



ARTICLE II. NEIGHBORHOOD CONTEXT

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17.99.070 Activity centers.

Activity centers are areas of concentrated activity where multiple uses are clustered in such a manner as to facilitate pedestrian movement and be mutually supportive of one another. Activity centers are visually distinct in terms of their individual design characteristics. Some activity centers are included in, but should not be confused with, the visual interchange nodes identified on the city's visually sensitive areas map (see Appendix A of this chapter).

17.99.080 Existing activity centers.

The following districts are defined as activity centers in the city of Gig Harbor and its defined urban growth area (UGA):

GIG HARBOR NORTH – Includes all nonresidential zones abutting Borgen Boulevard.

FINHOLM MARKETPLACE – Includes all B-2 and WC zoning districts on North Harborview Drive between Burnham Drive and Peacock Hill Avenue.

BORGEN'S CORNER – Includes all B-2 and C-1 zoning districts in the vicinity of the Harborview Drive/North Harborview Drive Intersection.

DOWNTOWN – Includes entire DB zoning district and the WC zoning district adjacent to the DB district.

WOLLOCHET/PIONEER INTERCHANGE – Includes all B-2 and C-1 zoning districts between or abutting Hunt Street and Grandview Avenue in the vicinity of the Wollochet/Pioneer Interchange.

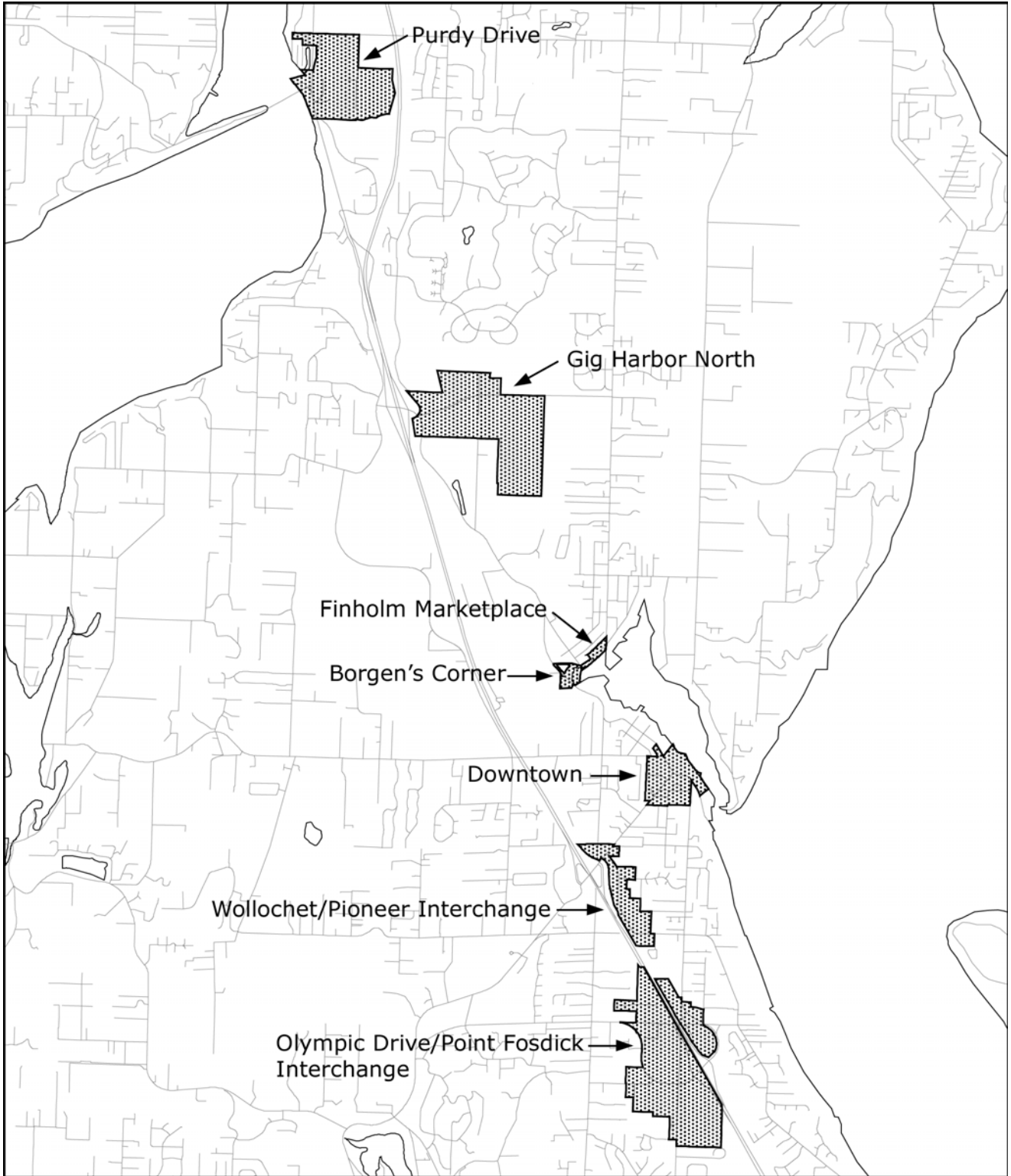
OLYMPIC DRIVE/POINT FOSDICK INTERCHANGE – Includes all the business and commercial zones in the vicinity of the Olympic Village/Point Fosdick interchange.

PURDY DRIVE – All nonresidential zones abutting Purdy Drive between the north intersection of Goodnough Drive and 144th Avenue in the city's urban growth area (UGA).

Activity center standards are intended to:

- *Extend design considerations beyond individual parcels.*
- *Coordinate the design elements of public and private projects.*
- *Emphasize visual links and function among parcels.*
- *Emphasize right-of-way and common area improvements which will create a cohesive community image.*

17.99.090 Existing activity centers map.



17.99.100 Activity center standards.

Development within activity centers shall be as follows:

A. Provide continuous pedestrian links between buildings, sites and common areas within activity center.

Pedestrian path layouts shall be designed to provide the shortest distance between common areas, public greens, public buildings and anchor tenant structures within activity centers. This may require pedestrian paths between or through parcels in addition to typical street-side walkways.

B. Identify locations for common parking lots and/or garages.

To facilitate clustering of nonresidential structures, provide common parking in all new binding site plans.

C. Unify public directional signs.

All off-premises directional signs shall be of a unified carved or sandblasted design and shall be limited to generic names (e.g., "Shops," "Restaurants," "Parking," "Civic Center") or district names (e.g., "Downtown," "Waterfront"). Individual business names are not allowed.

D. Coordinate all outdoor lighting fixtures and right-of-way paving materials.

All pole light fixtures and paving materials in activity centers shall be of a common and substantially similar design and shall be consistent with outdoor lighting standards in GHMC 17.99.350 and outdoor furnishing standards in GHMC 17.99.360.



Coordinate outdoor light fixtures and right-of-way paving materials.

E. Where practical, incorporate mixed use buildings, which accommodate residential units.

17.99.110 Parkways.

Parkways provide functional and visual links between districts and can create a cohesive community image through application of consistent design standards.

17.99.120 Defined parkways.

The following roads are defined as parkways within the city of Gig Harbor and its urban growth area (UGA):

OLYMPIC/SOUNDVIEW DRIVE

Includes all of Olympic and Soundview Drives, and also 56th Street NW between Olympic Drive and 38th Ave. NW

POINT FOSDICK DRIVE

From Olympic Drive to Harbor Country Drive

WOLLOCHET DRIVE

From SR 16 to Hunt Street

PIONEER WAY

From SR 16 to Harborview Drive

STINSON AVENUE

From SR 16 to Harborview Drive

ROSEDALE STREET

From Skansie Avenue to Harborview Drive

HARBORVIEW DRIVE

From Soundview Drive to North Harborview Drive

NORTH HARBORVIEW DRIVE

From Harborview Drive to Peacock Hill Avenue

PEACOCK HILL AVENUE

From Borgen Boulevard to North Harborview Drive

BORGEN BOULEVARD

From Burnham Drive to Peacock Hill Avenue

PURDY DRIVE

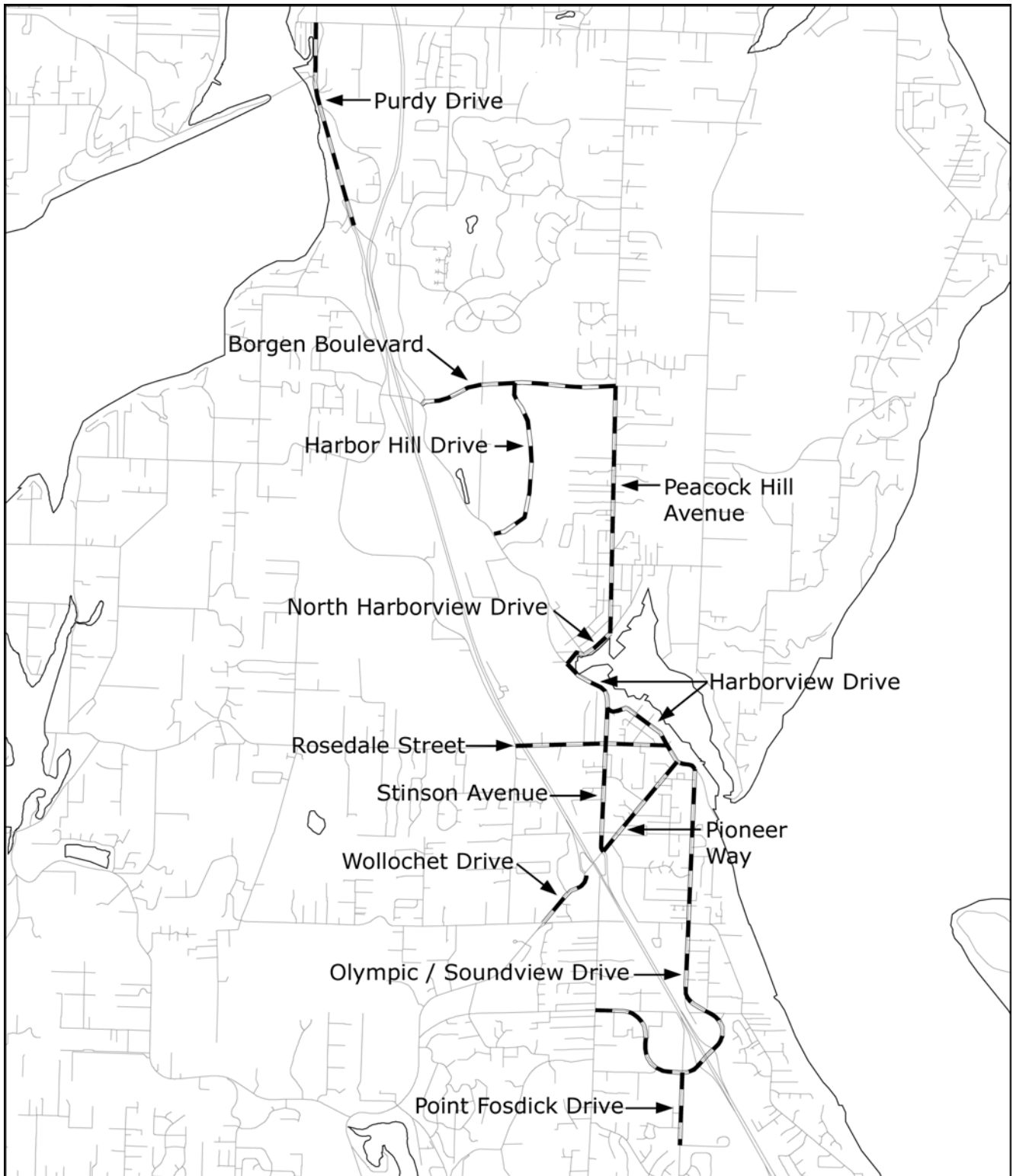
From SR 16 north to 144th Street NW

HARBOR HILL DRIVE

Extending from Burnham Drive to Borgen Boulevard

Special care should be given to maintaining and enhancing the alignment, pattern, and material composition of parkway design components.

17.99.130 Defined parkways map.

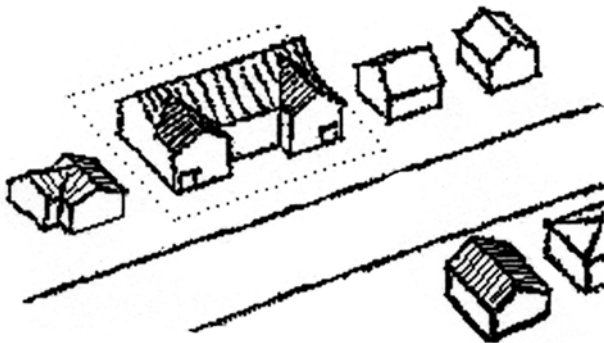


17.99.140 Parkway standards for on-site development.

The following standards apply to all parcels having frontage on defined parkways.

A. Reflect mass, scale and height of adjacent structures.

Larger structures built next to smaller structures shall include projections in the facade which reflect and approximate the smaller structures' massing and height. Heights of existing structures shall be measured from the average finished grade along the streetside facade to the highest point of the roof.



The projections in the facade of this larger building appropriately reflects the scale and spacing of the adjacent structures.

B. Avoid chain link fencing.

Fences along parkway frontages shall be consistent with fencing standards in GHMC 17.99.340 except that chain link fencing of any design shall not be allowed forward of the front setback line.

C. Comply with parkway setbacks in the historic district.

Parkway setbacks are defined in GHMC 17.99.310.

17.99.150 Enhancement corridors.

Enhancement corridors are identified on the city's visually sensitive areas map (see Appendix A of this chapter). They include:

CANTERWOOD BLVD/ BURNHAM DRIVE/HARBORVIEW DRIVE CORRIDOR

This corridor includes all property within or partially within 100 feet of the right-of-way extending from Canterwood Boulevard at 125th Street Court NW to the intersection of Harborview Drive and North Harborview Drive (Borgen's Corner).

SR 16 CORRIDOR

This corridor includes all property within or partially within 300 feet of the right-of-way of SR 16 within the UGA, except those properties within designated visual interchange nodes.

Enhancement corridors are designed to:

- *Maintain the scenic beauty which characterizes travel across the Gig Harbor Peninsula.*
- *Maintain a more distinct city "edge."*
- *Assure a stronger sense of arrival at visual interchange and activity nodes.*
- *Provide visual separation between districts.*

17.99.160 Enhancement corridor standards.

All development within enhancement corridors must conform to the following design criteria:

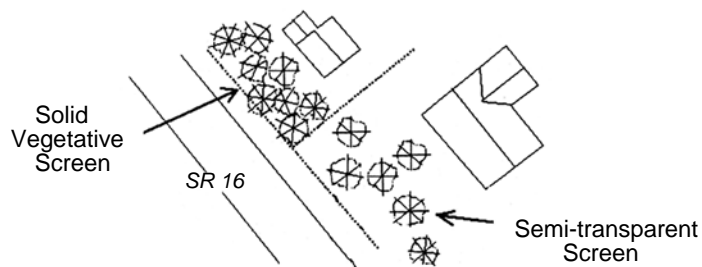
A. Retain significant trees.

Significant trees within 30 feet of the property line abutting the street rights-of-way or City of Tacoma Cushman transmission line properties within the enhancement corridor shall be retained.

B. Provide full screening or partial screening with glimpse-through areas.

Parking lots and structures in any area of the defined enhancement corridor must be fully screened from SR 16, except they may be viewed through a semi-transparent screen of on-site trees as follows:

1. Neither full or semi-transparent screening is required on parcels designated as prominent parcels on the city's visually sensitive areas map, except that significant trees within 30 feet of the property line abutting the street rights-of-way or City of Tacoma Cushman transmission line properties within the enhancement corridor shall be retained.
2. Semi-transparent screens must provide at least 70 percent year-round foliage coverage distributed evenly across the view along the SR 16 right-of-way and City of Tacoma Cushman transmission line properties and 50 percent coverage along the Canterwood Blvd/Burnham Drive/Harborview Drive rights-of-way. Semi-transparent screens may consist of new vegetation only if healthy existing vegetation is not adequate to fulfill this requirement.



3. A semi-transparent screen shall not be a rigid line of trees along the property's edge. Rows of trees existing along property edges shall be retained. Additional trees are required so that a staggered, natural growth pattern is retained or achieved.

C. Maintain 30-foot setbacks from the rights-of-way and City of Tacoma Cushman transmission line properties that define enhancement corridors.

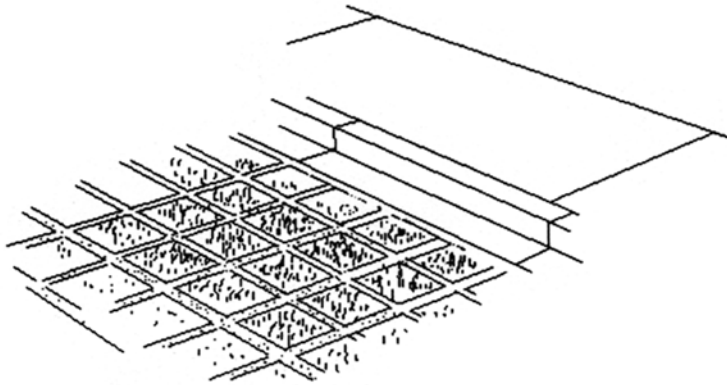
Parcels abutting defined enhancement corridor rights-of-way and City of Tacoma Cushman transmission line properties must maintain a 30-foot setback within which no structures or parking lots shall be allowed. Existing significant trees within the setback shall be retained.

D. Orient service and delivery areas away from enhancement corridors.

Service and delivery bays, warehouses and mini-storage units may not be visible from enhancement corridors.

E. Screen or enhance parking lots visible from the SR 16 enhancement corridor.

Parking lots designed for more than 16 cars shall be either fully or partially screened under the provisions of subsection A of this section, and shall conform to all other applicable landscape requirements for parking lots. On-site parking spaces more than 200 feet from the building to which they apply shall be surfaced with textured and colored paving material if not fully screened.



Grass block pavers (sometimes known as grasscrete) are concrete pavers designed to allow grass to grow up through the center. They are useful for limited-use parking areas where an asphalt or concrete appearance is not appropriate.

F. Screen or enhance building design.

Buildings visible from or partially visible from enhancement corridors shall meet all design criteria for prominent facades. Semi-transparent screens are not sufficient to negate this requirement. (Ord. 1347 § 66, 2016; Ord. 1194 § 46, 2010).



17.99.170 Zone transition standards.

Zone transitions occur wherever opposing zones meet. All parcels in a specific zone that abut, or are across the street from, parcels in a different zone (regardless of uses in that zone or as otherwise stated below) are subject to either ZONE TRANSITION BUFFERING STANDARDS or ZONE TRANSITION DEVELOPMENT STANDARDS. Zone transition standards do not apply between parcels in a different zone separated by State Route 16. Zone transition standards do not apply to development that is permitted under the development standards of the opposing zone or between zones that collectively fall under any one of the following zoning district categories.

The DRB shall not consider or recommend approval of any deviation or proposed modification of any standard in GHMC 17.99.180 or 17.99.190, except as provided in GHMC 17.99.200.

Zoning designations serve to contain similar and compatible uses within specified areas of the city. Incompatible development may occur where two or more zoning designations meet.

ZONE TRANSITION CATEGORIES	ZONING DISTRICTS
LOW DENSITY RESIDENTIAL	R-1, R-2, PCD-RLD, WM, WR
LOW TO MEDIUM DENSITY RESIDENTIAL	R-2, R-3
MODERATE DENSITY RESIDENTIAL AND MIXED USES	R-3, PCD-RMD, RB-1, RB-2, PCD-NB
NONRESIDENTIAL*	B-1, B-2, C-1, PCD-C, ED, PI, DB, WC, RB-1*, RB-2*, PCD-NB*, MUD*, PCD-BP
* PARCELS WITH AN RB-1, RB-2 OR PCD-NB ZONING DESIGNATION ARE NOT INCLUDED IN THE NONRESIDENTIAL CATEGORY IF THERE ARE ANY RESIDENTIAL STRUCTURES ON THE SITE.	

(Ord. 1194 § 46, 2010).

17.99.180 Zone transition buffering standards.

Substantially separate and shield opposing zones located outside the height restriction area with a minimum 40-foot dense vegetative buffer.

Buffering between zones in parcels outside the height restriction area defined in Chapter 17.62 GHMC shall include a dense vegetative buffer of 40 feet or more unless the zone transition development standards of GHMC 17.99.190 are complied with. The dense vegetative buffer shall be entirely located on the parcel being developed.

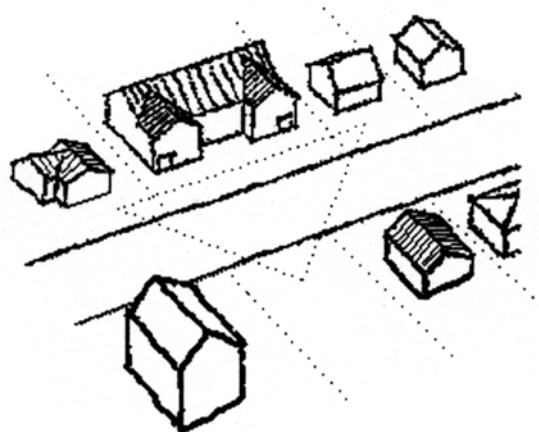
In situations where the subject site is located in the height restriction area, the development standards of GHMC 17.99.190 shall apply. (Ord. 1099 § 1, 2007).

17.99.190 Zone transition development standards.

In situations where zone transition buffering standards cannot be achieved or where zone transitions occur within the height restriction area, the following development standards shall apply:

A. Limit building footprint to the average size of building footprints in the opposing zones.**

Building footprints shall be no larger than the average footprint size of all buildings in opposing zones located within 200 feet of the subject site and that are on parcels contiguous to the transition zone boundary (accessory structures, e.g., sheds and garages, may be excluded from this calculation).



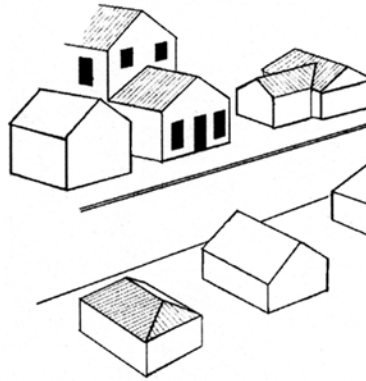
Landscape buffers and screens typically separate and shield dissimilar uses. Where landscaping alone cannot provide visual relief between districts, transition may be better achieved by combining screening methods with a “step-down” approach to development.

All buildings in the opposing zone within 200 feet of the subject site should be identified to determine average height and average footprint size.

** The design review board may recommend alternative measures of complying with this standard under the provisions of the alternate zone transition standards in GHMC 17.99.200.

B. Limit building height to the average height of buildings in opposing zones.**

Building height shall be no taller than the average building height of all buildings in opposing zones (including code-allowed height on vacant parcels) located within 200 feet of subject site and that are on parcels contiguous to the transition zone boundary. Structures may step up to a greater height (not to exceed maximum height limits) if the taller portions are stepped back at least 1.25 feet for every increased foot of height. In this context, structures shall be measured from the average finished grade along the side of the building facing the opposing zone to the highest point on the roof.



Taller portions of buildings must be stepped back at least 1.25 feet for every increased foot of height.

C. Avoid facing dissimilar structures along streets.

Structures facing a street which divides or abuts two or more zones shall be compatible with structures in the less intense zone as follows:

1. INCORPORATE RESIDENTIAL DETAILING.

All buildings abutting a residential zone shall be limited to residential-type doors, windows, trim, and massing. Large storefront windows, kick plates below windows, flat roofs, parapets, sign bands, etc., do not appropriately reflect residential architecture.

** The design review board may recommend alternative measures of complying with this standard under the provisions of the alternate zone transition standards in GHMC 17.99.200.

2. CONFORM TO DESIGN STANDARDS OF MORE RESTRICTIVE ZONES.

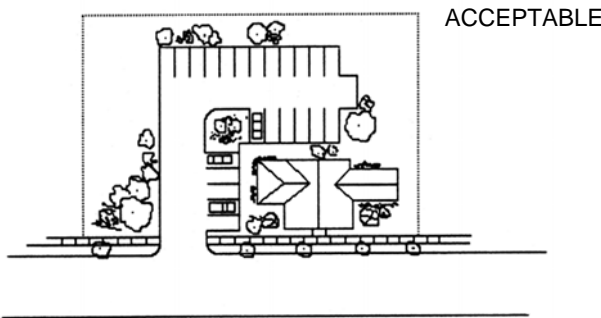
Structures abutting a dissimilar zone shall be subject to design standards for both zones. The more restrictive requirements shall apply.

3. IF DESIRED, RELAX DESIGN STANDARDS ON PARCEL INTERIOR.

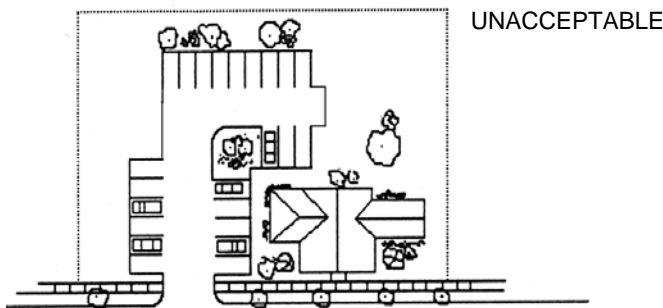
Buildings may be designed to reflect the more intense uses allowed in a zone if they are located behind structures that conform to the standards of the abutting zone.

D. Avoid the appearance of parking lots along residential streets.

Parking lots are not allowed along streets which divide commercial and residential districts or on parcels that abut residential zones. In these situations, parking lots must be largely contained behind nonresidential buildings. Driveways with parking on one side of the driveway may connect rear parking lots to the street.



Driveways with parking stalls on one side only may face residential districts.



Large parking lots may not be located in front yards where they face residential districts.

(Ord. 1099 § 2, 2007).

17.99.200 Alternative zone transition standards.

As an alternative to the zone transition standards in GHMC 17.99.180 and 17.99.190, the design review board may recommend approval of development in a zone transition area if it finds that the proposed development integrates, and is sensitive to, the pattern of development in the abutting zone. To determine if a proposed development is sensitive to the pattern of development in the abutting zone, the DRB shall consider the following elements of design:¹

A. Separation of structures.

Is there sufficient separation between structures on the site and structures in the opposing zone to mitigate the impacts of taller or larger structures?

B. Architectural modulation of building.

Is there sufficient modulation in the design of the building to reflect the scale and massing of adjacent buildings in the opposing zone?

C. Rooflines.

Do the rooflines of the proposed building(s) reflect the type, style and form of the rooflines on the adjacent buildings in the opposing zone?

D. Location of service areas.

Is there sufficient separation of service areas (e.g., loading docks, delivery areas, dumpster enclosures) to minimize impacts to development in the opposing zone?

E. Window and balcony orientation.

Are windows and balconies located in a manner that preserves the privacy of residents in the opposing zone?



The bulk of this project's upper story was reduced and significant landscaping was retained to better fit with the neighboring single-family zone.

¹ The alternative zone transition standards allow the DRB to consider these elements but do not authorize the DRB to waive design standards otherwise required by this chapter or to vary from the minimum setback standards, maximum height standards, or maximum building size standards applicable to the underlying zoning district in which the subject site is located.

F. Lighting.

Is the location and intensity of outdoor lighting low enough to avoid negative impacts on abutting residential development?

G. Vegetative buffering.

Does existing on-site vegetation provide screening opportunities or otherwise ensure the privacy of residents in opposing zones?

H. Existing nonconformities.

Are there existing patterns of development in the opposing zone that do not conform with current development standards and should therefore not be perpetuated in new development?

I. Entryway orientation.

Is the building entrance in a location that minimizes impacts to the privacy of abutting residential development?

J. Location of parking and driveway entrances.

Are parking lots and driveways in locations that minimize traffic noise on, or invasion of privacy of, abutting residential development?

K. Open space and common areas.

Does the project utilize common areas to provide separation between site development and development in the opposing zone?

L. Existing natural characteristics of the site.

Does the development utilize existing site conditions such as topography or clusters of trees to provide buffering or to enhance view opportunities?

M. Siding materials and details.

Do the siding materials and other architectural details reflect the type of materials and details that typify development on abutting parcels in the opposing zone?



17.99.210 Prominent parcels.

Prominent parcels are parcels that are prominently visible either because of their corner location or because, when viewed from a distance on the road providing access to the parcel, they serve as a view terminus. Prominent parcels are identified on the visually sensitive areas map (see Appendix A of this chapter).

17.99.220 Prominent parcel standards.

All development of prominent parcels shall conform to all applicable development standards of this title and to the following additional standards:

A. Incorporate significant trees and clusters of trees into the site design.

Every effort should be made to preserve significant attractive trees and clusters of vegetation.

B. Avoid site designs which emphasize pavement, canopies or mechanical equipment.

Prominent parcels are not appropriate for designs which emphasize vehicular pavements, service station canopies, drive-up canopies or mechanical appurtenances such as gas pumps.

**C. Provide a stately appearance to structures.**

In order to provide visual distinction to the city, structures on prominent parcels shall be of a stately appearance (see the definitions of “stately” and “landmark structures” in GHMC 17.99.590).

Provide emphasis to structures and landscaping on parcels identified as prominent parcels on the city’s visually sensitive areas map.

D. Keep structures in the foreground.

To provide further emphasis to design, buildings shall be located at the front setback line unless significant trees warrant placing the building further back.

E. Minimize visibility of parking lots and service areas.

All parking, loading and service areas must be located or screened in such a manner so as not to be visible from 200 feet or more from the property from any public right-of-way.

F. Use landscaping to “frame” buildings and to screen parking and appurtenances.

Landscaping may be used to screen parking and mechanical appurtenances and frame buildings. Generally, however, the front side of buildings on prominent parcels should not be screened by landscaping exceeding three feet in height. Instead, emphasis should be given to architectural prominence. An occasional tree is allowed.

G. Coordinate development at intersections abutting prominent parcels.

Development within 200 feet of prominent parcel intersections shall be coordinated as follows:

1. Use of similar landscaping materials;
2. Shared tree clusters;
3. Similar massing, scale and setbacks of buildings;
4. Coordinated pedestrian amenities including benches, light standards, trash receptacles, paving materials, etc.

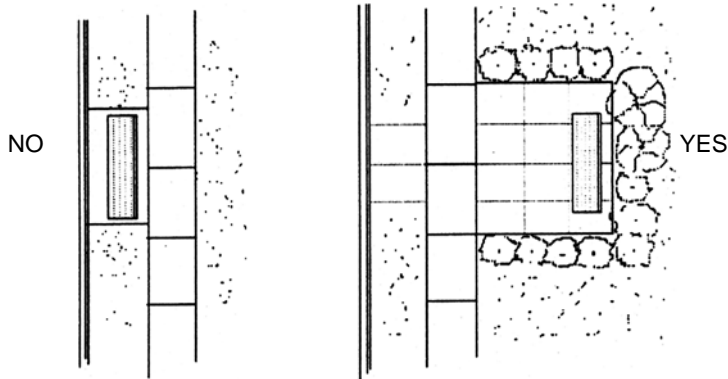
NOTE: New development shall be required to coordinate with existing development only if existing development was previously developed under the terms of this chapter. However, the general massing and scale of development shall be considered in all cases. (Ord. 1347 § 67, 2016; Ord. 1086 § 27, 2007).



17.99.230 Transit stop standards.

A. Locate transit stops behind the sidewalk.

Transit stops shall be incorporated into a small paved area large enough for a shelter, if desired, according to Pierce Transit standards. Alternatively, transit stops may be near a building entrance under a colonnade or canopy. Do not place waiting areas at the street curb.



Placing transit stop bench into a landscaped area away from the curb helps to integrate the bench into the setting while providing a more pleasant waiting area.

B. Landscape transit stops or incorporate them into landscaped areas.

Landscaping around the perimeter of the transit stop is required. Landscaping shall provide a sense of enclosure without obscuring visibility.

C. Illuminate transit stops.

For safety and convenience, transit stop waiting areas may be fully illuminated according to the city of Gig Harbor lighting standards in GHMC 17.99.350.



Mass transit stops may be incorporated into mixed-use buildings or be designed as stand-alone buildings like this one.

Transit stops as required by Pierce Transit shall be designed as an amenity to the site. On-site transit stops may be counted toward meeting common area requirements if they conform to all common area requirements.