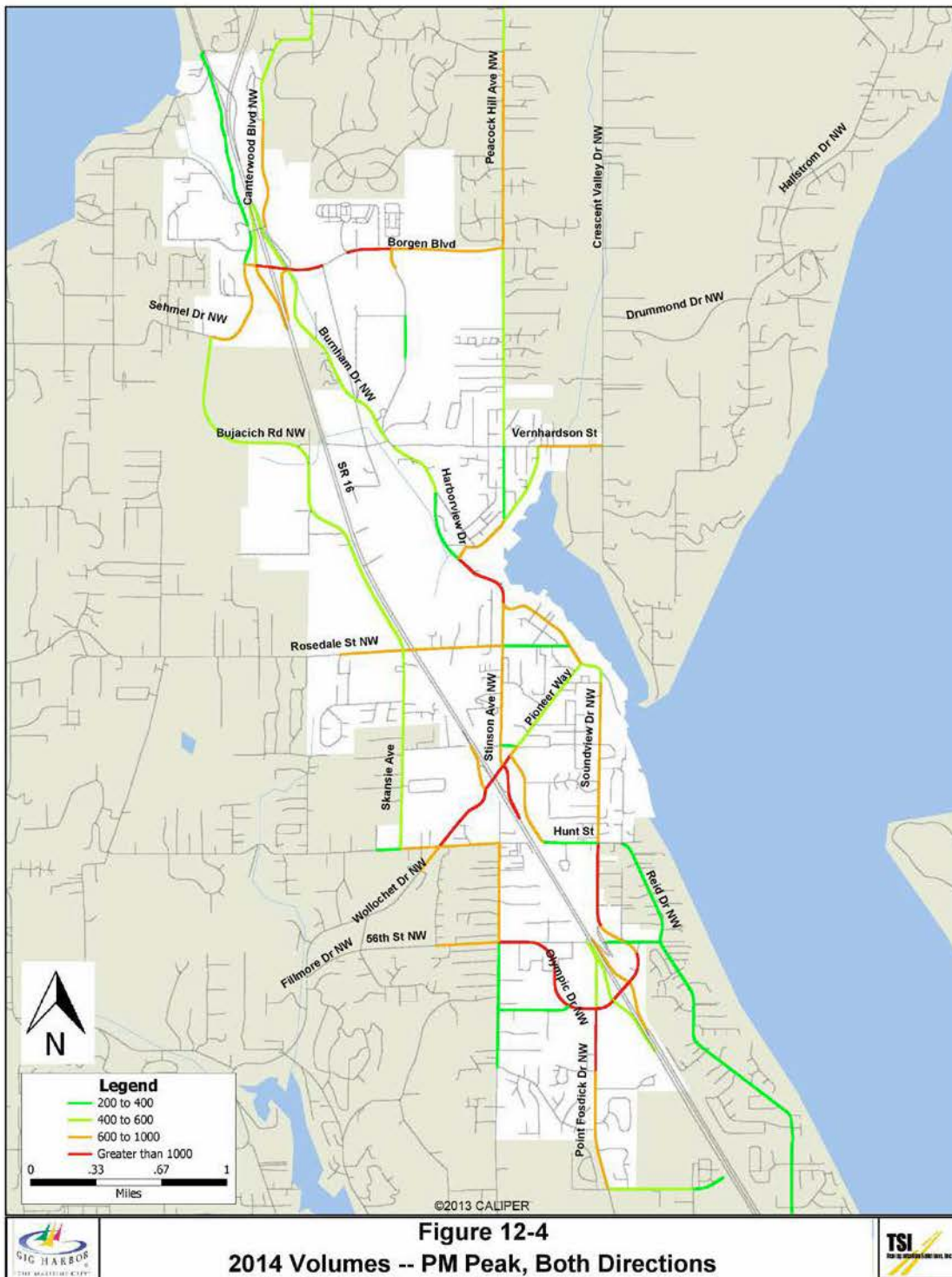


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Traffic Accidents

Traffic accident records compiled by the Gig Harbor Police Department for the 24-month period from March 2006 through and including February 2008, were reviewed. The Police Department accident records included the date and location of each accident, and specified an accident type: “injury,” “non-injury,” “hit and run,” “parking lot,” or “pedestrian/cyclist.”

During the 24-month period analysis period there were 497 accidents within the City of Gig Harbor, of which 74 (14.9%) occurred on private property (parking lots) and 20 (4%) were injury accidents. Five accidents involved pedestrians or bicyclists.

The streets with the greatest accident experience were Olympic Drive, where 57 accidents occurred, Point Fosdick Drive, which had 46 accidents and Borgen Boulevard, which had 43 accidents. No other street experienced more than 15 accidents.

Transit Service and Facilities

Gig Harbor is served by Pierce Transit and Sound Transit. The service provider for Gig Harbor is Pierce Transit. The ~~three~~ four transit routes that currently serve Gig Harbor are shown in **Figure 12-5**.

Route 100 (“Gig Harbor”) extends from the North Purdy Crescent Park and Ride to the Tacoma Community College Transit Center. ~~The route operates on hour headways for most of the day every day; the exception is that on weekdays an additional trip is made reducing headways to one-half hour for a single a.m. and p.m. peak hour. The route operates every day of the week. This route~~ It serves several other park and ride facilities (the Narrows Park and Ride on the Tacoma side of the Narrows Bridge and the Kimball Drive Park and Ride) and several potential transit trip generators, ~~like~~ including the Borgen Boulevard retail area (Target, Home Depot, Costco) and the Gig Harbor Medical Park Urgent Care facility.

Route 102 (“Gig Harbor – Tacoma Express”) provides express bus service from Purdy to Downtown Tacoma via the Kimball Drive Park and Ride (where it connects with Route 100). It operates during weekday peak hours only. It also connects with the Key Peninsula School Bus Connects services operating on Tuesdays and Thursdays only. ~~, with service being provided every 30 minutes with some variation during the morning peak.~~

Route 601 (“Olympia Express”) originates from the Kimball Drive Park and Ride and provides direct service between Gig Harbor and Downtown Olympia during weekday morning and afternoon peak periods. In the morning, this route provides four outbound trips to Olympia starting at 5:06 a.m. with approximately half-hour headways with the last outbound trip leaving Gig Harbor at 6:24 a.m. The return trip to Gig Harbor on weekday afternoons is similar with four trips leaving Olympia starting at 4:13 p.m. but the headway is greater varying between 32 and 40 minutes.

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Pierce Transit is planning to expand the existing Kimball Drive Park and Ride by providing approximately 230 additional parking spaces in a location to the west across SR-16 and adjacent to Hunt Street NW. Riders parking in the new spaces would use a pedestrian bridge to cross over SR-16 to reach the existing transit stops.

Sound Transit provides direct express service from the Gig Harbor area to downtown Seattle with Route 595 (“Gig Harbor-Seattle Express”). This weekday-only service runs westbound toward Seattle five trips to Seattle on 22-minute headways during the early morning peak and eastbound from Seattle to Gig Harbor during the afternoon peak period, with the last trip leaving the Purdy Park and Ride at 6:20 a.m. The last morning trip arrives at its last stop in Downtown Seattle at 8:02 a.m. The first afternoon peak trip departs Downtown Seattle at 3:02 p.m. and arrives at the North Purdy Crescent Park and Ride at 4:48 p.m. This route runs from the North Purdy Park and Ride to downtown Seattle, making stops at the Kimball Drive Park and Ride, the Narrows Park and Ride and the Tacoma Community College Transit Center.

Transit Level of Service in Gig Harbor is established by Pierce Transit and Sound Transit. The City works with both agencies to accommodate transit existing and planned operations in the design of its transportation system.

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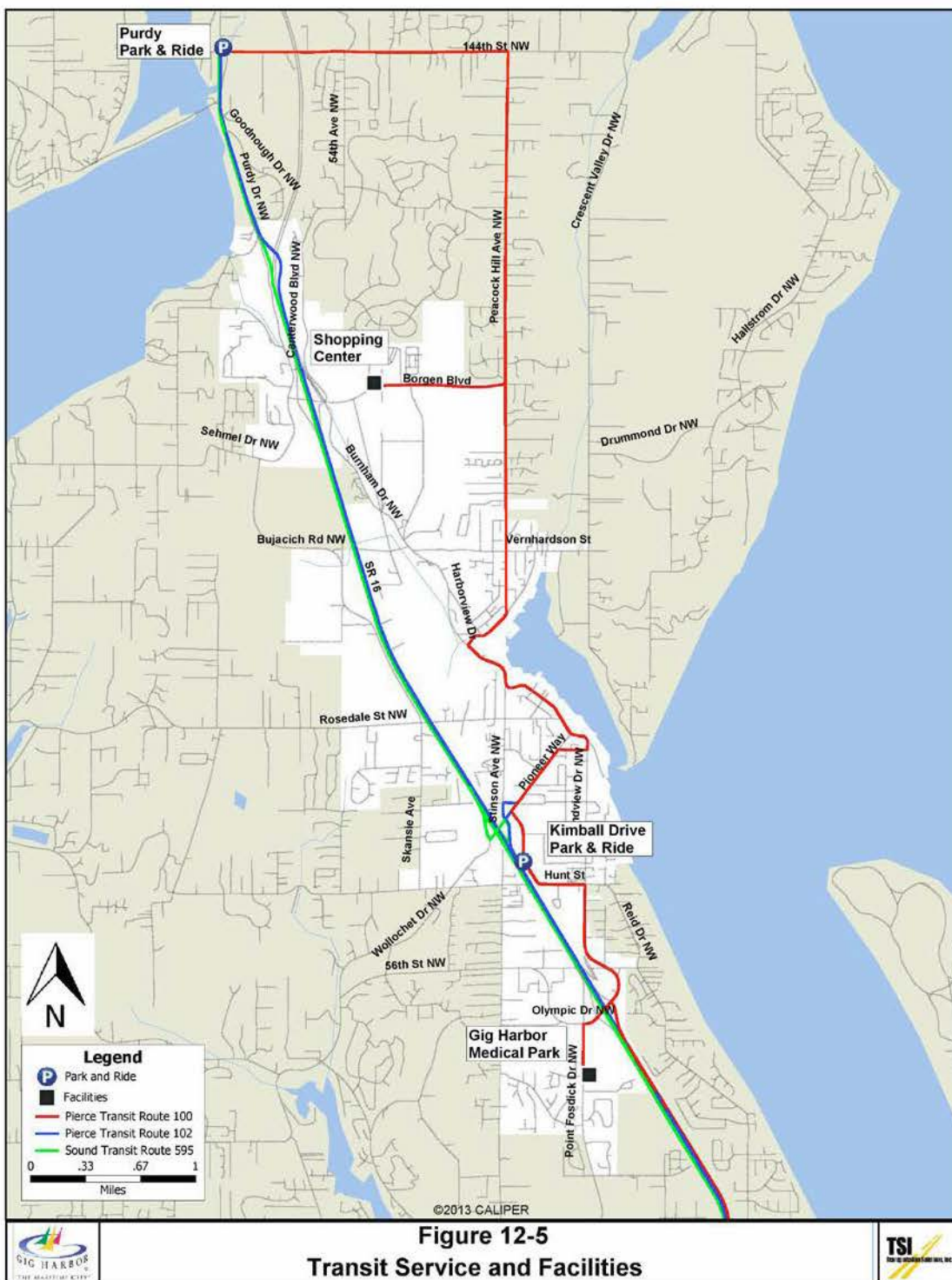


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Planned Transportation Improvements

Based on projections by the Puget Sound Regional Council (PSRC) ~~Pierce County~~, this area of the state, including the study area, will continue to grow. Specifically, it is expected that residential growth will occur on the Gig Harbor peninsula and job growth will occur in the area between Purdy and Tacoma.

Pierce County Transportation Plan

In order to adequately address the existing and future transportation issues, Pierce County completed the Pierce County Transportation Plan in 1992. The proposed project list was updated in 2000 and incorporated into the Gig Harbor Peninsula Community Plan. ~~The project list has not been revised since adoption of the Community Plan in 2001. Project priorities are identified as: Premier Priority, High Priority, Medium Priority, and Low Priority. At that time, Pierce County believed they would be able to fund all Premier and High Priority projects and half of the Medium Priority projects.~~

~~Pierce County started a transportation plan update in summer 2007 with expectation of presenting a revised draft plan to the county's Planning Commission in fall of 2008. The current schedule would have that plan adopted in November 2009. The approach for the county's plan update represents a significant change in the approach to project funding. The county staff is proposing to divide available transportation funding into major service delivery categories (i.e., capacity, safety, operations, and maintenance, among others) and prioritize the use of the expected limited funding based on the effectiveness of investment in each of the delivery categories. Notwithstanding the change in approach, the projects identified in the community plan remain those currently planned for the Gig Harbor area by the county:~~

The DRAFT Transportation Plan Preview produced in March 2009 was an attempt to update the Transportation Plan. The Transportation Plan Preview showed a range of potential land use and transportation alternatives for the future. The latter document was not adopted by council but serves as an important template for current and future planning work.

The Traffic Division has reinitiated work in updating the Transportation Plan/Element. Its current work will be closely integrated into the other elements of the Comprehensive Plan, inclusive of land use. The County Comprehensive Plan update will be completed in 2015.

City staff should monitor and participate in the county's transportation planning process to maximize opportunities for a consistent and cohesive transportation system, regardless of the jurisdictional responsibilities.

Premier Priority

- ~~P28. 56th Street, Wollochet Drive to Point Fosdick Drive: Widen to four lanes; provide pedestrian and drainage improvements.~~

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- ~~P29. Wollochet Drive, 40th Street to Gig Harbor City Limits: Widen to four lanes; improve intersections and shoulders.~~
- ~~P53. Sehmel Drive NW, 70th Avenue NW to Bujacich Road NW: Improve intersections, alignment and shoulders. (This project has been partially completed)~~
- ~~P63. 38th Avenue, 36th Street to Gig Harbor City Limits: Improve intersection and shoulders.~~
- ~~P73. Jahn Ave/32nd Street/22nd Avenue, Stone Drive to 36th Street: Realign and improve shoulders (This project has been partially completed)~~

High Priority

- ~~P30. Point Fosdick Drive, 56th Street to Stone Drive: Provide pedestrian and drainage improvements; improve intersections.~~
- ~~P42. Hunt Street NW, Lombard Drive NW to Gig Harbor city limits: Improve intersections, alignment, and shoulders.~~
- ~~P50. Ray Nash Drive NW, 36th Street NW to Rosedale Street NW: Improve alignment and widen shoulders.~~
- ~~P64. 144th Street NW/62nd Avenue NW, intersection (Peninsula High School): Channelization and possible traffic control.~~
- ~~P68. 96th Street NW, Crescent Valley Drive NW to city limits: Add paved shoulders.~~
- ~~P76. Point Fosdick Drive NW/Stone Drive NW/34th Avenue NW, intersection: Channelization, traffic control, and realignment.~~

Pierce County Six-year Transportation Improvement Program (TIP)

~~The prioritization process for transportation projects in unincorporated Pierce County is implemented through the Six-Year Road Program and the Annual Road Program. The projects on the county's 2008-2013 TIP that are identified within the county in the vicinity of Gig Harbor are listed in **Table 12-1**.~~

~~The County is required to update its Transportation Improvement Plan (TIP) every year. The TIP is adopted by reference (and is included in this plan element through its inclusion in the 20-year transportation capital facilities plan), and a copy of the current plan can be obtained from the County's Public Works Department.~~

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~~Depending on the outcome of the 2007-2009 Pierce County Comprehensive Transportation Plan update, as previously described, the projects identified in the Gig Harbor Peninsula Community may or may not be carried in the new plan and, therefore, may or may not be programmed for implementation in subsequent six-year road programs. City staff should monitor and participate in the county's transportation planning process to maximize opportunities for a consistent and cohesive transportation system, regardless of the jurisdictional responsibilities.~~

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City of Gig Harbor Comprehensive Plan – Transportation Element

<p align="center">Table 12-1 Pierce County 2008-2013 TIP Projects in Vicinity of Gig Harbor</p>						
ID Number	Roadway	From	To	Description	Component	Timing
194	Wollochet Dr. NW	600' N/O E. Bay Drive NW	400' N/O Fillmore Drive NW	Widen and reconstruct road to provide additional lanes; address concurrency	Engineering	Complete
					ROW	2008
					Construction	2009–2011.
358	36 St. NW	Gig Harbor City Limits	22 Av. NW	Construct paved shoulders	Engineering	Complete
					ROW	2008
					Construction	2009-2010
369	Jahn Av. NW/32 St. NW/22 nd Av NW	36 St. NW	24 St. NW	Construct paved shoulders	Engineering	2008
					ROW	Not prog.
					Construction	Not prog.
504	Wollochet Dr. NW	40 St. NW	600' N/O E. Bay Drive NW	Widen and reconstruct road to provide additional lanes; address concurrency	Engineering	Complete
					ROW	2008
					Construction	2009–2010
513	Schmel Dr. NW	Homestead Park	Bujacich Dr. NW	Construct paved shoulders	Engineering	2008
					ROW	Not prog.
					Construction	Not prog.
<p>Notes: _____ ID Number — This number is used for mapping in the County's TIP. It does not represent a priority ranking. _____ N/O — North of _____ ROW — Right of Way acquisition _____ Not prog. — Project element is not programmed at this time — usually occurs because of funding limitations.</p>						

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City of Gig Harbor Comprehensive Plan – Transportation Element

Table 12-1 Pierce County 2008-2013 TIP Projects in Vicinity of Gig Harbor						
ID Number	Roadway	From	To	Description	Component	Timing
373194	Point Fosdick Drive NW / Stone Drive NW / 34 Ave NW Wollochet Dr. NW	Intersection 600' N/O E. Bay Drive NW	400' N/O Fillmore Drive NW	Widen and reconstruct road to provide additional lanes; address concurrency Construct a single lane roundabout with Rapid Rectangular Flashing Beacons (RRFB), illumination, curb, gutter and sidewalks	Engineering	2017 Complete
					ROW	2016 2008
					Construction	2017 - 2020 2009 - 2011
619358	62 Ave NW / 144 Street NW 36 St. NW	Intersection Gig Harbor City Limits	22 Av. NW	Install traffic signal and provide turn lanes Construct paved shoulders	Engineering	2015 Complete
					ROW	2015 2008
					Construction	2016 2009 - 2010
630369	38 Ave NW Jahn Av. NW / 32 St. NW / 22nd Av NW	36 Ave NW 36 St. NW	Gig Harbor City Limits 24 St. NW	Assess road improvements to compliment City of Gig Harbor project Construct paved shoulders	Engineering	2016 Start 2008
					ROW	Not prog-
					Construction	Not prog-
635504	14 Ave NW Trail Wollochet Dr. NW	24 40-St. NW	Cushman Trail 600' N/O E. Bay Drive	Construct pervious pavement multi-	Engineering	2015 Start Complete

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			NW	use path Widen and reconstruct road to provide additional lanes; address concurrency	ROW Construction	Not prog. 2008 Not prog. 2009—2010
513	Sehmel Dr. NW	Homestead Park	Bujacich Dr. NW	Construct paved shoulders	Engineering ROW Construction	2008 Not prog. Not prog.
<p>Notes:</p> <p>ID Number This number is used for mapping in the County's TIP. It does not represent a priority ranking.</p> <p>N/O - North of</p> <p>ROW - Right-of-Way acquisition</p> <p>Not prog. Project element is not programmed at this time – usually occurs because of funding limitations.</p>						

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Gig Harbor Six-year Transportation Improvement Plan (TIP)

The City is required to update its Transportation Improvement Plan (TIP) every year. The TIP is adopted by reference (and is included in this plan element through its inclusion in the 20-year transportation capital facilities plan), and a copy of the current plan can be obtained from the City's Public Works Department.

Washington State Department of Transportation Highway System Plan Improvement Program (STIP)

The ~~20-year~~ 2007 – 2026 WSDOT Highway System Plan is currently under revision. It is anticipated that the primary long range project ~~includes several potential projects~~ in the Gig Harbor vicinity is: ~~These include:~~

- ~~• SR16 / Burley Olalla Interchange Project
 - ~~○ Alternatively, WSDOT is investigating a proposed interchange at SR16 / 144th Street in Pierce County within the City of Gig Harbor(s) Urban Growth Area (UGA).~~~~
- ~~• Widening of SR 302 to four lanes with a restricted median from the Key Peninsula Highway to SR 16.~~
- Widening of SR 16 from four lanes to six creating HOV lanes, interchange improvements, TSM/TDM, and Intelligent Transportation System improvements from Olympic Drive to the Pierce/Kitsap county line.

WSDOT's funded project list includes:

- ~~• The WSDOT has funded a study of SR 302 to develop and analyze new alignments for SR 302 from the Kitsap Peninsula to SR 16. The final alignment of SR 302 will affect access and circulation to Gig Harbor~~
- ~~• Overlay existing ramps at the Wollochet Drive interchange on SR 16.~~
- ~~• Construct core HOV lanes, interchange improvements and Intelligent Transportation System improvements to SR 16 at the Olympic interchange to Purdy (SR 302)~~
- ~~•~~
- Frontage Road along SR 16
- Maintenance overlay on SR 16

Puget Sound Regional Council Destination 30 Transportation Improvement Program

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The Puget Sound Regional Council (PSRC) Destination 30 Transportation Program has many significant projects listed for funding/construction in the vicinity of Gig Harbor. The projects are comprised of proposed projects defined in the Transportation Improvement Programs (TIP) of the Local Agencies and or municipalities in the Puget Sound Region. The municipal or quasi-municipal agencies relevant to the City of Gig Harbor include:

- Pierce County
- Pierce Transit

The projects proposed in the City of Gig Harbor or the UGA of the City are as follows:

Pierce County

- 36th Street NW (SR16 Trail Spur Connection). The project proposed to widen and construct 6 foot wide shoulders along both sides of 36th Ave. between 22nd Ave. and SR 16. The project will facilitate non motorized access to the existing Cushman Trail and Scott Pierson Trail currently under construction.
- Jahn Avenue NW /32nd Street /22nd Avenue (SR 16 Trail Spur Connection). The project proposed to widen and construct 6 foot wide shoulders along both sides of the subject roadways. The project will facilitate non motorized access to the existing Cushman Trail and Scott Pierson Trail currently under construction.

Pierce Transit

- Peninsula Park and Ride (Phase 1). This project is proposed in 2 phases. Phase 1 consists of constructing a new Park and Ride Lot in conjunction with the existing Kimball Drive Park and Ride facility and consists of a new parking lot facility proposed to accommodate 500 to 525 cars. Phase 1 will also include constructing a pedestrian bridge over SR16 to link the new facility with the existing facility located on Kimball Drive.
- Peninsula Park and Ride (Phase 2). The second phase of this project consists of the construction of a median in-line transit station on SR16 located approximately ¼ mile south of Pioneer Way/Wollochet Drive interchange.

Puget Sound Regional Council – Transportation 2040

Transportation 2040 is a 30-year action plan for transportation in the central Puget Sound Region (King, Pierce, Snohomish, and Kitsap Counties). The plan identifies investments to support growth and improve transportation services to people and businesses, provides a financing plan for funding transportation improvements, and proposes strategies for reducing environmental impacts. Transportation 2040 establishes three integrated and sustainable strategies: congestion and mobility; environment; and funding. These three strategies are then broken into four major investment categories that pertain to maintaining existing services; enhancing safety and security; improving system efficiency through travel demand management (TDM); and implementing strategic capacity investments for all travel modes and facilities.

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Transportation 2040 is an offshoot of the Vision 2040 plan whose fundamental goal is to focus growth in urban areas to maintain and promote the well-being of people and communities, economic vitality, and a health environment. (PSRC 2014)

Concurrency Ordinance

The City of Gig Harbor requires either the construction of or financial commitment for the construction of necessary transportation improvements from the private or public sector within six years of the impacts of a development. Methods for the City to monitor these commitments include:

- The City keeps a concurrency Traffic Model which tracks cumulatively the proposed development within the City. Utilizing the model, the City evaluates the available capacity and corresponding LOS at intersections throughout the City to determine if transportation concurrency is available for the proposed development. The City periodically updates the Traffic Model which includes calibrating to existing conditions and providing current information to document Transportation Capacity Availability.
- Monitoring intersections for compliance with the City’s LOS Standard. The City of Gig Harbor LOS for intersections is LOS D; except for specified intersections in the ~~Downtown Strategy~~ Harbor Area and North Gig Harbor Study Area.
 - The specific intersections and the 2014 ~~current~~ LOS for each in the ~~Downtown Strategy Area~~ Harbor are:

• Harborview Drive/Austin	LOS B
• Harborview Drive/N Harborview	LOS F
• Harborview Drive/Pioneer Way	LOS D <u>B</u>
• Harborview Drive/Stinson Avenue	LOS F
• Harborview Drive/Rosedale	LOS B
• North Harborview Drive/Peacock Hill	LOS B
• Harborview Drive/Soundview	LOS B

The above intersections may be allowed to operate at a LOS worse than D, consistent with the pedestrian objectives identified in the ~~Downtown Strategy Area~~ Harbor.

- The specific intersections and the LOS for each in the North Gig Harbor Area are:
 - Burnham Drive/Borgen Drive/Canterwood Blvd/SR16 Ramps LOS E

The above intersection shall operate at LOS E or better (80 seconds of delay)

- Identifying facility deficiencies;

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- Reviewing comprehensive transportation plan and other related studies for necessary improvements;
- Making appropriate revisions to the Six-Year TIP; and
- Complying with HB 1487 and WSDOT for coordinated planning for transportation facilities and services of statewide significance.

SECTION 2. TRAFFIC FORECASTING AND ANALYSIS

Traffic forecasting is a means of estimating future traffic volumes based on the expected growth in population and employment within an area. For the Gig Harbor area, traffic forecasts were prepared using existing traffic counts (2005), known pipeline development and estimates of population and employment developed based on Pierce County's Buildable Lands Data (2007) and considered available data from the EMME2 traffic model utilized by PSRC. This data was then utilized to develop Future Conditions (six year horizon) and Long Range (20 year horizon) modeling scenarios. The data compiled is documented in the following technical memos prepared by the City's consultant in early 2008.

- ~~Gig Harbor Land Use Forecast for Travel Demand Modeling, dated January 14, 2008~~
- ~~Analysis of Gig Harbor Six Year Transportation Improvements and Preliminary Recommendations, dated February 15, 2008.~~
- ~~Gig Harbor Long Range Forecast and Transportation Improvements Recommendations, dated July 1, 2008~~

The 2014 City of Gig Harbor travel demand model is a representation of the Gig Harbor area transportation facilities and the travel patterns found on those facilities. The 2014 model contains inventories of the existing roadway facilities and of all housing, shopping, and employment in the area.

The traffic volumes generated from the 2014 model in the PM peak hour are then compared with the 2014 traffic counts in the PM peak hour. When the model volumes match the traffic counts within acceptable margins, the model can then be used to predict future volumes and test future scenarios. These future scenarios may vary in land use such as number of housing units, employment centers, travel behavior patterns, and roadway improvements. The transportation engineer or planner can use the travel demand model to help evaluate vehicle-miles of travel, roadway capacity, intersection level of service (LOS), and delay; and then make better decisions on roadway improvement projects.

The Gig Harbor model was previously updated in 2011. The 2011 Gig Harbor model was enhanced and re-calibrated to the 2014 condition in the PM peak hour. The calibrated 2014 model was then used as a base to update the concurrency model and develop 2030 travel demand forecasts. The citywide roadway capacity and intersection LOS and delay were evaluated for the

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PM peak hour for the 2014, pipeline concurrency, and 2030 growth target land use scenarios.
DEA 2014

These documents are available from the Public Works Department and herein incorporated by reference.

Methodology

The growth in population and employment in an area provides a basis for estimating the growth in travel. Population growth generally results in more trips produced by residents of homes in the area, and employment growth generally results in more trips attracted to offices, retail shops, schools, and other employment or activity centers. To estimate future traffic volumes resulting from growth, computerized travel demand models are commonly used. In areas where travel corridors are limited, growth factors applied to existing traffic counts can be also an effective approach to traffic forecasting.

~~A combined approach was used for the City of Gig Harbor. The Pierce County Buildable Lands Analysis (2007) and staff market knowledge was utilized to develop six year and twenty year land use forecasts. This was applied cumulatively to development that has been approved since the traffic data was collected and each parcel within the City of Gig Harbor and UGA was considered and included.~~

In keeping with the requirements of GMA, the transportation demand forecasts utilized to develop this transportation element are consistent with the land use element contained within this comprehensive plan. **Table 12-2** provides a summary of the land use assumptions for the Gig Harbor Urban Growth Area (UGA).

<p align="center">TABLE 12-2 LAND USE FORECAST ASSUMPTIONS CITY OF GIG HARBOR</p>					
Model Land Use Input	Model Base Year Assumption (2005)	Model Base Year Assumption (2007) <u>2014</u>	Programming Horizon Year Assumption (2013) <u>Pipeline Development 2020</u>	Model/Plan Horizon Year Assumption (2028) <u>Plan Horizon Year Assumptions (2030)</u>	Change 2007 to 2028 [%] <u>Increase 2014 to 2030</u>
Housing (Dwelling Units)	5,662	5,672 <u>3,884</u>	7,621 <u>5,792</u>	8,467 <u>6,092</u>	+2,795 <u>2,202</u> [49%]
Employment	17,273	18,318 <u>9,321</u>	19,271 <u>13,998</u>	26,850	+8,532

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(Employees)				14,549	5,228 [47%]
Source: <i>Technical Memo Gig Harbor Land use Forecasts for Travel Demand Modeling, January 14, 2008</i> DEA					

Primary Sources of Information

The primary sources of information used to forecast travel demand in Gig Harbor and the surrounding Urban Growth Area (UGA) were the Pierce County Buildable Lands Analysis (2007-2014), staff market knowledge, and the Gig Harbor 2014 Concurrency Model.

The City’s existing Concurrency Model was utilized as a starting point as it incorporates existing conditions (~~2005~~ 2014) and approved pipeline developments. The Buildable Lands Analysis (~~2007-2014~~) and staff market knowledge was used to go through the UGA on a parcel level, and determine what the ~~six-~~ pipeline and twenty year build out of an area would look like and when it would be likely to occur. This land use information was added to the Concurrency Model to build a ~~six-year~~ pipeline and a ~~twenty-year~~ 2030 forecast scenario. These forecasts were then used to generate the number and distribution of vehicle-trips that would use the transportation network for each scenario (~~six-year pipeline~~ and ~~twenty-year-2030~~). The traffic models were built using VISUM modeling software. The base year for the transportation forecasts is ~~2007~~ 2014.

Base Year (~~2007~~ 2014) Analysis

The validity of a transportation model is demonstrated by asking the model to “forecast” existing traffic conditions. The “forecast” of a base year is compared to the observed existing conditions to indicate the ability of the model to replicate those existing conditions. If that replication is successful, it is accepted that the model will successfully forecast future transportation demand. Details of that model validation process are included in the Gig Harbor 2014 Travel Demand Model Update and Capacity Report – David Evans and Associates and are included herein by reference.

Figure 12-6 provides the observed and “forecast” volumes ~~across several measurement points (“screenlines”)~~ for 301 counts within the study area. The comparison of the observed and “forecast” volumes is within the industry-accepted guidelines and the model is deemed to be “validated.”

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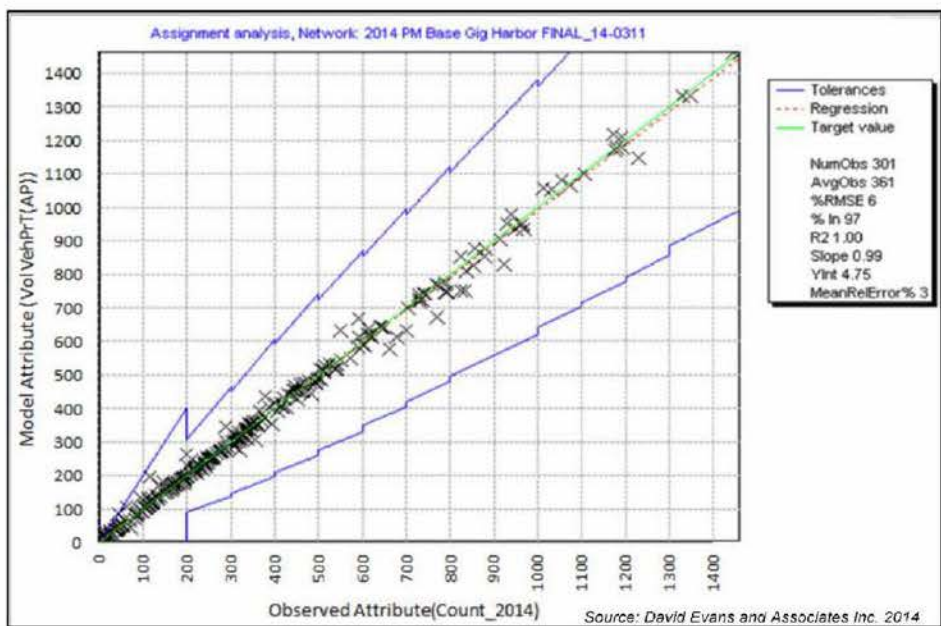


Figure 12-6
2014 Model Validation for PM Peak Hour



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North Gig Harbor Traffic Analysis 2005

The North Gig Harbor (NGH) Traffic Mitigation Study 2005 included an analysis of traffic operations in the NGH area and was completed to identify transportation mitigation requirements for three Comprehensive Plan Amendments. The Study identified near term transportation impacts of pipeline development, near term development proposals and buildout of the subarea. Potential long term mitigation measures for the NGH study area were identified. The technical analysis of the study is incorporated herein by reference to provide historical context within the transportation element.

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SECTION 3. MOBILITY ANALYSIS

This section of the transportation element presents the forecast of future traffic and the resulting level of service at key locations for both the ~~6-year programming pipeline~~ horizon (2008-2020) and the long range ~~20-year~~ planning horizon (2028-2030). The results of the mobility analysis are used to recommend a 20-year transportation capital facilities plan (TCFP) for Gig Harbor.

Volume Forecasts

As previously discussed, the transportation model developed for the City of Gig Harbor was used with the land use forecasts to prepare PM peak traffic volume forecasts. The traffic volume forecast for key roadways within Gig Harbor for the ~~6-year programming pipeline~~ horizon is provided as **Figure 12-7**. The traffic volume forecast for the same roadways for the ~~20-year programming-2030~~ horizon is provided as **Figure 12-8**.

Transportation Improvement Identification

The traffic volume forecasts were compared on a roadway segment or “link” basis with the capacity of each segment to determine the need for roadway improvements on a link basis. Even when that volume-to-capacity comparison does not indicate deficiency, there may be deficiencies resulting from intersection failures at either or both ends of the link. For that reason, intersection analysis was also conducted at key intersections. The intersections within the UGA were divided into three geographic groupings – North (north of 96th Street NW and west of Peacock Hill Avenue NW), West (south of 96th Street NW and west of SR-16), and East (south of 96th Street NW and east of SR-16) – for ease of data management.

Intersection Levels of Service (LOS) are summarized for the ~~6-year programming pipeline and the 20-year planning-2030~~ horizons in **Table 12-3**. **Table 12-4** identifies the roadway links not meeting the city’s LOS standards at the ~~6-year pipeline~~ horizon and at the ~~20-year 2030~~ horizon.

TABLE 12-3 INTERSECTION LEVEL OF SERVICE SUMMARY PM PEAK – NORTH INTERSECTIONS						
NODE NUMBER	INTERSECTION	2005 BASE YEAR	2013 “NO BUILD”	2013 WITH TIP	2028 WITH TIP	2028 WITH TCFP
N-1	Burnham/53rd	B	C	B	B	B
N-2	Burnham/50th	B	C	B	B	B
N-3	Burnham/Harbor Hill	N/A	N/A	C	C	C
N-4	Burnham/97th	B	B	C	C	C
N-5	Borgen/51st	A	A	A	A	B⊕
N-6	Borgen/Harbor Hill	N/A	F	D	D	E
N-7	Borgen/Peacock Hill	A	B	B	B	B
N-8	Borgen/SR-16 WB	A	F	F	F	F
N-9	Burnham/SR-16 EB	B	F	F	F	F
N-10	Purdy/144 th	D	D	D	D	B
N-11	Purdy/SR-302	F	F	F	F	F⊕

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<p align="center">TABLE 12-3 INTERSECTION LEVEL OF SERVICE SUMMARY PM PEAK – NORTH INTERSECTIONS</p>						
NODE NUMBER	INTERSECTION	2005 BASE YEAR	2013 “NO BUILD”	2013 WITH TIP	2028 WITH TIP	2028 WITH TCFP
N-12	<i>Purdy/Goodnough</i>	F	F	F	F	F⊕
N-13	<i>144th/54th</i>	€	€	€	€	F⊕
N-14	<i>144th/Peacock Hill</i>	B	B	B	B	B
N-15	<i>54th/Canterwood</i>	B	B	B	B	B
N-16	<i>Peacock Hill/Canterwood</i>	B	€	€	€	D
N-17	<i>Canterwood/Towhee</i>	B	B	B	€	€
N-18	<i>Burnham/Wood Hill</i>	A	A	A	A	A
N-19	<i>Burnham/Sehmel</i>	B	€	€	€	€
N-20	<i>Sehmel/Bujaiech</i>	B	€	€	D	€

*Note: N/A indicates that the intersection does not or would not exist in that case.
 _____ Italic intersection names indicate the intersection is not currently under the city’s jurisdiction but is within the UGA.
 _____ TIP Transportation Improvement Program
 _____ TCFP Transportation Capital Facilities Plan*

*⊕ New roadway improvements in the TCFP result in increased entering volumes at this intersection and therefore a reduction in the Level of Service (LOS). The resulting LOS is acceptable.
 ⊕ Projected volumes will exceed the operational capacity of the intersection (LOS F). Improvements can be made to address the LOS at this intersection but it is outside of the jurisdiction of Gig Harbor.
 ⊕ New roadway improvements in the TCFP result in increased entering volumes at this intersection and therefore a reduction in the LOS. Improvements can be made to address the LOS at this intersection but it is outside of the jurisdiction of Gig Harbor.*

Source: Technical Memo Analysis of Gig Harbor 6-Year Transportation Improvement Projects (TIP) and Preliminary Recommendations, February 15, 2008. Technical Memo, Analysis of Recommended Gig Harbor 20-Year Transportation Facility Plan, July 1, 2008.

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<p align="center">TABLE 12-3 (CONTINUED) Intersection Level of SERVICE SUMMARY PM PEAK – EAST INTERSECTIONS</p>						
NODE NUMBER	INTERSECTION	2005 BASE YEAR	2013 “NO BUILD”	2013 WITH TIP	2028 WITH TIP	2028 WITH TCFP
E-1	Burnham / 96th	A	B	B	B	B
E-2	Peacock Hill / 96th	A	B	B	B	B
E-3	N. Harborview / Vernhardson	B	B	C	C	B
E-4	N. Harborview / Peacock Hill	B	B	B	B	B
E-5	Harborview / N. Harborview	C	F	A	A	B
E-6	Harborview / Stinson	F	F	F	F	B
E-7	Harborview / Rosedale	B	B	B	B	B
E-8	Harborview / Pioneer Way	B	C	C	D	B⊕
E-9	Stinson / Rosedale	C	C	B	C	C
E-10	Stinson / Edward	B	B	B	B	B
E-11	Stinson / Grandview	B	D	C	D	C
E-12	Pioneer Way / Judson	B	B	B	B	B
E-13	Pioneer Way / Edward	A	A	B	B	B
E-14	Pioneer Way / Grandview	A	A	A	A	A
E-15	Pioneer Way / Kimball	C	B	C	C	B
E-16	Soundview / Judson	B	B	B	B	B
E-17	Soundview / Grandview	C	C	B	C	C
E-18	Soundview / 64th	C	B	B	B	B
E-19	Olympic / Hollycroft	D	D	B	B	B
E-20	Olympic / Spur to Hollycroft	D	F	A	A	A
E-21	Pioneer Way / SR-16 WB	D	F	E	F	D
E-22	Pioneer Way / SR-16 EB	D	F	F	F	D
E-23	24th / SR-16 WB	C	C	C	C	A
E-24	Crescent Valley / Vernhardson	A	C	C	E	C
E-25	Reid / Hollycroft	B	B	B	C	B

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TABLE 12-3 (CONTINUED) Intersection Level of SERVICE SUMMARY PM PEAK – EAST INTERSECTIONS						
NODE NUMBER	INTERSECTION	2005 BASE YEAR	2013 “NO BUILD”	2013 WITH TIP	2028 WITH TIP	2028 WITH TCFP
E-26	24 th / 14 th	A	A	A	A	A
E-27	Olympic Spur / Hollycroft	N/A	B	B	B	A

Note: N/A indicates that the intersection does not or would not exist in that case. Italic intersection names indicate the intersection is not currently under the city’s jurisdiction but is within the UGA. TIP – Transportation Improvement Program TCFP – Transportation Capital Facilities Plan

⊕ – *Entering volumes at this intersection increases with the roadway improvements in the TCFP. The increased volumes reduce the LOS below the standard for this intersection in the Downtown Strategic Area (see page 12-19). The TCFP includes signalization of this location to address the LOS. An alternative approach of converting the all way stop controlled intersection to stop control on Pioneer Way only is not recommended considering sight distance at the intersection and high pedestrian crossing demand especially during the summer season.*

Source: Technical Memo Analysis of Gig Harbor 6 Year Transportation Improvement Projects (TIP) and Preliminary Recommendations, February 15, 2008. Technical Memo, Analysis of Recommended Gig Harbor 20-Year Transportation Facility Plan, July 1, 2008.

TABLE 12-3 (CONTINUED) Intersection Level of SERVICE SUMMARY PM PEAK – WEST INTERSECTIONS						
NODE NUMBER	INTERSECTION	2005 BASE YEAR	2013 “NO BUILD”	2013 WITH TIP	2028 WITH TIP	2028 WITH TCFP
W-1	Rosedale / Skansie	B	C	C	D	D
W-2	Rosedale / Schoolhouse	A	C	A	A	A
W-3	Skansie / North Creek	A	B	B	B	B
W-4	Wollochet / Wagner	C	F	A	A	A
W-5	Wollochet / Hunt	C	D	C	C	C
W-6	Hunt / 46 th	B	B	A	A	A
W-7	Hunt / 38 th	B	C	B	B	B
W-8	Olympic / Point Fosdick	E	F	D	D	C
W-9	Olympic / 50 th	C	A	B	B	B
W-10	Olympic / 56 th	F	A	B	C	B
W-11	56 th / 38 th	C	E	F	F	D
W-12	Point Fosdick / Briarwood	B	B	B	B	B

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<p align="center">TABLE 12-3 (CONTINUED) Intersection Level of SERVICE SUMMARY PM PEAK – WEST INTERSECTIONS</p>						
NODE NUMBER	INTERSECTION	2005 BASE YEAR	2013 “NO BUILD”	2013 WITH TIP	2028 WITH TIP	2028 WITH TCFP
W-13	Point Fosdick / 36 th	A	A	A	A	A
W-14	38 th / Briarwood	B	A	A	A	A
W-15	Wollochet / SR 16 EB	B	B	B	B	B
W-16	Olympic / SR 16 EB	D	F	F	F	C
W-17	46 th / 72 nd	A	B	B	B	C
W-18	36 th / 22 nd	C	C	C	C	A
W-19	24 th / Jahn	B	B	B	F	C
W-20	38 th / 50 th	N/A	A	B	B	B
<p><i>Note: N/A indicates that the intersection does not or would not exist in that case.</i> <i>Italic intersection names indicate the intersection is not currently under the city’s jurisdiction but is within the UGA.</i> <i>TIP – Transportation Improvement Program</i> <i>TCFP – Transportation Capital Facilities Plan</i></p> <p><i>Source: Technical Memo Analysis of Gig Harbor 6 Year Transportation Improvement Projects (TIP) and Preliminary Recommendations, February 15, 2008. Technical Memo, Analysis of Recommended Gig Harbor 20-Year Transportation Facility Plan, July 1, 2008.</i></p>						

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**TABLE 12-3
INTERSECTION LEVEL OF SERVICE SUMMARY
PM PEAK – NORTH INTERSECTIONS**

<u>NODE NUMBER</u>	<u>INTERSECTION</u>	<u>2014 BASE YEAR</u>	<u>2020 WITH TIP</u>	<u>2030 WITH TCFP</u>
<u>N-1</u>	<u>Burnham/53rd</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>N-2</u>	<u>Burnham/50th</u>	<u>A</u>	<u>C</u>	<u>C</u>
<u>N-3</u>	<u>Burnham/Harbor Hill</u>	<u>N/A</u>	<u>A</u>	<u>A</u>
<u>N-4</u>	<u>Burnham/97th</u>	<u>B</u>	<u>B</u>	<u>C</u>
<u>N-5</u>	<u>Borgen/51st</u>	<u>A</u>	<u>B</u>	<u>D</u> ¹
<u>N-6</u>	<u>Borgen/Harbor Hill</u>	<u>A</u>	<u>B</u>	<u>B</u>
<u>N-7</u>	<u>Borgen/Peacock Hill</u>	<u>A</u>	<u>A</u>	<u>B</u>
<u>N-8</u>	<u>Borgen/SR 16 WB</u>	<u>A</u>	<u>A</u>	<u>B</u>
<u>N-9</u>	<u>Burnham/SR 16 EB</u>	<u>A</u>	<u>A</u>	<u>C</u>
<u>N-10</u>	<u>Burnham/Wood Hill</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>N-11</u>	<u>Burnham/Sehmel</u>	<u>A</u>	<u>B</u>	<u>C</u>
<u>N-12</u>	<u>Sehmel/Bujacich</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>N-13</u>	<u>Purdy/144th</u>	<u>D</u>	<u>E</u>	<u>F</u> ²
<u>N-14</u>	<u>Purdy/SR 302</u>	<u>C</u>	<u>D</u>	<u>F</u> ²
<u>N-15</u>	<u>Purdy/Goodnough</u>	<u>F</u>	<u>F</u>	<u>F</u> ²
<u>N-16</u>	<u>144th/54th</u>	<u>C</u>	<u>C</u>	<u>F</u> ³
<u>N-17</u>	<u>144th/Peacock Hill</u>	<u>B</u>	<u>B</u>	<u>C</u>
<u>N-18</u>	<u>54th/Canterwood</u>	<u>B</u>	<u>B</u>	<u>C</u>
<u>N-19</u>	<u>Peacock Hill/Canterwood</u>	<u>B</u>	<u>C</u>	<u>C</u>
<u>N-20</u>	<u>Canterwood/Baker</u>	<u>C</u>	<u>C</u>	<u>D</u>

Note: *N/A indicates that the intersection does not or would not exist in that case.*
Italic intersection names indicate the intersection is not currently under the city’s jurisdiction but is within the UGA.
TIP – Transportation Improvement Program
TCFP – Transportation Capital Facilities Plan

¹ *New roadway improvements in the TCFP result in increased entering volumes at this intersection and therefore a reduction in the Level-of-Service (LOS). The resulting LOS is acceptable.*
² *Projected volumes will exceed the operational capacity of the intersection (LOS F). Improvements can be made to address the LOS at this intersection but it is outside of the jurisdiction of Gig Harbor.*
³ *New roadway improvements in the TCFP result in increased entering volumes at this intersection and therefore a reduction in the LOS. Improvements can be made to address the LOS at this intersection but it is outside of the jurisdiction of Gig Harbor.*

EXHIBIT F

City of Gig Harbor Comprehensive Plan – Transportation Element

TABLE 12-3 (CONTINUED)				
Intersection Level of SERVICE SUMMARY				
PM PEAK – EAST INTERSECTIONS				
<u>NODE NUMBER</u>	<u>INTERSECTION</u>	<u>2014 BASE YEAR</u>	<u>2020 WITH TIP</u>	<u>2030 WITH TCFP</u>
<u>E-1</u>	<u>Burnham / 96th</u>	<u>B</u>	<u>C</u>	<u>B</u>
<u>E-2</u>	<u>Peacock Hill / 96th</u>	<u>B</u>	<u>B</u>	<u>C</u>
<u>E-3</u>	<u>N. Harborview / Vernhardson</u>	<u>B</u>	<u>C</u>	<u>D</u>
<u>E-4</u>	<u>N. Harborview / Peacock Hill</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-5</u>	<u>Harborview / Austin St</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-6</u>	<u>Harborview / Stinson</u>	<u>F</u>	<u>A</u>	<u>A</u>
<u>E-7</u>	<u>Harborview / Rosedale</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-8</u>	<u>Harborview / Pioneer Way</u>	<u>B</u>	<u>C</u>	<u>C</u>
<u>E-9</u>	<u>Stinson / Rosedale</u>	<u>D</u>	<u>C</u>	<u>D</u>
<u>E-10</u>	<u>Stinson / Edwards</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>E-11</u>	<u>Stinson / Grandview</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>E-12</u>	<u>Pioneer Way / Judson</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>E-13</u>	<u>Pioneer Way / Edwards</u>	<u>B</u>	<u>B</u>	<u>A</u>
<u>E-14</u>	<u>Pioneer Way / Grandview</u>	<u>A</u>	<u>A</u>	<u>A</u>
<u>E-15</u>	<u>Pioneer Way / Kimball</u>	<u>B</u>	<u>C</u>	<u>B</u>
<u>E-16</u>	<u>Soundview / Judson</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-17</u>	<u>Soundview / Grandview</u>	<u>B</u>	<u>B</u>	<u>B</u>
<u>E-18</u>	<u>Soundview / 64th</u>	<u>B</u>	<u>A</u>	<u>A</u>
<u>E-19</u>	<u>Olympic / Hollycroft</u>	<u>A</u>	<u>A</u>	<u>a</u>
<u>E-20</u>	<u>Olympic / Spur to Hollycroft</u>	<u>E</u>	<u>N/A</u> ⁴	<u>N/A</u> ⁴
<u>E-21</u>	<u>Pioneer Way / SR 16 WB</u>	<u>C</u>	<u>C</u>	<u>D</u>
<u>E-22</u>	<u>Pioneer Way / SR 16 EB</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>E-23</u>	<u>24th / SR 16 WB</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>E-24</u>	<u>Crescent Valley / Vernhardson</u>	<u>C</u>	<u>D</u>	<u>F</u>
<u>E-25</u>	<u>Reid / Hollycroft</u>	<u>B</u>	<u>C</u>	<u>C</u>
<u>E-26</u>	<u>24th / 14th</u>	<u>B</u>	<u>B</u>	<u>B</u>

*Note: N/A indicates that the intersection does not or would not exist in that case.
Italic intersection names indicate the intersection is not currently under the city's jurisdiction but is within the UGA.
TIP – Transportation Improvement Program
TCFP – Transportation Capital Facilities Plan*

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City of Gig Harbor Comprehensive Plan – Transportation Element

TABLE 12-3 (CONTINUED)				
Intersection Level of SERVICE SUMMARY				
PM PEAK – WEST INTERSECTIONS				
<u>NODE NUMBER</u>	<u>INTERSECTION</u>	<u>2014 BASE YEAR</u>	<u>2020 WITH TIP</u>	<u>2030 WITH TCFP</u>
W-1	Rosedale / Skansie	<u>C</u>	<u>C</u>	<u>B</u>
W-2	Rosedale / Schoolhouse	<u>B</u>	<u>A</u>	<u>B</u>
W-3	Skansie / North Creek	<u>B</u>	<u>B</u>	<u>B</u>
W-4	Wollochet / Wagner	<u>C</u>	<u>C</u>	<u>A</u>
W-5	Wollochet / Hunt	<u>B</u>	<u>C</u>	<u>C</u>
W-6	Hunt / 46 th	<u>C</u>	<u>D</u>	<u>A</u>
W-7	Hunt / 38 th	<u>B</u>	<u>A</u>	<u>A</u>
W-8	Olympic / Point Fosdick	<u>D</u>	<u>D</u>	<u>D</u>
W-9	Olympic / 50 th	<u>B</u>	<u>D</u>	<u>D</u>
W-10	Olympic / 56 th	<u>A</u>	<u>B</u>	<u>B</u>
W-11	56 th / 38 th	<u>B</u>	<u>B</u>	<u>C</u>
W-12	Point Fosdick / Briarwood	<u>B</u>	<u>C</u>	<u>C</u>
W-13	Point Fosdick / 36 th	<u>A</u>	<u>A</u>	<u>A</u>
W-14	38 th / Briarwood	<u>B</u>	<u>B</u>	<u>B</u>
W-15	Wollochet / SR 16 EB	<u>D</u>	<u>E</u>	<u>F</u>
W-16	Olympic / SR 16 EB	<u>B</u>	<u>C</u>	<u>C</u>
W-17	46 th / 72 nd	<u>B</u>	<u>B</u>	<u>B</u>
W-18	36 th / 22 nd	<u>B</u>	<u>B</u>	<u>B</u>
W-19	24 th / Jahn	<u>F</u>	<u>F</u>	<u>F</u>

Note: N/A indicates that the intersection does not or would not exist in that case.
Italic intersection names indicate the intersection is not currently under the city's jurisdiction but is within the UGA.
 TIP – Transportation Improvement Program
 TCFP – Transportation Capital Facilities Plan

Source: Technical Memo Prepared by TSI/DEA dated March 2015.

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City of Gig Harbor Comprehensive Plan – Transportation Element

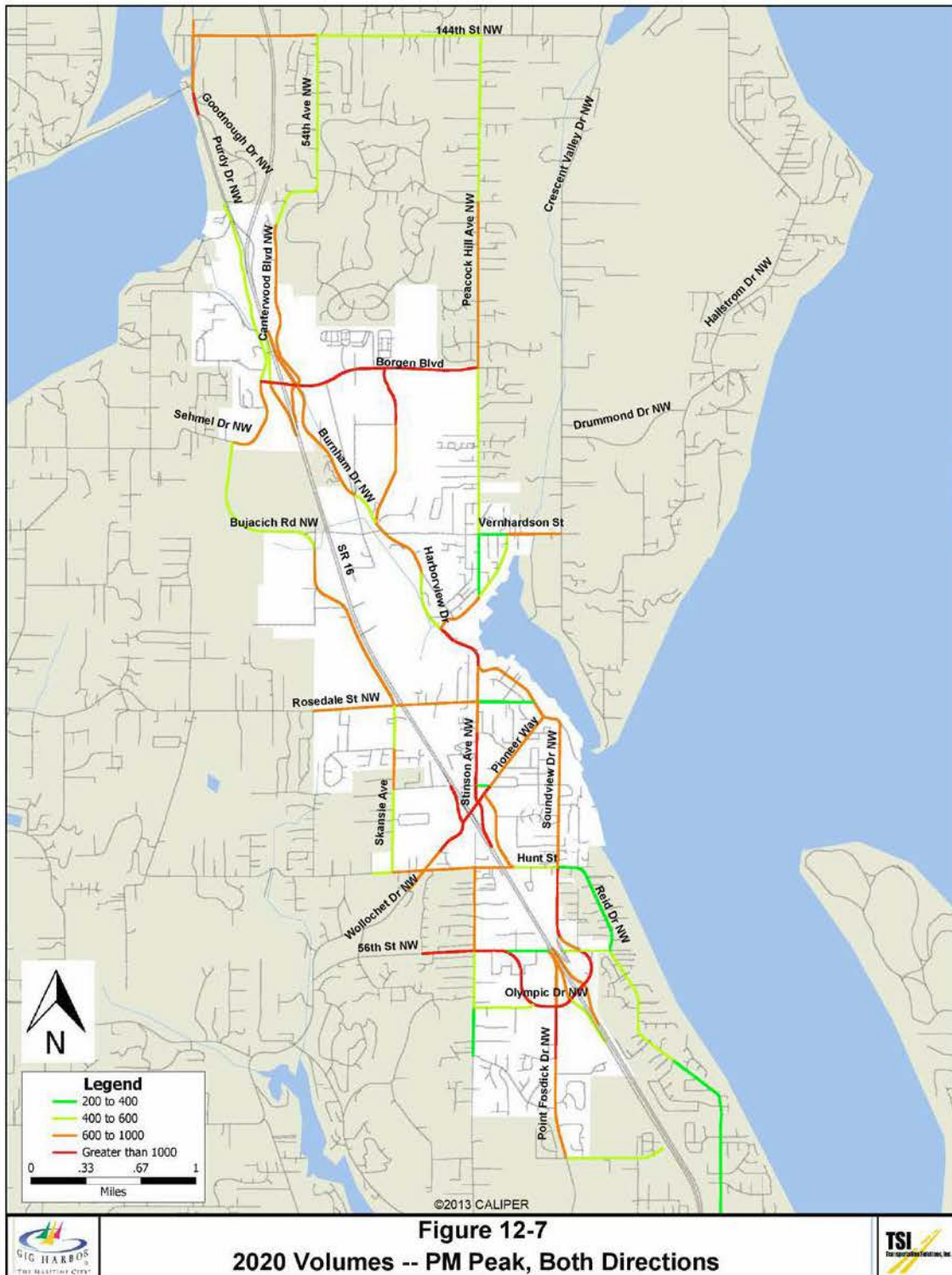


EXHIBIT F

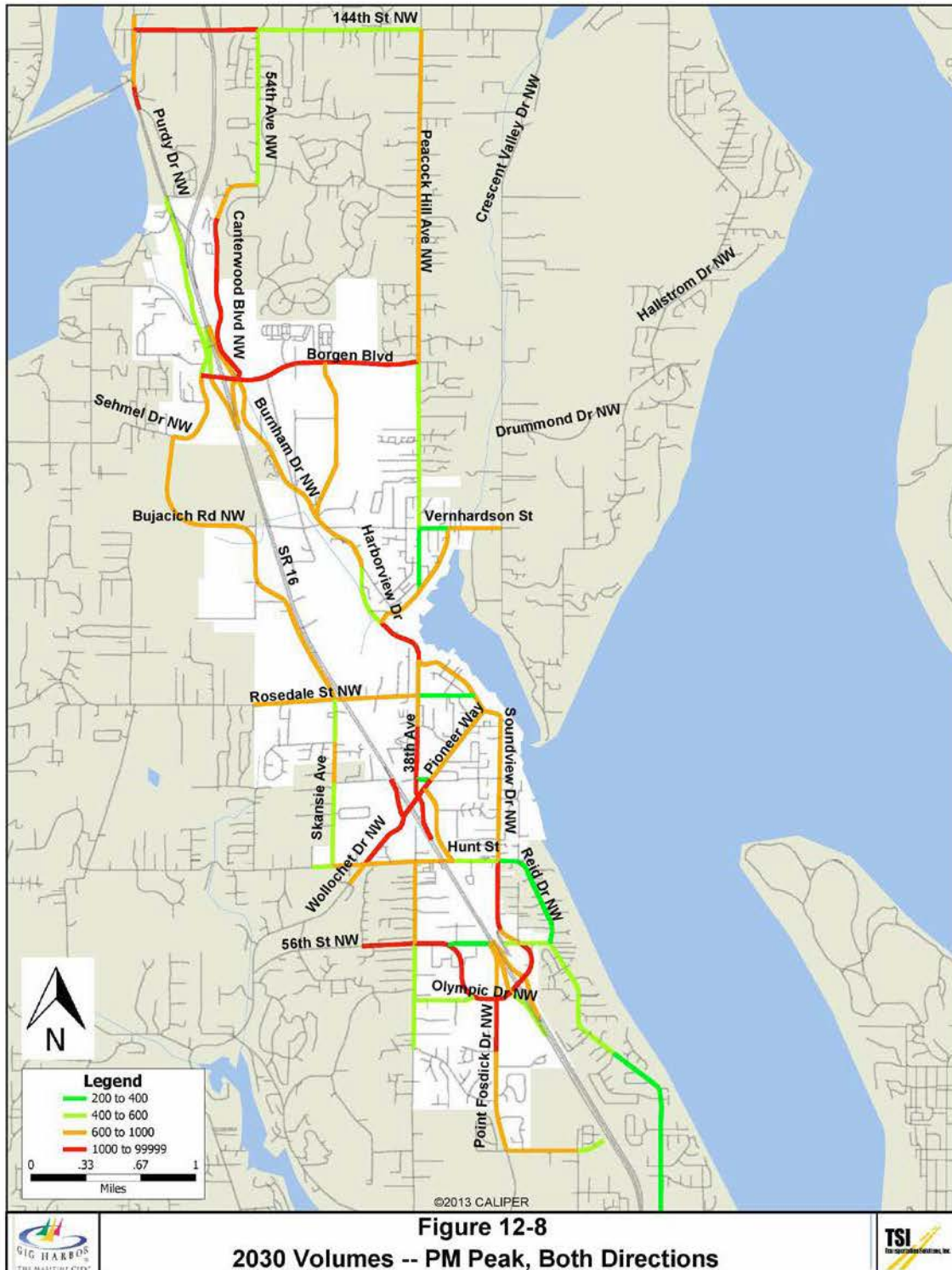


EXHIBIT F

City of Gig Harbor Comprehensive Plan – Transportation Element

TABLE 12-4 ROADWAY SEGMENTS NOT MEETING LEVEL OF SERVICE PM PEAK											
ROADWAY	FROM	TO	2007 (V/C > 0.85)			2013 (V/c > 0.85)			2028 (V/C > 0.90)		
			VOLUME	CAPACITY	V/C	VOLUME	CAPACITY	V/C	VOLUME	CAPACITY	V/C
Burnham Dr. NW	SR 16 EB Ramp	SR 16 WB Ramp	714	700	1.02	1324	700	1.89	1660	700	2.37
			524	700	0.75	1037	1400	0.74	1029	1400	0.74
Borgen Blvd.	SR 16 WB Ramp	51 st Ave NW	568	800	0.71	1406	1600	0.88	1547	2400	0.64
			793	800	0.99	1706	1600	1.07	2326	2400	0.97
Borgen Blvd.	Harbor Hill Dr.	Peacock Hill Av.	293	700	0.42	580	800	0.73	617	2400	0.26
			485	700	0.69	850	800	1.06	1239	2400	0.52
Canterwood Blvd.	SR 16 WB Ramp	Towhee	352	500	0.70	587	700	0.84	742	1400	0.53
			147	500	0.29	796	1400	0.57	793	900	0.57
Peacock Hill Av.	Borgen Blvd.	117 th St.	218	700	0.31	360	700	0.51	367	900	0.41
			512	700	0.73	652	700	0.93	798	900	0.89
Bujacich Rd.	Shemel Dr.	96 th St.	198	300	0.66	325	300	1.08	289	500	0.58
			34	300	0.11	87	300	0.29	86	500	0.17
N. Harborview Dr.	Peacock Hill Av.	Harborview Dr.	353	700	0.50	293	700	0.42	397	700	0.57
			745	700	1.06	769	700	1.10	716	700	1.02
Harborview Dr.	N. Harborview Dr.	Stinson Av.	982	700	1.40	1220	700	1.74	1061	700	1.52
			593	700	0.85	826	700	1.18	1113	700	1.59
Harborview Dr.	Stinson Av.	Pioneer Way	519	700	0.74	639	700	0.91	523	700	0.75
			311	700	0.44	416	700	0.59	576	700	0.82
Rosedale St.	Skansie Av.		375	500	0.75	448	500	0.90	621	800	0.78

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City of Gig Harbor Comprehensive Plan – Transportation Element

TABLE 12-4											
ROADWAY SEGMENTS NOT MEETING LEVEL OF SERVICE PM PEAK											
ROADWAY	FROM	TO	2007 (V/C > 0.85)			2013 (V/c > 0.85)			2028 (V/C > 0.90)		
			VOLU ME	CAPACI TY	V/C	VOLUM E	CAPACIT Y	V/C	VOLUM E	CAPACI TY	V/C
			202	500	0.40	204	500	0.41	301	800	0.38
Hunt St.	38 th Av.	Wollochet Dr. NW	329	500	0.66	706	800	0.88	731	1400	0.52
			329	500	0.66	450	800	0.56	619	1400	0.44
Olympic Dr. NW	SR 16 EB Ramp	Pt. Fosdick Dr. NW	1615	1800	0.90	1919	1800	1.07	2111	1800	1.17
			1411	1800	0.78	1561	1800	0.87	1908	1800	1.06
Soundview Dr.	SR 16 WB Ramp	Hunt St.	531	700	0.76	540	700	0.77	763	1400	0.55
			629	700	0.90	696	700	0.99	597	1400	0.43

*Note: Shaded volume cell indicates scenario where volume exceeds roadway link capacity.
V/C in excess of 0.85 for existing or near term conditions indicates that the LOS standard would likely not be met under that condition.
V/C in excess of 0.90 for long term conditions indicates that the LOS standard would likely not be met.
N/A indicates that the roadway segment does not or would not exist in that case.
Blank cells in the 2005 Volume column indicates that volumes are not available for the cited roadway.
Italic roadway names indicate the intersection is not currently under the city's jurisdiction but is within the UGA.*

*Source: Technical Memo Analysis of Gig Harbor 6 Year Transportation Improvement Projects (TIP) and Preliminary Recommendations, February 15, 2008.
Technical Memo, Analysis of Recommended Gig Harbor 20 Year Transportation Facility Plan, July 1, 2008.*

EXHIBIT F

City of Gig Harbor Comprehensive Plan – Transportation Element

**TABLE 12-4
ROADWAY SEGMENTS NOT MEETING LEVEL OF SERVICE PM PEAK**

ROADWAY	FROM	TO	2014 (V/C > 0.85)			2020 (V/C > 0.85)			2030 (V/C > 0.90)		
			VOLUME	CAPACITY	V/C	VOLUME	CAPACITY	V/C	VOLUME	CAPACITY	V/C
Borgen Blvd	Harbor Hill Dr	Peacock Hill Ave	815	1,400	0.58	1,635	1,400	1.17	1,423	1,400	1.02
Burnham Dr NW	Sehmel Dr NW	SR 16 EB ramp	851	1,200	0.71	1,145	1,200	0.95	1,274	1,200	1.06
Harborview Dr	N Harborview Dr	Stinson Ave	1,193	1,600	0.75	1,442	1,600	0.90	1,485	1,600	0.93
<i>144th St NW</i>	<i>Purdy Dr NW</i>	<i>54th Ave NW</i>	729	1,200	0.61	850	1,200	0.71	1,260	1,200	1.05
<i>Purdy Dr NW</i>	<i>144th St NW</i>	<i>Purdy Ln NW</i>	934	1,200	0.78	985	1,200	0.82	1,353	1,200	1.13
<i>Purdy Dr NW</i>	<i>Purdy Ln NW</i>	<i>SR 302</i>	880	1,400	0.63	933	1,400	0.67	1,326	1,400	0.95
<i>Purdy Dr NW</i>	<i>SR 302</i>	<i>Goodnough Dr</i>	1,825	2,800	0.65	2,189	2,800	0.78	2,571	2,800	0.92
<i>Pioneer Way</i>	<i>SR 16 WB Ramp</i>	<i>SR 16 EB Ramp</i>	1,340	1,400	0.96	1,290	1,400	0.92	1,366	1,400	0.98

*Note: Shaded volume cell indicates scenario where volume exceeds roadway link capacity.
V/C in excess of 0.85 for existing or near term conditions indicates that the LOS standard would like not be met under that condition.
V/C is excess of 0.90 for long-term conditions indicates that the LOS standard would likely not be met.
Blank cells in the 2005 Volume column indicates that volumes are not available for the cited roadway.
Italic roadway names indicate the intersection is not currently under the city's jurisdiction but is within the UGA.*

*Source: Technical Memo Analysis of Gig Harbor 6-Year Transportation Improvement Projects (TIP) and Preliminary Recommendations, February 15, 2008.
Technical Memo, Analysis of Recommended Gig Harbor 20-Year Transportation Facility Plan, July 1, 2008.*

EXHIBIT F

Short-Range Transportation Improvements

As discussed previously, Gig Harbor, as with all Washington State cities and counties, adopts annually a 6-year transportation improvement program (TIP) that addresses safety, mobility and system continuity issues that are either existing or expected within that 6-year window. As required by state law, the TIP is financially constrained to the revenue for capital improvements expected within that 6-year period from all possible sources (taxes, grants and fees). The financial analysis is provided later in this chapter.

Figure 12-9 illustrates the short-range transportation improvement projects needed to meet acceptable levels of service to accommodate the traffic that is estimated to be generated by the ~~short-range pipeline~~ growth forecast. As shown in the previously presented tables, the ~~short-range pipeline~~ transportation improvement projects addresses the unacceptable LOS identified in the ~~2013 pipeline~~ “No Build” scenario while considering the special LOS standard applied in the ~~“Downtown Strategy Area Harbor.”~~ **Table 12-5** summarizes the short range transportation improvement projects.

Long-Range Transportation Improvements

Long-range improvements to the roadway, bicycle and pedestrian system were identified both by examining level-of-service deficiencies and through inspection of the existing roadway system considering the expected development of Gig Harbor in realization of the land use element of this comprehensive plan. **Figure 12-10** presents the location and extent of the long-range improvements proposed to address projected level-of-service deficiencies and system continuity needs. **Table 12-6** describes and provides cost estimates for the long-range transportation improvements.

EXHIBIT F

City of Gig Harbor Comprehensive Plan – Transportation Element

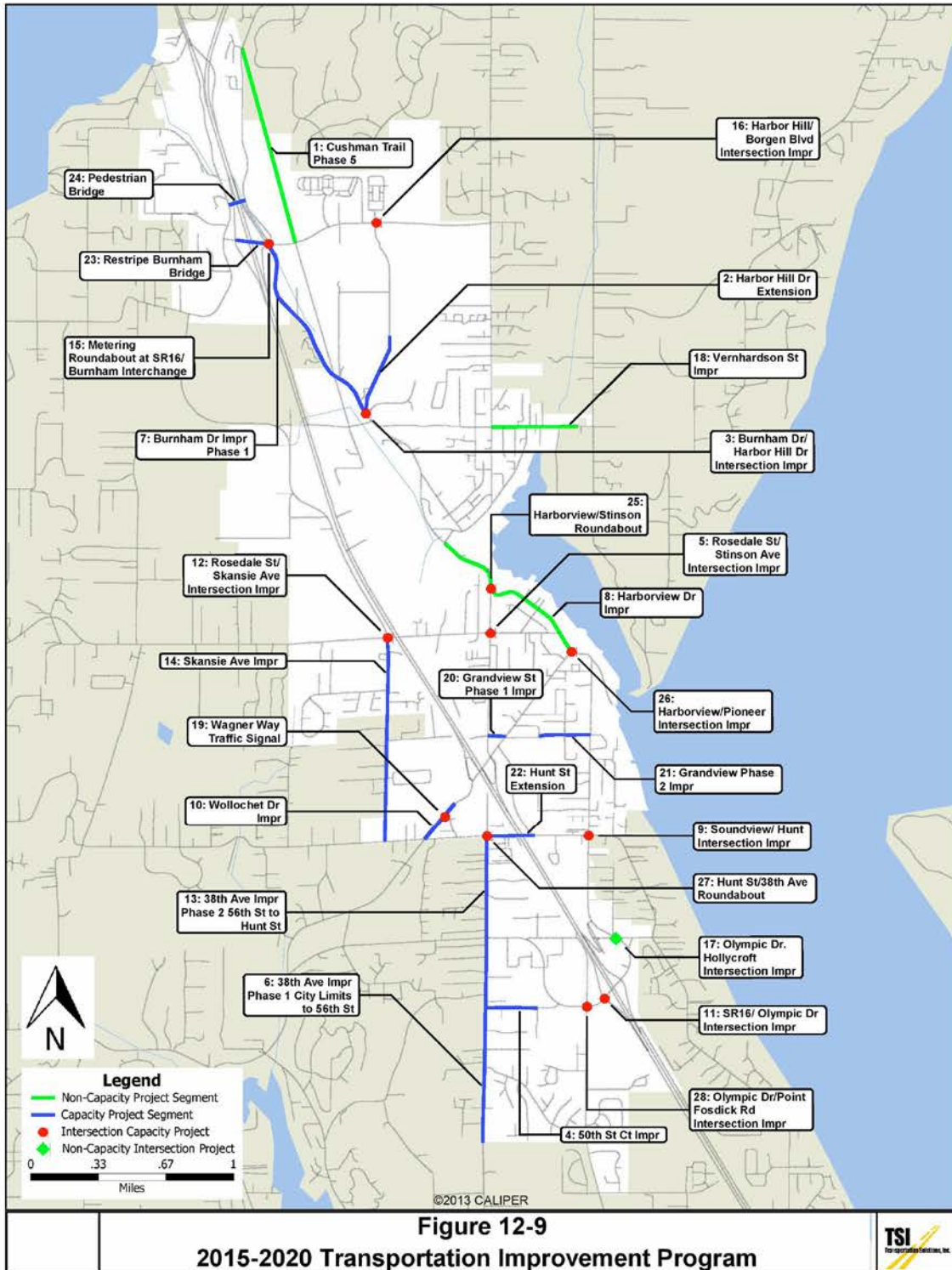


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City of Gig Harbor Comprehensive Plan – Transportation Element

Table 12-5 Gig Harbor Short-Range Transportation Projects						
No.	Roadway	From	To	Project Description	Estimated Cost (Thousands \$)	Component
1	SR 16/Borgen Blvd	Burnham Drive	Canterwood Blvd	Construct various short-term roadway improvements to address concurrency as identified in the 2005 Final EIS for North Gig Harbor	\$11,000	Construction
2	50th St. Ct. NW	Olympic Drive	38 th Street	Construct new 2-lane roadway with curb, gutter and sidewalks on both sides, illumination, storm water system	1,600	Construction
3	Harbor Hill Drive / Borgen Blvd.	Intersection		Construct right turn slip lane from EB Borgen Blvd to SB Harbor Hill Drive; Construct right turn slip lane from NB Harbor Hill Drive to EB Borgen Blvd.	64	Engineering
					640	Construction
4	Rosedale Drive / Stinson Avenue	Intersection		Construct left turn pocket on south leg of Stinson for left turns onto WB Rosedale Dr.; Construct right turn only lane on north leg of Stinson to WB Rosedale	25	Engineering
					250	Construction
5	38 th Avenue	City Limits	56 th Street	Phase I improvements—Complete design & construction of 2-/3-lane section with left turn pockets, bicycle lanes, curbs & gutters on both sides, landscaped planter strips, sidewalk, storm sewer improvements, provisions for future lighting	890	Engineering
					8,900	Construction
6	Harbor Hill Drive	Terminus	Burnham Drive	Complete the extension of Harbor Hill Drive to Burnham Drive. Private funding,	1,000	Construction
7	Burnham Drive	Harbor Hill Drive Extension	SR 16 interchange	Phase I: Reconstruction, including minor widening, curbs, gutters, sidewalks, storm water improvements, landscaped planer strips and lighting.	1,000	Construction
8	Soundview Drive / Hunt Street	Intersection		Construct new traffic signal at the intersection with associated left turn pockets	60	Engineering
					600	Construction

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City of Gig Harbor Comprehensive Plan – Transportation Element

Table 12-5 (Continued)						
Gig Harbor Short-Range Transportation Projects						
No.	Roadway	From	To	Project Description	Estimated Cost (Thousands \$)	Component
9	38 th Avenue	56 th Street	Hunt Street	Phase II – Complete design & construction of 2-/3-lane section with left turn pockets, bicycle lanes, curbs & gutters on both sides, landscaped planter strips, sidewalk, storm sewer improvements, provisions for future lighting	480	Engineering
					4,800	Construction
10	Skansie Avenue	Rosedale Street	Hunt Street	Minor widening to provide curb, gutter, storm water improvements, bicycle lanes and sidewalks on both sides of street	860	Engineering
					8,600	Construction
11	Hunt Street	Skansie Avenue	38 th Street	Preliminary design of a 2-/3-lane section with median and/or left turn pockets, bicycle lanes, curbs, gutters, sidewalks and landscaped planter strip	480	Engineering
12	Hunt Street Undercrossing	Hunt Street	Kimball Street	Construct a new undercrossing connecting both sides of Hunt Street across SR-16	560	Engineering
					5,600	Construction
13	Olympic Drive / Point Fosdick Drive	Intersection		Construct right turn only lane on NB Pt. Fosdick Drive and construct a dedicated right turn lane to SR-16 EB on-ramp	40	Engineering
					400	Construction
14	Wollochet Drive	Hunt Street	Approximately 220 feet from Hunt Street	Widen roadway on one side to provide for 11 foot lane. This project completes corridor improvements provided by development	60	Engineering
					600	Construction
15	Harborview Drive / N. Harborview Drive	Intersection		Construction new modern roundabout at the current location of the intersection	150	Engineering
					1,500	Construction

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City of Gig Harbor Comprehensive Plan – Transportation Element

<p align="center">Table 12-5 (Continued) Gig Harbor Short-Range Transportation Projects</p>						
No.	Roadway	From	To	Project Description	Estimated Cost (Thousands \$)	Component
16	SR 16/Olympic Dr.	Intersection		Widen to provide exclusive right turn lane on east approach. Convert one existing through lane on east approach to shared through left turn lane. Adjust signal phasing as required.	75	Engineering
					750	Construction
17	Burnham Dr./Harbor Hill Dr.	Intersection		Reconfigure intersection to a modern roundabout	200	Engineering
					2000	Construction
18	Rosedale St./ Skansie Av.	Intersection		Widen to provide left turn lanes on east and west approaches	25	Engineering
					250	Construction
19 (NC1)	Rosedale St.	Skansie Av.	Shirley Av.	Minor widening to provide 2 through lanes, channelization, left turn pockets, bicycle and sidewalks on both sides of street	340	Engineering
					3400	Construction
20 (NC2)	Olympic Drive/ Hollycroft Street	Intersection		Convert existing 2-way traffic on spur street that connects Olympic Drive with Hollycroft Street in the SE quadrant of the intersection to one-way NB traffic. Angled parking to be added to spur to support the park to the SE of the spur.	2	Engineering
					24	Construction
21 (NC3)	Vernhardson St.	City Limits	Peacock Hill Av	Pavement restoration and/or overlay, storm sewer, curbs, gutters and sidewalk(s); bicycle lanes (east of N. Harborview Drive)	375	Engineering
22 (NC4)	Pt. Fosdick Pedestrian Improvements	Harbor County Dr.	36th	Add sidewalk and bioswale along Point Fosdick Drive	100	Engineering
					1000	Construction
23	Harborview Drive	N. Harborview	Pioneer Dr.	Downtown beautification. Provide	40	Engineering

EXHIBIT F

City of Gig Harbor Comprehensive Plan – Transportation Element

Table 12-5 (Continued)						
Gig Harbor Short-Range Transportation Projects						
No.	Roadway	From	To	Project Description	Estimated Cost (Thousands \$)	Component
(NC5)				landscaping and pedestrian benches at key intersections	90	Construction
24 (NC6)	Judson/ Stanich/ Uddenburg			Downtown beautification. Provide landscaping, pedestrian improvements, beautification, pavement rehabilitation	190 1900	Engineering Construction
25 (NC7)	Donkey Creek Daylighting	N. Harborview	Harborview Dr.	Street and bridge improvements.	1,845 205	Construction Engineering
26 (NC8)	Wagner Way Traffic Signal	Wagner Way	Wollochet Dr.	Traffic signal at Wollochet Dr and Wagner Way.	270 30	Construction Engineering
27 (NC9)	Grandview Phase 1 Improvements	Stinson Ave.	Pioneer Way	Road, stormwater, and lighting improvements.	450 50	Construction Engineering
28 (NC10)	Grandview Phase 2 Improvements	Soundview Dr.	McDonald Ave.	Road, stormwater, and lighting improvements.	774 86	Construction Engineering
29	Pt Fosdick/ 56 th Improvements	Pt. Fosdick Dr.	56 th St.	Sidewalk and roadway improvements.	3,600 400	Construction Engineering
Estimated Cost Summary (in thousands)					Engineering	\$6,357
					Construction	\$56,077
					Total	\$62,434
<p><i>Note:</i> The numbering of projects should not be considered fully indicative of the relative importance or timing of the projects. Projects are programmed based on known commitments and funding. Depending on future funding opportunities, higher number projects may be constructed sooner than lower number projects.</p> <p><i>Numbers 25 through 29 incorporated from the City's adopted transportation CIP with cost estimates provided by City staff.</i></p> <p><i>Source:</i> "Proposed Six Year Transportation Improvement Program From 2009 to 2014" (Draft) City of Gig Harbor Washington, July 15, 2008</p>						

EXHIBIT F

City of Gig Harbor Comprehensive Plan – Transportation Element

**Table 12-5
Gig Harbor Short-Range Transportation Projects**

<u>No.</u>	<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Project Description</u>	<u>Estimated Cost (Thousands \$)</u>	<u>Component</u>
1	<u>Cushman Trail Phase 5</u>	<u>Borgen Blvd</u>	<u>Purdy</u>	<u>Cushman Trail extension</u>	400	<u>Engineering</u>
					3,600	<u>Construction</u>
2	<u>Harbor Hill Drive</u>	<u>Terminus</u>	<u>Burnham Drive</u>	<u>Complete the extension of Harbor Hill Drive to Burnham Drive.</u>	1,300	<u>Construction</u>
3	<u>Burnham Dr./Harbor Hill Dr.</u>	<u>Intersection</u>		<u>Reconfigure intersection to a modern roundabout</u>	260	<u>Engineering</u>
					2,600	<u>Construction</u>
4	<u>50th St. Ct. NW</u>	<u>KLM Park</u>	<u>38th Street</u>	<u>Construct new 2-lane roadway with curb, gutter and sidewalks, illumination, storm water system</u>	900	<u>Construction</u>
5	<u>Rosedale Drive / Stinson Avenue</u>	<u>Intersection</u>		<u>Construct left-turn pocket on south leg of Stinson for left turns onto WB Rosedale Dr.; Construct right-turn only lane on north leg of Stinson to WB Rosedale</u>	33	<u>Engineering</u>
					325	<u>Construction</u>
6	<u>38th Avenue</u>	<u>City Limits</u>	<u>56th Street</u>	<u>Phase I improvements - Complete design & construction of 2-/3-lane section with left turn pockets, bicycle lanes, curbs & gutters on both sides, landscaped planter strips, sidewalk, storm sewer improvements, provisions for future lighting</u>	1,157	<u>Engineering</u>
					11,570	<u>Construction</u>
7	<u>Burnham Drive</u>	<u>Harbor Hill Drive Extension</u>	<u>SR 16 interchange</u>	<u>Phase I: Reconstruction, including minor widening, curbs, gutters, sidewalks, storm water improvements, landscaped planer strips and lighting.</u>	1,300	<u>Construction</u>
8	<u>Harborview Drive</u>	<u>Burnham Dr.</u>	<u>Pioneer Dr.</u>	<u>Downtown Harbor beautification. Provide landscaping and pedestrian benches at key intersections, install sidewalks.</u>	13	<u>Engineering</u>
					117	<u>Construction</u>
9	<u>Soundview Drive / Hunt Street</u>	<u>Intersection</u>		<u>Construct new traffic signal at the intersection with associated left turn pockets</u>	78	<u>Engineering</u>
					780	<u>Construction</u>

EXHIBIT F

City of Gig Harbor Comprehensive Plan – Transportation Element

**Table 12-5 (Continued)
Gig Harbor Short-Range Transportation Projects**

No.	Roadway	From	To	Project Description	Estimated Cost (Thousands \$)	Component
10	Wollochet Drive	Hunt Street	Approximately 220 feet from Hunt Street	Widen roadway on one side to provide for 11-foot lane. This project completes corridor improvements provided by development	78	Engineering
					780	Construction
11	SR-16/Olympic Dr.	Intersection		Widen to provide exclusive right-turn lane on east approach. Convert one existing through-lane on east approach to shared through-left turn lane. Adjust signal phasing as required.	127	Engineering
					1,268	Construction
12	Rosedale St. / Skansie Av.	Intersection		Widen to provide left-turn lanes on east and west approaches	33	Engineering
					325	Construction
13	38 th Avenue	56 th Street	Hunt Street	Phase II - Complete design & construction of 2-/3-lane section with left turn pockets, bicycle lanes, curbs & gutters on both sides, landscaped planter strips, sidewalk, storm sewer improvements, provisions for future lighting	624	Engineering
					6,240	Construction
14	Skansie Avenue	Rosedale Street	Hunt Street	Minor widening to provide curb, gutter, storm water improvements, bicycle lanes and sidewalks on both sides of street	1,118	Engineering
					11,180	Construction
15	SR16 SB ramp/ Burnham Dr	Intersection		Ramp metering	100	Construction
16	Harbor Hill Drive / Borgen Blvd.	Intersection		Construct right-turn slip lane from EB Borgen Blvd to SB Harbor Hill Drive; Construct right-turn slip lane from NB Harbor Hill Drive to EB Borgen Blvd.	83	Engineering
					832	Construction

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City of Gig Harbor Comprehensive Plan – Transportation Element

Table 12-5 (Continued)						
Gig Harbor Short-Range Transportation Projects						
No.	Roadway	From	To	Project Description	Estimated Cost (Thousands \$)	Component
17	<u>Olympic Drive / Hollycroft Street</u>	<u>Intersection</u>		<u>Convert existing 2-way traffic on spur street that connects Olympic Dr with Hollycroft St in the SE quadrant of the intersection to one-way NB traffic. Angled parking to be added to spur to support the park to the SE.</u>	3	<u>Engineering</u>
					31	<u>Construction</u>
18	<u>Vernhardson St.</u>	<u>City Limits</u>	<u>Peacock Hill Av</u>	<u>Pavement restoration and/or overlay, storm sewer, curbs, gutters and sidewalk(s), bicycle lanes (east of N. Harborview Drive)</u>	488	<u>Engineering</u>
19	<u>Wagner Way Traffic Signal</u>	<u>Wagner Way</u>	<u>Wollochet Dr.</u>	<u>Traffic signal at Wollochet Dr and Wagner Way.</u>	39	<u>Engineering</u>
					351	<u>Construction</u>
20	<u>Grandview Phase 1 Improvements</u>	<u>Stinson Ave.</u>	<u>Pioneer Way</u>	<u>Road, stormwater, and lighting improvements.</u>	65	<u>Engineering</u>
					585	<u>Construction</u>
21	<u>Grandview Phase 2 Improvements</u>	<u>Soundview Dr.</u>	<u>McDonald Ave.</u>	<u>Road, stormwater, and lighting improvements.</u>	112	<u>Engineering</u>
					1,006	<u>Construction</u>
22	<u>Hunt Street Undercrossing</u>	<u>Hunt Street</u>	<u>Kimball Street</u>	<u>Construct a new undercrossing connecting both sides of Hunt Street across SR 16</u>	101	<u>Engineering</u>
					10,296	<u>Construction</u>
23	<u>Burnham Drive</u>	<u>SR-16 overcrossing</u>		<u>Restripe to 4 lanes</u>	10	<u>Engineering</u>
					90	<u>Construction</u>
24	<u>New pedestrian bridge over SR-16</u>	<u>North of Burnham Drive</u>		<u>New pedestrian bridge over SR-16</u>	200	<u>Engineering</u>
					1,800	<u>Construction</u>

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City of Gig Harbor Comprehensive Plan – Transportation Element

Table 12-5 (Continued)						
Gig Harbor Short-Range Transportation Projects						
No.	Roadway	From	To	Project Description	Estimated Cost (Thousands \$)	Component
25	<u>Harborview Drive / Stinson Avenue</u>	<u>Intersection</u>		<u>Construct new roundabout</u>	86	<u>Engineering</u>
					772	<u>Construction</u>
26	<u>Harborview Drive / Pioneer Way</u>	<u>Intersection</u>		<u>Intersection improvements</u>	10	<u>Engineering</u>
					90	<u>Construction</u>
27	<u>Hunt Street / 38th Avenue NW</u>	<u>Intersection</u>		<u>Construct new roundabout</u>	150	<u>Engineering</u>
					1,350	<u>Construction</u>
28	<u>Olympic Drive / Point Fosdick Drive</u>	<u>Intersection</u>		<u>Construct eastbound right turn lane</u>	<u>Funded by developer</u>	<u>Engineering</u>
						<u>Construction</u>
<u>Estimated Cost Summary (in thousands)</u>					<u>Engineering</u>	<u>\$4,444 \$5,268</u>
					<u>Construction</u>	<u>\$46,227 \$59,588</u>
					<u>Total</u>	<u>\$50,671 \$64,856</u>
<i>Note:</i>	<i>The numbering of projects should not be considered fully indicative of the relative importance or timing of the projects. Projects are programmed based on known commitments and funding. Depending on future funding opportunities, higher number projects may be constructed sooner than lower number projects. Numbers 25 through 29 incorporated from the City's adopted transportation CIP with cost estimates provided by City staff.</i>					
<i>Source:</i>	<i>"Proposed Six Year Transportation Improvement Program From 2009 to 2014" (Draft) City of Gig Harbor Washington, July 15, 2008</i>					

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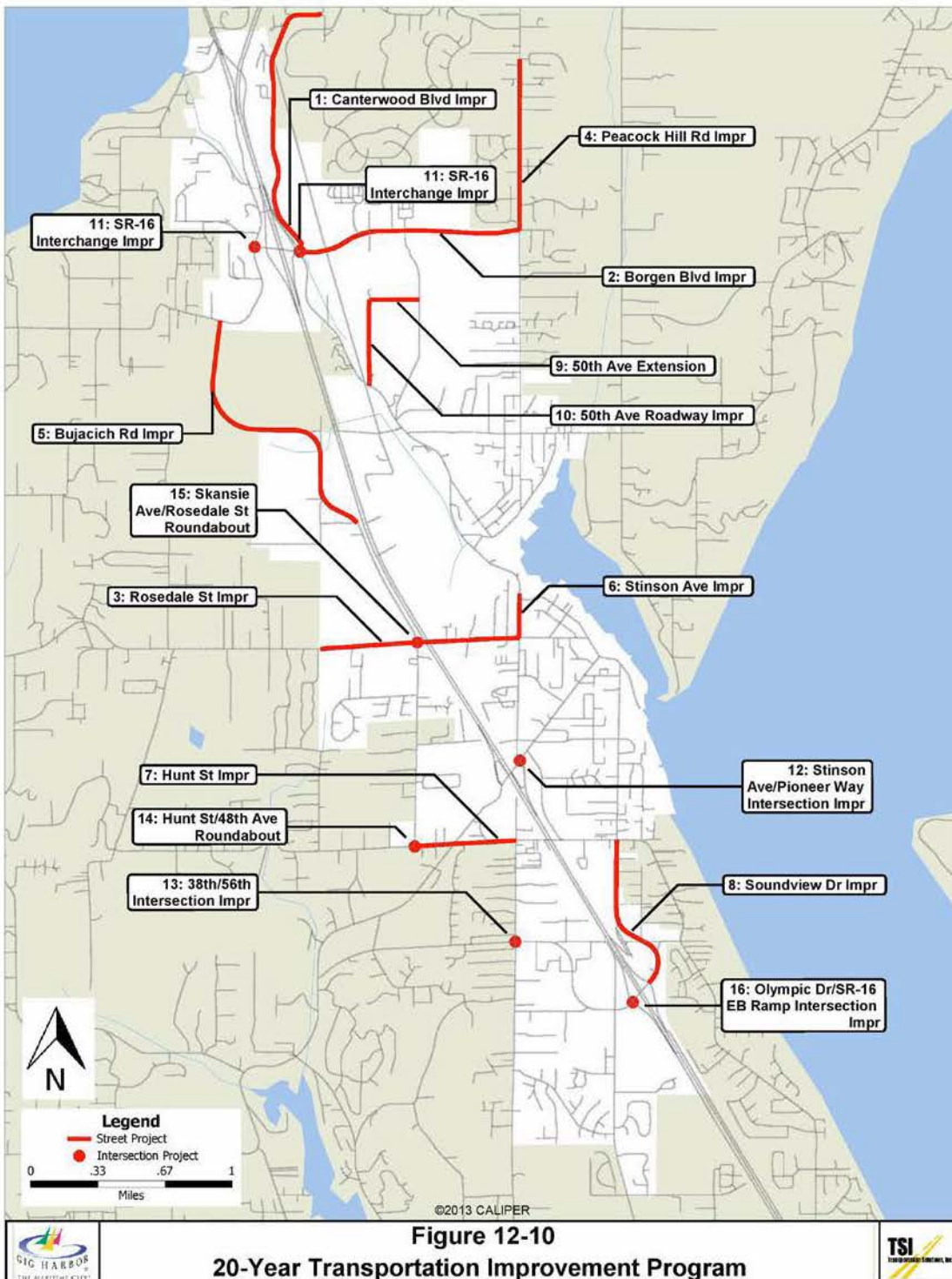


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City of Gig Harbor Comprehensive Plan – Transportation Element

**Table 12-6
Gig Harbor Long-Range Transportation Projects**

No.	Roadway	From	To	Project Description	Purpose	Estimated Cost (Thousands \$)
1	Canterwood Boulevard NW	SR-16 WB Roundabout	54 th Avenue NW	Add lanes to existing roadway to provide a 4-through lane cross-section	Address projected LOS deficiency	\$8,000 <u>10,400</u>
2	Borgen Boulevard	Peacock Hill Avenue	Burnham Drive NW	Widen roadway to 7-lane section with raised median and turn pockets at intersections	Address projected LOS deficiency	6,600 <u>8,580</u>
3	Rosedale Street NW	Skansie Avenue	58 th Avenue NW	Phase I – Widen to standard	Address projected LOS deficiency Upgrade to urban standards	3,200 <u>4,160</u>
		Skansie Avenue	Stinson Avenue	Phase II - Widen	Address projected LOS deficiency	2,300 <u>2,990</u>
4	Peacock Hill Avenue	Borgen Boulevard	127 th Street NW	Widen to 5 lane section (with two-way center left-turn lane)	Address projected LOS deficiency. Address existing local street pattern	4,100 <u>5,330</u>
5	Bujacich Road NW	Sehmel Drive NW	89 th Street NW	Widen to three-lane section (with two-way center left-turn lane)	Address projected LOS deficiency. Address access requirements of expected development	6,900 <u>8,970</u>
6	Stinson Avenue	Rosedale Street NW	Harborview Drive	Implement selected widening for left-turn storage. Project should be refined with operational analysis when programmed on 6-Year TIP. Existing corridor LOS deficiency acceptable under the Harbor Downtown Strategy Area LOS policy.	Manage access to preserve existing capacity and avoid widening.	220 <u>286</u>

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City of Gig Harbor Comprehensive Plan – Transportation Element

<p align="center">Table 12-6 (Continued) Gig Harbor Long-Range Transportation Projects</p>						
No.	Roadway	From	To	Project Description	Purpose	Estimated Cost (Thousands \$)
7	Hunt Street NW	Skansie Avenue	38 th Avenue NW	Widen to 3-lane section (with two-way center left-turn lane).	Address projected LOS deficiency	2,300 <u>2,990</u>
8	Soundview Drive	SR-16 WB Ramp	Hunt Street NW	Implement selected widening for left-turn storage and access management program. Project should be refined with operational analysis when programmed on 6-Year TIP.	Address projected LOS deficiency.	700 <u>910</u>
9	New Road	50 th Avenue	Harbor Hill Drive	C-3 facility identified in the North Gig Harbor Final SEIS. The majority of this roadway is most likely to be provided with development by development.	System completion	1,100 <u>1,430</u>
10	50 th Avenue	New Road (C-3)	Burnham Drive	50 th Avenue identified in the North Gig Harbor Final SEIS. The majority of this roadway is most likely to be provided with development by development.	System completion	2,300 <u>2,990</u>
11	Hunt Street Undercrossing	Hunt Street	Kimball Street	Construct a new undercrossing connecting both sides of Hunt Street across SR 16	System completion	8,000 <u>10,400</u>
<i>Intersection Projects</i>						
No.	Intersection		Project Description	Purpose	Estimated Cost (Thousands \$)	
11	SR 16 / Burnham Interchange Ramp Terminus and SR 16 / Borgen Boulevard Interchange Ramp Terminus		Rebuild interchange per Level III study (on-going) For purposes of this plan, an interchange replacement in place was assumed.	Address projected LOS deficiency	56,000 <u>72,800</u>	
12	Harborview Drive / Stinson Avenue		Signalize intersection (under semi-actuated control)	Address projected LOS deficiency	660	
12	Stinson Avenue / Pioneer Way		Signal upgrade: - Provide protected left-turns - Widen to add right-turn exclusive lane on east and west approaches Widen for double-left turn lanes on east	Address projected LOS deficiency	330 <u>429</u>	

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City of Gig Harbor Comprehensive Plan – Transportation Element

		approach		
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Table 12-6 (Continued)
Gig Harbor Long-Range Transportation Projects

Intersection Projects (Continued)

No.	Intersection	Project Description	Purpose	Estimated Cost (Thousands \$)
6 13	38 th Avenue NW/56 th Street NW	Signal modification to adjust phasing plan (after detailed operational analysis)	Address projected LOS deficiency	150 195
14	<u>Hunt Street / 48th Avenue NW</u>	<u>Construct new roundabout</u>	<u>Address projected LOS deficiency</u>	<u>1,500</u>
15	<u>Skansie Avenue / Rosedale Street</u>	<u>Construct new roundabout</u>	<u>Address projected LOS deficiency</u>	<u>1,500</u>
16	<u>Olympic Drive / SR-16 EB Interchange Ramp Terminus</u>	<u>Intersection improvements</u>	<u>Address projected LOS deficiency</u>	<u>Funded by developer</u>
7	<u>SR 16/Olympic Drive NW</u>	<u>Widen to provide exclusive right turn lane on east approach. Convert one existing through lane on west approach to shared through left turn lane. Adjust signal phasing as appropriate</u>	<u>Address projected LOS deficiency</u>	<u>440</u>
Total Estimated Cost (thousands)				\$88,100 \$125,460

Source: "Analysis of Recommended Gig Harbor 20 Year Transportation Facility Plan" July 1, 2008

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City of Gig Harbor Comprehensive Plan – Transportation Element

Table 12-6 (Continued)				
Gig Harbor Long-Range Transportation Projects				
<i>Intersection Projects (Continued)</i>				
No.	Intersection	Project Description	Purpose	Estimated Cost (Thousands \$)
6	38 th Avenue NW/56 th Street NW	Signal modification to adjust phasing plan (after detailed operational analysis)	Address projected LOS deficiency	150
7	SR 16/Olympic Drive NW	Widen to provide exclusive right turn lane on east approach. Convert one existing through lane on west approach to shared through left turn lane. Adjust signal phasing as appropriate	Address projected LOS deficiency	440
Total Estimated Cost (thousands)				\$88,100
<i>Source: "Analysis of Recommended Gig Harbor 20 Year Transportation Facility Plan" July 1, 2008</i>				

It should be noted that the analysis of model link volumes would suggest the following road widening projects. As a policy, the comprehensive plan recognizes these link deficiencies and finds them acceptable in light of the high probability of unacceptable environmental impacts (both to the built and natural environment) that would result.

Table 12-7			
Potential 20-Year Projects NOT Recommended			
Harborview Drive	N. Harborview Drive	Pioneer Way	No project recommended. LOS deficiency is acceptable under Downtown Strategy Area LOS policy.
N. Harborview Drive	Peacock Hill Avenue	Harborview Drive	No project recommended. Addressing LOS deficiency would have severe impacts on built and natural environment along roadway.

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Transportation Capital Facilities Plan (TCFP)

The listing of projects expected to be provided between ~~2008~~ 2015 and ~~2028~~ 2030 with cost estimates is the Gig Harbor Transportation Capital Facilities Plan (TCFP). **Figure 12-11** illustrates the location and extent of the TCFP projects. The TCFP includes the projects identified as short and long range transportation improvements.

The performance of the transportation system with the TCFP projects in place has previously demonstrated in Table 12-3.

Project Prioritization

The project numbering for the short and long term projects do not represent the priority for implementation. As part of the Planning Commission process a recommended prioritization was established to guide project development. High and medium priority projects were established based upon the desire to address immediate transportation needs and planned development, with the remaining projects anticipated to occur as long term growth occurs.

High Priority Projects

- 2. Harbor Hill Drive Extension (Short Range Project High Priority)
- 5. Rosedale Drive/Stinson Ave Intersection (Short Range Project High Priority)
- 11. Hunt Street Undercrossing (Long Range Project High Priority)

Medium Priority Projects

- 11 Olympic Drive/SR 16 (Short Range Project High Priority)
- 5. Bujacich Road NW (Long Range Project High Priority)
- 6. 38th Avenue (Short Range Project High Priority)
- 8. Harborview Drive Improvements (Short Range Project High Priority)
- 16. Stinson Avenue/Pioneer Way (Long Range Project High Priority)

Recommended Arterial Reclassifications To support the land use plan and to facilitate the implementation of the recommended transportation improvements, the following arterial reclassifications are recommended:

- Hunt Street (Kimball Drive to Wollochet Drive NW) – Classify the new undercrossing as a Major Collector. Reclassify existing section from a Minor Collector to Major Collector.
- ~~Harbor Hill Drive (Burnham Drive to Borgen Boulevard) – Classify as Minor Collector.~~
- 56th Street NW (38th Avenue to City Limits) – Reclassify from Major Collector to Arterial
- Hollycroft Street (Olympic Drive to Reid Drive) – Classify as Major Collector.
- Reid Drive NW (64th Street NW/(~~Hollycroft~~ Hunt Street to Soundview Drive) – Reclassify from Major Collector to Minor Collector.

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The City Engineer is authorized by this plan to pursue changes to the federal functional classifications of these roadways to provide consistency with these GMA functional classifications. The recommended arterial classification map is provided as **Figure 12-12**.

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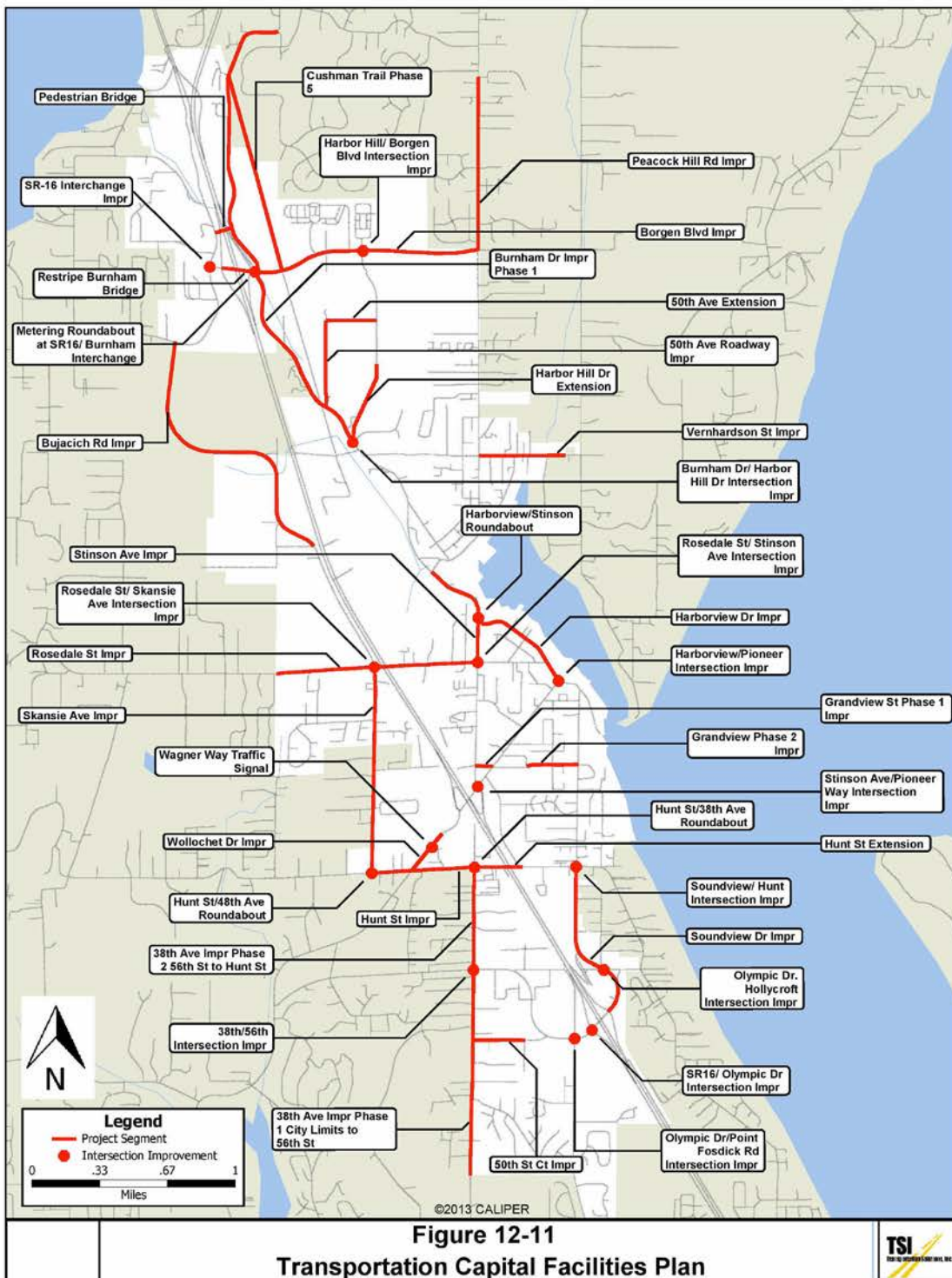


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North Gig Harbor Intersections 2005 SR 16 Burnham Drive Interchange

The North Gig Harbor Traffic Mitigation Study 2005 identified a long range system of transportation improvements to support the buildout of existing and proposed zoning in the NHG Study area, ~~including three proposed Comprehensive Plan Amendments~~. The existing six-legged intersection at Burnham Drive/Borgen Blvd./Canterwood and the SR 16 on and off-ramps was improved to support additional development but may ~~can~~ not support all the potential development allowed under current zoning. The study identified a single point urban interchange as a possible solution to the capacity issue. The interchange is not currently on WSDOT's plan for the SR 16 corridor. The City must determine to what extent it can rely on this project when making concurrency determinations. Concurrency approvals may be limited until a specific SR 16/Burnham Drive interchange capacity improvement project is included in the Regional STIP and WSDOT's system plan.

Other Improvements and Strategies

Over the next two decades, the City of Gig Harbor will experience growth resulting in an increase in ~~traffic volumes~~ travel demand to, from, through and within the city. Transportation strategies must be implemented to accommodate this growth, including:

- Transportation Demand Management strategies such as: Commute Trip Reduction, High Occupancy Vehicles (HOV such as van pools, car pools, etc.), ~~telecommuting~~ work-at-home, remote offices, and flexible work hours.
- Transportation System Management strategies such as integrated policies and planning, Intelligent Vehicle Highway Systems (IVHS), signal coordination, etc.
- Modal shift from private vehicles to transit, vanpools, ~~and~~ carpooling, biking, and walking.
- Enhancements and expansion of non-motorized ~~travel~~ facilities to encourage ~~alternate modes of transportation such as walking, and cycling and~~
- Elimination of trips altogether through compute trip reduction.
- Upgrading of existing motorized facilities to maximize vehicle, bicycle and pedestrian mobility.
- Construction of new ~~motorized~~ multi-modal streets facilities.

The above strategies will require close coordination of efforts with the Washington State Department of Transportation, Pierce Transit, Pierce County and Kitsap County. The development of TSM and TDM policies and procedures should be consistent with other

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surrounding jurisdictions programs and will require public involvement. The “Good to Go” program of electronic tolling on the Tacoma Narrows Bridge offers the potential for WSDOT to use “congestion pricing” (variable tolls during peak periods). Depending on the structure of the tolling system, it can encourage transit, carpools and vanpools. Gig Harbor should monitor and participate in any discussions of congestion pricing in connection with the Tacoma Narrows Bridge.

Transportation Demand Management goals should be integrated with the development review process and should be a part of any traffic impact assessment and mitigation program. The City Council, Planning Commission and the residents of Gig Harbor value a balance between motorized and non-motorized alternatives to help solve transportation issues in Gig Harbor.

Specific Projects for Transportation Demand Management include:

- Comply with state commute trip reduction program for major employers.
- Develop a comprehensive transit information program with Pierce Transit.
- Work with Pierce Transit to develop a vanpooling and ridematch service.
- Work with the WSDOT to implement the High Occupancy Vehicle lanes on SR 16 and on and off ramps where applicable.
- Work with the WSDOT to integrate the SR 16 queue by-pass on ramps with City streets.
- Develop a comprehensive parking management strategy to integrate parking availability and pricing with any transportation demand management strategy.
- Work with WSDOT and local transit agencies to provide a Park and Ride lot in the vicinity of the SR 16 Burnham Drive interchange.
- Participate in any congestion pricing discussions led by WSDOT or PSRC.

Specific projects for Transportation Systems Management would include:

- Work with the WSDOT to coordinate the SR 16 HOV project, local-state signal coordination, driver information and Intelligent Vehicle Highway Systems with the local street network.
- Develop a signal re-timing and coordination project to reduce delay and congestion at the City’s signalized intersections.

The recommendations for transportation improvements for the City of Gig Harbor address these concerns. The motorized improvements focus on intersections and roadways, while the

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recommendations for non-motorized travel consist primarily of ways to expand the bicycle facilities, complete the sidewalk network and evaluate other options. Recommendations for transit are mainly directed to Pierce Transit, which serves the City of Gig Harbor.

Transit

Gig Harbor participates with the local transit agency, Pierce Transit, on a variety of capital projects. This cooperation includes planning, route design, and capital improvement projects. Pierce Transit has begun developing a Long Range Plan (LRP), titled Destination 2040, as part of the Agency’s comprehensive long range planning efforts. The document will be used to provide guidance as Pierce Transit begins developing implementation strategies for capital projects and service improvements over both the mid-term (i.e., fiscally constrained and spanning 5-10 years) and long-term (i.e., unconstrained and spanning 11-15 years). Furthermore, the LRP will evaluate current conditions against future population and employment projections for Pierce County, Washington, as well as considering buildable lands, household densities, employment densities, major activity or industrial centers, and any other demographic criteria or data known to generate transit ridership and related demand.

A key component of Destination 2040 is analyzing and presenting five hypothetical fixed route transit network scenarios for incremental annual growth against current conditions. Pierce Transit has also created a scenario for a potential “worse case” reduction in services beyond the agency’s control. These six future scenarios will be further used to determine directly related capital improvement projects, infrastructure, and vehicles that would also be required in tandem over both the mid- and long-term. Once the draft LRP becomes available for public review and comment in summer 2015, the agency expects to have projected cost estimates available for each scenario as well.

As a key stakeholder, ongoing participation in this process will guide the agency to planning for more frequent and reliable transit service for the city well into the future.

~~Gig Harbor participates with the local transit agency, Pierce Transit in a variety of projects. This cooperation has been in the planning and capital improvement projects. Pierce Transit System Plan to the year 2020. Long term improvement plans for the Peninsula area include:~~

- ~~● Construct the North Gig Harbor Transit Center near the SR 16 Burnham Drive interchange and add bus routes to serve it.~~
- ~~● Support existing and establish more direct regional transit services to major destinations in the Tacoma, Bremerton, Olympia and Seattle areas.~~
- ~~● Increased paratransit services.~~
- ~~● Increase ridesharing (carpool and vanpool) programs.~~
- ~~● Construct capital projects listed in the 6 year Capital Improvement Plan.~~

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Marine Transportation

The waterfront and harbor of Gig Harbor are a primary focus area for many of the City's activities including commercial, retail, industrial, tourism and recreation activities. These activities create generate traffic and parking demand which is concentrated around Harborview and North Harborview arterials.

There is demand for marine improvements in Gig Harbor. Access for public or private marine services should be provided at a central dock location in the Harbor ~~near the downtown area~~. Continued upgrading and enhancement of the Jerisich Park dock area should be emphasized. The increased use of marine services would also place demands on ~~downtown~~ Harbor parking.

Possibilities of provision of recreational passenger ferry services should be coordinated with private providers. Some discussions have taken place regarding private ferry services to Gig Harbor, and the City should continue to pursue these opportunities. Due to the high costs and parking impacts associated with commuter ferry services, it is not recommended that the city pursue passenger-only ferry services with Washington State Ferries.

Coordinating Transportation and Land Use Planning To Support Transit and Pedestrian Oriented Land Use Patterns

To ensure that this plan is consistent with evolving land use patterns, and to guide land use and new development with respect to transportation that promotes transportation-related goals, the City will work towards:

- Reducing daily vehicle trips and vehicle miles traveled ~~during peak periods~~ to minimize the demand for constructing costly road improvements;
- Supporting ~~Providing~~ effective public transportation services to help reduce car dependence in the region and serve the needs of people who rely on public transportation;
- Encouraging bicycle and pedestrian travel by providing inviting, safe, convenient and connected routes, education and incentive programs, and support services such as bicycle racks and bicycle lockers;
- Maintaining and improving a network of highways, streets and roads that moves people, goods and services safely and efficiently, minimizes social and environmental impacts, and supports various modes of travel.
- Providing adequate connections and access among all transportation modes city wide.

Non-Motorized Travel

The residential character of Gig Harbor makes non-motorized travel an important aspect of the Transportation Element. A complete pedestrian and bicycle network would link neighborhoods

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City of Gig Harbor Comprehensive Plan – Transportation Element

with schools, parks, and retail activity, allowing residents and visitors to walk or bicycle to these areas rather than drive.

Outside of the Harbor and more recently developed residential and commercial areas ~~downtown retail core~~, sidewalks have been constructed sporadically, resulting in a discontinuous system of walkways for pedestrians. There are even fewer facilities for bicyclists within Gig Harbor; bicyclists must share the traveled lane with motorists. While there are no facilities for equestrians within Gig Harbor, there is generally little demand for equestrian travel.

Gig Harbor road design standards require the provision of facilities for pedestrians and bicyclists on all roadways. As such, much of the non-motorized transportation network will be developed with each and every new or improved roadway identified in this plan. The only off-street facility planned by the city for pedestrians and bicyclists is the Cushman Power Line trail ~~the first phase of which has been constructed~~ the last phase of which is now under construction.

Additional non-motorized projects are anticipated to be developed using the policies in this plan.

Near term non-motorized projects include:

- Point Fosdick Drive pedestrian improvements from Briarwood Lane to 36th Street
- Harborview Drive improvements from Burnham Drive to Pioneer Drive

The Harbor ~~Downtown~~ Strategy Area

Much of Gig Harbor’s commercial, tourist and recreational facilities are located along the waterfront, creating congestion in the ~~downtown area~~ Harbor and generating demand for pedestrian amenities and additional parking. Traditional roadway or intersection capacity improvements here would destroy the unique character of the ~~downtown~~ Harbor.

Within the ~~downtown strategy area~~ Harbor area, defined as Harborview Drive and North Harborview Drive between Soundview Drive and Peacock Hill Avenue, the City has ~~reclassified~~ established the LOS on the intersections identified below to the LOS Classification shown below. The City is required by RCW 36.70A.070(6)(b) “to prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of the development are made concurrent with the development.” It is the City’s intent to ensure that the types of “transportation improvements and/or strategies” allowed within this area be oriented towards improved pedestrian safety and convenience. Furthermore, in order to preserve the pedestrian character of the area, the City shall make every effort to implement and require developers to implement “transportation improvement strategies” other than traditional roadway or intersection capacity expansion improvements, and to instead consider such methods as increased public transportation service, ride sharing programs, site access control, demand management and other transportation systems management strategies.

The specific intersections and current LOS that will be considered under the above are:

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- Harborview Drive/Austin Street LOS B
- ~~Harborview Drive/North Harborview~~ LOS F
- Harborview Drive/Pioneer Way LOS ~~D~~**B**
- Harborview Drive/Stinson Avenue LOS F
- Harborview Drive/Rosedale LOS B
- North Harborview Drive/Peacock Hill LOS B
- Harborview Drive/Soundview LOS B

The above intersections may be allowed to operate a LOS worse than D, consistent with the pedestrian objectives identified in the Harbor Downtown Strategy Area.

North Gig Harbor LOS

The North Gig Harbor Traffic Study identified a long range system of transportation improvements to support the buildout of existing and proposed zoning in the NHG Study area, including three proposed Comprehensive Plan Amendments. The projects identified may be considered as needed in future Transportation Improvement Plans (TIP’s), consistent with this element to ensure concurrency is maintained. The buildout potential of the NGH Study area is such that maintaining LOS D for the intersection of Borgen/Canterwood/Burnhan Drive/SR 16 is not feasible due to environmental and fiscal constraints. An LOS E standard is proposed for the intersection to provide a reasonable balance between land use, LOS, environmental impacts and financial feasibility.

SECTION 4. HOUSE BILL 1487 COMPLIANCE

The 1998 legislation House Bill 1487 known as the “Level of Service” Bill, amended the Growth Management Act; Priority Programming for Highways; Statewide Transportation Planning, and Regional Planning Organizations. The combined amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, “transportation facilities and services of statewide significance (TFSSS)” HB 1487 recognizes the importance of these transportation facilities from a state planning and programming perspective. It requires that local jurisdictions reflect these facilities and services within their comprehensive plan.

To assist in local compliance with HB 1487, the Washington State Department of Transportation (WSDOT), Transportation Planning Office and the Washington State Department of Community Trade and Development, Growth Management Program, (now Office of Community Development [OCD]) promulgated implementation guidelines in the form of a publication entitled “Coordinating Transportation and Growth Management Planning”.

Together with these entities, the City of Gig Harbor has worked to compile the best available information to include in the comprehensive plan amendment process.

- Inventory of state-owned transportation facilities within Gig Harbor: SR 16 provides the major regional connection between Tacoma, Bremerton and the Olympic Peninsula. It

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connects to Interstate 5 in Tacoma and to SR 302 in Purdy. SR 302 is the only other state-owned transportation facility within the planning area, connecting SR 16 with SR 3 to Shelton.

- Estimates of traffic impacts to state facilities resulting from local land use assumptions: Figure 12-13 provides 20-year 2030 traffic volumes for SR-16, which is the only state facility within Gig Harbor. The volumes were generated by the Gig Harbor transportation demand model, which includes land use assumptions for 2028 2030 for Gig Harbor. These volumes have been compared with those provided by the Pierce County transportation demand model and have been found to be consistent with those projected volumes.
- ~~Transportation facilities and services of statewide significance (TFSSS) within Gig Harbor: SR 16 is included on the proposed list of TFSSS.~~
- Transportation facilities and services of statewide significance: In 1998, the state Legislature enacted HB 1487, more commonly known as the Level of Service or LOS bill, to recognize the importance of specific categories of transportation facilities and services that are of statewide significance. This legislative action amended the Growth Management Act (RCW 36.70A), Priority Programming for Highways (RCW 47.05), and Regional Transportation Planning Organizations (RCW 47.80) to direct further definition and planning through state, regional and local actions. As now codified under RCW 47.06.140, the nine categories of transportation facilities and services of statewide significance include:
 1. The interstate highway system
 2. Inter-regional state principal arterials including ferry connections that serve statewide travel
 3. Intercity passenger rail services
 4. Intercity high-speed ground transportation
 5. Major passenger inter-modal terminals, excluding all airport facilities and services
 6. The freight railroad system
 7. The Columbia/Snake navigable river system
 8. Marine port facilities and services that are related solely to marine activities affecting international and interstate trade
 9. High-capacity transportation systems serving regions as defined in RCW 8M04.015 (in the central Puget Sound, this is the Sound Transit express bus and rail system plus the state HOV system and related supporting facilities).

The first two categories include the interstate highway system and inter-regional state principal arterials and ferry connections. These state system elements were formally defined and designated in 1999 by respective actions of the State Transportation Commission and State Legislature as Highways of Statewide Significance (HSS) and include key ferry routes.

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- Highways of statewide significance within Gig Harbor: The Transportation Commission List of Highways of Statewide Significance lists SR 16 as an HSS within the City of Gig Harbor and its growth area. The level of service for state-owned facilities in Gig Harbor is LOS D.
- The North Gig Harbor Traffic Mitigation Study 2005 identified a long range system of transportation improvements to support the buildout of existing and proposed zoning in the NGH Study area, ~~including three proposed Comprehensive Plan Amendments.~~ The Study found that SR 16/Burnham Interchange would fail at build out conditions. Additional access to SR 16 at 144th Ave was identified as a possible mitigation measure, and in traffic modeling provided benefits to operations at the Burnham Drive/~~Borgen Blvd~~ interchange.

The City of Gig Harbor asserts that proposed improvements to state-owned facilities will be consistent with the Regional Transportation Plan (RTP) and the State Highway System Plan within Washington’s Transportation Plan (WTP).

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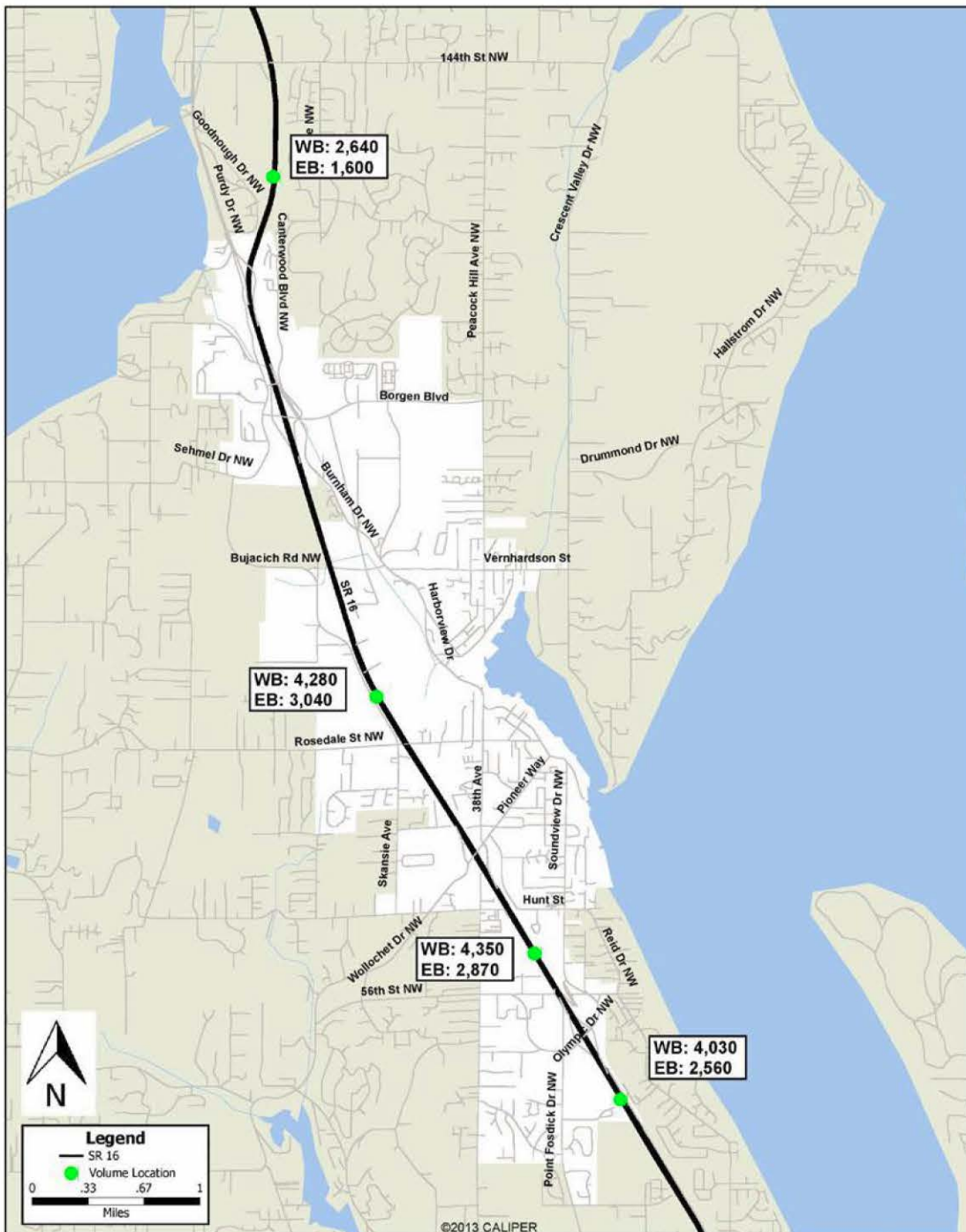


Figure 12-13
PM Peak Hour SR-16 Volumes



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SECTION 5. FINANCIAL ANALYSIS AND CONCURRENCY

The State of Washington’s Growth Management Act (GMA) requires that a jurisdiction’s transportation plan contain a funding analysis of the transportation projects it recommends. The analysis should cover funding needs, funding resources, and it should include a multi-year financing plan. The purpose of this requirement is to insure that each jurisdiction’s transportation plan is affordable and achievable. If a funding analysis reveals that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed.

The City of Gig Harbor is including the financial element in this transportation plan in compliance with the GMA as well as to provide a guide to the City for implementation of this plan.

Federal Revenue Sources

~~The 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) reshaped transportation funding by integrating what had been a hodgepodge of mode- and category-specific programs into a more flexible system of multi-modal transportation financing. For highways, ISTEA combined the former four part Federal Aid highway system (Interstate, Primary, Secondary, and Urban) into a two-part system consisting of the National Highway System (NHS) and the Interstate System.~~

~~In 1998, the Transportation Efficiency Act for the 21st Century (TEA 21) continued this integrated approach, although specific grants for operating subsidies for transit systems were reduced.~~

~~In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act was signed into law (SAFETEA LU). SAFETEA LU represents the largest surface transportation investment in our Nation’s history with guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion. ISTEA and TEA 21 shaped the highway program to meet the Nation’s changing transportation needs and SAFETEA LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow vital transportation infrastructure.~~

~~SAFETEA LU addresses challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment—as well as laying the groundwork for addressing future challenges.—SAFETEA LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.~~

~~SAFETEA LU continues the TEA 21 concept of guaranteed funding, keyed to Highway Trust Fund (Highway Account) receipts. The guaranteed amount is a floor—it defines the least~~

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amount of the authorizations that may be spent. Federal aid Highway program (FAHP) authorizations in SAFETEA-LU total \$193.1 billion (net of an \$8.5 billion rescission scheduled for September 30, 2009). Adding in the \$100 million per year authorized in title 23 for Emergency Relief, authorizations for the FAHP total \$193.6 billion. Within total authorizations, the amount guaranteed for the FAHP is estimated to be \$193.2 billion.

Table 12-8 depicts the objectives of SAFETEA-LU.

Table 12-8. SAFETEA-LU Objectives

-
- Improving Safety
 - Safe Routes to School
 - Work Zone Safety
 - Other Safety Issues
 - Congestion Relief
 - Real Time system Management Information Program
 - Road Pricing
 - High Occupancy Vehicle (HOV) Lanes
 - Maximizing Mobility
 - Improving Efficiency
 - Transportation Planning
 - Highways for LIFE Pilot Program
 - Environmental Streamlining
 - Design Build
 - Air Quality Conformity and Planning Process
 - Environmental Stewardship
 - Research and Studies
-

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation’s surface transportation program. By transforming the policy and programmatic framework for investments to guide the system’s growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

MAP-21 Overview in Washington

Moving Ahead for Progress in the 21st Century (MAP-21) is the current federal transportation act. The two-year federal act was signed into law by President Obama on July 6, 2012, and covers from October 1, 2013 through September 30, 2014. MAP-21 funds surface transportation programs at over \$105 billion for federal fiscal years (FFY) 2013 and 2014. MAP-21 transforms the policy and programmatic framework for investments to guide the system’s growth and development. MAP-21 creates a streamlined and performance-based surface transportation

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program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

In October 2012, Governor Gregoire convened a Steering Committee to recommend how to distribute the highway formula funds between the State and local governments. The Committee met twice and agreed to maintain the current overall split between state and local governments (66% State / 34% Local) for the next two years, with some revisions in individual program distributions.

Historical Current Transportation Revenue Sources

The City of Gig Harbor historically has used three sources of funds for street improvements:

- Income from Taxes
 - Motor Vehicle Excise Tax (MVET)
 - Motor Vehicle Fuel Tax (MVFT)

- Income from Intergovernmental Sources:
 - HUD Block Grants
 - Federal Aid (FAUS, FAS, ISTEA, etc.)
 - Urban Arterial Board
 - TIB and STP Grants

- Miscellaneous Income:
 - Interest Earnings
 - Miscellaneous Income
 - Developer Contributions
 - Impact Fees (begun in 1996)

~~In the past, motor vehicle excise tax (MVET) and motor vehicle fuel tax (MVFT) allocations from the state have been the major sources of continuing funding for transportation capital improvements. Initiative 695, passed by the voters in 1999, removed MVET as a significant funding source, so the MVFT (“gas tax”) funding appear to be the only reliable source of transportation funds for the future. MVET and MVFT also provided funds for state and federal grants which are awarded competitively on a project by project basis and from developer contributions which are also usually targeted towards the developer’s share of specific road improvements.~~

The City of Gig Harbor uses various categories of revenue for street operating and capital improvement, with their sources described below:

Licenses and Permits: The city collects fees for reviewing and issuing right-of-way encroachment permits. These fees are included as a revenue sources for the Street Operation Fund.

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Intergovernmental Revenue: Sources of revenue under this category include:

- Motor Vehicle Fuel Tax (MVFT): In the past, motor vehicle excise tax (MVET) and motor vehicle fuel tax (MVFT) allocations from the state were major sources of continuing funding for transportation capital improvements. In 1999, initiative 695 removed MVET as a significant funding source, so only the MVFT (“gas tax”) funding has been included as a revenue source since that time. MVFT is a revenue source for the Street Operating Fund.
- Federal Grants: The City has applied for and/or received transportation grants through the Surface Transportation Program (STP), Congestion Management and Air Quality (CMAQ) program, Transportation, Community and System Preservation (TCSP) program. The department of Housing and Urban Development (HUD) is also a source of grant funding for certain types of transportation projects. The City continues to track and identify federal grant funding sources and makes application as appropriate for projects that are likely to meet selection criteria for each grant type. As grants are awarded for specific projects, they are included as revenue sources in the Street Capital fund.
- State Grants: The Washington State Department of Transportation (WSDOT) administers various funding programs, including Safe Routes to School, Transportation Enhancements and Pedestrian Safety. The State Transportation Improvement Board (TIB) funding program includes Urban Arterial, Arterial Preservations and Sidewalk Programs. The City continues to track and identify appropriate grants and applies for funding for projects likely to meet the selection criteria for each grant type. As grants are awarded for specific projects, they are included as revenue sources in the Street Capital fund.

Charges for Services: The city collects fees for services rendered by staff. Some examples of these services include engineering plan review and construction inspection for private development project within the City limits.

Hospital Benefit Zone (HBZ): In 2006, the state legislature approved Substitute House Bill (SHB) 2670 providing for the creation of benefit zones in which publicly-funded improvements could be financed through bonds and have the bonds repaid using the incremental increase in sales tax within the zone. This legislation was sponsored to support the transportation infrastructure needs of the North Gig Harbor area where a new hospital was being proposed. The legislation provided that a maximum, statewide, of \$2 million in the state’s portion of the “excess” sales and use tax within the benefit zone can be diverted annually to repay bonded debt given that the city matches that amount from other local sources. The “excess” sales and use tax is defined by establishing the benefit zone and measuring the amount of sales and use tax generated within that benefit zone then comparing that amount to the sales and use tax generated in subsequent years; the increase in sales and use tax revenue is the “excess.”

The City of Gig Harbor established the HBZ jointly with Pierce County in 2006, pursuant to SHB 2670. The base year for the measurement of tax revenue leading to the definition of “excess” tax revenue is 2008. The “excess” was defined in 2009, permitting bond payments, assumed to be \$2 million annually, in 2010. This revenue source can be used for improvements other than transportation so only a portion of the total amount available was included in the revenue

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forecast. HBZ revenue is included as restricted revenue in both the short and long range forecasts.

Miscellaneous: The city collects transportation impact fees, mitigation payments required as part of the review under SEPA, and other developer contributions to fund related transportation projects. These fees are collected and included as restricted revenue sources for identified transportation projects. The City last updated the Transportation Impact Fees using a rigorous analysis and the best available data in 2007. For future transportation impact fee calculation updates, the City may consider either the short or long range project list along with the corresponding estimated growth.

Transfers: The city transfers funds from other sources, as allowed under State Law, to fund both operating and capital expenditures that are authorized by the City Council.

Other: The city may issue new debt to fund gaps in Street Capital fund revenue as necessary and as authorized by the City Council.

Possible New Revenue Sources

~~In the 2006 Washington State Legislative Session, the state legislature approved Substitute House Bill (SHB) 2670 which provided for the creation of benefit zones in which publicly-funded improvements (such as transportation or parks) could be financed through bonds and have the bonds repaid using the incremental increase in sales tax within the zone. This legislation was sponsored to support the transportation infrastructure needs of the North Gig Harbor area where a new hospital was being proposed and the existing SR-16/Burnham/Borgen interchange did not have sufficient capacity to accommodate the hospital and other development-related traffic demand. The legislation provides that a maximum, statewide, of \$2 Million in the state's portion of the "excess" sales and use tax within the benefit zone can be diverted annually to repay bonded debt given that the city matches that amount from other local sources. The "excess" sales and use tax is defined by establishing the benefit zone and measuring the amount of sales and use tax generated within that benefit zone then comparing that amount to the sales and use tax generated in subsequent years; the increase in sales and use tax revenue is the "excess."~~

~~The City of Gig Harbor established the "Hospital Benefit Zone" (HBZ) jointly with Pierce County in 2006, pursuant to SHB 2670. The base year for the measurement of tax revenue leading to the definition of "excess" tax revenue is 2008. The city expects to have the "excess" defined in 2009 which would permit bond payments, assumed to be \$2 Million annually, in 2010. The revenue forecast shows this as restricted revenue in both the 6 year and 20 year forecasts.~~

Transportation Benefit District (TBD): A Transportation Benefit District (TBD) is an option authorized by Washington State that cities can use to help fund transportation improvements within an established district. A TBD is an independent taxing district that can impose specific taxes or fees through a vote of the people or through a district board action. Boundaries of a TBD can be independent of City or County boundaries, making them a flexible option to solve either local or more regional transportation issues. The TBD has several revenue options, depending on whether or not it was formed through voter approval.

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Revenue options NOT requiring voter approval:

- Annual vehicle fee up to \$20
- Transportation impact fees

Revenue options REQUIRING voter approval:

- Property taxes – excess levy
- Sales tax (up to 0.2%)
- Annual vehicle fee (up to \$100 per vehicle)
- Vehicle tolls

Revenue Forecast

The projected revenues for Gig Harbor’s recommended transportation capital improvements are shown in **Table 12-9**. According to these forecasts, approximately 30% of funding for the City’s transportation program for the next 20 years will come from taxes. Intergovernmental revenues and transfers from other City funds will provide another 8% and 11%, respectively. Additionally, the City plans to issue debt to cover any deficiency in funding versus anticipated expenditures for transportation capital projects. The anticipated funding sources combined with the policy to bridge any gaps with new debt issues will ensure the City is able to accomplish its transportation plan.

The revenue forecast was prepared through linear projection of historic revenue trends observed in the City’s financial records from 1998 to 2007. It should be noted that in 2008 (at the time of preparing this plan update), a previously robust housing market started to decline nationwide. This decline can be expected to have some effect on assessed property values and therefore property tax revenue. It also could have an impact on other revenue sources that are not traditionally used for transportation projects (such as sales tax) which may have a “ripple effect” on those revenue sources traditionally used for transportation projects (such as property tax and MVFT). For example, loss of sales tax revenue may require the City to use a greater percentage of property tax for other purposes than transportation. Further, the dampening effect on the economy of declining housing values may reduce the revenue received from the MVFT as demand for motor vehicle fuel declines. Consideration of these factors was beyond the scope of the revenue forecast prepared for this transportation element.

The revenue forecast was adjusted based on the expected rate of growth projected by the land use plan. In the first six years of the plan, the growth rate is expected to be significantly higher than in the last fourteen years of the plan. The rate of revenue growth is assumed to be higher in the first six years of the forecast.

Since the forecast is a trend analysis of existing revenues in broad categories of revenue, additional explanation of how the historic revenue sources increases the interpretability of this revenue estimate. **Table 12-10** relates the historic revenue sources to the revenue categories used in the forecast.

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The projected revenues for the City’s Street Operation and Street Capital funds are shown in Table 12-9. Approximately 12% of funding for the City’s Transportation Capital Facilities Plan will come from Intergovernmental Revenue. The Hospital Benefit Zone is estimated to fund another 13% with Transportation Impact Fees and other miscellaneous revenue funding approximately 6%. The City may consider implementing new revenue sources, such as a TBD (discussed above), if deemed appropriate and necessary in the future. The remainder of the Transportation Capital Facilities Plan will be funded by transfers from other City unrestricted revenue sources and issuing debt as needed. This strategy ensures that the City can accomplish the transportation plan and use the available funding options efficiently.

This forecast was prepared by projecting historic trends from the City’s financial records. It was then adjusted based on a projected growth of 1% to 3% per year, depending on other known factors that could influence the specific category of revenue.

Table 12-9. Gig Harbor Transportation Revenue Forecast ~~2009 to 2027~~ 2015 to 2030
(\$000)

Funding Source	Six-year 2009-2014	Percent	Twenty-year 2009-2027	Percent
<i>Street Fund</i>				
Taxes	\$10,869	53%	\$47,286	61%
Licenses & Permits	\$19	0%	\$62	0%
Intergovernmental Revenue	\$3,118	15%	\$9,875	13%
Charges for Services	\$785	4%	\$2,487	3%
Miscellaneous	\$455	2%	\$1,440	2%
Transfers/Other	\$5,349	26%	\$15,422	21%
Totals	\$190,595	100.0%	\$76,572	100.00%
<i>Street Fund – Capital</i>				
Intergovernmental Revenue	\$34,690	37%	\$133,848	47%
Hospital Benefit Zone	\$10,000	11%	\$30,000	11%
Miscellaneous	\$16,882	18%	\$60,922	22%
Transfers In	\$9,000	10%	\$33,400	11%
Other – New Debt	\$22,500	24%	\$22,500	9%
Totals	\$93,072	100.0%	\$280,670	100.00%

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Table 12-9. Gig Harbor Transportation Revenue Forecast 2015 to 2030

Funding Source	Description	Revenue Forecast			
		Short Range 2015 - 2020	%	Long Range 2015 - 2030	%
<i>Street Operating Fund - Unrestricted</i>					
Licenses & Permits	Right of way encroachment permit fees	\$ 100,000	1%	\$ 340,000	1%
Intergovernmental Revenue	City Share of motor vehicle fuel tax (MVFT)	\$ 1,042,000	8%	\$ 3,731,000	8%
Charges for Services	Fees for services rendered by transportation operations staff including plan review and construction inspection	\$ 791,000	6%	\$ 2,816,000	6%
Miscellaneous	Other sources of unrestricted revenue	\$ 28,000	0%	\$ 98,000	0%
Transfers/Other	Transfers to support transportation operations, maintenance and administration	\$ 10,901,000	85%	\$ 40,305,000	85%
TOTAL - Street Operating		\$ 12,862,000	100%	\$ 47,290,000	100%
<i>Street Capital Fund - Restricted</i>					
Intergovernmental Revenue *	Grants	\$ 5,250,000	8%	\$ 15,250,000	12%
Hospital Benefit Zone **	Restricted Revenue - excess sales tax earned within zone used for qualified projects within zone	\$ 6,000,000	9%	\$ 16,000,000	13%
Miscellaneous***	Transportation Impact fees, SEPA Mitigation fees, developer contributions, interest	\$ 2,135,000	3%	\$ 7,761,000	6%
Transfers In	Transfers to support capital projects	\$ 2,160,000	4%	\$ 7,753,000	6%
Other - New Debt, other new funding sources	Bonds, Low Interest Loans, Possible Transportation Benefit District	\$ 49,311,000	76%	\$ 78,696,000	63%
TOTAL - Street Capital		\$ 64,856,000	100%	\$ 125,460,000	100%

* Includes grants and direct appropriations

** Out of \$2 million per year for total revenue from source, assumes 50% for street capital projects

*** Includes estimated 10% increase in transportation impact fee amounts due to planned TIF update in 2015

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Table 12-10

Funding Sources by Forecast Category

Nature of Funding	Category of Funding	Types of Funding Sources Included
Unrestricted Street Fund	Taxes	Property taxes
	Licenses & Permits	Engineering Plan Review and Construction Inspection Permit Fees, ROW Encroachment Permit Fees
	Intergovernmental Revenue	City share of motor vehicle fuel tax (MVFT)
	Charges for Services	Payments for services rendered by transportation operations staff.
	Miscellaneous	Other sources of unrestricted revenue
	Transfers/Other	Transfers to support transportation operations, maintenance and administration
Restricted Street Fund – Capital	Intergovernmental Revenue	Grants
	Hospital Benefit Zone	“Excess” sales and use tax used to finance bonded transportation improvements
	Miscellaneous	Transportation Impact fees, SEPA Mitigation fees, Developer Contributions
	Transfers In	Transfers to support capital projects
Other	Other – New Debt	Bonds are typically issued for capital improvements. Using debt to fund operation is comparable to using a credit card to pay for the household groceries – an generally recognized ill advised action

Capital Costs for Recommended Improvements

As discussed previously, there are several capacity related improvements within the Gig Harbor UGA needed to achieve adequate levels of service by 2014 ~~2020~~. Some of these projects have already been identified by the City in its Transportation Impact Fee Program Update, dated March 2007. Others have since been identified and added to the list.

There are several capacity related improvements within the Gig Harbor Planning Area that are necessary to achieve adequate levels of service. Table 12-11 identifies the capacity-related improvements that will be necessary to meet level of service standards for the Short Range Forecast (2015 -2020). Additional capacity-related improvements will be necessary to meet level of service standards for the Long Range Forecast (2015-2030).

The capacity-related improvements identified in **Table 12-11 10** will be necessary to meet GMA level of service standards in ~~2014-2020~~.

Table 12-11-10. Capacity Projects Short Range Transportation Projects Program

TIP #	Description	Estimated Cost
1	SR-16/Borgen Blvd	\$11,000,000
2	50 th St Ct NW Improvements	1,600,000
3	Harbor Hill/Borgen Intersection Improvements	704,000
4	Rosedale/Stinson Intersection Improvements	275,000
5	38 th Ave Improvements Phase 1	9,790,000
6	Harbor Hill Drive Extension	1,000,000
7	Burnham Dr Phase 1	1,000,000
8	Soundview/Hunt Intersection Improvements	660,000
9	38 th Ave Improvements Phase 2	4,848,000
10	Skansie Ave Improvements	9,460,000
11	Hunt St (engineering only)	480,000
12	Hunt St Undercrossing	6,160,000
13	Olympic/Fosdick Intersection Improvements	440,000
14	Wollochet Dr Improvements	660,000
15	Harborview/N Harborview Intersection Improvements	1,650,000
16	SR-16/Olympic Dr. Intersection Improvements	825,000
17	Burnham Dr/Harbor Hill	2,200,000
18	Rosedale St./ Skansie Avenue Intersection	275,000
29	Pt. Fosdick/56 th Improvements	4,000,000
Total Costs	(Capacity projects only)	\$56,028,000

TIP #	Description	Estimated Cost
2	Harbor Hill Dr Extension	\$1,300,000
3	Burnham Dr/ Harbor Hill Dr Intersection Improvements	\$2,860,000
4	50 th St Ct Improvements	\$2,080,000

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5	<u>Rosedale Dr / Stinson Ave Intersection Improvements</u>	<u>\$358,000</u>
6	<u>38th Ave Improvements, Phase 1</u>	<u>\$2,047,000</u>
7	<u>Burnham Dr Improvements, Phase 1</u>	<u>\$11,570,000</u>
9	<u>Soundview / Hunt Intersection Improvements</u>	<u>\$858,000</u>
10	<u>Wollochet Dr Improvements</u>	<u>\$858,000</u>
11	<u>SR 16 / Olympic Dr Intersection Improvements</u>	<u>\$1,395,000</u>
12	<u>Rosedale St / Skansie Ave Intersection Improvements</u>	<u>\$358,000</u>
13	<u>38th Ave Improvements, Phase 2</u>	<u>\$6,864,000</u>
14	<u>Skansie Ave Improvements</u>	<u>\$12,298,000</u>
15	<u>SR 16 / Burnham interchange</u>	<u>\$100,000</u>
16	<u>Harbor Hill / Borgen Blvd Intersection Improvements</u>	<u>\$915,000</u>
19	<u>Wagner Way Traffic Signal</u>	<u>\$390,000</u>
20	<u>Grandview St Improvements Phase 1</u>	<u>\$650,000</u>
21	<u>Grandview St Improvements Phase 2</u>	<u>\$1,118,000</u>
22	<u>Hunt Street Undercrossing</u>	<u>\$10,397,000</u>
23	<u>Burnham Dr / SR 16 overcrossing restriping</u>	<u>\$100,000</u>
24	<u>Pedestrian Bridge over SR 16 north of Burnham Dr</u>	<u>\$2,000,000</u>
25	<u>Harborview Dr / Stinson Ave Intersection Improvements</u>	<u>\$858,000</u>
26	<u>Harborview Dr / Pioneer Way Intersection Improvements</u>	<u>\$100,000</u>
27	<u>Hunt St / 38th Ave NW Intersection Improvements</u>	<u>\$1,500,000</u>
28	<u>Olympic Dr / Point Fosdick Dr Intersection Improvements</u>	<u>Funded by developer</u>
Total Costs	(Capacity projects only)	\$60,974,000

Summary of Costs and Revenues

Based on the revenues and costs listed above, the proposed transportation element improvements are affordable within the City’s expected revenues for transportation capital costs. **Table 12-12** summarizes costs and revenues for the six and twenty year periods analyzed in the transportation element. It is important to note that the revenues portrayed include the proceeds of additional debt issues for the six year improvement timeframe. This is based upon a City assumption that additional debt will be necessary to fully fund the transportation improvement program. The new debt is assumed to be bond debt issued over 20 years at 4.5% interest. However, it should also be noted that the City has not made any assumptions related to grant funding or other low interest

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loans such as from Federal or State programs. The City has traditionally been able to tap these sources, and continuing to do so would reduce the need for new bond issues which similarly could produce more favorable terms for the City’s transportation program.

The proposed improvements over the next 20 years total \$190,316,000. Proposed improvements and expected revenues are therefore balanced as shown in the **Table 12-11** below.

Based on the revenues and costs listed above, the proposed transportation element improvements are affordable within the City’s expected revenues for transportation capital costs. **Table 12-11** summarizes costs and revenues for the short and long range forecasts analyzed in the transportation element. It is important to note that the revenues portrayed include the proceeds of additional debt issues. This is based upon an assumption that additional debt will be necessary to fully fund the transportation improvement program. The new debt is assumed to be bond debt issued over 20 years at 4.5% interest. However, it should also be noted that the City has not made any assumptions related to grant funding or other low interest loans such as from Federal or State programs. The City has traditionally been able to tap these sources, and continuing to do so would reduce the need for new bond issues which similarly could produce more favorable terms for the City’s transportation program.

The proposed Transportation Capital Facilities Plan, including both short and long range improvement lists, is estimated to cost \$190,316,000. Proposed improvements and expected revenues are therefore balanced as shown in the Table 12-11 below.

Table 12-1211- Summary of capital costs and revenues

Category	Six-year 2009-2014	Percent of Revenues	Twenty-year 2009-2027	Percent of Revenues
Projected Revenues	\$93,072,153	100.0%	\$280,670,990	100%
predictable sources	\$70,572,153	75%	\$258,170,990	92%
debt source	\$22,500,000	25%	\$22,500,000	8%
Projected Expenditures	\$91,363,854	100%	\$230,534,765	100%

Category	Short Range 2015-2020	Percent of Revenues	Long Range 2015-2030	Percent of Revenues
Projected Revenues	\$64,856,000	100.0%	\$125,460,000	100%
predictable sources	\$15,545,000	24%	\$46,764,000	37%
debt source	\$49,311,000	76%	\$78,696,000	63%
Projected Expenditures	\$64,856,000	100%	\$125,460,000	100%

It should be noted that in the 20 year planning period, revenues exceed expenses by almost the amount of new debt anticipated during the 6 year planning period. This is due to a very intensive 6-year transportation improvement program which does not remain at the same intensity level

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~~from the 7 to 20 year planning horizon. The surplus of revenue could be used to retire the new debt early or to fund unanticipated transportation improvement projects.~~

The proposed financial strategy relies upon a conservative assumption for state and federal grants and an assumption that additional city debt may be necessary to balance the plan financially. If state and federal grant availability increases over the planning period the reliance on future debt financing will be reduced.

SECTION 7. GOALS AND POLICIES

The transportation goals contained in this element are:

- ~~• Create an Effective Road and Sidewalk Network.~~
- ~~• Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency.~~
- ~~• Design and Construction Standards~~
- ~~• Level of Service Standards~~
- ~~• Air Quality~~

GOAL 12.1: CREATE AN EFFECTIVE MULTI-MODAL STREET NETWORK

GOAL 12.2: MODAL BALANCE

GOAL 12.3: DESIGN AND CONSTRUCTION STANDARDS

GOAL 12.4: LEVEL OF SERVICE STANDARDS

GOAL 12.5: AIR QUALITY

GOAL 12.6: SUSTAINABLE TRANSPORTATION

GOAL 12.7: SUPPORT CENTERS AND COMPACT COMMUNITIES

GOAL 12.1: CREATE AN EFFECTIVE ROAD AND SIDEWALK MULTI-MODAL STREET NETWORK.

The City of Gig Harbor shall plan for an effective road network system.

Policy 12.1.1 Complete development of the multi-modal arterial street ~~road~~ grid serving the ~~planning area~~ the city.

Policy 12.1.2 Develop a trans-highway connector across SR-16 at Hunt Street.

Policy 12.1.3 Maintain ~~Establish~~ a functional classification system which defines each ~~road's~~ streets principal purpose and protects the ~~streets~~ road's viability.

Policy 12.1.4 Develop an arterial and collector street system which collects and distributes area traffic to SR-16.

Policy 12.1.5 Define a hierarchy of local, collector, and arterial-collector road streets system which provides methods for ~~transversing~~ connecting and traversing the neighborhoods, districts and other places within the area without overly congesting or depending on the arterial street system or any single intersection.

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- Policy 12.1.6 Establish appropriate effective right-of-way widths, pavement widths, shoulder requirements, bicycle accommodations, curb-gutter-sidewalk standards for major arterials, collectors and local streets.
- Policy 12.1.7 Improve collector ~~roads~~ streets in the planning area to provide adequate capacity for present and future projected traffic loads, pedestrian and bicyclist activities.
- Policy 12.1.8 Work with ~~downtown~~ the Harbor property owners to determine an effective parking plan, which increases ~~on-street~~ parking.
- Policy 12.1.9 Provide planning and design assistance in establishing a local parking improvement district for the ~~downtown area~~ Harbor.
- Policy 12.1.10 Enhance walkability in the ~~downtown area~~ Harbor ~~the city~~ through sidewalk widening and improved sidewalk connections.
A. ~~Provide for a pedestrian connection between Harborview Drive and Judson Street. The connection could be designed as a shared vehicular and pedestrian path with emphasis on pedestrian safety.~~
- Policy 12.1.11 Increase pedestrian enjoyment of the Harbor and other centers of local importance in the city ~~downtown area~~ through beautification and preservation activities.
- Policy 12.1.12 Improve existing sidewalk, street, and intersection conditions in the ~~downtown area~~ city to increase pedestrian, bicycle, and vehicular safety.
- Policy 12.1.13 Encourage additional pedestrian, bicycle, or shared vehicular, bicycle, and pedestrian connections in the ~~harbor area~~ city as development and redevelopment occurs to increase the ease of access and create useful and well-designed public ways.

GOAL 12.2: MODAL BALANCE

Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency.

- Policy 12.2.1 Work with Pierce Transit to satisfy local travel needs within the planning area, particularly between residential areas, the downtown and major commercial areas along SR-16.
- Policy 12.2.2 Work with Pierce Transit to locate Pierce Transit Park and Ride lots in areas which are accessible to transit routes and local residential collectors, but which do not unnecessarily congest major collectors or arterial roads or SR-16 interchanges.
- Policy 12.2.3 Establish a multipurpose trails plan which provides designated routes for pedestrians and bicyclists.
- ~~Policy 12.2.4 Designate routes around Gig Harbor Bay, within the Crescent and Donkey Creek corridors, from the Shoreline (north Gig Harbor) business district to Goodman school and into Gig Harbor North, from the downtown business district to Grandview Forest Park and other alignments which provide a unique environmental experience and/or viable options to single occupancy vehicles.~~
- Policy 12.2.5~~4~~ Adopt and implement a program which increases public awareness to the city's transportation demand management strategies, including non-motorized transportation and increased use of local transit. Adopted strategies include a

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Transportation Demand Management and Commuter Trip Reduction Ordinance (Gig Harbor Ordinance #669).

Policy 12.2.65 Promote transportation investments that support transit and pedestrian oriented land use patterns and provide alternatives to single-occupant automobile travel.

Policy 12.2.6 Promote non-motorized connections to the Cushman Trail to improve connectivity between the trail and parks, schools, adjacent neighborhoods, and businesses.

GOAL 12.3: DESIGN AND CONSTRUCTION STANDARDS

Establish design construction standards which provide for visually distinct roadways while providing efficient and cost effective engineering design.

Policy 12.3.1 Adopt and implement street construction standards which consider the objectives of Complete Streets and implement the goals and policies of the City of Gig Harbor Comprehensive Plan Design Element and the City Design Guidelines.

Policy 12.3.2 Identify and classify ~~major or significant~~ all arterials per FHWA recommend practice to facilitate grant eligibility and long range planning.

Policy 12.3.3 Provide for an efficient storm drainage system in road design ~~which minimizes considering the width of~~ road pavement needed to achieve levels of service and utilization low impact development techniques including pervious pavements and biofiltration.

Policy 12.3.4 Implement design standards which provide, where feasible, for a pleasing aesthetic quality to streetscapes and which provide increased pedestrian safety by separating sidewalks from the street edge and adjacent hazards.

Policy 12.3.5 Give high priority to maintenance and preservation of ~~the~~ existing transportation infrastructure ~~system~~ over new construction of new transportation infrastructure.

Policy 12.3.6 Design, construct, and operate transportation infrastructure to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and location.

Policy 12.3.7 Work to increase the safety of the transportation system with appropriate design and, in the long term, support the state's goal of zero deaths and disabling injuries.

Policy 12.3.8 Work with Pierce County to require the design and construction of appropriate urban transportation improvements in the UGA's adjacent to the city.

GOAL 12.4: LEVEL OF SERVICE STANDARDS

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Policy 12.4.1 The City of Gig Harbor Level of Service Standard for intersections is LOS D, except for the following intersections identified in the ~~Downtown Strategy Harbor Area~~

- Harborview Drive/North Harborview Drive
- Harborview Drive/Pioneer Way
- Harborview Drive/Stinson Avenue
- Harborview Drive/Rosedale
- North Harborview Drive/Peacock Hill
- Harborview/Soundview

The above intersections may be allowed to operate a LOS worse than D, consistent with the vehicular, bicycle, and pedestrian objectives identified in the Harbor ~~Downtown Strategy~~ Area.

Policy 12.4.2 If funding for capacity projects falls short, the Land Use Element, LOS, and funding sources will be re-evaluated. Impact fees should be used to the extent possible under GMA to fund capacity project costs. Alternative revenue sources and/or LOS modifications should be considered before land use density changes are considered.

Policy 12.4.3 Level of service E will be acceptable at the SR 16 westbound ramp terminal roundabout intersection on Burnham Drive, provided that: (a) the acceptable delay at LOS E shall not exceed 80 seconds per vehicle as calculated per customary traffic engineering methods acceptable to the city engineer; and (b) this policy shall cease to have effect if a capital improvement project is added to the Transportation Improvement Program and is found by the City to be foreseeably completed within six years and to add sufficient capacity to the interchange and adjacent intersections so as to achieve a level of service of D or better upon its completion including the impacts of all then-approved developments that will add travel demand to the affected intersections.

Policy 12.4.4 When a proposed development would degrade the ~~a roadway or intersection~~ LOS below the adopted threshold on a state highway, ~~the roadway or intersection shall be considered deficient to support the development and~~ traffic impact mitigation shall be required based on the recommendation of the City Engineer and consistent with the Washington State Highway System Plan Appendix G: Development Impacts Assessment.

Policy 12.4.5 The City shall maintain a current traffic model to facilitate the preparation of annual capacity reports and concurrency reviews.

GOAL 12.5: AIR QUALITY

The City should implement programs that help to meet and maintain federal and state clean air requirements, in addition to regional air quality policies.

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City of Gig Harbor Comprehensive Plan – Transportation Element

- Policy 12.5.1 The City's transportation system should conform to the federal and state Clean Air Acts by maintaining conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of WAC 173-420.
- Policy 12.5.2 The City should work with the Puget Sound Regional Council, Washington State Department of Transportation, Pierce Transit and neighboring jurisdictions in the development of transportation control measures and other transportation and air quality programs where warranted.
- Policy 12.5.3 Encourage and support the use of electric vehicles; provide a broad range of opportunities for vehicle recharge.

GOAL 12.6: SUSTAINABLE TRANSPORTATION

The City should implement programs and construct projects that reduce harmful vehicle emissions, avoid or mitigate impacts to critical areas and wildlife, manage water quality, and provide a safe environment for people to live and travel in.

- Policy 12.6.1 Foster a system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.
- Policy 12.6.2 Support programs and projects that help to reduce Greenhouse Gas emissions consistent with state goals established in RCW 70.235.050 and RCW 70.235.060.
- Policy 12.6.3 Seek the development and implementation of transportation modes and technologies that are energy-efficient, improve system performance, and minimize negative impacts to human health.
- Policy 12.6.4 Protect the transportation system against natural and manmade disaster, develop prevention and recovery strategies, and plan for coordinated responses by using transportation-related preparedness, prevention, mitigation, response, and recovery strategies and procedures adopted in the emergency management plans and hazard mitigation plans of the County and as well as the Washington State Comprehensive Emergency Management Plan.

GOAL 12.7: SUPPORT CENTERS OF LOCAL IMPORTANCE AND NEIGHBORHOODS

The transportation system will support the city's growth strategy by focusing on connecting centers of local importance and neighborhoods with a highly efficient multimodal transportation network.

- Policy 12.7.1 Prioritize investments in transportation facilities and services in centers of local importance that support compact, pedestrian and transit oriented development.

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City of Gig Harbor Comprehensive Plan – Transportation Element

Policy 12.7.2 Promote and implement a network of local street and trail infrastructure that supports walking, bicycling, and transit use to enhance connectivity, and physical activity throughout the city while providing connections between centers of local importance and neighborhoods.

Chapter 13

CAPITAL FACILITIES

INTRODUCTION

A Capital Facilities Plan is a required element under the State Growth Management Act, Section 36.70A.070 and it addresses the financing of capital facilities in the City of Gig Harbor and the adjacent urban growth area. It represents the City and community's policy plan for the financing of public facilities over the next twenty years and it includes a six-year financing plan for capital facilities. The policies and objectives in this plan are intended to guide public decisions on the use of capital funds. They will also be used to indirectly provide general guidance on private development decisions by providing a strategy of planned public capital expenditures.

The capital facilities element specifically evaluates the city's fiscal capability to provide public facilities necessary to support the other comprehensive plan elements. The capital facilities element includes:

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

Level of Service Standards

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

Major Capital Facilities Considerations and Goals

The Capital Facilities Element is the mechanism the city uses to coordinate its physical and fiscal planning. The element is a collaboration of various disciplines and interactions of city departments including public works, planning, finance and administration. The Capital Facilities Element serves as a method to help make choices among all of the possible projects and services that are demanded of the City. It is a basic tool that can help encourage rational decision-making rather than reaction to events as they occur.

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The Capital Facilities Element promotes efficiency by requiring the local government to prioritize capital improvements for a longer period of time than the single budget year. Long range financial planning presents the opportunity to schedule capital projects so that the various steps in development logically follow one another respective to relative need, desirability and community benefit. In addition, the identification of adequate funding sources results in the prioritization of needs and allows the tradeoffs between funding sources to be evaluated explicitly. The Capital Facilities Plan will guide decision making to achieve the community goals as articulated ~~in the Vision Statement of December, 1992 throughout the Comprehensive Plan.~~

INVENTORY AND ANALYSIS

The inventory provides information useful to the planning process. It also summarizes new capital improvement projects for the existing population, new capital improvement projects necessary to accommodate the growth projected through the year 2040~~30~~ and the major repair, renovation or replacement of existing facilities.

Inventory of Existing Capital Facilities

Outside Providers

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

Fire services are provided by Pierce County Fire District #5, one fire station is located within city limits. The fire district has recently updated their Capital Facility Plan as part of the Pierce County Comprehensive Plan, adopted in July 2014. The Pierce County Fire District No.5 Capital Facility Plan 2015-2035 is hereby adopted by reference within the City of Gig Harbor's Comprehensive Plan. Copies of the plan are available for public review.

WASTEWATER SYSTEM

Existing Capital Facilities

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

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area including the Peninsula School District campus in Purdy.

Further expansions of the City's collection system were built under development agreements and as mitigation conditions of proposed development through the state environmental policy act (SEPA) process. As of ~~2009~~ 2015 the City's collection system consisted of approximately 150,000 feet of gravity sewers, 32,000 feet of sewer force mains, and ~~175~~ lift stations.

The City's wastewater treatment plant (WWTP) is located on five acres, west of Harborview Drive at its intersection with North Harborview Drive. The original WWTP was brought online to provide secondary treatment of municipal sewage in 1975. ~~The original WWTP had a design capacity of 0.45 million gallons per day (MGD) with an average organic loading of 700 lbs BOD₅/day. In 1988, the WWTP was expanded to treat 0.7 MGD and an average organic loading of 1,800 lbs BOD₅/day. The WWTP was expanded again in 1996 to treat 1.0 MGD and permitted to treat a capacity of 1.6 MGD and an average organic loading of 3,400 lbs BOD₅/day. In 2009, the City started construction of~~, Phase I of additional improvements to the WWTP to expand the treatment capacity to the permitted capacity of 1.6 MGD and completed those improvements in 2011.

Currently, the WWTP is under a Phase II expansion that will provide for a new laboratory operations building along with associated mechanical improvements that will consist of an ultra violet disinfection system for disinfection of the treated effluent prior to it being discharged into the outer narrows through a 24 inch diameter outfall pipe.

The City has also filed for renewal of its National Pollutant Discharge Elimination System (NPDES) operating capacity permit which upon completion will increase the treatment plant discharge capacity from 1.6 to 2.4 MGD, which will coincide with the completion of the Phase II improvements in 2016.

The WWTP consists of the following major components: influent flow meter, influent screens, screening press, aeration basins, blowers, secondary clarifiers, return activated sludge pumps, waste activated sludge pump, aerobic digester, digested sludge pumps, sludge dewatering centrifuge, chlorinators, chlorine contact tanks, ~~dechlorination system~~, and effluent discharge pumps. Effluent from the WWTP is piped through an 24 inch outfall that discharges into the outer Tacoma Narrows, whose diffuser section rests 19080 feet below sea level to Gig Harbor.

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

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

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Level of Service

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

~~In August 2007 the City released a statement indicating the City may not be able to grant any additional sewer CRCs until a planned expansion project at the WWTP is completed. The anticipated completion date of the planned expansion project is November 2010. At the time of completion of the Phase II improvements, the projected wastewater treatment capacity will be increased to 2.41.6 million gallons per day (MGD). The net increase of capacity compared to the previous existing capacity is 1.60.4 MGD, or approximately an additional 2,667 5,333 ERUs. Based on maximum monthly flow projections, the projected treatment capacity of 2.41.6 MGD will be adequate for the next twenty years.~~

Forecast of Future Needs

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

Future Wastewater Collection Needs

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

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

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as a lift station. Only one lift station shall be utilized in each sewer basin.

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

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

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

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

The City's Public Works Department provides continuous maintenance of the existing collection system. Future needs of the existing collection system are mostly limited to projects requiring rehabilitation of the lift stations. However, through the modeling of projected wastewater flows, no projects have been identified in the short term as necessary to increase the capacity of a gravity sewer main. Funding for the ongoing maintenance of the existing collection system, including rehabilitation of existing lift stations and replacement of existing sewer mains may be funded by utility connection fees and utility rates.

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

Future Wastewater Treatment Plant Needs

~~With the completion of both the Phase I and the Phase II improvements in combination with the completion of the outfall, the City will have adequate capacity to treat the projected wastewater flows and waste load projections for the anticipated 20 year wastewater flows and loading projections. planning horizon the City will need to increase the permitted capacity of the treatment plant. With the construction of the Phase I improvements to the WWTP scheduled to be completed in 2010, the City anticipates the need for completing the design and construction of the Phase II WWP improvements and extending the marine portion of the wastewater outfall into Colvos Passage to receive approval on an increased wastewater discharge.~~

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Reclaimed Water Investigation.

The State has identified reclaimed water as an important water resource management strategy that can offer benefits related to potable water supply, wastewater management, and environmental enhancement. The City has acknowledged the State’s acceptance and promotion of reclaimed water as being a viable and important water resource management tool through the adoption of a comprehensive plan goal for the wastewater utility to explore options to create reclaimed water. Table 13.5 identifies an annual project for the study and investigation of wastewater reuse and reclaimed water.

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

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WATER SYSTEM

Existing Capital Facilities

The City of Gig Harbor Water System, limited by its retail water service area (RWSA), is unique in that many residents within the City limits and the City’s UGA receive water service from adjacent water purveyors. Approximately 35% of the population within the City limits and City’s UGA receives water from the City, and the remainder within the City limits and City’s UGA receive water from other water purveyors or from private wells.

The City of Gig Harbor Water System was originally built in the late 1940's. Today, the City’s RWSA encompasses approximately 4.4 square miles with ~~4,927~~ 2,079 service connections serving approximately ~~4,700~~ 5,100 people. The City operates six groundwater wells that supply water to its water service customers, and has more than 37 miles of pipeline and six reservoirs located around the City. Summaries of the City’s well source supply and storage facilities are provided in Table 13.1 and Table 13.2, respectively, below. The City also provides wholesale water service to multiple customers outside the City’s RWSA, and has an emergency intertie with one purveyor.

Table 13.1 – Summary of Well Source Supply

Well No.	Location (Sec-Twnshp-Rge)	Date Drilled	Capacity (GPM)	Depth (Ft.)	Status
1	8-21N-2E	1949	120	246 <u>320</u>	Inactive
2	32-22N-2E	1962	280	116	Active
3	17-21N-2E	1978	750	745	Active
4	8-21N-2E	1988	200	399	Active
5	7-21N-2E	1990	543	705	Active
6	7-21N-2E	1991	975	566	Active
7	31-22N-2E	N/A	40	393	Inactive
8	17-21N-2E	1965	20	231	Active

Source: City of Gig Harbor Water Facilities Inventory (WFI) Report, 2008; DOE Water Right Certificates

Table 13.2 – Summary of Storage Facilities

Storage Facility	Associated with Well No.	Total Capacity (gallons)	NGVD 29 Elevation (ft)	
			Base Elevation (ft)	Overflow Elevation (ft)
East Tank	2	250,000	304	320
Harbor Heights Tank 1	4	250,000	290	320
Harbor Heights Tank 2	4	250,000	290	320
Shurgard Tank	3	590,000	339	450 <u>440</u>
Skansie Tank	5 & 6	1,000,000	338 <u>336</u>	450 <u>441</u>
Gig Harbor North Tank	None	2,300,000	301	450
Total		4,640,000		

Source: City of Gig Harbor 2009_Water System Plan, adopted 2012.

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

Level of Service

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

The City’s Water System Plan identifies the City’s current annual water rights at 10,110 ERUs and a projected water demand in ~~2018 at 7,012~~ 2024 at 6,778 ERUs. Based on annual water rights the City has capacity to serve water beyond the next six years.

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

Forecast of Future Needs

The City has used a demographics forecasting allocation model (DFAM) to forecast future population growth on undeveloped and underdeveloped parcels within the City’s RWSA. The primary input to the DFAM was a result of the City’s Buildable Lands Analysis. The resulting population growth was then correlated to the generation of water demands to provide an estimate of the water demands throughout the City’s UGA. These forecasted water demands are described further in the City’s Water System Plan.

The City has used results of the DFAM and water system modeling to analyze future demands and the resulting impacts to the City’s water supply, distribution system, and storage.

The City’s planned water supply meets the short-term projected demands. However, it is the City’s goal to meet the maximum day water demand with the largest source out of service. This increases the City’s reliability and redundancy of their water supply system. Currently the City’s water system cannot meet this goal. Therefore ~~additional sources, including up to two~~ the City is developing a new deep aquifer wells and one shallow aquifer well, are planned to meet this goal. The deep aquifer wells is identified as Well 11, located adjacent to the City Maintenance Facility, and should ~~may~~ produce up to 1,000 acre-ft per year and 1,000 gallons per minute, each ~~and are denoted as Well No. 9 (adjacent to the Gig Harbor North reservoir), Well 11, (location~~

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~~undetermined)~~ This redundant well is part of the City's robust water distribution system-is generally strong. The ~~strong~~ water system is also robust, in part, due to the replacement of undersized pipes and the replacement of older asbestos cement (AC) water mains. As a result the programming is continued for systematic replacement of undersized pipes to meet minimum fire flows and replacing older AC water mains with either ductile iron pipe or polyvinyl chloride (PVC) pipe.

Forecast of Future Needs

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

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PARKS, RECREATION & OPEN SPACE FACILITIES

Existing Facilities

The City of Gig Harbor owns ~~1835~~ parks ranging in size from ~~0.10-06~~ of an acre to ~~17.7420~~ acres. Included in that total are four designated trails that range from 0.2 of a mile to ~~4-6~~ miles in length. Park profiles on each city park facility are included in the 2010 Park Recreation and Open Space Plan as Appendix A to that plan.

The Gig Harbor park classification system includes: neighborhood parks, waterfront parks, natural parks and trails. Open spaces are designated as open space properties, undeveloped park lands, or other properties. Table 13.3 documents the City's existing park facilities.

Neighborhood Parks are developed for both passive and active recreation, and are accessible by walking, biking, or driving. They have support facilities such as restrooms and parking. These parks may typically include athletic fields, sports courts, trails, playgrounds, open space and picnicking facilities. ~~Gig Harbor has three neighborhood parks totaling 21.91 acres. City Park at Crescent Creek, Kenneth Leo Marvin Veterans Memorial Park, and the Civic Center are all designated as Neighborhood Parks.~~

Waterfront Parks are located on the shoreline and generally provide a mix of water related uses and forms of access to the shoreline. These parks typically include historic structures or uses that are planned for preservation in keeping with the City's maritime heritage. The City actively works to balance uses within these parks to provide a mix of recreation opportunities, historic preservation, and community gathering spaces. ~~Gig Harbor has six waterfront parks totaling 7.69 acres. Austin Estuary, Bogue Viewing Platform, Eddon Boat Park, Old Ferry Landing (Harborview Drive Street End), Jerisich Dock, and Skansie Brothers Park are all designated as Waterfront Parks.~~

Natural Parks preserve critical areas, urban forests and historic sites for future generations and include low impact recreational uses. Such sites are often developed with ancillary uses that are compatible with or support the primary preservation of the sites key features, such as the garden program located at Wilkinson Farm Park or the hatchery program located at Donkey Creek Park. ~~Gig Harbor has four natural parks totaling 39.46 acres. Adam Tallman Park, Donkey Creek Park, Grandview Forest Park, and Wilkinson Farm Park are all designated as Natural Parks~~

Trails include both linear trails (measured in miles) and trail support facilities (measured in acres). Trails are generally off-street transportation and recreation options either paved or unpaved that connect two points and are often located in a utility or undeveloped road right of way. While many of the City's parks provide access trails that loop through a park site, trails are linear in nature. The City has also designated one on-street trail, Harborview Trail, due to the importance of this corridor for recreational use and as a connector between waterfront parks. ~~Gig Harbor has four designated trails totaling 6.25 miles. Additionally these trails are served by three support facilities totaling 1.37 acres. The Cushman Trail, Finholm View Climb, Harborview Trail, and Stanich Trail are all designated trails within the City.~~

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Undeveloped Park Lands are properties acquired or owned by the City for park purposes, which have not yet been developed. These properties are anticipated to be developed into parks in the future and will be move to the appropriate classification as they are developed. ~~The City presently owns six undeveloped park lands totaling 8.03 acres.~~

Open Space Properties are natural lands set aside for preservation of significant natural resources, open space or buffering. These lands are typically characterized by critical areas such as wetlands, slopes and shorelines; significant natural vegetation, shorelines, or other environmentally sensitive areas. This classification is used for preserved lands which are not currently planned for development into parks due to physical constraints or other limitations. ~~The City of Gig Harbor has four designated open space properties totaling 25.79 acres.~~

Other Properties include lands which do not presently provide park, recreation or open space amenities but are in City ownership and possibly could be redeveloped for such uses in the future. These sites are not presently planned for redevelopment. ~~Two other properties are listed in the City’s PROS inventory totaling 0.41 acres.~~

It should be noted that this inventory includes only City of Gig Harbor parks and open spaces; the Gig Harbor Peninsula is served by a variety of park and recreation service providers, and a detailed inventory of all public facilities on the Peninsula is not included in this plan. Information taken from the County’s geographic information system indicates more than 900 acres of park, recreation and open space lands exist in public ownership on the Gig Harbor Peninsula. The City’s system represents a little over 10% of the public lands set aside on the Peninsula for park, recreation and open space uses.

Table 13.3. Existing Park Facilities

	Name of Facility	Location	Size	Park Classification	
Parks	City Park at Crescent Creek	3303 Vernhardson Street 9702 Crescent Valley Drive NW	9.79	Neighborhood	
	Kenneth Leo Marvin Veterans Memorial Park	3580 50th Street	5.57	Neighborhood	
	Civic Center (includes Greens and Skate Park)	3510 Grandview Street	6.55	Neighborhood	
	Total Neighborhood Parks			21.91	
	Austin Estuary*	4009 Harborview Drive	1.38	Waterfront	
	Bogue Viewing Platform	8803 North Harborview Drive	0.10	Waterfront	
	Eddon Boat Park	3805 Harborview Drive	2.89	Waterfront	
	Jerisich Dock	3211 Harborview Drive	0.56	Waterfront	
	Maritime Pier	3303 Harborview Drive	0.72	Waterfront	
	Old Ferry Landing (Harborview Street End)	2700 Harborview Drive	0.17	Waterfront	
	Skansie Brothers Park	3207 Harborview Drive	2.59	Waterfront	
	Total Waterfront Parks			7.698.41	
	Adam Tallman Park	6626 Wagner Way	11.84	Natural	
	Donkey Creek Park	8714 North Harborview Drive	1.30	Natural	
	Grandview Forest Park	3488 Grandview Street	8.58	Natural	

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	Wilkinson Farm Park	4118 Rosedale Street NW	17.74	Natural
	Total Natural Parks			39.46
	Cushman Trail		46 miles	Trail
	Trailhead at Borgen Blvd	5280 Borgen Blvd	0.18 acres	Trail
	Trailhead at Grandview	3908 Grandview	0.45 acres	Trail
	Trailhead at Hollycroft	2626 Hollycroft Street	0.60 acres	Trail
	Finholm View Climb	8826 North Harborview Drive (bottom) 8917 Franklin Avenue (top)	0.05 miles 0.32 acres	Trail
	Harborview Trail	Harborview and North Harborview Streets	2 miles	Trail
	Stanich Trail	Undeveloped portion of Erickson Street	0.2 miles	Trail
	Total Trails (by area)			1,371.55
	Total Trails (by length)			68.25
	Total Parks			70,4371.33
Other Properties	Cushman Trailhead at Borgen	5280 Borgen (not yet constructed)	0.18	Undeveloped
	Ancich Waterfront Park	3555 Harborview Drive	0.76	Undeveloped
	BB-16 Mitigation bonus site	WEST of Burnham interchange	0.45	Undeveloped
	Harbor Hill Park	10310 Harbor Hill Drive	7.07	Undeveloped
	Museum (Donkey Creek) Easement	Harbor History Museum shoreline area	0.43	Undeveloped
	Old Burnham Properties	11722 Burnham Drive	20.3	Undeveloped
	Rushmore Park (outside City Limits)	In Plat of Rushmore	1.07	Undeveloped
	Wheeler Street End	Wheeler Ave at Gig Harbor Bay (undeveloped)	0.08	Undeveloped
	Woodworth/Ringold Water Tank Site	3800 Block Ringold St	0.06	Undeveloped
	WWTP Park/Open Space	4212 Harborview Drive	5.82	Undeveloped
	Total Undeveloped Park Lands			8,0336.04
	Austin Estuary Tidelands	4009 Harborview Drive	7.07	Open Space
	BB-16 Wetland Mitigation Site	SE corner of Burnham and Borgen	10.49	Open Space
	Harbor Hill Open Space	Gig Harbor North Area	8.09	Open Space
	Old Ferry Landing (adjacent bluff)	Adjacent South of to Old Ferry Landing	0.14	Open Space
	Total Open Space			25.79
	Bogue Visitors Center	3125 Judson Street	0.15	Other
Soundview Street End	End of Soundview	0.26	Other	
Total Other Uses			0.415	
Total Other Properties			34,2261.98	

* Austin Estuary tidelands are included under open space

TOTAL PARK RECREATION AND OPEN SPACE LANDS 104,65133.31

Level of Service

The City established levels of service for the park system in Ordinance # 1191, 2010 Park,

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Recreation and Open Space Plan (2010 Park Plan) to maintain and improve upon existing levels of service (ELOS). Planned levels of service (PLOS) were established for each category of park, and for the system as a whole to assure a variety of recreation opportunities will be available as the City grows. The level of service standards adopted by the City for the park system are expressed as the number of acres (or miles) per 1000 residents for a particular classification of park. Table 13.4 documents existing levels of service (ELOS) and proposed levels of service (PLOS).

Forecast of Future Needs

The Park Plan utilized levels of service based on the total City population and considered both current and projected levels of service based on anticipated population growth. The population projection, used in this section, reflects the City’s most recent population allocation of 10,500 residents in the year 2030. This population projection reflects the slowdown in growth that has occurred since 2008 and reflects a change in regional population allocations designed to locate future housing near employment centers. The 2030 population allocation in combination with the PLOS allows the City to calculate the amount of park land needed to achieve the planned service level (Table 13.4).

Table 13.4 Existing and Proposed Level of Service Standards

Park Type	Existing Acres	2010 Existing Level of Service	2030 Planned Level of Service ²	2030 Additional Area Needed
Neighborhood Parks	21.91	2.91	5.00	30.59
Waterfront Parks	7.69 8.41	1.02	1.00	2.81 0.9
Natural Parks	39.46	5.25	5.25	15.66
Total Parks	70.43 69.78 ¹	9.36	12.00 11.25	55.57 48.35
Trails (in miles)	86.25	0.83	1.17	64.04

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

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

Future needs for park, recreation and open spaces are also tied to achieving the expressed desires of this community. In the 2010 Park Plan update process several, key themes emerged which guided the creation of the acquisition and development plan. Key themes included trail development, expanding partnerships to leverage City funds, pursuing the acquisition of additional land in developing areas, and improving public access to natural features.

To meet the future demand the City plans for park improvements include both land acquisitions and development projects within existing parks or undeveloped lands. Specific facility improvements required to accommodate the upcoming six-year planning period are listed in Table 13.5.

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STORMWATER SYSTEM

Existing Facilities

The Puget Sound and in particular Gig Harbor, Henderson Bay, and Wollochet Bay are the receiving water bodies of the City of Gig Harbor's storm system. The storm system consists of catch basins, pipe, drainage ditches, natural streams such as Donkey Creek and McCormick Creek, wetlands, ponds, and stormwater detention and water quality facilities. The Operations and Maintenance Department is responsible for approximately ~~30~~ 46 stormwater ponds, of which 34 are private and 12 are public, ~~1,650~~ 2,117 catch basins, ~~142~~ miles of drainage ditches, 7 bio swales, 17 stormwater detention vaults and tanks, 2 rain gardens, 9 stormwater vaults and over ~~41~~ 33 miles of storm pipe. Annually these numbers will increase as development continues to occur, CIP projects are constructed and new areas are annexed by the City. With the approximately 45 miles of pipe and drainage ditches discharging to the receiving waters of the Puget Sound, which is habitat to various fish and wildlife such as Chinook, coho, steelhead, bald eagles and herons. It is important to protect and improve the water quality of the various water bodies in the City.

The objective of the City's stormwater operation and maintenance program is to assure that all the elements of the stormwater system are functioning properly to avoid any impacts to the environment and properties. The program includes operation and maintenance of storm systems being performed by many entities, including the City's Public Works Department, homeowners association, and property management companies. Scheduled maintenance tasks and inspections are regularly performed and are essential to the program. Major system problems are avoided when defects are identified and addressed in a timely manner.

Through the Clean Water Act and other legislation at the federal level, the Washington State Department of Ecology has been delegated the authority to implement rules and regulations that meet the goals of the Clean Water Act. As part of these rules and regulations, the Department of Ecology issued the Western Washington Phase II Municipal Stormwater Permit (Permit) to the City of Gig Harbor in January 2007. The Permit authorizes the discharge of stormwater to surface waters and to ground waters of the State from Municipal Separate Storm Sewer System (MS4) owned or operated by the City of Gig Harbor. By being identified as a Permittee the City is required to satisfy many obligations during the five-year permit period. On January 1, 2010, the City adopted a new stormwater management and site development manual which was based on the Pierce County manual which is an approved Department of Ecology manual consistent with the Western Washington Phase II Municipal Stormwater Permit requirements.

The City has been proactive in satisfying the requirements of this Permit. In 2006, the City prepared a gap analysis comparing the existing City stormwater program to the Permit requirements. According to the gap analysis, public participation, City staff training and stormwater policies appear to be the areas that the City will need to focus their efforts. In 2015 and 2016 the City will be undertaking an updated gap analysis to align its policies and procedures with the new stormwater permit requirements that will be incrementally instituted over the next two years. Other obligations required by the Permit include the development of a stormwater management program and development of an enforceable mechanism, such as an

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ordinance, controlling runoff from development and construction sites, including adoption of a new stormwater technical manual. The City's stormwater management program along with the City's stormwater-related ordinances establishes a level of service for both public and private development projects.

The Permit requirements are being phased in over the course of the life of the permit. At the end of the permit, or sooner if required by law, the City will likely be issued a new permit with new permit requirements that are additive to the existing permit requirements.

Level of Service

In connection with the preparation of the City's Stormwater Comprehensive Plan, storm system modeling was performed at a planning level to identify system needs under future full build-out land use conditions. The City selected seven storm trunklines to be analyzed. These trunklines were selected based on known past conveyance and/or sedimentation problems and possible future system impacts due to development.

In general, the City's stormwater infrastructure is sufficient to convey stormwater runoff. And the stormwater management and development guidelines for future developments require runoff rates at developed conditions to meet runoff rates of undeveloped conditions. Therefore little to no net increase in stormwater runoff rates should occur as development continues and the level of service provided by the stormwater utility will remain adequate.

However, a list of recommended storm system capital improvement projects is identified in the Capital Improvement Plan (CIP) of the Stormwater Comprehensive Plan. In March 2008 the City initiated a Stormwater General Facility Charge for funding these stormwater CIP projects.

The types of improvements identified and the implementation scheduled provided in the Stormwater Comprehensive Plan primarily include NPDES Phase 2 permitting requirements, maintenance projects, and habitat projects. Storm system and habitat improvement projects identified in the CIP are based on the Staff's knowledge of the service area, past studies and the hydrologic/hydraulic system analysis.

Forecast of Future Needs

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

CAPITAL FACILITIES PROGRAM

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

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The Capital Facilities Program works in concert generally with the land-use element. In essence, the land use plan establishes the "community vision" while the capital facilities plan provides for the essential resources to attain that vision. An important linkage exists between the capital facilities plan, land-use and transportation elements of the plan. A variation (change) in one element (i.e. a change in land use or housing density) would significantly affect the other plan elements, particularly the capital facilities plan. It is this dynamic linkage that requires all elements of the plan to be internally consistent. Internal consistency of the plan's elements imparts a degree of control (checks and balances) for the successful implementation of the Comprehensive Plan. This is the concurrence mechanism that makes the plan work as intended.

The first two years of the Capital Facilities Program will be converted to the annual capital budget, while the remaining four ~~five~~ year program will provide long-term planning. It is important to note that only the expenditures and appropriations in the annual budget are binding financial commitments. Projections for the remaining four ~~five~~ years are not binding and the capital projects recommended for future development may be altered or not developed due to cost or changed conditions and circumstances.

Definition of Capital Improvement

The Capital Facilities Element is concerned with needed improvements which are of relatively large scale, are generally non-recurring high cost and which may require financing over several years. The list of improvements is limited to major components in order to analyze development trends and impacts at a level of detail which is both manageable and reasonably accurate.

Smaller scale improvements of less than \$25,000 are addressed in the annual budget as they occur over time. For the purposes of capital facility planning, capital improvements are major projects, activities or maintenance, costing over \$25,000 and requiring the expenditure of public funds over and above annual operating expenses. They have a useful life of over ten years and result in an addition to the city's fixed assets and/or extend the life of the existing infrastructure. Capital improvements do not include items such as equipment or "rolling stock" or projects, activities or maintenance which cost less than \$25,000 or which regularly are not part of capital improvements.

Capital improvements may include the design, engineering, permitting and the environmental analysis of a capital project. Land acquisition, construction, major maintenance, site improvements, energy conservation projects, landscaping, initial furnishings and equipment may also be included.

Capital Facilities Needs Projections

The City Departments of Public Works, Planning, Building and Fire Safety, Finance and Administration have identified various capital improvements and projects based upon recent surveys and planning programs authorized by the Gig Harbor City Council. Suggested revenue sources were also considered and compiled.

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Currently, ~~seven~~ functional plans have been completed:

- City of Gig Harbor Water System Plan (April 2009, adopted 2012), as may later be amended by resolution.
- City of Gig Harbor Wastewater Comprehensive Plan (November 2009), as may later be amended by resolution.
- City of Gig Harbor Wastewater Treatment Plan Improvements Engineering Report (April 2003)
- City of Gig Harbor Phase I Wastewater Treatment Plan Improvements Technical Memorandum (August 2007)
- City of Gig Harbor Stormwater Comprehensive Plan (October 2009), as may later be amended by resolution.
- City of Gig Harbor Phase II Wastewater Treatment Plant Improvements Engineering Report, May 2010.
- The City of Gig Harbor 2010 Park, Recreation, & Open Space Plan (adopted June 2010)

All the plans identify current system configurations and capacities and proposed financing for improvements, and provide the technical information needed to develop the capital facility project lists for this Comprehensive Plan.

Prioritization of Projected Needs

The identified capital improvement needs listed were developed by the City ~~Engineer~~ ~~Community Development Director~~, Finance Director, and the City Administrator. The following criteria were applied informally in developing the final listing of proposed projects:

Economics

- Potential for Financing
- Impact on Future Operating Budgets
- Benefit to Economy and Tax Base

Service Consideration

- Safety, Health and Welfare
- Environmental Impact
- Effect on Service Quality

Feasibility

- Legal Mandates
- Citizen Support
- 1992 Community Vision Survey

Consistency

- Goals and Objectives in Other Elements

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- Linkage to Other Planned Projects
- Plans of Other Jurisdictions

Cost Estimates for Projected Needs

The majority of the cost estimates in this element are presented as future 2009 dollars and were derived from various federal and state documents, published cost estimates, records of past expenditures and information from various private contractors.

FUTURE NEEDS AND ALTERNATIVES

The Capital Facility Plan for the City of Gig Harbor is developed based upon the following analysis:

- Current Revenue Sources
- Financial Resources
- Capital Facilities Policies
- Method for Addressing Shortfalls

Current Revenue Sources

The major sources of revenue for the City’s major funds are as follows:

Fund	Source	Projected (2015-2016)
General Fund	Sales tax	\$4,554,000 <u>11,607,000</u>
	Utility tax	\$1,309,000 <u>2,858,000</u>
	Property tax	\$1,798,000 <u>4,657,000</u>
Street Fund- Operations	Property tax	\$0
Water Operating Fund	Customer charges	\$1,192,000 <u>3,691,000</u>
Sewer Operating Fund	Customer charges	\$3,201,000 <u>9,535,000</u>
Storm Drainage Fund	Customer charges	\$717,000 <u>2,583,000</u>

Financial Resources

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

- Debt Financing
- Local Levies
- Local Non-Levy Financing

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- State Grants and Loans
- Federal Grants and Loans

Debt Financing Method

Short-Term Borrowing: Utilization of short-term financing through local banks is a means to finance the high-cost of capital improvements.

Revenue Bonds: Bonds can be financed directly by those benefiting from the capital improvement. Revenue obtained from these bonds is used to finance publicly-owned facilities, such as new or expanded water systems or improvement to the waste water treatment facility. The debt is retired using charges collected from the users of these facilities. In this respect, the capital project is self supporting. Interest rates tend to be higher than for general obligation bonds and the issuance of the bonds may be approved by voter referendum.

General Obligation Bonds: These are bonds which are backed by the full faith and credit of the city. Voter-approved bonds increase property tax rate and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues. Revenue may be used for new capital facilities or maintenance and operations at an existing facility. These bonds should be used for projects that benefit the City as a whole.

Local Multi-Purpose Levies

Ad Valorem Property Taxes: The tax rate is in mills (1/10 cent per dollar of taxable value). The maximum rate is \$1.60 per \$1,000 assessed valuation. In 2010, the City's tax rate is \$0.9274 per \$1,000 assessed valuation. The City is prohibited from raising its levy more than one percent. A temporary or permanent excess levy may be assessed with voter approval. Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

Business and Occupation (B and O) Tax: This is a tax of no more that 0.2% of the gross value of business activity on the gross or net income of a business. Assessment increases require voter approval. The City does not currently use a B and O tax. Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

Local Option Sales Tax: The city has levied the maximum of tax of 1%. Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

Utility Tax: This is a tax on the gross receipts of electric, gas, telephone, cable TV, water/sewer, and stormwater utilities. Local discretion up to 6% of gross receipts with voter approval required for an increase above this maximum. Revenue may be used for new capital facilities or maintenance and operation of existing facilities. The city currently levies a 5% utility tax.

Real Estate Excise Tax: The real estate excise tax is levied on all sales of real estate, measured by the full selling price. In addition to the state rate of 1.28 percent, a locally-imposed tax is also authorized. The city may levy a quarter percent tax and additional quarter percent tax. These

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funds may only be used to finance eligible capital facilities.

Local Single-Purpose Levies

Motor Vehicle Fuel Tax – “Gas Tax”: The state currently levies a tax of 37.5 cents per gallon on motor vehicle fuel under RCW 82.36.025(1) through (6) and on special fuel (diesel) under RCW 82.38.030(1) through (6). Cities receive 10.6961 percent of the 23 cents per gallon tax levied under RCW 82.36.025(1). These funds are distributed monthly on a per capita basis and are to be placed in a city street fund to be spent for street construction, maintenance or repair.

Local Option Motor Vehicle Fuel Excise Tax: Upon a vote of the people, a local option gas tax can be levied countywide at a rate equal to 10 percent of the state rate. Since the state rate is 37.5 cents per gallon, 10 percent currently would be 3.75 cents per gallon. The tax may be implemented only on the first day of January, April, July, or October and expenditure of these funds is limited solely to transportation purposes.

Local Option Commercial Parking Tax: This tax may be levied by a city within its boundaries and by a county in the unincorporated areas. There is no limit on the tax rate and many ways of assessing the tax are allowed. If the city chooses to levy it on parking businesses, it can tax gross proceeds or charge a fixed fee per stall. If the tax is assessed on the driver of a car, the tax rate can be a flat fee or a percentage amount. Rates can vary by any reasonable factor, including location of the facility, time of entry and exit, duration of parking, and type or use of vehicle. The parking business operator is responsible for collecting the tax and remitting it to the city, which must administer it. This tax is subject to a voter referendum. At the present time, Bainbridge Island, Bremerton, Mukilteo, SeaTac, and Tukwila are the only cities that we know are levying this tax. Expenditure of these funds is limited solely to transportation purposes.

Transportation Benefit Districts: Cities, along with counties, may form transportation benefit districts to acquire, construct, improve, provide, and fund transportation improvements in the district that is consistent with any existing state, regional, and local transportation plans and necessitated by existing or reasonably foreseeable congestion levels. The area may include other cities and counties, as well as port and transit districts through interlocal agreements.

Any city passing on ordinance to form a transportation benefit district must also identify revenue options for financing improvements in the district. A district that has coterminous boundaries with a city may levy a \$20 per vehicle license fee or impose transportation impact fees on commercial or industrial buildings, both without voter approval. A credit must be provided for any transportation impact fee on commercial or industrial buildings that the city has already imposed. Similarly, any district that imposes a fee that, in combination with another district's fee, totals more than \$20, must provide a credit for the previously levied fee.

Voter-approved revenue options include a license fee of up to \$100 per vehicle and a 0.2 percent sales tax. Like many other special districts, transportation benefit districts may levy a one-year O&M levy under RCW 84.52.052 and do an excess levy for capital purposes under RCW 85.52.056. The funds must be spent on transportation improvements as set forth in the district's plan.

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Local Non-Levy Financing Mechanisms

Reserve Funds: Revenue that is accumulated in advance and earmarked for capital improvements. Sources of the funds can be surplus revenues, funds in depreciation revenues, or funds resulting from the sale of capital assets.

Fines, Forfeitures and Charges for Services: This includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, property appraisal fees, fines, forfeitures, licenses, permits, income received as interest from various funds, sale of public property, rental income and private contributions to the jurisdiction. Revenue from these sources may be restricted in use.

User and Program Fees: These are fees or charges for using park and recreational facilities, sewer services, water services and surface drainage facilities. Fees may be based on a measure of usage on a flat rate or on design features. Revenues may be used for new capital facilities or maintenance and operation of existing facilities.

Street Utility Charges: A fee of up to 50% of actual costs of street construction, maintenance and operations may be charged to households. Owners or occupants of residential property are charged a fee per household that cannot exceed \$2.00 per month. The fee charged to businesses is based on the number of employees and cannot exceed \$2.00 per employee per month. Both businesses and households must be charged. Revenue may be used for activities such as street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities and drainage facilities.

Special Assessment District: Special assessment districts are created to service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from the new service or facility. The districts include Local Improvement Districts, Road Improvement Districts, Utility Improvement Districts and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created.

Impact Fees: Impact fees are paid by new development based upon the development's impact to the delivery of services. Impact fees must be used for capital facilities needed by growth and not to correct current deficiencies in levels of service nor for operating expenses. These fees must be equitably allocated to the specific entities which will directly benefit from the capital improvement and the assessment levied must fairly reflect the true costs of these improvements. Impact fees may be imposed for public streets, parks, open space, recreational facilities, and school facilities.

State Grants and Loans

Public Works Trust Fund: Low interest loans to finance capital facility construction, public

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works emergency planning, and capital improvement planning. To apply for the loans the city must have a capital facilities plan in place and must be levying the original 1/4% real estate excise tax. Funds are distributed by the Department of Community Development. Loans for construction projects require matching funds generated only from local revenues or state shared entitlement revenues. Revenue may be used to finance new capital facilities, or maintenance and operations at existing facilities.

State Parks and Recreation Commission Grants: Grants for parks capital facilities acquisition and construction. They are distributed by the Parks and Recreation Commission to applicants with a 50% match requirement.

Urban Transportation Improvement Programs: The State Transportation Improvement Board offers ~~three~~ four grant programs to cities exceeding a population of 5,000. Urban Arterial Program for roadway projects which improve safety and mobility; Urban Corridor Program, for roadway projects that expand capacity; ~~and~~, Sidewalk Program for sidewalk projects that improve safety and connectivity; and, arterial preservation program that provides for street overlays.

Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU): SAFETEA-LU represents the largest surface transportation investment in our Nation's history with guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion. SAFETEA-LU supplies funds for investments needed to maintain and grow vital transportation infrastructure.

Centennial Clean Water Fund: Grants and loans for the design, acquisition, construction, and improvement of Water Pollution Control Facilities, and related activities to meet state and federal water pollution control requirements. Grants and loans distributed by the Department of Ecology with a 75%-25% matching share. Use of funds is limited to planning, design, and construction of Water Pollution Control Facilities, stormwater management, ground water protection, and related projects.

Water Pollution Control State Revolving Fund: Low interest loans and loan guarantees for water pollution control projects. Loans are distributed by the Department of Ecology. The applicant must show water quality need, have a facility plan for treatment works, and show a dedicated source of funding for repayment.

Federal Grants and Loans

Department of Health Water Systems Support: Grants for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. Grants are distributed by the state Department of Health through intergovernmental review and with a 60% local match requirement.

Capital Facility Strategies

In order to realistically project available revenues and expected expenditures on capital facilities,

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the city must consider all current policies that influence decisions about the funding mechanisms as well as policies affecting the city's obligation for public facilities. The most relevant of these are described below. These policies, along with the goals and policies articulated in the other elements were the basis for the development of various funding scenarios.

Mechanisms to Provide Capital Facilities

Increase Local Government Appropriations: The city will investigate the impact of increasing current taxing rates, and will actively seek new revenue sources. In addition, on an annual basis, the city will review the implications of the current tax system as a whole.

Use of Uncommitted Resources: The city has developed and adopted its Six-Year capital improvement schedules. With the exception of sewer facilities, however, projects have been identified on the 20-year project lists with uncommitted or unsecured resources.

Analysis of Debt Capacity: Generally, Washington state law permits a city to ensure a general obligation bonded debt equal to 3/4 of 1% of its property valuation without voter approval. By a 60% majority vote of its citizens, a city may assume an additional general obligation bonded debt of 1.7570%, bringing the total for general purposes up to 2.5% of the value of taxable property. The value of taxable property is defined by law as being equal to 100% of the value of assessed valuation. For the purpose of applying municipally-owned electric, water, or sewer service and with voter approval, a city may incur another general obligation bonded debt equal to 2.5% of the value of taxable property. With voter approval, cities may also incur an additional general obligation bonded debt equal to 2.5% of the value of taxable property for parks and open space. Thus, under state law, the maximum general obligation bonded debt which the city may incur cannot exceed 7.5% of the assessed property valuation.

Municipal revenue bonds are not subject to a limitation on the maximum amount of debt which can be incurred. These bonds have no effect on the city's tax revenues because they are repaid from revenues derived from the sale of service.

The City of Gig Harbor has used general obligation bonds and municipal revenue bonds very infrequently. Therefore, under state debt limitation, it has ample debt capacity to issue bonds for new capital improvement projects.

User Charges and Connection Fees: User charges are designed to recoup the costs of public facilities or services by charging those who benefit from such services. As a tool for affecting the pace and pattern of development, user fees may be designed to vary for the quantity and location of the service provided. Thus, charges could be greater for providing services further distances from urban areas.

Mandatory Dedications or Fees in Lieu of: The jurisdiction may require, as a condition of plat approval, that subdivision developers dedicate a certain portion of the land in the development to be used for public purposes, such as roads, parks, or schools. Dedication may be made to the

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local government or to a private group. When a subdivision is too small or because of topographical conditions a land dedication cannot reasonably be required, the jurisdiction may require the developer to pay an equivalent fee in lieu of dedication.

The provision of public services through subdivision dedications not only makes it more feasible to service the subdivision, but may make it more feasible to provide public facilities and services to adjacent areas. This tool may be used to direct growth into certain areas.

Negotiated Agreement: An agreement whereby a developer studies the impact of development and proposes mitigation for the city's approval. These agreements rely on the expertise of the developer to assess the impacts and costs of development. Such agreements are enforceable by the jurisdiction. The negotiated agreement will require lower administrative and enforcement costs than impact fees.

Impact Fees: Impact fees may be used to affect the location and timing of infill development. Infill development usually occurs in areas with excess capacity of capital facilities. If the local government chooses not to recoup the costs of capital facilities in underutilized service areas then infill development may be encouraged by the absence of impact fees on development(s) proposed within such service areas. Impact fees may be particularly useful for a small community which is facing rapid growth and whose new residents desire a higher level of service than the community has traditionally fostered and expected.

Obligation to Provide Capital Facilities

Coordination with Other Public Service Providers: Local goals and policies as described in the other comprehensive plan elements are used to guide the location and timing of development. However, many local decisions are influenced by state agencies and utilities that provide public facilities within the Urban Growth Area and the City of Gig Harbor. The planned capacity of public facilities operated by other jurisdictions must be considered when making development decisions. Coordination with other entities is essential not only for the location and timing of public services, but also in the financing of such services.

The city's plan for working with the natural gas, electric, and telecommunication providers is detailed in the Utilities Element. This plan includes policies for sharing information and a procedure for negotiating agreement for provision of new services in a timely manner.

Other public service providers such as school districts and private water providers are not addressed in the Utilities Element. However, the city's policy is to exchange information with these entities and to provide them with the assistance they need to ensure that public services are available and that the quality of the service is maintained.

Level of Service Standards: Level of service standards are an indicator of the extent or quality of service provided by a facility that are related to the operational characteristics of the facility. They are a summary of existing or desired public service conditions. The process of establishing

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level of service standards requires the city to make quality of service decisions explicit. The types of public services for which the city has adopted level of service standards will be improved to accommodate the impacts of development and maintain existing service in a timely manner with new development.

Level of service standards will influence the timing and location of development, by clarifying which locations have excess capacity that may easily support new development, and by delaying new development until it is feasible to provide the needed public facilities. In addition, to avoid over-extending public facilities, the provision of public services may be phased over time to ensure that new development and projected public revenues keep pace with public planning. The city has adopted level of service standards for six public services. These standards are to be identified in Section V of this element.

Urban Growth Area Boundaries: The Urban Growth Area Boundary was selected in order to ensure that urban services will be available to all development. The location of the boundary was based on the following: environmental constraints, the concentrations of existing development, the existing infrastructure and services, and the location of prime agricultural lands. New and existing development requiring urban services will be located in the Urban Growth Area. Central sewer and water, drainage facilities, utilities, telecommunication lines, and local roads will be extended to development in these areas. The city is committed to serving development within this boundary at adopted level of service standards. Therefore, prior to approval of new development within the Urban Growth Area the city should review the six-year Capital Facilities Program and the plan in this element to ensure the financial resources exist to provide the services to support such new development.

Methods for Addressing Shortfalls

The city has identified options available for addressing shortfalls and how these options will be exercised. The city evaluates capital facility projects on an individual basis rather than a system-wide basis. This method involves lower administrative costs and can be employed in a timely manner. However, this method will not maximize the capital available for the system as a whole. In deciding how to address a particular shortfall the city will balance the equity and efficiency considerations associated with each of these options. When evaluation of a project identifies shortfall, the following options would be available:

- Increase revenue
- Decrease level of service
- Decrease the cost of a facility
- Decrease the demand for the public service or facility
- Reassess the land use assumptions in the Comprehensive Plan

SIX-YEAR CAPITAL FACILITY PLAN

In addition to the direct costs for capital improvements, this section analyzes cost for additional

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personnel and routine operation and maintenance activities. Although the capital facilities program does not include operating and maintenance costs, and such an analysis is not required under the Growth Management Act, it is an important part of the long-term financial planning. The six-year capital facilities program for the City of Gig Harbor was based upon the following analysis:

- Financial Assumptions
- Projected Revenues
- Projected Expenditures
- Future Needs

Financial Assumptions

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

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

Capital improvements will be financed through the following funds:

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

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Projected Revenues

Tax Base: The City's tax base is anticipated to continue to see growth between 1-3% through the addition of new construction as well as maintaining the valuation tax for existing real property each year. projected to increase at a rate of 2% in 2010 and 1-2% in 2011 for the adjusted taxable value of the property, including new construction. The City's assessment ratio is projected to remain constant at 100%. Although this is important to the overall fiscal health of the city, capital improvements are funded primarily through non-tax resources.

Revenue by Fund

General Fund: The General Fund is the basic operating fund for the city. The General Fund is allocated 25 percent of the annual tax yield from ad valorem property values. Since 2000~~05~~, the average annual increase in tax levy was 6%. This was mostly due to new construction and annexations as regular growth in property tax levy is limited to 1 percent a year. The city is projecting a ~~1 to 23~~ percent increase in tax base for 2010 and 2011~~the next six years due to the current economy.~~ The City has a maximum rate of \$1.60 per \$1,000 ad valorem. ~~The actually rate collected by the city has fallen from \$1.58 in 1999 to \$0.9294 in 2010.~~

Capital Improvement and Capital Development Funds: In the City of Gig Harbor, the Capital Improvement and Development Funds accounts for the proceeds of the first and second quarter percent of the locally-imposed real estate excise tax. Permitted uses are defined as "public works projects for planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvements of streets, roads, highways, sidewalks street and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, and planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvements of parks. These revenues are committed to annual debt service and expenditures from this account are expected to remain constant, based upon the existing debt structure. The revenues in these funds is dedicated represent continued capture of a dedicated portion of the ad valorem revenues necessary to meet annual debt service obligations on outstanding general obligation bonds. In 2018, the City is scheduled to repay the 2008 LTGO Bonds, and this revenue is freed up to contribute to other projects.

Street and Street Capital Funds: Expenditures from these funds include direct annual outlays for capital improvement projects. The revenues in this fund represent total receipts from state and local gas taxes ~~and 75% of property taxes collected.~~ The projected revenues are based upon state projections for gasoline consumption, current state gas tax revenue sharing and continued utilization of local option gas taxes at current levels. This fund also includes state and federal grant monies dedicated to transportation improvements.

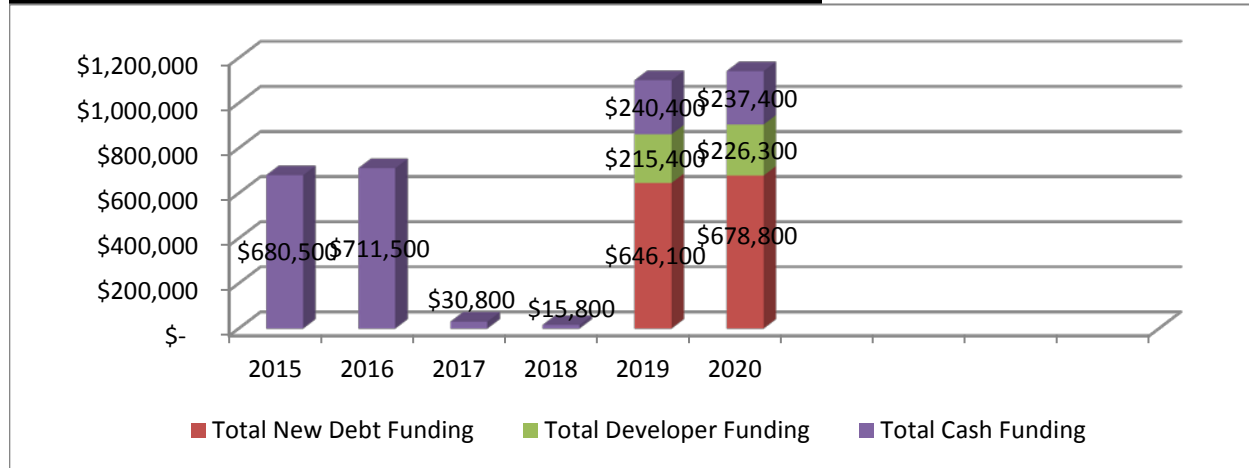
Enterprise Funds: The revenue these funds are used for the annual capital and operating expenditures for services that are operated and financed similar to private business enterprises. The projected revenues depend upon the income from user charges, connection fees, bond issues, state or federal grants and carry-over reserves.

EXHIBIT G

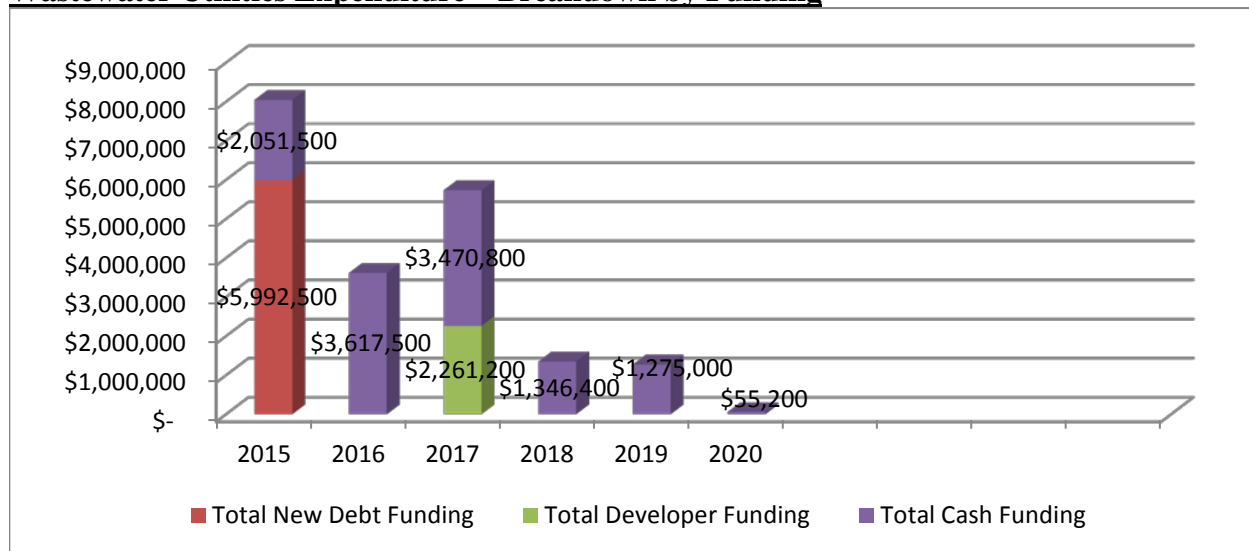
Funding Breakdown for six-year Capital Improvements

This data is provided from the 2014 Ashley Emory rate study.

Stormwater Utilities Expenditure – Breakdown by Funding



Wastewater Utilities Expenditure – Breakdown by Funding



Water Utilities Expenditure – Breakdown by Funding

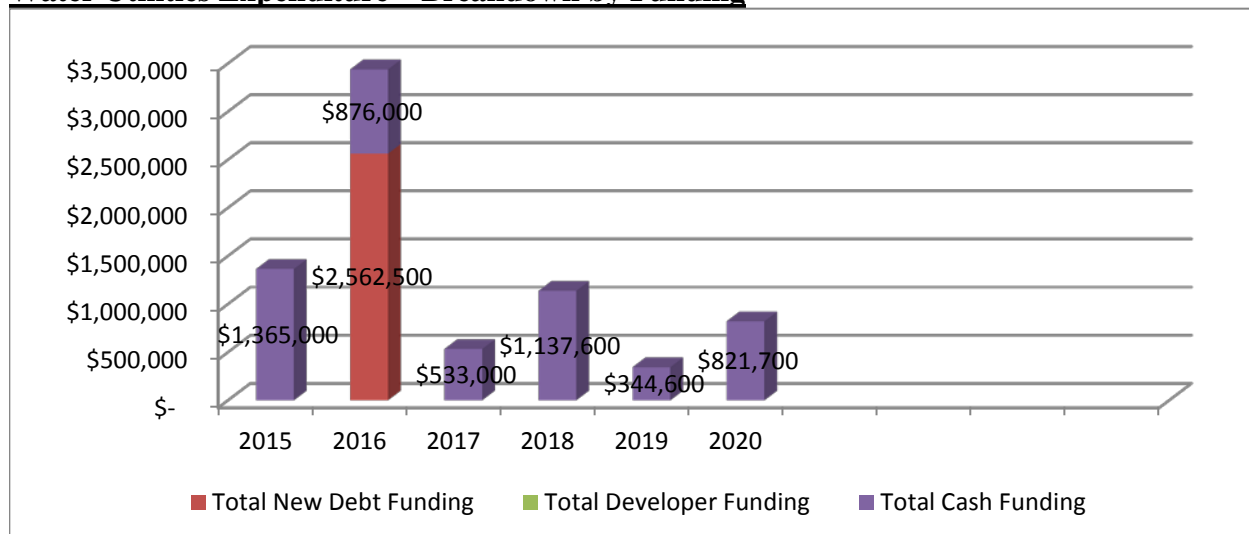


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GOALS AND POLICIES

GOALS

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

POLICIES

- 13.1.1. Capital improvement projects identified for implementation and costing more than \$25,000 shall be included in the Six Year Schedule of Improvement of this element. Capital improvements costing less than \$25,000 should be reviewed for inclusion in the six-year capital improvement program and the annual capital budget.**
- 13.1.2. Proposed capital improvement projects shall be evaluated and prioritized using the**

EXHIBIT G

following guidelines as to whether the proposed action would:

- a. Be needed to correct existing deficiencies, replace needed facilities or to provide facilities required for future growth;
- b. Contribute to lessening or eliminating a public hazard;
- c. Contribute to minimizing or eliminating any existing condition of public facility capacity deficits;
- d. Be financially feasible;
- e. Conform with future land uses and needs based upon projected growth;
- f. Generate public facility demands that exceed capacity increase in the six-year schedule of improvements;
- g. Have a detrimental impact on the local budget.

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

13.1.4. The City identifies its sanitary sewer service area to be the same as the urban growth area. Modifications to the urban growth boundary will constitute changes to the sewer service area.

13.1.5. Appropriate funding mechanisms for development's fair-share contribution toward other public facility improvements, such as transportation, parks/recreation, storm drainage, will be considered for implementation as these are developed by the City.

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

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

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

13.1.9. The City and/ or developers of property within the City shall provide for the availability of public services needed to support development concurrent with the impacts of such development subsequent to the adoption of the Comprehensive Plan. These facilities shall meet the adopted level of service standards.

13.1.10. The City will support and encourage joint development and use of cultural and

EXHIBIT G

community facilities with other governmental or community organizations in areas of mutual concern and benefit.

13.1.11. The City will emphasize capital improvement projects which promote the conservation, preservation or revitalization of commercial and residential areas within the downtown business area and along the shoreline area of Gig Harbor, landward of Harborview Drive and North Harborview Drive.

13.1.12. If probable funding falls short of meeting the identified needs of this plan, the City will review and update the plan, as needed. The City will reassess improvement needs, priorities, level of service standards, revenue sources and the Land Use Element.

LEVEL OF SERVICE STANDARDS

The following Level of Service Standards (LOS) shall be utilized by the City in evaluating the impacts of new development or redevelopment upon public facility provisions:

1. Parks:
Park level of service standards are addressed in the Parks, Recreation & Open Space Facilities “Inventory and Analysis” section of this Chapter.
2. Transportation/Circulation:
Transportation Level of Service standards are addressed in the Transportation Element.
3. Sanitary Sewer:
Sanitary sewer level of service standards are addressed in the Wastewater System “Inventory and Analysis” section of this Chapter.
4. Potable Water:
Potable water level of service standards are addressed in the Water System “Inventory and Analysis” section of this Chapter.

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Six Year Capital Improvement Program

PLAN IMPLEMENTATION AND MONITORING

Implementation

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

Monitoring and Evaluation

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

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

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Table 13.5 Capital Facilities Projects

Wastewater System Projects

<u>Project No.</u>	<u>Project</u>	<u>Projected Year</u>	<u>Cost</u>	<u>Plan</u>	<u>Primary Funding Sources</u>
Wastewater Treatment System					
<u>T1</u>	<u>WWTP Expansion Phase II</u>	<u>2015-2016</u>	<u>\$7,800,000</u>	<u>6-year</u>	<u>Utility Bond/GFC/Utility Rates</u>
<u>T3</u>	<u>Annual Replacement, Rehabilitation and Renewal</u>	<u>2015</u>	<u>\$100,000</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>T4</u>	<u>Annual Water Quality Reporting</u>	<u>2020</u>	<u>\$55,200</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>T5</u>	<u>NPDES Capacity</u>	<u>2015-2016</u>	<u>\$200,000</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
	<u>Wastewater Treatment Subtotal</u>		<u>\$8,155,200</u>		
Wastewater Collection System					Primary Funding Sources
<u>C1</u>	<u>Lift Station 1 Improvements (Crescent Creek Park)</u>	<u>2019</u>	<u>\$140,000</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>C2</u>	<u>Lift Station 4 Improvements (Harborview Dr./Rosedale St.)</u>	<u>2015-2017</u>	<u>\$4,562,500</u>	<u>6-year</u>	<u>Utility Bond/GFC/Utility Rates</u>
<u>C3</u>	<u>Lift Station 5 Improvements (Harborview Ferry Landing)</u>	<u>2017</u>	<u>\$133,300</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>C4</u>	<u>Lift Station 6 Improvements (Ryan St./Cascade Ave)</u>	<u>2015-2018</u>	<u>\$1,137,800</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>C6</u>	<u>Lift Station 9 Improvements (50th St./Reid Dr.)</u>	<u>2015</u>	<u>\$127,000</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>C8</u>	<u>Lift Station 12 Improvements (Woodhill Dr./Burnham Dr.)</u>	<u>2018-2019</u>	<u>\$1,631,700</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>C10</u>	<u>Install Flow Meter at LS1</u>	<u>2019</u>	<u>\$31,200</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>C11</u>	<u>Install Flow Meter at LS4</u>	<u>2015</u>	<u>\$31,000</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>C12</u>	<u>Install Flow Meter at LS6</u>	<u>2016</u>	<u>\$29,000</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>

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<u>Project No.</u>	<u>Project</u>	<u>Projected Year</u>	<u>Cost</u>	<u>Plan</u>	<u>Primary Funding Sources</u>
C14	Install Flow Meter at LS9	2015	\$36,000	6-year	GFC/Utility Rates
C15	Install Flow Meter at LS10	2017	\$31,800	6-year	GFC/Utility Rates
C16	Install Flow Meter at LS12	2018	\$30,500	6-year	GFC/Utility Rates
C18	Install Flow Meter at LS14	2016	\$36,000	6-year	GFC/Utility Rates
C19	Install Future Lift Station 10A (56 th St./36 th Ave.) and Forcemain	2017-2018	\$1,498,900	6-year	Developer/GFC/Utility Rates
C20	Procure Future Lift Station 17A (Skansie Ave./90 th St.) and Forcemain	2015-2017	\$1,827,500	6-year	Developer/GFC/Utility Rates
C22	Wastewater Comprehensive Plan	2017	\$230,700	6-year	GFC/Utility Rates
C23	Pioneer Way Sewer Main Replacement	2015	\$400,000	6-year	GFC/Utility Rates
	Wastewater Collection Subtotal		\$11,914,900		

\$20,070,100

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

Wastewater Total

<u>Project No.</u>	<u>Project</u>	<u>Projected Year</u>	<u>Cost</u>	<u>Plan</u>	<u>Primary Funding Sources</u>
Wastewater Treatment System					
T1	WWTP Expansion Phase II	2011-2012	\$8,210,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/ Utility Rates
T2	Reuse and Reclamation Studies (\$100,000/yr)	2010-2014	\$500,000	6-year	Connection Fees/Utility Rates
T3	Annual Replacement, Rehabilitation and Renewal	2010-2014	\$610,000	6-year	Connection Fees/Utility Rates
T4	Annual Water Quality Reporting	2010-2014	\$400,000	6-year	PWTF/ SRF/ revenue bonds /Connection Fees/Sewer Rates
-	Wastewater Treatment Subtotal	-	\$9,760,000	-	-
Wastewater Collection System					
C1	Lift Station 1 Improvements (Crescent Creek Park)	2013	\$130,000	6-year	Connection Fees/Utility Rates

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City of Gig Harbor Comprehensive Plan – Capital Facilities Element

CC PH Draft 051815

<u>Project No.</u>	<u>Project</u>	<u>Projected Year</u>	<u>Cost</u>	<u>Plan</u>	<u>Primary Funding Sources</u>
C2	Lift Station 3A Jockey Pump Replacement (Harborview Dr./N. Harborview Dr.)	2014	\$156,000	6-year	Connection Fees/Utility Rates
C3	Lift Station 4 Improvements (Harborview Dr./Rosedale St.)	2011-2015	\$2,595,100	6-year	Connection Fees/Utility Rates
C4	Lift Station 5 Improvements (Harborview Ferry Landing)	2013	\$130,000	6-year	Connection Fees/Utility Rates
C5	Lift Station 6 Improvements (Ryan St./Cascade Ave)	2010-2016	\$700,000	6-year	Connection Fees/Utility Rates
C6	Lift Station 7 Improvements (Ried Dr./Hollycroft St.)	2010	\$203,000	6-year	Connection Fees/Utility Rates
C7	Lift Station 8 Improvements (Harbor Country Dr.)	2012-2013	\$532,800	6-year	Connection Fees/Utility Rates
C8	Lift Station 9 Improvements (50 th St./Reid Dr.)	2013	\$127,000	6-year	Connection Fees/Utility Rates
C9	Lift Station 11 Improvements (38 th Ave./48 th St.)	2014	\$139,000	6-year	Connection Fees/Utility Rates
C10	Lift Station 12 Improvements (Woodhill Dr./Burnham Dr.)	2012-2013	\$1,502,500	6-year	Connection Fees/Utility Rates
C11	Lift Station 13 Improvements (Purdy Dr./SR 302)	2012-2013	\$400,900	6-year	Connection Fees/Utility Rates
C12	Install Flow Meter at LS1	2011	\$29,000	6-year	Connection Fees/Utility Rates
C13	Install Flow Meter at LS2	2011	\$31,000	6-year	Connection Fees/Utility Rates
C14	Install Flow Meter at LS3A	2014	\$38,000	6-year	Connection Fees/Utility Rates
C15	Install Flow Meter at LS4	2011	\$31,000	6-year	Connection Fees/Utility Rates
C16	Install Flow Meter at LS5	2013	\$36,000	6-year	Connection Fees/Utility Rates
C17	Install Flow Meter at LS6	2010	\$29,000	6-year	Connection Fees/Utility Rates
C18	Install Flow Meter at LS7	2010	\$29,000	6-year	Connection Fees/Utility Rates
C19	Install Flow Meter at LS8	2013	\$36,000	6-year	Connection Fees/Utility Rates
C20	Install Flow Meter at LS9	2013	\$36,000	6-year	Connection Fees/Utility Rates
C21	Install Flow Meter at LS10	2011	\$31,000	6-year	Connection Fees/Utility Rates
C22	Install Flow Meter at LS11	2014	\$38,000	6-year	Connection Fees/Utility Rates
C23	Install Flow Meter at LS12	2011	\$29,000	6-year	Connection Fees/Utility Rates
C24	Install Flow Meter at LS13	2014	\$38,000	6-year	Connection Fees/Utility Rates
C25	Install Flow Meter at LS14	2013	\$36,000	6-year	Connection Fees/Utility Rates
C26	Install Flow Meter at LS5	2013	\$36,000	6-year	Connection Fees/Utility Rates
C27	Install Future Lift Station 10A (56 th St./36 th Ave.) and Foremain	2011	\$1,206,000	6-year	Developer Funded

EXHIBIT G

City of Gig Harbor Comprehensive Plan – Capital Facilities Element

CC PH Draft 051815

<u>Project No.</u>	<u>Project</u>	<u>Projected Year</u>	<u>Cost</u>	<u>Plan</u>	<u>Primary Funding Sources</u>
<u>C28</u>	<u>Install Future Lift Station 17A (Skansie Ave./90th St.) and Forcemain</u>	<u>2011-2015</u>	<u>\$1,581,000</u>	<u>6-year</u>	<u>Local/Developer Funded</u>
<u>C29</u>	<u>Install Future Lift Station 21A (Hunt St/Skansie Ave.) and Forcemain</u>	<u>2010</u>	<u>\$1,518,000</u>	<u>6-year</u>	<u>Developer Funded</u>
<u>C30</u>	<u>Wastewater Comprehensive Plan</u>	<u>2014</u>	<u>225,100</u>	<u>6-year</u>	<u>Connection Fees/Utility Rates</u>
-	<u>Wastewater Collection Subtotal</u>		<u>\$10,064,400</u>	-	-
-	<u>Wastewater Total</u>		<u>\$19,784,400</u>	-	-

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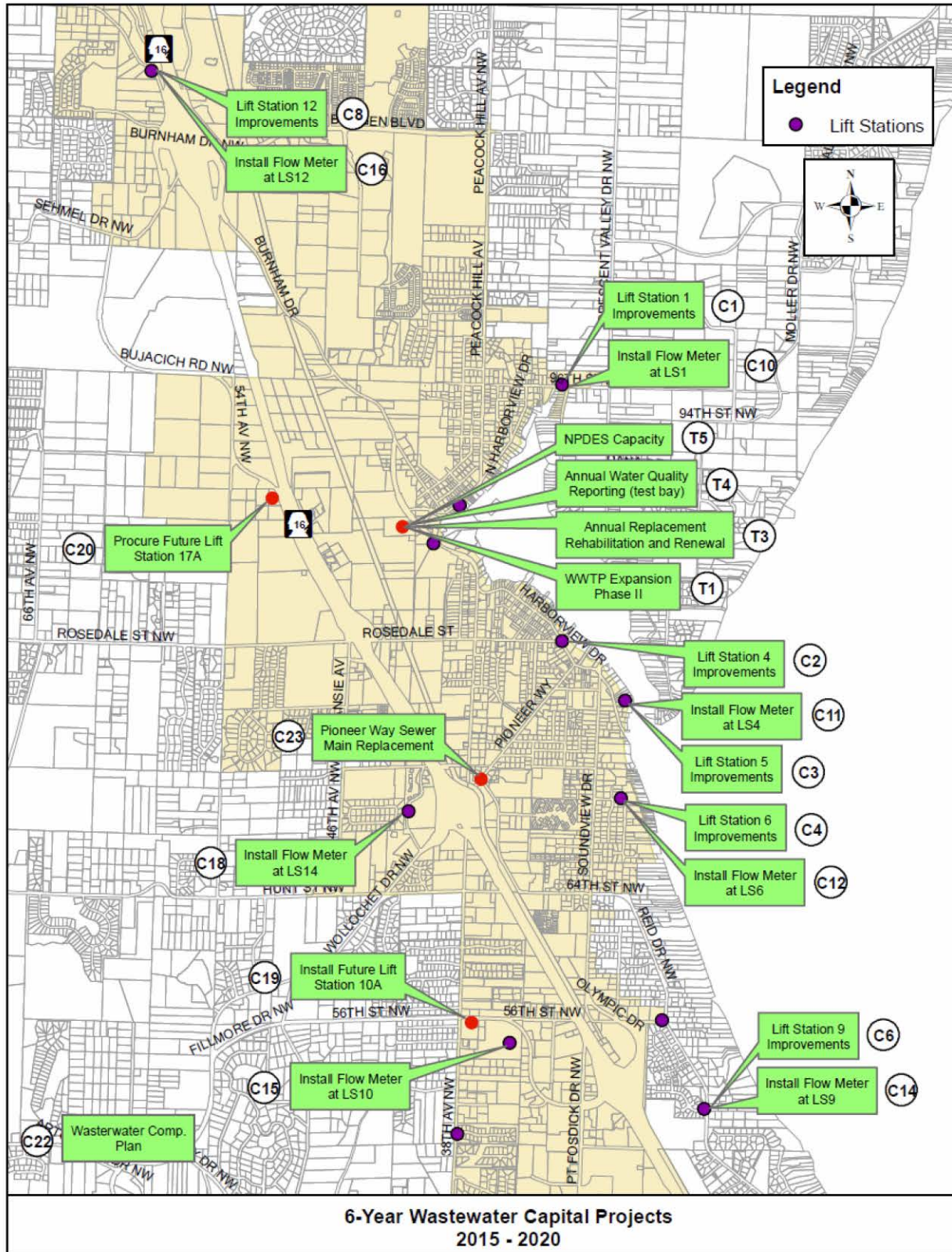


Figure 13-1

EXHIBIT G

Water System Projects

<u>Project No.</u>	<u>Project</u>	<u>Projected Year</u>	<u>Cost</u>	<u>Plan</u>	<u>Primary Funding Source</u>
<u>1</u>	<u>Asbestos Cement Water Line Replacement Program</u>	<u>2015-2020</u>	<u>\$2,476,900</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>2</u>	<u>Water Rights Annual Advocate for Permitting (\$40,000)</u>	<u>2015-2020</u>	<u>\$125,100</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>3</u>	<u>Well No. 11 – Deep Aquifer Well</u>	<u>2016</u>	<u>\$2,562,500</u>	<u>6-year</u>	<u>Utility Bond</u>
<u>4</u>	<u>Harbor Hill Drive Water Main Extension</u>	<u>2018</u>	<u>\$473,000</u>	<u>6-year</u>	<u>Developer</u>
<u>5</u>	<u>Grandview Street Water Main Replacement</u>	<u>2020</u>	<u>\$468,500</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>6</u>	<u>Water System Plan Update</u>	<u>2018</u>	<u>\$118,300</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>10</u>	<u>Well No. 3 – Clean and Video Tape Well Casing</u>	<u>2015</u>	<u>\$70,000</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>11</u>	<u>East Tank Structural Improvements</u>	<u>2015</u>	<u>\$350,000</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>13</u>	<u>Reuse and Reclaimed Water Study</u>	<u>2015</u>	<u>\$50,000</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>14</u>	<u>Water Share of PW Operations Building</u>	<u>2015-2018</u>	<u>\$903,100</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
<u>15</u>	<u>Water Share of PW Decant Facility</u>	<u>2016</u>	<u>\$43,000</u>	<u>6-year</u>	<u>GFC/Utility Rates</u>
	Water Total	-	\$7,640,400	-	
Project No.	Project	Projected Year	Cost	Plan	Primary Funding Source
1	Asbestos Cement Water Line Replacement Program (\$75,000/yr)	2010-2014	\$375,000	6-year	Connection Fees/Utility Rates
2	Water Systems Upgrades (\$50,000/yr)	2009-2014	\$300,000	6-year	Connection Fees/Utility Rates
3	Water Rights Annual Advocate for Permitting (\$40,000)	2009-2012	\$160,000	6-year	Connection Fees/Utility Rates
4	Well No. 11 – Deep Aquifer Well	2009-2016	\$4,174,600	6-year	Connection Fees /Utility Rates
5	Harbor Hill Drive Water Main Extension	2014	\$450,200	6-year	Development Mitigation/Connection Fees/Utility Rates
6	Harborview Drive Loop	2011	\$503,500	6-year	Development Mitigation/Connection Fees/Utility Rates
7	Tarabochia Street Water Main Replacement	2012	\$44,000	6-year	Connection Fees/Utility Rates
8	Grandview Street Water Main Replacement	2012	\$424,400	6-year	Development Mitigation/Connection Fees/Utility Rates

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<u>Project No.</u>	<u>Project</u>	<u>Projected Year</u>	<u>Cost</u>	<u>Plan</u>	<u>Primary Funding Source</u>
9	96 th Street Water Main Extension	2014	\$269,000	6-year	Development Mitigation/Connection Fees/Utility Rates
10	Woodworth Avenue Water Main Replacement	2013	\$116,700	6-year	Connection Fees/Utility Rates
11	Water System Plan Update	2014	\$112,600	6-year	Connection Fees/Utility Rates
-	Water Total	-	\$6,930,000	-	-

Note: Estimated costs are in 2009 dollars

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

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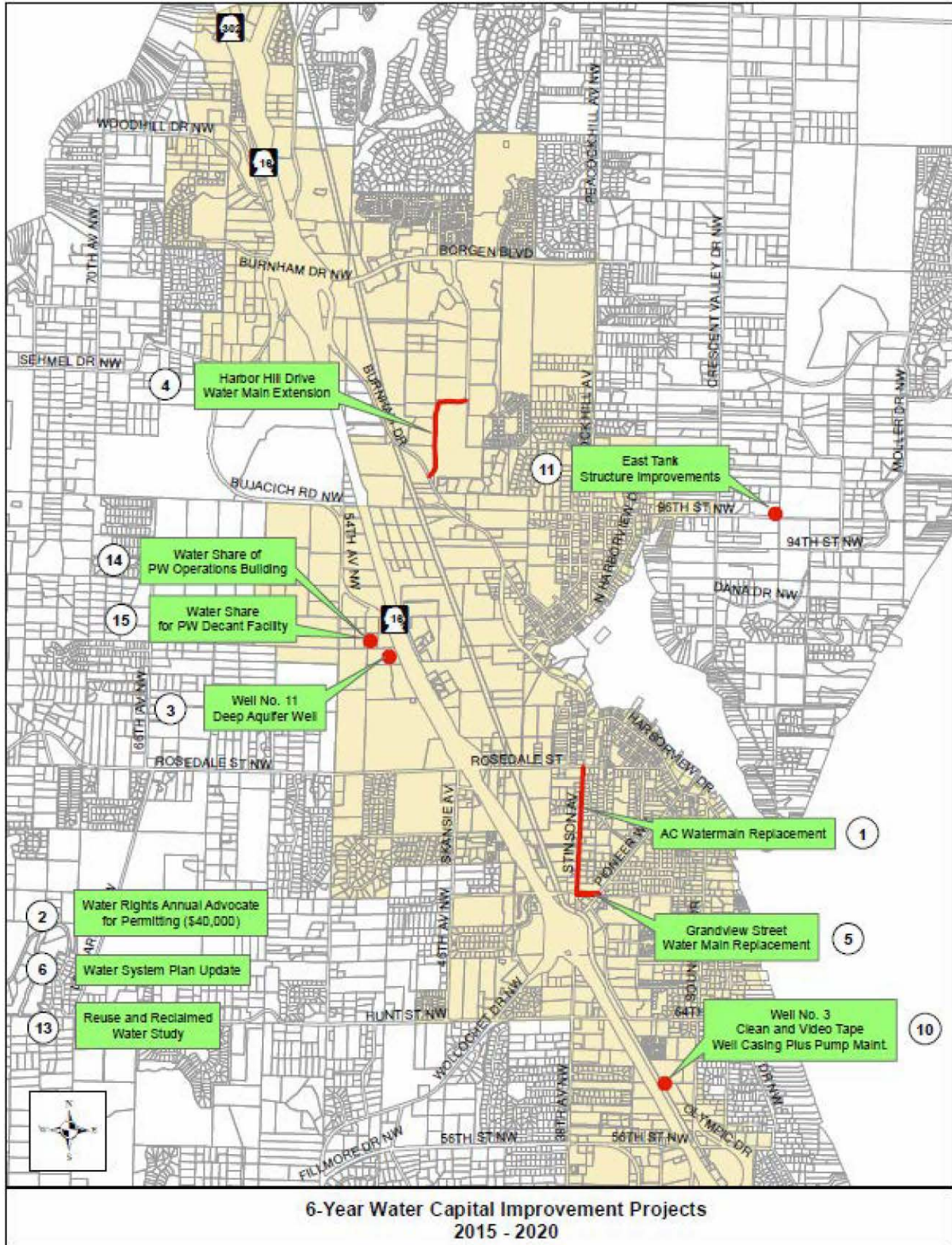


Figure 13-2

EXHIBIT G

Park, Recreation & Open Space Projects

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
1	Harbor History Museum Donkey Creek Acquisition and Easement	2008-2012	\$400,000	6-year	Local
2	Eddon Boatyard Dock Reconstruction	2010-2011	\$250,000	6-year	Heritage Grant
3	Donkey Creek Restoration and Roads Project*	2008-2016	\$350,000	6-year	Federal Grant and Local
4	Boys and Girls Club/Senior Center	2010-2011	\$1,000,000	6-year	Local (\$250,000); Federal HUD (Funded \$750,000)
5	Crescent Creek Park Playground Improvements	2010-2011	\$50,000-\$300,000	6-year	Grants, Local, Fundraising
6	Skansie Netshed Stabilization Project	2010-2014	\$250,000	6-year	Heritage Grant, Local
7	Cushman Trail Phase III and IV—96th St to Borgen	2010-2015	\$2,000,000	6-year	Local, County, RCO Grant, Federal
8	Eddon Boat Park Development	2011-2014	\$300,000	6-year	RCO Grants, Local
9	Gig Harbor North Park	2008-2012	\$5,000,000	6-year	Developer Mitigation, Grants
10	Gig Harbor North Trail System	2010-2014	\$1,500,000	6-year	Local, Developer Mitigation, Grants
11	Wilkinson Farm Barn Restoration	2010-2014	\$250,000	6-year	Heritage Barn Grant, Local Match
12	Jerisich Dock Utility Upgrades	2010-2014	\$170,000	6-year	Local, RCO Grant (BIG)
13	Skansie House Improvements	2010-2012	\$60,000-\$100,000	6-year	PSRC Grant, Local
14	Jerisich Dock Float Extension	2010-2012	\$300,000	6-year	Fees, Grants, Donations
15	Jerisich / Skansie Park Improvements	2009-2010	\$150,000	6-year	Local, Donations/Volunteer
16	Seasonal Floats at Jerisich Dock	2010-2012	\$200,000	6-year	Local, RCO Grant
17	Maritime Pier	2010-2012	\$2,500,000-\$5,000,000	6-year	Local, Grants, Fees
18	Develop Plan for Wilkinson Farm Park	2010-2011	\$25,000	6-year	Grants, Local, Fundraising
19	Twawelkax Trail	2010-2012	\$125,000	6-year	Local
20	Veterans Memorial Trail	2009-2014	\$125,000	6-year	Local
21	Wilkinson Farm Park Development	2011-2013	\$900,000	6-year	RCO Grant, Preservation Grants, Local Match
22	Develop Plan for Crescent Creek Park	2015	\$25,000	6-year	Grants, Local, Fundraising
23	Harborview Waterfront Trail / Pioneer Way Streetscape	2010-2014	\$500,000	6-year	Grants, Local, Fundraising
24	Kenneth Leo Marvin Veterans Memorial Park Phase 2	2010-2015	\$250,000	6-year	RCO Grant, Local
25	Donkey Creek Corridor Conservation	2010-2016	\$1,500,000	6-year plan	County Conservation Futures

EXHIBIT G

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Sources
26	Critical Area Enhancement	2012-2016	\$100,000	6 year	Local, Volunteers, Grants
27	Wheeler Pocket Park	2010-2012	\$70,000	6 year	Local
28	Ancieh Waterfront Park Development	2013-2019	\$5,000,000	6 year	Local, Grants
	Park Total		\$23,250,000 to \$26,040,000		

* The Donkey Creek/Austin Estuary Restoration and Roads Project benefits Stormwater, Parks and Transportation projects. The City has included portions of this project in each of these project lists; the total project amount is \$4,900,000.

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

EXHIBIT G

<u>Project No.</u>	<u>Project</u>	<u>Projected Year</u>	<u>Cost</u>	<u>Plan</u>	<u>Primary Funding Sources</u>
21	Critical Area Enhancement	2012-2018	\$100,000	6 year	Local, Volunteers, Grants
22	Wheeler Pocket Park	2012-2018	\$70,000	6 year	Local
23	Ancich Waterfront Park Development	2013-2019	\$5,000,000	6 year	Local, Grants
	Park Total		\$24,550,000		

Stormwater System-Projects

<u>Project No.</u>	<u>Project</u>	<u>Projected Year</u>	<u>Cost</u>	<u>Plan</u>	<u>Primary Funding Source</u>
1	Harborview Drive Stormwater Separation	2016	\$250,000	6-year	GFC/Utility Rates
2	Relocate Storm Culvert on Briarwood	2015	\$5,500	6-year	GFC/Utility Rates
3	Purchase Property Adjacent to Shop	2015-2016	\$94,000	6-year	GFC/Utility Rates
4	Stormwater Gap Analysis	2015-2016	\$100,000	6-year	GFC/Utility Rates
5	38 th /Quail Run Ave Storm Culverts	2019	\$224,200	6-year	GFC/Utility Rates
6	50 th Street Box Culvert	2015	\$375,000	6-year	GFC/Utility Rates
7	Quail Run Water Quality System Improvements	2017	\$15,400	6-year	GFC/Utility Rates
8	Annual NPDES Implementation Expenses	2015-2020	\$94,000	6-year	GFC/Utility Rates
9	Stinson Avenue- Stormwater Extension	2020	\$220,800	6-year	GFC/Utility Rates
10	Stormwater Share of Public Work Building	2015-2016	\$487,500	6-year	GFC/Utility Rates
11	Stormwater Share of LS 17 Property Acquisition	2015	\$50,000	6-year	GFC/Utility Rates
12	Donkey Creek Culvert Removal at Harborview	2019-2020	\$1,766,600	6-year	Utility Bond
	Storm Total		\$3,683,000		

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

EXHIBIT G

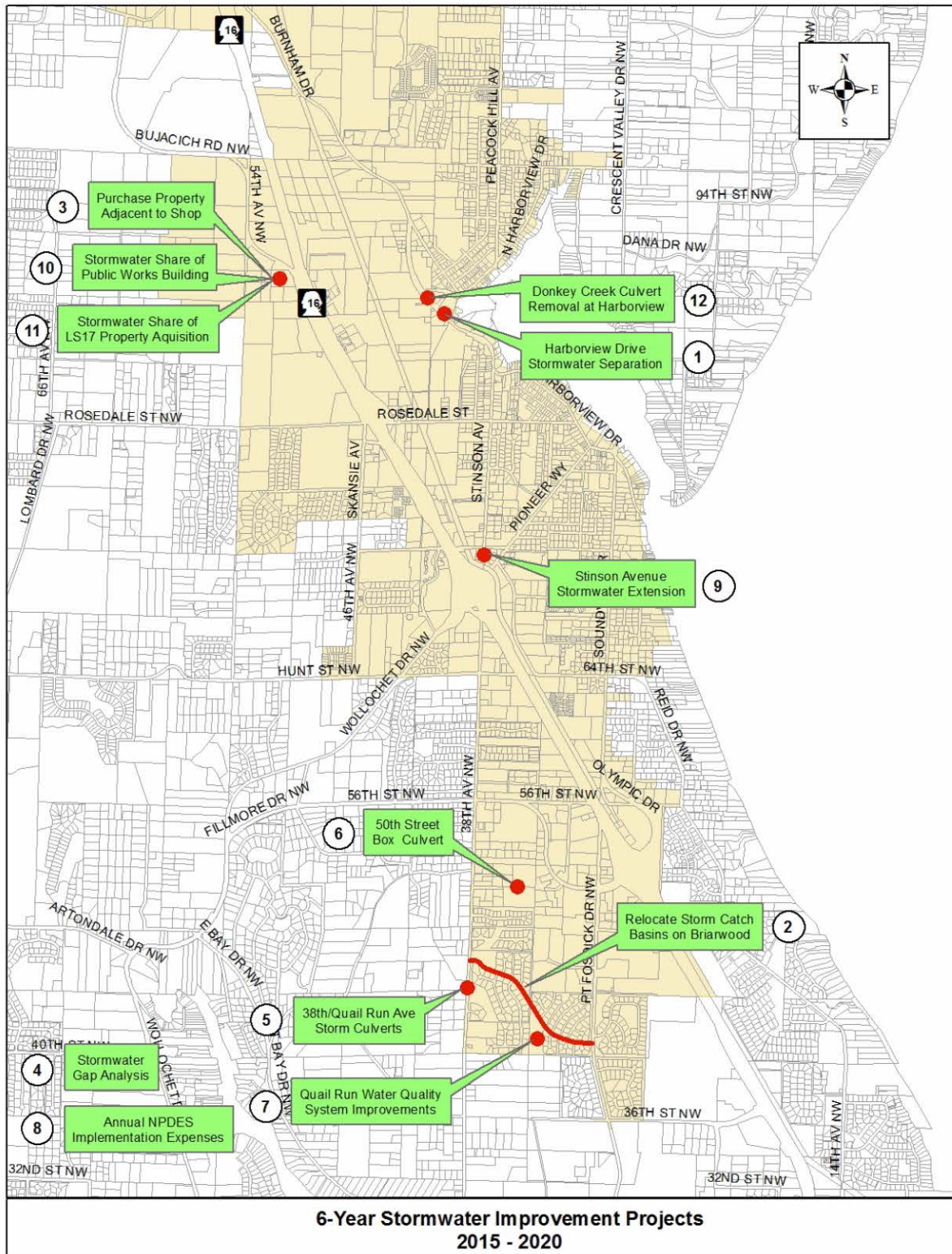


Figure 13-3

EXHIBIT G

Project No.	Project	Projected Year	Cost	Plan	Primary Funding Source
1	Update storm facilities mapping (\$50,000/yr)	Annually	\$300,000	6-year	Connection Fees/Utility Rates
2	Garr Creek Tributary Channel (38 th St)/WWTP Erosion Study	2010-2011	\$50,000	6-year	Connection Fees/Utility Rates
3	38 th /Quail Run Ave Storm Culverts	2014	\$208,200	6-year	Connection Fees/Utility Rates
4	Donkey Creek Restoration and Roads Project*	2008-2013	\$2,400,000	6-year	State/Federal Grants/Earmarks/Local
5	Donkey Creek Culvert under Harborview Drive	2013	\$546,400	6-year	State/Federal Salmon Recovery Grants/Earmarks
6	Annual Storm Culvert Replacement Program (\$50,000/yr)	2009-2014	\$300,000	6-year	Connection Fees/Utility Rates
7	50 th Street Box Culvert	2012	\$371,300	6-year	Connection Fees/Utility Rates
8	Quail Run Water Quality System Improvements	2011	\$15,000	6-year	Connection Fees/Utility Rates
9	Annual NPDES Implementation Expenses	2009-2014	\$100,000	6-year	Connection Fees/Utility Rates /State Grant
10	Aquifer Re-charge — Spadoni Gravel Pit and adjacent property north of 96 th street between SR 16 and Burnham Drive.	2011	\$1,700,000	6-year	State/Federal Transportation Funding/Grant
11	Burnham Drive/96 th Street Culvert Replacement	2014	\$56,300	6-year	Connection Fees/Utility Rates
12	Borgen Boulevard/Peacock Hill Avenue Culvert Replacement	2014	\$36,600	6-year	Connection Fees/Utility Rates
13	102 nd Street Court Culvert Replacement	—	\$20,000	6-year	Private Development
14	Burnham Drive/Harborview Drive Rock Spall Pad Construction	—	\$15,000	6-year	Private Development
15	101 st Street Court Detention Pond Reconstruction	—	\$25,000	6-year	Private Development
16	101 st Street Court Culvert Replacement	—	\$20,000	6-year	Private Development
17	Stormwater Comprehensive Plan Update	2014	\$112,600	6-year	Connection Fees/Utility Rates
-	Stormwater Total	-	\$6,261,415	-	-

Notes:

- Costs shown above are estimates and do not include such items as permitting costs, sales tax, right of way acquisition, utility relocations, trench dewatering, traffic control or other unforeseen complications.
- Private Development funding indicates the full cost for the project shall be borne by property owner(s) or developer(s).

*— The Donkey Creek/Austin Estuary Restoration and Roads Project benefits Stormwater, Parks and Transportation projects. The City has included portions of this project in each of these project lists;

EXHIBIT G

the total project amount is \$4,900,000.

Transportation Improvement Projects

No	Project Name	Start Year	Estimated Costs (2015-2020)	Estimated (2021+)	Total (2015-2021+)	Plan	Funding Source
1	Cushman Trail Phases 3 and 4	2011	\$415,000		\$415,000	Six-Year TIP	Fed/State/Local
2	Harbor Hill Drive Extension	2013	\$9,230,000	\$0	\$9,230,000	Six-Year TIP	Fed/State/Local
3	Burnham Dr/Harbor Hill Dr Intersection	2015	\$2,150,000	\$0	\$2,150,000	Six-Year TIP	Fed/State/Local
4	50th St. Ct. NW Phase 2	2016	\$900,000	\$0	\$900,000	Six-Year TIP	State/Local/Other
5	Pavement Preservation Program (2015 Kimball/Hunt)	2015	\$1,590,000	\$0	\$1,590,000	Six-Year TIP	Fed/State/Local
6	Rosedale Dr/Stinson Ave Intersection	2020	\$30,000	\$250,000	\$280,000	Six-Year TIP	State/Local/Other
7	38th Avenue Phase 1	2017	\$6,800,000	\$0	\$6,800,000	Six-Year TIP	Fed/State/Local
8	Burnham Drive Phase 1	2018	\$1,135,000	\$10,225,000	\$11,360,000	Six-Year TIP	Fed/State/Local
9	Harborview Drive Improvements	2015	\$420,000	\$0	\$420,000	Six-Year TIP	Fed/State/Local
10	Soundview Dr/Hunt St Intersection	2016	\$720,000	\$0	\$720,000	Six-Year TIP	State/Local
11	Wollochet Drive Improvements	2019	\$660,000	\$0	\$660,000	Six-Year TIP	State/Local
12	SR-16/Olympic Dr	2017	\$825,000	\$0	\$825,000	Six-Year TIP	Fed/State/Local/Other
13	Rosedale St/Skansie Ave Intersection	2020	\$25,000	\$250,000	\$275,000	Six-Year TIP	State/Local/Other
14	38th Avenue Phase 2	2019	\$3,280,000	\$2,800,000	\$6,080,000	Six-Year TIP	Fed/State/Local
15	Skansie Avenue Improvements	2019	\$860,000	\$8,600,000	\$9,460,000	Six-Year TIP	Fed/State/Local
16	Meter Roundabout at SR16 / Burnham	2018	\$375,000	\$0	\$375,000	Six-Year TIP	Fed/State/Local
17	Harbor Hill Dr/Borgen Blvd Intersection	2017	\$670,000	\$0	\$670,000	Six-Year TIP	Fed/State/Local/Developer
18	Olympic/Hollycroft Spur Improvements	2020	\$26,000	\$0	\$26,000	Six-Year TIP	Local
19	Vernhardson St Improvements	2020	\$375,000	\$3,375,000	\$3,750,000	Six-Year TIP	Fed/State/Local/Other

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20	<u>Wagner Way Traffic Signal at Wollochet</u>	<u>2020</u>	<u>\$50,000</u>	<u>\$450,000</u>	<u>\$500,000</u>	<u>Six-Year TIP</u>	<u>Fed/State/Local/Other</u>
21	<u>Grandview Street Phase 2</u>	<u>2020</u>	<u>\$244,000</u>	<u>\$774,000</u>	<u>\$1,018,000</u>	<u>Six-Year TIP</u>	<u>Fed/State/Local/Other</u>
22	<u>Grandview Street Phase 1</u>	<u>2020</u>	<u>\$20,000</u>	<u>\$575,000</u>	<u>\$595,000</u>	<u>Six-Year TIP</u>	<u>Fed/State/Local/Other</u>
23	<u>Restripe Burnham Bridge to 4 Lanes</u>	<u>2020</u>	<u>\$92,000</u>	<u>\$308,000</u>	<u>\$400,000</u>	<u>Six-Year TIP</u>	<u>Fed/State/Local/Other</u>
24	<u>Pedestrian Bridge Over SR16</u>	<u>2020</u>	<u>\$500,000</u>	<u>\$17,040,000</u>	<u>\$17,540,000</u>	<u>Six-Year TIP</u>	<u>Fed/State/Local/Other</u>
-	<u>Subtotal (Six-Year TIP)</u>		<u>\$ 31,392,000</u>	<u>\$ 44,647,000</u>	<u>\$ 76,039,000</u>	-	-
25	<u>96th Street SR16 Crossing</u>	<u>2040</u>	<u>\$0</u>	<u>\$8,000,000</u>	<u>\$8,000,000</u>	<u>Other</u>	<u>Fed/State/Local/Other</u>
26	<u>Franklin Ave Improvements</u>	<u>2020</u>	<u>\$500,000</u>	<u>\$0</u>	<u>\$500,000</u>	<u>Other</u>	<u>Fed/State/Local/Other</u>
27	<u>Street Connections - Point Fosdick Area</u>	<u>2020</u>	<u>\$600,000</u>	<u>\$0</u>	<u>\$600,000</u>	<u>Other</u>	<u>Fed/State/Local/Other</u>
28	<u>Crescent Valley Connector</u>	<u>2040</u>	<u>\$0</u>	<u>\$2,500,000</u>	<u>\$2,500,000</u>	<u>Other</u>	<u>Fed/State/Local/Other</u>
29	<u>Downtown Parking Lot</u>	<u>2020</u>	<u>\$20,000</u>	<u>\$100,000</u>	<u>\$120,000</u>	<u>Other</u>	<u>Fed/State/Local/Other</u>
30	<u>Public Works Operations Facility</u>	<u>2015</u>	<u>\$400,000</u>	<u>\$0</u>	<u>\$400,000</u>	<u>Other</u>	<u>Fed/State/Local/Other</u>
-	<u>Subtotal (Other projects)</u>		<u>\$ 1,520,000</u>	<u>\$ 10,600,000</u>	<u>\$ 12,120,000</u>	-	-
-	<u>TOTAL</u>		<u>\$ 32,912,000</u>	<u>\$ 55,247,000</u>	<u>\$ 88,159,000</u>	-	-

Project No.	Project Name	Projected Start Year	Estimated Cost	Plan	Funding Source
1	SR 16/Borgen Blvd Improvements (includes ancillary projects Roundabout Metering and Restripe Bridge)	2009	\$11,000,000	6 Year	State/Local
2	50 th St Ct NW Improvements Phase 2	2014-2018	\$1,600,000	6 Year	State/Local
3	Harbor Hill and Borgen Intersection Improvements	2018-2021	\$704,000	6 Year	Developer/Local
4	Rosedale and Stinson Intersection Improvements	2018-2019	\$275,000	6 Year	Local
5	38 th Ave Improvements Phase 1	2016-2019	\$9,790,000	6 Year	State/Local
6	Harbor Hill Drive Extension	2013-2016	\$5,500,000	6 Year	Developer/Local
7	Burnham Dr Phase 1	2017-2020	\$11,360,000	6 Year	State/Local/Developer
8	Burnham Dr/Harbor Hill Drive Intersection Improvements	2015-2017	\$2,200,000	6 Year	Developer/Local
9	Soundview and Hunt Intersection Improvements	2016-2017	\$660,000	6 Year	Developer/Local
10	Olympic/Pt. Fosdick Intersection Improvements	2010	\$440,000	6 Year	Developer/Local

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Project No.	Project Name	Projected Start Year	Estimated Cost	Plan	Funding Source
11	Wollochet Dr Improvements	2018-2020	\$660,000	6 Year	Developer/Local
12	SR 16/Olympic Drive	2018-2022	\$825,000	6 Year	Developer/ State/Local
13	Rosedale St/Skansie Ave Intersection Improvements	2018-2022	\$ 275,000	6 Year	Local
14	38th Ave Improvements Phase 2	2015-2018	\$5,280,000	6 Year	State/Local
15	Skansie Ave Improvements	2018-2021	\$9,460,000	6 Year	Local
16	Rosedale St Improvements	2010	\$3,740,000	6 Year	State/Local
17	Olympic/Hollycroft Intersection Improvements	2016-2017	\$26,000	6 Year	Local
18	Vernhardson St Improvements	2018-2022	\$375,000	6 Year	Local
19	Point Fosdick Pedestrian Improvements	2013-2016	\$300,000	6 Year	State/Local
20	Harborview Dr. Improvements	2013-2018	\$750,000	6 Year	Federal/State/Local
21	Judson/Stanich/Uddenberg Improvements	2010	\$2,090,000	6 Year	State/Local
22	Donkey Creek Estuary Restoration and Roads Project*	2010	\$2,100,000	6 Year	Federal/State/Local
23	Wagner Way/Wollochet Drive Traffic Signal	2015-2018	\$300,000	6 Year	Developer/Local
24	Grandview Drive Phase 2 from Soundview to McDonald	2017-2022	\$860,000	6 Year	Local
25	Grandview Drive Phase 1 from Stinson to Pioneer	2017-2022	\$500,000	6 Year	Developer
26	Pt Fosdick/56th Street Improvements	2012	\$4,330,000	6 Year	State/Local/Developer
	Subtotal 6-Year:		\$75,400,000		
27	96th Street SR16 Crossing	2030	\$8,000,000	Other	State/Local
28	Briarwood Lane Improvements	2020	\$300,000	Other	Local
29	Franklin Ave Improvements	2020	\$500,000	Other	Local
30	Street Connections – Point Fosdick Area	2020	\$600,000	Other	Local
31	Crescent Valley Connector	2030	\$2,000,000	Other	Local
32	Downtown Parking Lot Design	2015	\$60,000	Other	Local
33	Downtown Parking Lot property acquisition	2015	n/a	Other	Local
34	Purchase land for ROW, stormwater improvements, wetland mitigation	2015	n/a	Other	Local
35	Public Works Operations Facility	2015	\$1,125,000	Other	Local
-	Subtotal Other:	-	\$12,585,000	-	-
-	Transportation Total:	-	\$87,985,000	-	-

*—The Donkey Creek/Austin Estuary Restoration and Roads Project benefits Stormwater, Parks and Transportation projects. The City has included portions of this project in each of these project lists; the total project amount is \$4,900,000.

EXHIBIT G

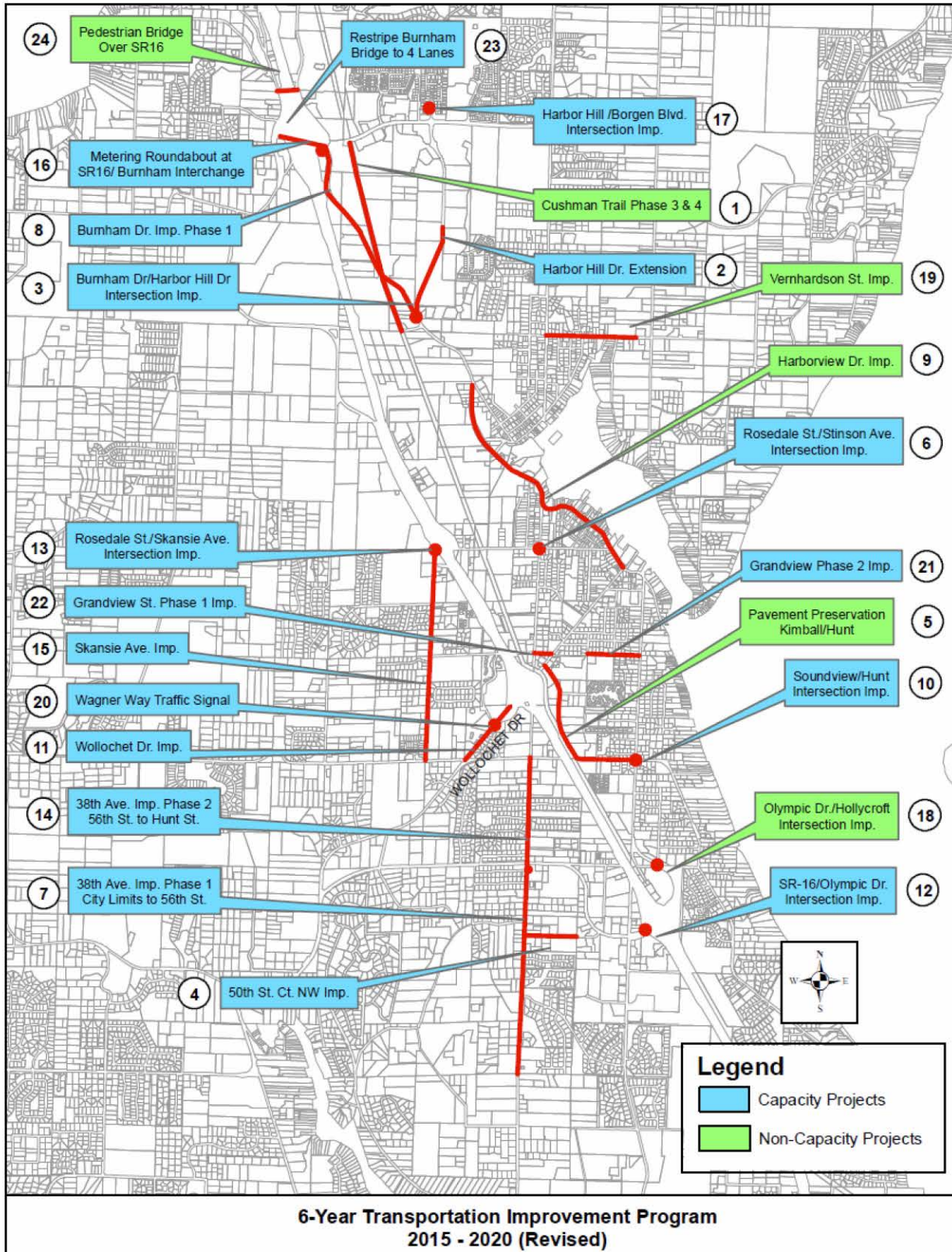


Figure 13-4



**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

Olympic Region
6720 Capitol Boulevard, Tumwater
P.O. Box 47440
Olympia WA 98504-7440
360-357-2600 / FAX: 360-357-2601
TTY: 1-800-833-6388
www.wsdot.wa.gov

May 5, 2015

Ms. Lindsey Sehmel, Senior Planner
City of Gig Harbor
3510 Grandview Street
Gig Harbor, WA 98335

RE: City of Gig Harbor Comprehensive Plan Update

Dear Ms. Sehmel:

Thank you for allowing the Olympic Region of the Washington Department of Transportation (WSDOT) the opportunity to review and comment on your proposed Comprehensive Plan. We recognize the investment of time and energy that this document represents and we appreciate the opportunity to comment. The following comments are provided for your consideration as the City completes its update.

Page 12-2, State-owned transportation facilities and highways of statewide significance. The last sentence at bottom of the page which reads "It is a two-lane state highway with no access control.", we recommend revising to read "It is a two-lane highway with managed access control (Class 3) as defined in WAC 468-51 and 468-52."

Page 12-9, Figure 12-4; The North direction off ramp from SR 16 to Pioneer Way is missing a color designation (suspect orange or red).

Page 12-19, Washington State Department of Transportation State Highway Improvement Program (STIP); Unclear what this section is striving to communicate. The title identifies it as STIP, yet the discussion appears to include projects in the Highway System Plan, then mentions funded WSDOT projects. The STIP and HSP are two different documents. The plan is financially unconstrained, which assesses state highway current and future needs and presents strategies and performance measures to address those needs. The STIP is a statewide financially constrained listing/program of statewide transportation-related projects. The *2007-2026 Highway System Plan (HSP)* is the current highway system plan, which is under revision. We recommend that you consider revising this section.

As to the projects identified as being in the HSP, we recommend not including the widening SR 302 to four lanes project in the city plan. As noted, the current HSP is under revision and during the recent SR 302 Environmental Impact Statement process this alternative was considered but not moved forward as a viable solution. Therefore, it is anticipated this strategy will not be in the revised HSP.

May 5, 2015
Ms. Lindsey Sehmel
Page 2

As to the funded WSDOT projects, WSDOT is funded for a paving project; this project will pave lanes on both Tacoma Narrow Bridges and portions of SR 16 in the vicinity of Port Orchard in Kitsap County. There is currently no paving project funded in the vicinity of Gig Harbor other than on the bridges.

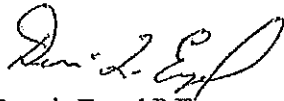
On Page 12-2, State-owned transportation facilities and highways of statewide significance and also Page 12-66, Section 4 House Bill 1487 Compliance the plan identifies state-owned facilities. However, the plan does not identify the level of service standard for state facilities within the city's jurisdiction. The purpose of reflecting level of service standards for state highways in the local comprehensive plan is to help with monitoring the performance of the system and evaluating improvement strategies. (RCW 36.70A.070(6)(a)(iii)(C)).

Regarding Transit, The Growth Management Act (GMA) requires local governments to adopt LOS standards for at least arterials and transit routes. Currently the plan only identifies the transit routes that service the local jurisdiction, but not transit LOS. Because transit busses use the arterial street network, transit LOS decisions should be coordinated with your transit service provider and should reflect realistic service expectations (RCW 36.70A.070(6)(a)(iii)(B)).

We would like to make a suggestion that you revise the Non-Motorized TDM section – it appears to be about improving conditions for biking and walking, therefore, revise the terminology to reflect pedestrian and bicycle. We are not sure if most readers relate well to the term “non-motorized” – directly addressing it as pedestrian and bicycle travel would make more sense to people in general.

Again we applaud your effort in developing this update and thank you for the opportunity to review and comment on the proposed comprehensive plan update. If you have any questions related to this letter please contact George Kovich of my office at (360) 704-3207.

Sincerely,



Dennis Engel P.E.
Transportation Planning Manager

DE:yl
gk

cc: Ike Nwankwo, Commerce
Anne Aurelia Fritzel, Commerce
Yorik Stevens-Wajda, PSRC

Sehmel, Lindsey

From: Wade Perrow <wade@wpconstruction.com>
Sent: Monday, May 11, 2015 3:47 PM
To: Sehmel, Lindsey
Subject: Vison 2030 Comp Plan Update " Center of local Importance"
Attachments: Local_Centers_042215.pdf

Lindsey,

Recently, I received in the mail a "Notice of Open House and Public Hearing ", regarding proposed changes to the Comprehensive Plan as it relates to "Centers of Local Importance". As you may recall last August during an open house I made inquiries as to what is a "Center of Local Importance"? The response I got in August and again in October about my questions were summarized on an Oct e-mail I wrote, that in part shared:

I asked questions, at the open house in August, and got the following feedback about "Centers of Local Important" We need to include the Centers of Local Importance as this element will help the city secure federal transportation dollars, that is the primary purpose for the inclusion. At Monday's joint study session staff reconfirm this is the primary purpose

As you may be aware I have ownership interest in properties located within this newly expanded "Centers of Local Importance" (see attached revised map), some of this area has been identified as a "regulatory vortex" by city staff; therefore I'm somewhat reluctant to support or oppose the Map without knowing what is the actual definition of a "Center of Importance", also referred to as a CoLIs. I have taken some time trying to locate a definition, within the documents included on the city's website for Gig Harbor 2030 comprehensive plan update, but was unable to locate a definition or a statement that would help me understand what it is that's being evaluated and what requirements there should be to determine the size shape or boundaries of a "Center of Importance". What is the mandate? Where is it in writing? Who required this Mapping Change be undertaken? Did the state provide guidelines for this required element on the Comp Plan Update? It may be for all the good reasons BUT unintended consequence = good intentions not identifying problems before hand.

Based on the information, provided by mail, I would like the opportunity to provide this written information, well in advance, to be included in the Public Hearing documents of May 26, 2015. The overriding reason for making this request is to assure that there is a clear understanding of all parties as to what is a "Center of Importance" also referred to as a CoLIs. New requirements equal more oversight and control on property owners, I would like to understand better why before this advances to a point we have issues no one had expected come out of this effort.

It is my hope this request for clarity can be addressed reasonably soon, thank you in advance for your assistance in providing clarity.

Wade Perrow

973-1782



May 14, 2015

Gig Harbor City Council
3510 Grandview Street
Gig Harbor, WA 98335

Re: Draft Comprehensive Plan Update/SEPA Review Comments

Dear City Council Members:

Thank you for the opportunity to review your draft comprehensive plan and SEPA document.

Health starts where we live, learn, work and play. Comprehensive plans give a community the opportunity to put this principle into action.

Last year, Tacoma-Pierce County Board of Health passed a resolution (No. 2014-4416) declaring that the health of our neighborhoods impacts people's health and well-being. The Board also resolved that integrating health into local comprehensive plan policies can create healthy built environments to promote health and well-being, economic vitality and health equity.

We stand ready to partner with you in your efforts to improve health outcomes through planning. During the draft plan review stage, we encourage your jurisdiction to use our self assessment tool (www.tpchd.org/files/library/87189ac3d23467ab.pdf) to assess how your draft plan integrates health and the "Health and Well-being" element of the Countywide Planning Policies. This assessment can help your jurisdiction document successes and identify opportunities for future action. If you need help on applying the tool, please contact Amy Pow at apow@tpchd.org.

We are also available to help you develop implementation strategies and identify performance measures to make your jurisdiction healthier. Please let us know if we can assist in this regard.

We look forward to partnering with you to improve the health and quality of life of all who live, learn, work and play in your community.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Anthony L-T Chen".

Anthony L-T Chen, MD, MPH
Director of Health

cc: Jennifer Kester, Planning Director
Lindsey Sehmel, Senior Planner

**Tacoma-Pierce County Health Department Comments on
Draft Comprehensive Plan Update: Gig Harbor 2030**

The quality of life and the health and well-being of those who live, work and play in Gig Harbor are affected by how neighborhoods are built and whether people can fairly access services, facilities and amenities.

To assist your assessment of environmental impacts to incorporate health, the Health Department offers an array for mitigation measures and policies for comprehensive plans in this [Guide](http://www.tpchd.org/files/library/a6bd730e70512250.pdf) (www.tpchd.org/files/library/a6bd730e70512250.pdf).

In general, Gig Harbor has significantly more seniors aged 75 and over (12%) as compared to the County (4.9%) and the State (5.5%). More attention should be paid to creating a wide range of housing, including “missing-middle housing” for vulnerable seniors to age in place and live close to their children and grandchildren. Many types of “missing-middle housing”, such as duplex, triplex or fourplex, would serve their future housing needs, while preserving the “single-detached” neighborhood characteristics of your City.

Perhaps due to the higher proportion of senior population, those who call Gig Harbor home have experienced a much higher mortality rate due to Alzheimer’s disease. In terms of health risks, your adult population has a higher rate of coronary heart disease and asthma. Here’s the [profile](http://www.tpchd.org/files/library/eccbc9639908a102.pdf) of your City (<http://www.tpchd.org/files/library/eccbc9639908a102.pdf>).

We would like to offer some comments on the draft plan elements for your consideration:

Chapter 2: Land Use Element

Goal 2.1.7: Centers of Local Importance

- Consider changing the term “single family” to “single detached” when you describe this type of residential development. This proposed change recognizes the intent of preserving the detached built form and character of the traditional neighborhoods, while allowing some creative forms of “missing-middle housing” to accommodate more than “one single family or household” per dwelling unit. This proposed change may also apply to other elements throughout the comprehensive plan, particularly the Housing Element.

Goal 2.9: Promote Urban Planning Approaches that increase Public Health and Physical Activity

- Thank you for adding this new section under the Land Use Element to address the Countywide Planning Policies on Health and Well-being.

- Introduction paragraph:
 - Consider adding “element” after “land use” in the 1st line.
 - Consider adding “and built-form design” between “planning” and “approaches” in the 2nd line.
 - Consider changing the last phrase to read “that provide enjoyable and accessible opportunities for all to support day-to-day physical activity”.
- Policy 2.9.1:
 - Consider replacing the 1st line with “Encourage and support site design and development which improve pedestrian and bicycle connections....”
- Policy 2.9.2:
 - Consider rewriting this policy to read “Provide internal circulation systems within and between all existing and new developments, redevelopments and other activity centers to conveniently connect with city-wide pedestrian networks and future transit facilities.”
- Policy 2.9.5:
 - Consider replacing the word “markets” with “retail” in the 2nd line.
 - Consider adding the following “conveniently accessible on foot or by bike” after “gathering places”.
- Policy 2.9.6:
 - Consider adding “neighborhood or personal” before the last word “services”.

Chapter 5: Housing Element

- Overall comment: Please note my earlier proposal of replacing “single family” with “single detached” in this chapter. This will give you a different set of lens to look at housing design and policies.
- Goal 5.4: Maintain a “No Net Loss” Policy Towards Affordable Housing Units
 - Housing, in particular housing affordable accessible to all income groups, is a determinant of health, specifically mental health¹. For this reason, the Health Department applauds your City to include this policy in the Comp Plan.
- Policy 5.4.2: Mitigate effects on gentrification
 - Again, this is a great policy! Thanks for calling this out.
 - Consider adding “involuntary displacement” before “effects” in the policy headline.
 - To strengthen this further and minimize the effect of uprooting low income families from their existing neighborhoods, we suggest adding the phrase “within the affected locality” in both:
 - After “for affordable replacement units” in the opening introductory sentence; and
 - Bullet b) between “land area” and “zoned for”.

¹ James Krieger, MD, MPH and Donna L. Higgins, PhD. *Housing and Health: Time Again for Public Health Action*. *Am J Public Health*. 2002 May; 92(5): 758–768. (www.ncbi.nlm.nih.gov/pmc/articles/PMC1447157/)

Chapter 5: Environment Element

- It appears your draft plan contains two “Chapter 5”.
- Policy 5.4.7: Environmental Stewardship
 - Consider adding “noise and light” after “air” in the 2nd line.

Chapter 12: Transportation Element

- Transportation CFP (P. 12-56)
 - Project Prioritization:
 - In addition to addressing immediate and planned needs in response to growth, prioritization consideration should be given to areas or communities which have been underserved in the past. This may help address some of health disparity issues across neighborhoods.
 - In response to your section on non-motorized travel (P. 12064), prioritization consideration should include “completion of a discontinuous system of walkways for pedestrians”.

Chapter 13: Capital Facilities Element

- Goal 13.1: Consider adding the words “equitably serve” before “all of the city residents”. This is to ensure fair access to opportunities, including public facilities, for all populations.
 - Policy 13.1.2, Bullet a: Consider adding the phrase “or address needs of the underserved areas” before the end of the sentence.
 - Six Year CIP (P.13-32), Bullet c: Consider adding the phrase “or address needs of the underserved communities” before the end of the sentence.
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